REGULAR CONCURRENT MEETING
CITY COUNCIL & COMMUNITY REDEVELOPMENT AGENCY

Council Chambers
3121 Gold Canal Drive, Rancho Cordova, California

Monday, August 1, 2005

4:30 p.m. – Closed Session
5:30 p.m. – Regular Meeting

AGENDA

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

Ken Cooley, Mayor

Robert J. McGarvey, Vice Mayor

Linda Budge, Council Member

David M. Sander, Council Member

Dan Skoglund, Council Member

MAKING YOUR POINT – MAKING IT COUNT

Government decision-making takes time—time for public input, time for analysis, and time for weighing both sides of the issue before making an informed decision.

People sometimes complain that the process takes too long, delay progress, costs extra money and is frustrating for discussion participants. Others say that the process doesn't give people enough time to comment and that decisions are made too quickly without enough consideration for all sides of the issue.

The foundation for democracy in America is our constitutional right to tell our elected leaders what we think about issues that affect us. This right is enjoyed by all citizens, regardless of education, background, or experience. Rancho Cordova leaders welcome you to public meetings and encourage you to participate in discussions that affect you.



The way you present your message at the podium can help or hurt your ability to persuade your audience. It can either facilitate or obstruct the public participation process. Whether you are an experienced public speaker or speaking at the podium for the first time, it may be helpful to remember these public meeting tips:

- Identify your main points. Writing them down will help you organize your thoughts and remember them when you're at the podium.
- Check your facts. Accuracy improves your credibility and helps you make a positive impression.
- Handouts summarizing your position may be distributed to policy makers and staff before or after your presentation. Busy leaders appreciate clear, concise information (one or two pages) that helps them identify your key points and remember your presentation.
- Don't be nervous. If you are, don't apologize for it. Public Officials see many citizens who are nervous when speaking in front of an audience. It may help to take a deep breath and exhale slowly just before you approach the podium.
- As you begin to speak, state your name and address clearly for the record. If you represent a group or organization, please state that information as well.
- Make your position known at the beginning, then present supporting information. You will sound organized, which helps people to understand your position.
- Keep your presentation short and simple. Attention spans are brief and people will remember a short presentation better than they will one that rambles and includes too much information.
- Don't repeat yourself. It uses valuable time and people tune out when they hear the same thing over and over. If a previous speaker has already made the point you planned to make, simply refer to that speaker and emphasize your support for that position.
- Be cautious about using humor which is very subjective. While some may laugh, others may be offended.
- Persuade, don't badger your audience. Compelling presentations can be very persuasive to both policy makers and public meeting audiences; however, insulting or degrading language can make you appear belligerent, reducing your credibility as well as the power of your message.
- Close your comments with an action statement such as, "Adopt this resolution" or "I urge you to vote 'no' on this ordinance."

Rancho Cordova City leaders appreciate your interest in issues that affect the community. We hope these tips will help you prepare and present your remarks so they will be clear, concise, accurate and credible. If you follow these guidelines, your audience is likely to listen, pay attention, and maybe even agree with you!

Rancho Cordova City government is not the City Council, City staff or Rancho Cordova citizens – it's all of us working together to understand each others' opinions so we can make the best decisions for our community.

THANK YOU FOR PARTICIPATING!

REGULAR CONCURRENT MEETING
CITY COUNCIL & COMMUNITY REDEVELOPMENT AGENCY

City Council Chambers
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Monday, August 1, 2005

4:30 P.M. – Closed Session
5:30 P.M. – Regular Meeting

AGENDA

CLOSED SESSION

Call to Order

Roll Call: Council Members Budge, McGarvey, Sander, Skoglund & Mayor Cooley

Oral Communications

A. Public Comment

Citizens wishing to address the Council for any matter on the Closed Session agenda may do so at this time. **Please keep your comments to three minutes or less and provide a Speaker Card to the City Clerk.** Please state your name and community of residence.

Adjourn to Closed Session for the Following Purpose:

B. Conference with Real Property Negotiator – Government Code Section 54956.8

Property:	2729 Prospect Park Drive, Rancho Cordova, California
Agency Negotiators:	Ted A. Gaebler, William J. Thomas
Negotiating Parties:	Rancho Cordova Chamber of Commerce
Under Negotiation:	Price and Terms of Payment for Lease

REGULAR MEETING

Call to Order

Roll Call: Council Members Budge, McGarvey, Sander, Skoglund & Mayor Cooley

Reports from Closed Session

Metro Cable TV Telecast Announcement

Pledge of Allegiance

Invocation

1. Reverend Akira Sebe, Sacramento Gedatsu Church, will give the invocation.

Presentations

2. Sacramento Air Quality District on Spare the Air Day.

3. Birthday Recognition for Vice Mayor McGarvey *(cake will be served at the break)*.

CONSENT CALENDAR – ROLL CALL VOTE

4. **Subject:** Minutes of City Council Special Meeting of June 15, 2005.
   Recommendation: Adopt Minutes.

5. **Subject:** Resolution for North Douglas Mitigated Negative Declaration Addendum. The Addendum Analyzes Off Site Drainage Improvement and the Extension of Americanos Road from the Project Site to Douglas Road.
   Recommendation: Adopt Resolution No. 99-2005, approving the addendum to the Mitigated Negative Declaration for the North Douglas Project.

6. **Subject:** Resolution Authorizing City Manager to Execute a Second Amendment to the Consulting Services Agreement between the City of Rancho Cordova and EDAW, Inc., for Expanded Scope of Work Relating to the Preparation of an Environmental Impact Report (EIR) Environmental Impact Statement (EIS) for the Rio del Oro Development Project RC-03-014.
   Recommendation: Adopt Resolution No. 104-2005.

7. **Subject:** Resolution Approving Subdivision No. 04-070 Final Map of Anatolia Commons and Execute Subdivision Improvement Agreement located at the north east corner of Anatolia Drive and Sophocles Drive.
   Recommendation: Adopt Resolution No. 98-2005.

8. **Subject:** Resolution Authorizing the Reimbursement of Expenditures Associated with the Acquisition of the Kilgore Business Park (Geremia Property).
   Recommendation: Adopt Resolution No. 100-2005.

9. **Subject:** Resolution Adopting Bylaws for the Community Redevelopment Agency of the City of Rancho Cordova.
Recommendation: Adopt Agency Resolution No. 101-2005.

ORAL COMMUNICATIONS

10. **Public Comment**

Citizens wishing to address the Council/Redevelopment Agency for **any matter not on the agenda may do so at this time by completing and submitting a (blue) Speaker Card to the City Clerk. The Mayor will call you to the podium at this point on the agenda**. Note, 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.

If you wish to be heard on a listed agenda item, please complete and submit a (blue) Speaker Card to the City Clerk and wait until the item is discussed. The Mayor will call you up to the podium to address the Council/Redevelopment Agency.

All speakers are encouraged to keep your comments to three minutes or less and to state your name and community of residence.

PUBLIC HEARINGS

11. **Subject:** Target – RC-05-150 – Design Review - Design Review for Exterior Remodel and Addition to the Existing Store Located at 10881 Olson Drive **(continued from July 5th & July 18th meetings)**.
Recommendation: Adopt Resolution No. 80-2005 approving the Design Review for the Target Store Remodel RC-05-150, subject to the findings and Conditions of Approval.

12. **Subject:** Stone Creek Office Park – Design Review RC-04-100 Located at Northwest corner of Bear Hollow Drive and Zinfandel Drive.
Recommendation: Adopt Resolution No. 95-2005 approving the Design Review for the Stone Creek Office Park (RC 04-100), Subject to the Findings, Evidence, Design Review Submittal, and Conditions of Approval.

13. **Subject:** Summerset Condominiums RC-04-143 Tentative Subdivision Map, Design Review, and Special Development Permit Located at Corner of Zinfandel and Vehicle Drive.
Recommendation: Adopt Resolution No. 96-2005 approving the Summerset Condominiums Project, RC 05-143, subject to the Findings, Design Review Package, and Conditions of Approval.

14. **Subject:** Resolution Adopting the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study Update, Including a Revised Capital Improvement Program and Increased Development Impact Fees for Sewer and Off-site Water Facilities and Resolution Providing Conceptual Approval of a Sunrise Douglas Community Development Impact Fee Program Credit/Reimbursement Agreement
Recommendation: Adopt Resolution No. 93-2008 and Resolution No. 94-2005.

15. **Subject:** Urgency Resolution Establishing Interim Transportation Impact Fees and Resolution Extending the Authorization for an Interim Transportation Impact Fee for 30 Days.
Recommendation: Adopt Urgency Resolution No. 92-2005 and Resolution No. 97-2005.

16. **Subject:** Resolution Approving the Proposed Park Development Impact Fee Nexus Study for the Sunrise Douglas Community Plan and the Adoption of a New Fee Schedule Parks.
Recommendation: Continue public hearing to September 6, 2005 in order to allow refinement of the Draft Nexus Study.

* 7:30 P.M. - BREAK

REGULAR CALENDAR

17. **Subject:** Urgency Resolution Establishing Interim Parks Fees for the Sunridge Specific Plan and a Resolution Extending the Authorization for Interim Parks Fees for the Sunridge Specific Plan for 30 Days.
Recommendation: Adopt Urgency Resolution No. 105-2005 and Resolution No. 106-2005.

18. **Subject:** Folsom Boulevard - Plans and Implementation Strategies.
Recommendation: Receive staff presentation and provide direction on the purpose and scope for the Folsom Boulevard Town Hall Meeting.

19. **Subject:** Revised Downtown Vision Scope – Amendment to Expanded General Plan Scope of Services.
Recommendation: Receive Downtown Vision scope, an attachment to Resolution No. 89 -2005 for the Expanded General Plan Scope of Services, adopted on July 18th, revised based on City Council direction on July 18, 2005.

CORRESPONDENCE

COUNCIL REPORTS

COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

CITY MANAGER'S REPORT

ADJOURNMENT

UPCOMING MEETINGS

Monday, August 15, 2005	***5:30 p.m. – Regular Meeting – CANCELLED***
Tuesday, September 6, 2005	***4:30 p.m. – Closed Session*** ***5:30 p.m. – Regular Meeting***
Monday, September 19, 2005	***4:00 p.m. – Joint City Council/Redevelopment Agency/Planning Commission Study Session on Redevelopment Project Area Survey*** ***5:30 p.m. – Regular Meeting***
Tuesday, September 27, 2005	***5:30 p.m. – Water Update/Comprehensive Planning Process for Achieving Quality Growth/The Development Process (Flow Chart) in its Totality Study Session***

Tonight's meeting of the Rancho Cordova City Council & Community Redevelopment Agency is being telecast on Metro Cable TV, Channel 14, the Government Affairs Channel on the Comcast, SureWest and Strategic Technologies Cable Systems, and will be shown in its entirety. Tune to Metro Cable Channel 14, for playback times. It will be webcast at www.sacmetrocable.tv. 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@cityofranchocordova.org at least 48 hours prior to the meeting.

CERTIFICATION OF POSTING OF AGENDA

I, Anna Olea-Moger, Assistant City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the August 1, 2005 Regular Concurrent Meeting of the Rancho Cordova City Council & Community Redevelopment Agency was posted on July 28, 2005 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.cityofranchocordova.org.

Signed this 28th day of July 2005 at Rancho Cordova, California.

Anna Olea-Moger

Anna Olea-Moger, Assistant City Clerk

*Time listed on the agenda is approximate and for convenience only

CITY COUNCIL MEETING
City Council Chambers
3121 Gold Canal Drive, Rancho Cordova

MINUTES

Wednesday, June 15, 2005
3:30 P.M. – Special Meeting

Call to Order

Mayor Cooley called the meeting to order at 3:45 p.m.

Roll Call

Present: Council Members Budge, McGarvey, Skoglund, and Mayor Cooley
Council Member Sander joined the meeting at 4:00 p.m.
Staff Present: Gaebler, Hare, Junker, Haven, Abhar, McMahon, Lindgren, Thomas, Howard

Study Session

1. **Subject:** 2005-06 FY Proposed Budget (**continued from June 6, 2005 meeting**)
   Recommendation: Continue review of preliminary budget and direct staff as deemed appropriate.

   The following individual addressed Council on this issue:

   Barbara Lehman, Human Rights/Fair Housing Commission Executive Director, requested CDBG funding of $4,500 this fiscal year and additional funds next year.

   OUTCOMES: (a) Council determined that $4,500 should be approved now for CDBG and the request for additional funds ($36,000 approximately) to be revisited later.

   (b) Council requested:

   (i) Information about how the City implements cost recovery to be provided by Planning Director Paul Junker.

   (ii) Budget to include Community and Economic Development Department but staff to come back with additional information about

AGENDA ITEM # 4

(Straw poll with a 4-1 vote, Mayor Cooley dissenting, confirmed this request.)

(iii) Council supportive of additional field Code Enforcement Officer but more information requested on negotiations with PMC and information on the costs before deleting the Code Enforcement Manager position and restructuring the division.

(iv) Council requested a Fall Work Session regarding Code Enforcement. What are other jurisdictions doing that are working well? What are the alternatives to Human Rights and Fair Housing Commission services? A discussion of business licensing funds being used as a tool for fair housing is needed. A zoning code condition that requires commercial landscaping to be watered and shopping cart enclosures is needed.

AT THIS POINT in the meeting a recess was declared. The full Council reconvened.

Council re-ordered the agenda to take Item 4 next:

4. **Subject:** Discussion on the General Plan Scope of Services and Schedule.
Recommendation: Provide preliminary direction regarding efforts to be completed within the General Plan process and the timing for completion of the General Plan.

   Following a PowerPoint presentation there was discussion on how to evaluate those projects that would warrant processing during the period prior to the General Plan completion.

The following individuals addressed Council on this issue:

(a) Russ Davis, Elliott Homes, regarding phases of his projects that may not change because of the General Plan. He said he would like to continue to move projects forward through the City's planning process.

(b) George Phillips to echo the previous speaker.

(c) Ardie Zahedani, BIA, requested earlier notice of City meetings and relayed desire to partner in a collaborative process.

(d) Tim Taron to applaud the development working group idea and encourage the City to provide a way to allow the projects to go forward in the planning process.

(e) Chuck Shaw in support of residential development that commercial anchor tennants are driven by how many "roof top" numbers are achieved.

(f) Herb Graybell regarding criteria for roads and infrastructure went well beyond what was discussed early on with the City and to suggest that the development team brainstorm solutions.

OUTCOMES: Council indicated support for going forward with the General Plan adoption and also stated support for the concept of the development working group. July 14 was the date discussed as a possibility for the development group meeting.

2. **Subject:** Discussion on Potential City Fees and Plan for Financial Vibrancy
Recommendation: Information item only on building financial sustainability while creating a city that provides a high quality of life.

   OUTCOME: This item was not discussed.

3. **Subject:** Discussion on Plans and Implementation Strategies for Folsom Boulevard.
Recommendation: Consider options for planning and implementing revitalization along Folsom Boulevard and provide general direction.

   OUTCOME: This item was not discussed.

Oral Communications

5. Public Comment

   None

Adjournment

The meeting adjourned at 11:00 p.m.

_____
Lillian E. Hare, City Clerk

MEMORANDUM

DATE: August 1. 2005

TO: City Council

FROM: William Campbell, Planning Department
Bret Sampson, Planning Department

SUBJECT: **SUMMARY OF NORTH DOUGLAS ADDENDUM**

Recommendation

Adopt Resolution 99-2005 finding the Addendum consistent with the California Environmental Quality Act Guidelines. The proposed Addendum will not result in a direct or reasonably foreseeable indirect physical change in the environment. The development impacts associated with this project had been previously addressed in a Negative Declaration.

Purpose of Addendum

The purpose of the North Douglas Mitigated Negative Declaration (MND) Addendum is to analyze the environmental impacts of several improvements not disclosed in the original MND. These additional improvements include several off-site ditches and the widening of Americanos Boulevard at Douglas Road. Site disturbance from these improvements would be minor, especially when compared in relation to the entire North Douglas project.

Changes to Original Mitigated Negative Declaration

Changes to the original MND were very minor due in most part to coverage provided by the Sunridge Specific Plan/Sunrise Douglas Community Plan EIR. A complete project description of the additional improvements was added to the document to fully disclose the proposed activities. Through the environmental review process, only two mitigation measures were added to the MND to ensure less than significant impacts incurred by these additional activities. The mitigation measures are as follows:

MM 4.3c For portions of the project, which will not directly affect wetlands but may indirectly affect wetlands, the applicant shall prepare a "Wetland Impact Minimization Plan," which will provide specific "Best Management Practices" (BMPs) for construction and operation, and provide a copy to the Planning Department for approval prior to site disturbance. All BMPs shall be incorporated into the project design and operation in order to ensure to no adverse environmental effects to or waste/pollutant discharge (e.g., sediment and urban pollutants) into a wetland that would result in a "take" of tadpole and fairy shrimp. The "Wetland Impact Minimization Plan" shall provide feasible and effective BMPs that are proven to be suitable for the soil conditions, hydrology and topography in the project area. Additionally, redundant BMPs shall be utilized to ensure no adverse effect to wetlands. Approval of the "Wetland Impact

AGENDA ITEM # 5

Minimization Plan" shall occur prior to any site disturbance. The BMPs and proposed setbacks shall be clearly shown on improvement plans for each impacted wetland and vernal pool within the area of effect. BMPs shall be listed in the improvement plans and detailed drawings shall be provided for the affected wetlands and vernal pools. The applicant shall provide funds for the City to hire a qualified professional to verify the adequacy of the BMPs to meet the standards. Field monitoring, sampling and reporting shall be conducted throughout project construction and after storm events (in combination with SWPPP monitoring) to ensure that the BMPs are working. The applicant shall fund a full-time monitoring position for a qualified monitor to conduct onsite monitoring. If BMPs are found to be ineffective through field monitoring and sampling, the applicant and monitor shall work with the City to incorporate new BMPs. At the conclusion of grading activities, the construction monitor will prepare a compliance report. The report shall be distributed no later than two weeks after grading activities have be concluded. City staff shall be authorized to conduct spot monitoring during construction activities and after storm events. The monitor will be given authority to postpone or shutdown construction activities if a violation occurs. *If 404 permits are issued allowing fill and/or discharge into previously avoided wetlands, the conditions of said permits will supersede the conditions of this mitigation measure.* The combination of BMPs selected for the project shall be appropriate for clay soils and shall be effective at meeting all of the following objectives: erosion control; sediment control; tracking control; wind erosion control; non-stormwater management control; and waste management and materials pollution control.

Timing/Implementation: *Prior to site disturbance and during all construction activities.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

MM 8.2d The project applicant shall obtain appropriate easements from all adjacent property owners for which the off-site ditches are located. Copies of any easements shall be provided to the Rancho Cordova Public Works Department.

Timing/Implementation: *Prior to site disturbance in off-site areas.*

Enforcement/Monitoring: *City of Rancho Cordova Planning and Public Works Departments and the Sacramento County Department of Water Resources*

Conclusion

The addition of these two mitigation measures is a minor technical change to the original MND for the North Douglas project. Mitigation Measure 4.3c is to ensure that indirect impacts to wetlands do not occur. It is important to note that if the applicant receives a 404 permit that stipulates measures to avoid indirect impacts to wetlands, those measures would supercede measure 4.3c. Mitigation measure 8.2d is to ensure that proposed off-site activities are done so with the relevant property owner's permission.

Attachments

1. Resolution 99-2005, including Addendum to the Mitigated Negative Declaration (Exhibit A).

RESOLUTION NO. 99-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING AN ADDENDUM TO THE ADOPTED MITIGATED NEGATIVE DECLARATION FOR THE NORTH DOUGLAS SUBDIVISION, ASSESSOR PARCEL NUMBERS 072-0300-003, A PORTION OF 072-0300-004 AND 072-0370-016, PROJECT NO. RC-03-002.

WHEREAS, the North Douglas project, represented by Lennar Communities Inc. (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 consisting of 8 large village lots and 680 single family lots, a 9 acre park and 3 landscape corridor lots and

WHEREAS, an Addendum to the adopted Mitigated Negative Declaration was prepared to provide additional language to clarify information in the original document and the Addendum has been circulated according to the requirements of the California Environmental Quality Act (CEQA); and

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

1. California Environmental Quality Act

   Finding: The proposed Addendum will not have a significant adverse impact on the environment and completed in accordance with the California Environmental Quality Act (CEQA).

   Evidence: The proposed Addendum will not result in a direct or reasonably foreseeable indirect physical change in the environment. The development impacts associated with this project had been previously addressed in a Negative Declaration. The purpose of the North Douglas Mitigated Negative Declaration (MND) Addendum is to analyze the environmental impacts of several improvements not disclosed in the original MND. These additional improvements include several off-site ditches and the widening of Americanos Boulevard at Douglas Road. Site disturbance from these improvements would be minor, especially when compared in relation to the entire North Douglas project.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on this 1st day of August, 2005.

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
KEN COOLEY, MAYOR of the
CITY OF RANCHO CORDOVA

_____
LILLIAN HARE
CITY CLERK

NORTH DOUGLAS

Addendum to the Mitigated Negative Declaration

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

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

August 2005

ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION FOR NORTH DOUGLAS

CITY OF RANCHO CORDOVA, CALIFORNIA

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

Prepared by:

THE CITY OF RANCHO CORDOVA
3121 Gold Canal Drive
Rancho Cordova, CA 95670
Phone 916.942.0223
Fax 916.853.1680

AUGUST 2005

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1.0 Introduction

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA). This document has been prepared to serve as an Addendum to the previously adopted North Douglas Mitigated Negative Declaration (MND). The City of Rancho Cordova is the lead agency for the environmental review of the North Douglas project (project).

1.1 BACKGROUND AND PURPOSE OF THE MND ADDENDUM

The North Douglas MND was adopted with conditions of approval by the City of Rancho Cordova on June 21, 2004. In determining whether an Addendum is the appropriate document to analyze the addition of improvements to Americanos Boulevard and off-site ditches to the project and its approval, CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) states:

(a) *The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

(b) *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*

(c) *An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*

(d) *The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*

(e) *A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

1.2 BASIS FOR DECISION TO PREPARE AN ADDENDUM

To determine whether an addendum to the original Mitigated Negative Declaration is appropriate, no conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration can be triggered. CEQA Guidelines Section 15162 states:

(a) *When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*

(1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR.

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alterative.

None of the provisions calling for the preparation of a subsequent Mitigated Negative Declaration have been meet. First, providing analysis of the proposed Americanos improvements and off-site ditches is not a change in the project description that may cause a new significant impact or that may substantially increase the severity of a previously identified significant impact (CEQA Guidelines Section 15162[a][1]). Site disturbance caused by these additional improvements would be insignificant when compared to disturbance caused by the approved North Douglas project.

Second, the proposed Americanos improvements and off-site ditches are not changes in the physical circumstances surrounding the project that may cause a new significant impact or substantially increase the severity of a previously identified significant impact, and there have been no other physical changes in the circumstances that meet this criterion (CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental setting conditions in the Sunridge Specific Plan area that would result in increased environmental impacts.

Third, there is not a new significant impact (condition "A"), or a substantial increase in the severity of a previously identified significant impact (condition "B"). Furthermore, the project applicant has not refused to adopt a mitigation measure (conditions "C" and "D"). None of the "new information" conditions are present here to trigger the need for a subsequent or supplemental EIR.

1.3 ORGANIZATION AND SCOPE OF THE ADDENDUM

SECTION 1.0 - INTRODUCTION

Section 1.0 provides an introduction and overview describing the intended use of the MND Addendum.

SECTION 2.0 – PROJECT DESCRIPTION

This section provides a detailed description of the proposed project. Changes to the project description are shown in Underline and ~~Strikethrough~~ revision marks.

SECTION 3.0 - ENVIRONMENTAL ANALYSIS

This section contains an analysis of environmental topic areas that were addressed in the North Douglas MND. Changes to the environmental analysis in this section are shown in Underline and ~~Strikethrough~~ revision marks.

SECTION 4.0 - CUMULATIVE IMPACTS - Changes to the environmental analysis in this section are shown in Underline and ~~Strikethrough~~ revision marks.

SECTION 5.0 - DETERMINATION

SECTION 6.0 – REPORT PREPARATION AND CONSULTATIONS

SECTION 7.0 - REFERENCES

2.0 Project Description

2.1 PROJECT LOCATION

The North Douglas project site is located within the approved Sunrise Douglas Community Plan and SunRidge Specific Plan (SDCP/SRSP) areas on the northeast corner of Douglas Road and the proposed Americanos Boulevard. The project site is generally bounded by the future Americanos Boulevard to the west, vacant agricultural land to the north and east, and by Douglas Road to the south. **Figures 1** and **2** show the project location and vicinity in relation to the SunRidge Specific Plan and Sunrise Douglas Community Plan.

2.2 BACKGROUND

The SDCP/SRSP Final EIR (FEIR) was certified by the Sacramento County Board of Supervisors on June 19, 2002. The FEIR was designated a "Master" EIR, pursuant to Public Resources Code section 21157 (FEIR, Vol. 1, p. 3.10). A Master EIR is intended to provide a detailed environmental review of plans and programs upon which the approval of subsequent related development proposals can be based. A Master EIR must, to the greatest extent feasible, evaluate the cumulative impacts, growth-inducing impacts and irreversible significant effects on the environment of specific, subsequent projects. The review of subsequent projects that have been described in the Master EIR can be limited to the extent that the Master EIR has already reviewed project impacts and set forth mitigation measures. (See Public Resources Code section 21157.)

A Master EIR enables a lead agency to perform limited environmental review of subsequent projects proposed within five years of certification of the Master EIR, in accordance with the following requirements:

- The lead agency for the subsequent project is the lead agency or any responsible agency identified in the Master EIR.

- The lead agency prepares an Initial Study that analyzes (1) whether the subsequent project may cause any significant effect on the environment that was not examined in the Master EIR, and (2) whether the subsequent project was described in the Master EIR as being within the scope of the project.

- If the lead agency determines that a subsequent project will have no significant effect on the environment which was not previously identified in the Master EIR and that no new or additional mitigation measures or alternatives may be required, no new environmental document may be required. However, the lead agency must make a written finding that the subsequent project is within the scope of the project covered by the Master EIR, and must incorporate all feasible mitigation measures or feasible alternatives set forth in the Master EIR that are appropriate to the project.

- If the lead agency determines that a subsequent project may have an additional significant effect on the environment that was not identified in the Master EIR, the lead agency must prepare either a mitigated negative declaration, an EIR, or a focused EIR. (Pub. Resources Code, § 21157.1.)

The Sunrise Douglas Community Plan/SunRidge Specific Plan EIR was "tiered" from the Sacramento County General Plan Update EIR and in turn is considered to be the Master EIR upon which the environmental review for future development projects within the planning area, such as the North Douglas project may rely (FEIR, Vol. 1, pp. 3.10–3.11). Subsequent projects expected to be within the scope of the Sunrise Douglas Community Plan/SunRidge Specific Plan Master EIR would include future planning/development approvals for properties within the Specific Plan area that are consistent with the SunRidge Specific Plan land use designations and the permissible development densities and intensities established by the Specific Plan, such as the North Douglas project that is the subject of this Initial Study/Mitigated Negative Declaration (*Ibid.*).

Public Resources Code Section 21083.3 limits CEQA review of certain projects to environmental effects that are "peculiar" to the parcel or to the project and which were not addressed as significant effects in a prior EIR, or which new information shows will be more significant than described in the prior EIR. The North Douglas project is a qualified project pursuant to section 21083.3, which provides in pertinent part:

> (a) If a parcel has been zoned to accommodate a particular density of development or has been designated in a community plan to accommodate a particular density of development and an environmental impact report was certified for that zoning or planning action, the application of this division to the approval of any subdivision map or other project that is consistent with the zoning or community plan shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report.
>
> (b) If a development project is consistent with the general plan of a local agency and an environmental impact report was certified with respect to that general plan, the application of this division to the approval of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report.

The Sunrise Douglas Community Plan provides "policy direction for development of lands within the entire 6,042-acre Community Plan boundary, but does not assign specific land uses." (FEIR, Vol. 1, p. 4.12.) The SunRidge Specific Plan "does define specific land uses and a development program for 2,632 acres within the Community Plan boundary." (*Ibid.*) The Specific Plan land use designations for the North Douglas parcels have RD-4, RD-5, RD-7, RD-10, CMU, and Park zoning designations (See FEIR, Vol.1, p. 4.15a, map of specific plan designations). The proposed project is substantially consistent with the existing allocation of land uses and densities specified in the SDCP and SRSP. However, further analysis is required prior to making a determination of the appropriate environmental document for the processing of the North Douglas project.

CEQA Guidelines Section 15183 provides guidance on the criteria to be used in making a determination as to whether Section 21083.3 will apply. Specifically, CEQA Guideline Section 15183, subdivision (b), provides as follows:

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those, which the agency determines, in an initial study or other analysis:

(1) Are peculiar to the project or the parcel on which the project would be located, and

(2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,

(3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or

(4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

This Initial Study is devoted to discussing the basis upon which this partial exemption provided by Section 21083.3 is used for the North Douglas project. Most importantly, it summarizes the findings of Sacramento County relating to the prior SDCP/SRSP Master EIR and how the criteria set forth in CEQA Guidelines section 15183 have been met.

Guideline Section 15183, subdivision (f), provides guidance as to certain categories of effects that, as a matter of law, are not considered "peculiar" to a project. This provision states in part as follows:

(f) An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate the environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect.

The section entitled "Summary of Impacts and Their Disposition," beginning on page 17.1 of Volume 1 of the SDCP/SRSP Master EIR, provided a summary of the findings leading to the conclusions of significance for each of the categories listed below.

Impacts deemed significant and unavoidable based on both project specific and cumulative impact.

- Wetland impacts
- Special status species impacts
- Certain traffic impacts
- Certain air quality impacts

Impacts deemed potentially significant and mitigable.

- Construction-related impacts
- Land use compatibility

- Rendering plant compatibility
- General Plan consistency
- Transit service
- Sewer service development
- Groundwater Impacts
- Drainage
- Certain traffic impacts
- Certain air quality impacts
- Certain biological impacts
- Traffic noise

In accordance with Guidelines Section 15183, a discussion of each of those impacts found to be significant in the prior EIR and the relative impact of the subject project in each of those categories is provided in this Initial Study/Mitigated Negative Declaration for the North Douglas project. This Initial Study/Mitigated Negative Declaration hereby incorporates the Master EIR for the SDCP/SRSP planning areas by reference. The SDCP/SRSP project received final approval on July 17, 2002. The Sacramento County Board of Supervisors certified the Sunrise Douglas/SunRidge EIR as adequate and complete on June 19, 2002 and a State of Overriding Consideration was adopted for the significant and unavoidable impacts listed above.

2.3 PROJECT CHARACTERISTICS

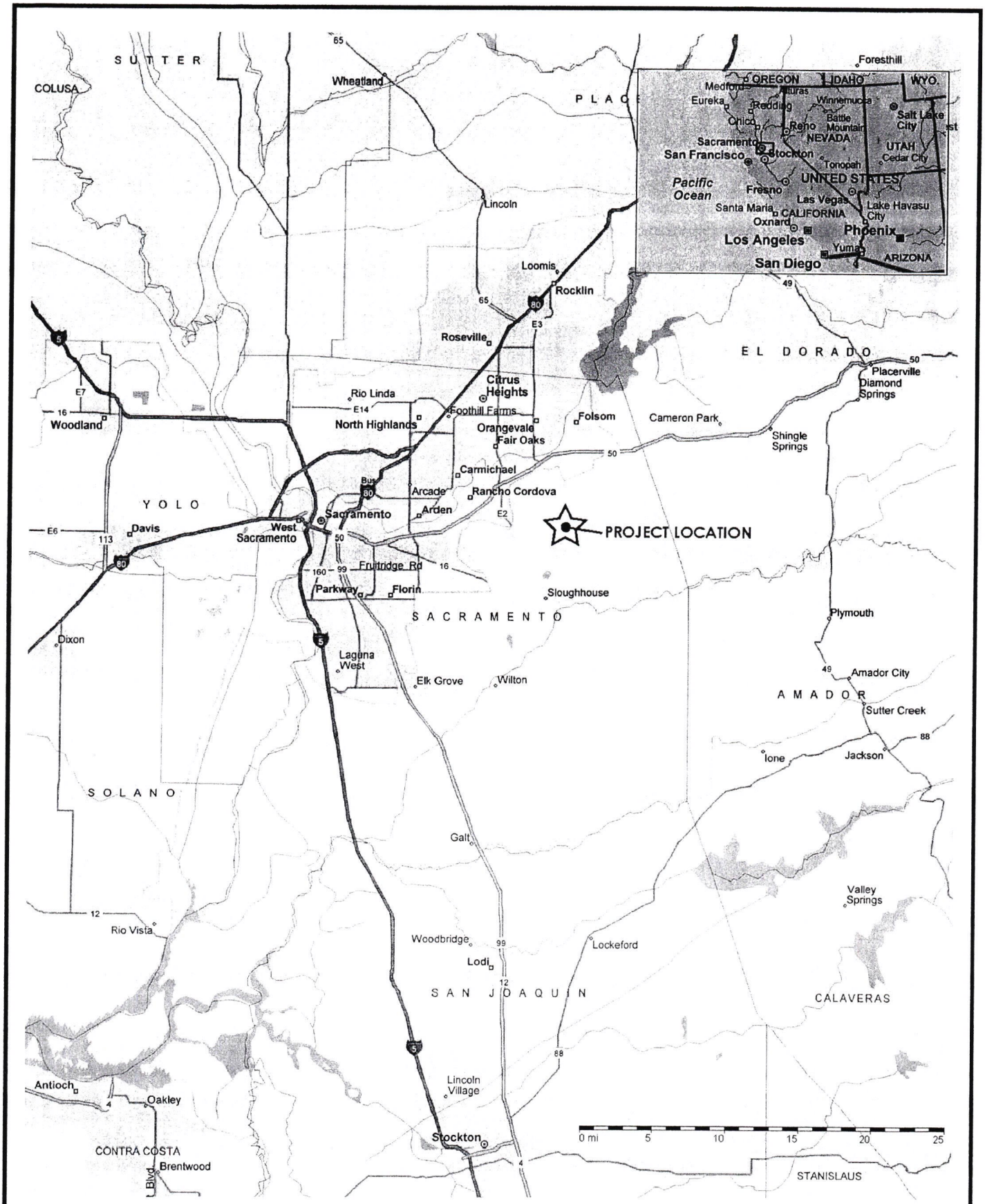
The North Douglas project is located on an approximate 130-acre site and would include a General Plan Amendment, Specific Plan Amendment, Rezone, Development Agreement, and Tentative Subdivision Map. The site would comprise 77.3 acres of RD-5, 34.6 acres of RD-7, 7.9 acres of RD-10, 9.0 acres of park uses, 0.3 acres of open space, and 1.1 acres for Americanos Boulevard. Development of the proposed project would result in the creation of 680 dwelling units (du). These land uses and units vary slightly from land uses depicted in the SunRidge Specific Plan (See **Figure 3**, Existing and Proposed Land Uses)(See **Figure 4**, Proposed Site Plan). The commercial mixed-use (CMU) designation has been removed and the residential densities have been relocated at the request of City staff. The proposed project also includes minor improvements to Americanos Boulevard and construction of several off-site ditches (See **Figure 5**). Improvements to Americanos Boulevard would include approximately one acre of disturbance not previously analyzed in the original North Douglas MND (June 21, 2004). The proposed off-site ditches would include minor site disturbance not previously analyzed in the original North Douglas MND. Construction of these off-site ditches would require approval and coordination with adjacent property owners. It is important to note that the purpose of these off-site ditches is to keep off-site surface water from coming onto the North Douglas site. The County of Sacramento's Drainage Department has indicated that these ditches are necessary water quality measures to ensure that off-site water flows do not adversely affect soil disturbance on the North Douglas site.

2.4 REQUIRED PROJECT APPROVALS

In addition to the approval of the proposed project by the City Council of the City of Rancho Cordova, the following agency approvals may be required (depending on the final project design):

- Sacramento County Water Agency (SCWA) Zone 40
- Sacramento Metropolitan Air Quality Management District (SMAQMD)
- Central Valley Regional Water Quality Control Board (CVRWQB)
- Sacramento Metropolitan Utility District (SMUD)

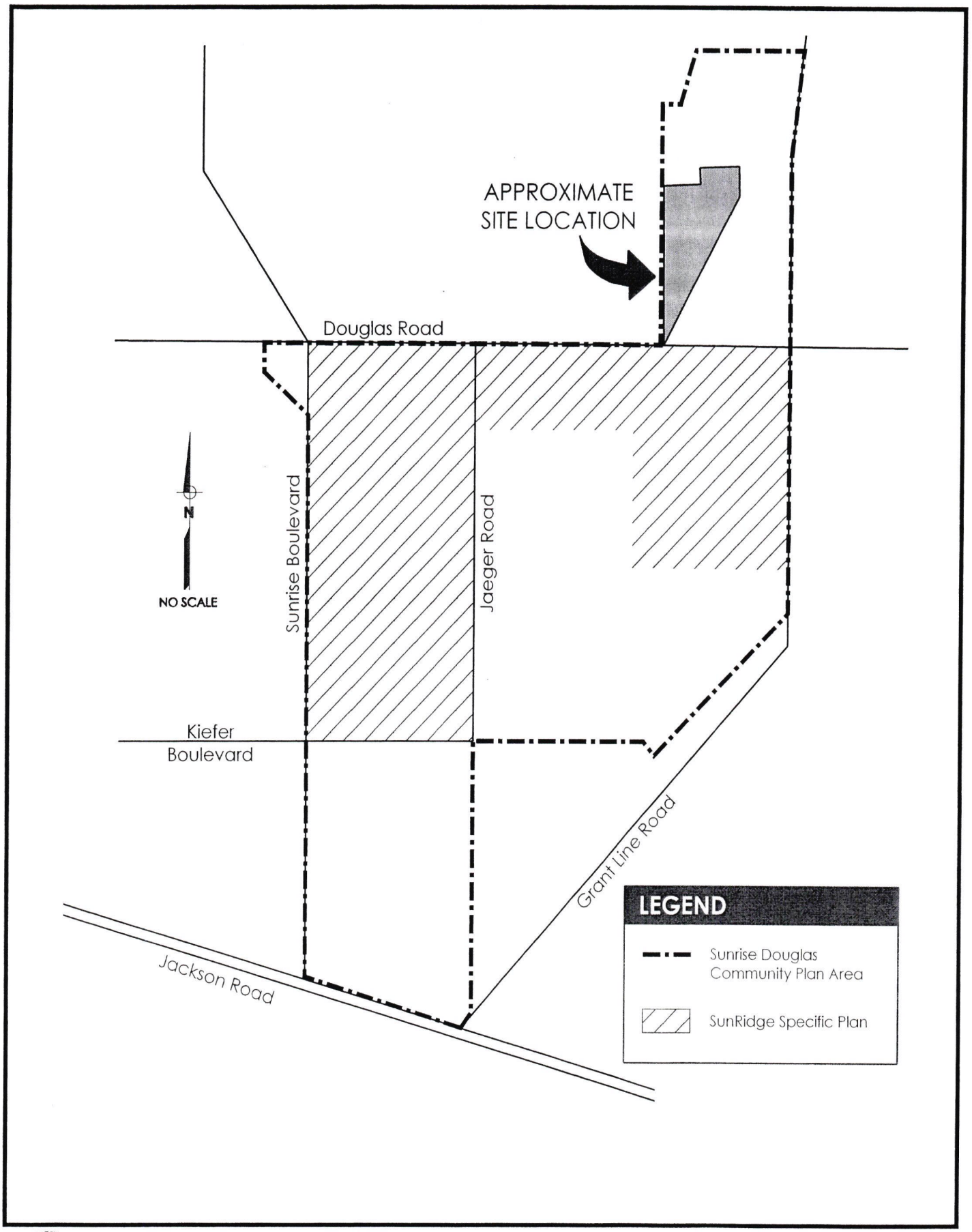
- Sacramento Resource Conservation District (SRCD)
- California Department of Fish and Game (CDFG)
- U.S. Army Corps of Engineers (USACE)
- U.S. Fish and Wildlife Service (USFWS)
- County Sanitation District (CSD-1)



Source: Navigation Technologies, 2003

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

FIGURE 1
REGIONAL LOCATION MAP



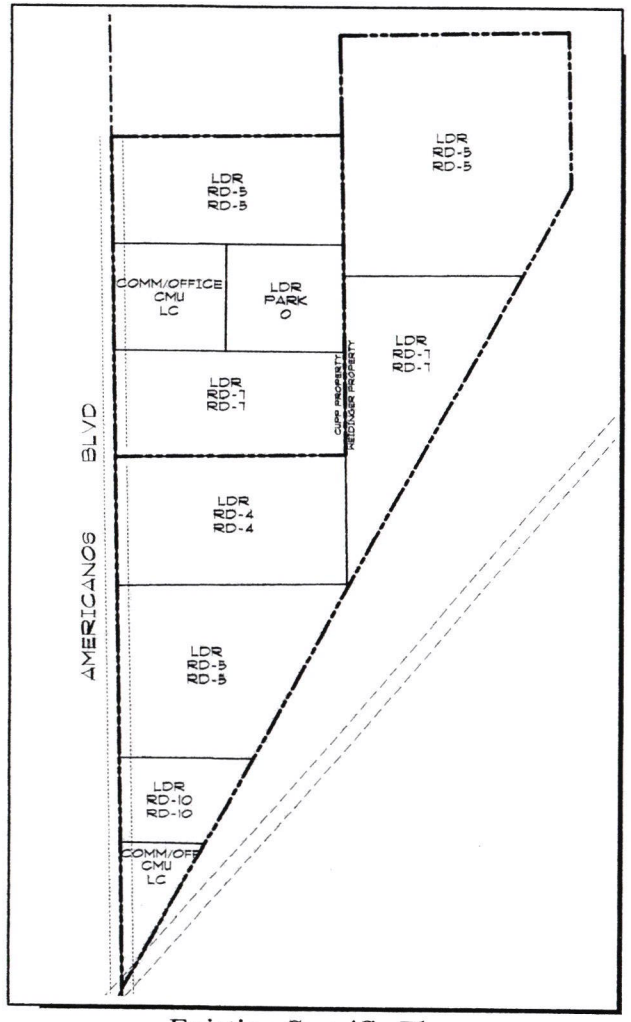
CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

FIGURE 2
SITE AND VICINITY MAP

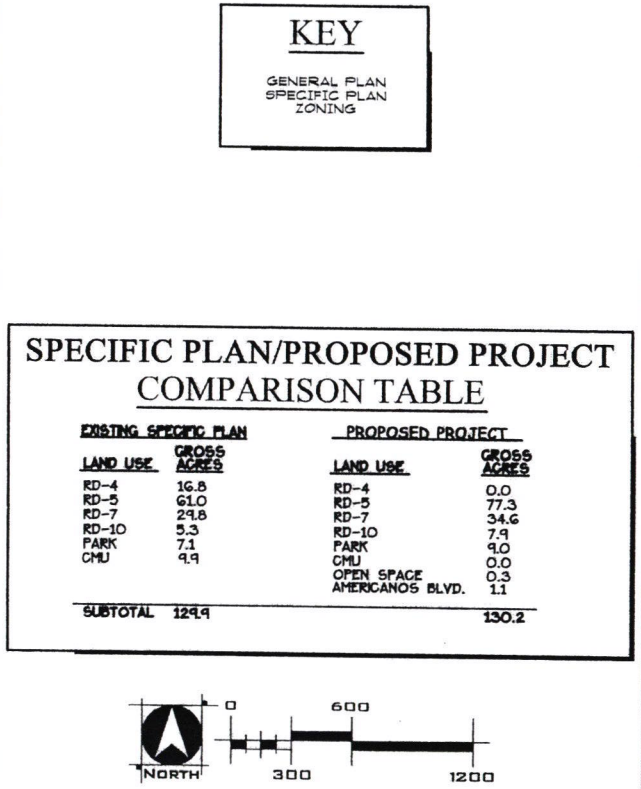
NORTH DOUGLAS

CITY OF RANCHO CORDOVA, CALIFORNIA

DECEMBER 12, 2003

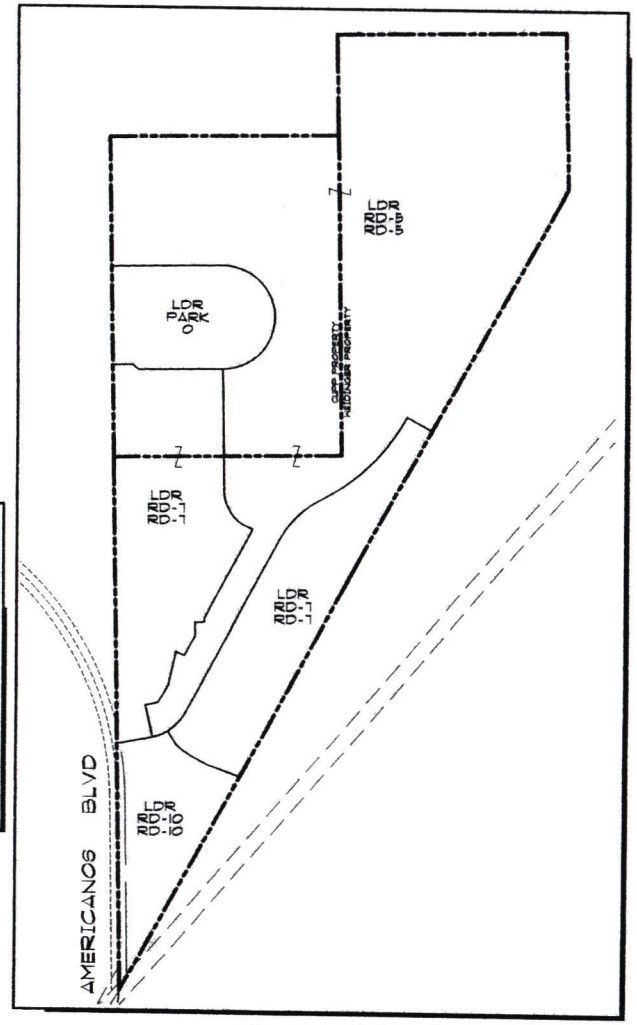


Existing Specific Plan



SPECIFIC PLAN/PROPOSED PROJECT COMPARISON TABLE

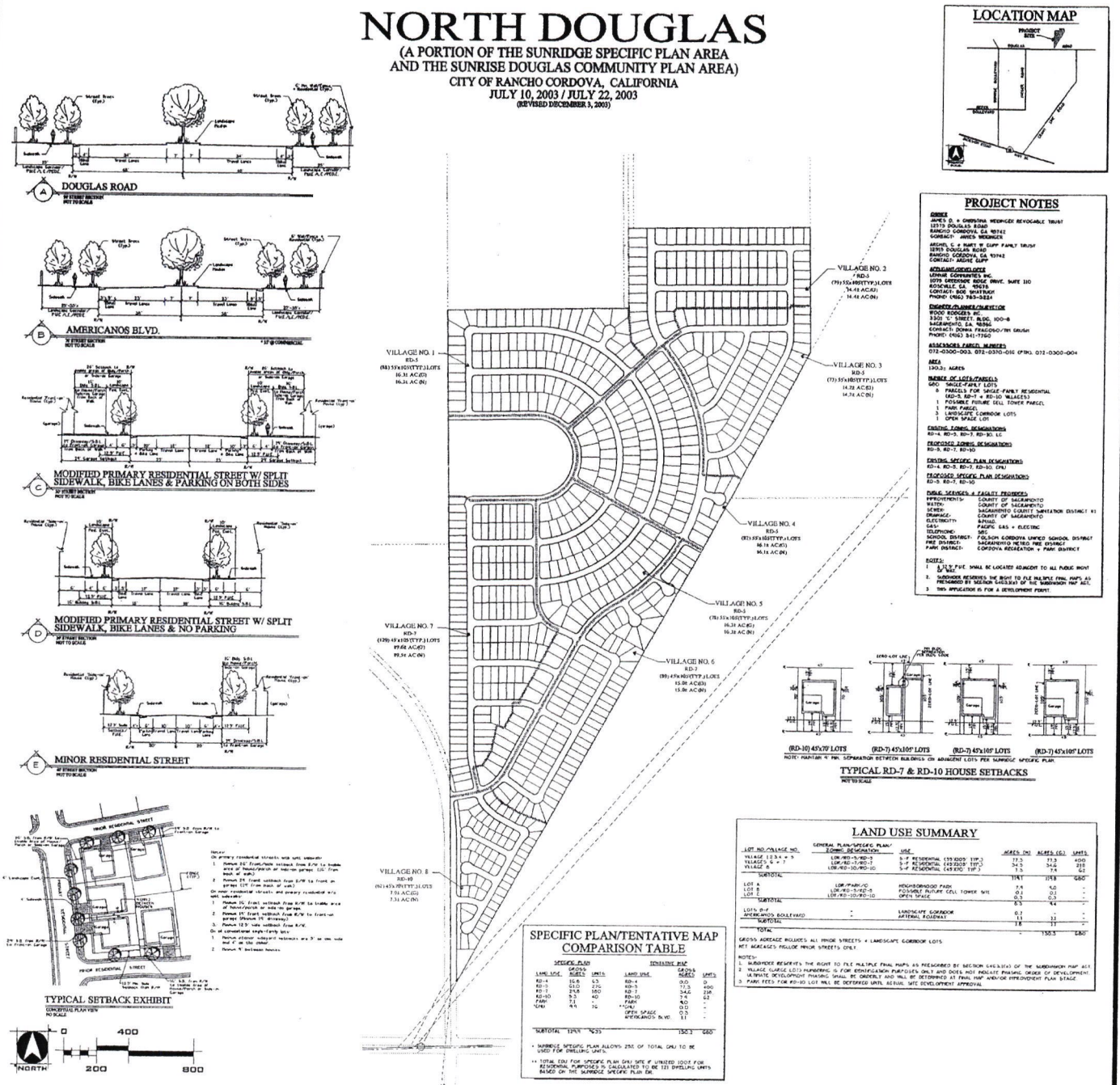
EXISTING SPECIFIC PLAN		PROPOSED PROJECT	
LAND USE	GROSS ACRES	LAND USE	GROSS ACRES
RD-4	16.8	RD-4	0.0
RD-5	61.0	RD-5	77.3
RD-7	29.8	RD-7	34.6
RD-10	5.3	RD-10	7.9
PARK	7.1	PARK	9.0
CMU	9.9	CMU	0.0
		OPEN SPACE	0.3
		AMERICANOS BLVD.	1.1
SUBTOTAL	129.9		130.2



Proposed Project

Source: Wood Rodgers, 2003

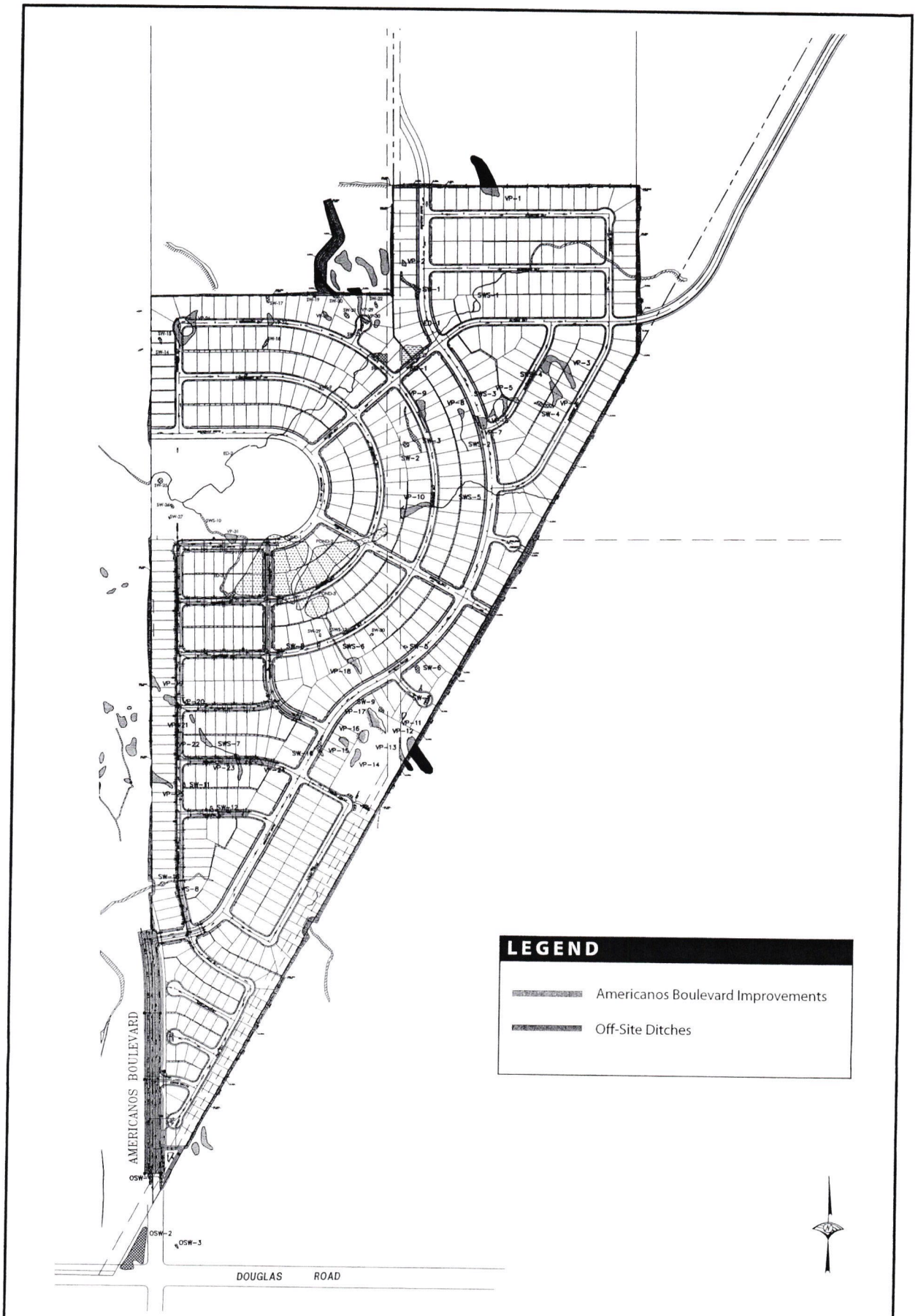
FIGURE 3
EXISTING AND PROPOSED LAND USES



Source: Wood Rodgers, 2003

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

FIGURE 4
PROPOSED SITE PLAN



Source: Wood Rodgers, 2005

FIGURE 5
Americanos Improvements and Off-Site Ditches

3.0 Environmental Setting, Impacts And Mitigation Measures

3.1 INTRODUCTION

This section provides an evaluation of the potential environmental impacts of the proposed project, including the CEQA Mandatory Findings of Significance. There are 14 specific environmental issues evaluated in this chapter. Other CEQA considerations are evaluated in Chapter 4.0. The environmental issues evaluated in this chapter include:

- Land Use Planning, Population, and Housing
- Geophysical (Earth)
- Water
- Air Quality
- Transportation/Circulation
- Biological Resources
- Energy and Mineral Resources
- Hazards
- Noise
- Public Services
- Utilities and Services Systems
- Aesthetics
- Cultural Resources
- Recreation

For each issue area, one of four conclusions is made:

- **No Impact:** No project-related impact to the environment would occur with project development.

- **Less than Significant Impact**: The proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

- **Potentially Significant Unless Mitigation Incorporated:** The proposed project would result in an environmental impact or effect that is potentially significant, but the incorporation of mitigation measure(s) would reduce the project-related impact to a less than significant level.

- **Potentially Significant Impact:** The proposed project would result in an environmental impact or effect that is potentially significant. If there is one or more "Potentially Significant Impact" entries when the determination is made, and EIR is required.

Initial Environmental Study

1. **Project Title:** North Douglas

2. **Lead Agency Name and Address:** City of Rancho Cordova
   3121 Gold Canal Drive
   Rancho Cordova, CA 95670

3. **Contact Person and Phone Number:** Hilary Anderson (916) 361-8384

4. **Project Location:** The project site is located within the approved Sunrise Douglas Community Plan and SunRidge Specific Plan (SDCP/SRSP) areas on the northeast corner of Douglas Road and the proposed Americanos Boulevard. The project site is generally bounded by the future Americanos Boulevard to the west, vacant agricultural land to the north and east, and by Douglas Road to the south.

5. **Project Sponsor's Name and Address:** Lennar Communities Incorporated
   1075 Creekside Drive, Suite 110
   Roseville CA, 95678

6. **General Plan Designation(s):** Urban Development Area.

7. **Zoning:** RD-4, RD-5, RD-7, RD-10, CMU, and Park.

8. **Specific Plan:** The project location is within the 2,605.8 SunRidge Specific Plan Area, which was approved the Sacramento County Board of Supervisors on September 18, 2002 (Resolution No. 2002-0901).

9. **APN Number:** 072-0300-003, 072-0370-016 (Portion), and 072-0300-004

10. **Description of the Project:** The proposed project will include a General Plan Amendment, Specific Plan Amendment, Rezone, Development Agreement, and Tentative Subdivision Map. The North Douglas project is located on an approximate 130 acre site and would include 77.3 acres of RD-5, 34.6 acres of RD-7, 7.9 acres of RD-10, 9.0 acres of park uses, 0.3 acres of open space, and 1.1 acres for Americanos Boulevard. Development of the proposed project would result in the creation of 680 dwelling units (du) (See **Figures 3** and **4** for project information)(See **Figure 5** for Americanos Improvements and Off-site ditch locations).

11. **Surrounding Land Uses and Setting:** The project site is bounded by Aerojet lands to the north, the Security Park Industrial site and Aerojet land to the west, and undeveloped agricultural land to the south and east.

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

    1. City of Rancho Cordova
    2. Sacramento County Water Agency (SCWA)
    3. Sacramento Metropolitan Air Quality Management District (SMAQMD)
    4. Central Valley Regional Water Quality Control Board (CVRWQCB)
    5. Sacramento Metropolitan Utility District (SMUD)

6. Sacramento Resource Conservation District (SRCD)
7. U.S Army Corps of Engineers (USACE)
8. U.S. Fish and Wildlife Service (USFWS)
9. County Sanitation District (CSD-1)
10. California Department of Fish and Game (CDFG)

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 Unless Mitigation is Incorporated" as indicated by the checklist on the following pages.

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

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the North Douglas project, as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration. (The discussion demonstrates that there are no potentially significant impacts identified that cannot be mitigated to a less-than-significant level. Therefore, an EIR is not warranted.)

EVALUATION OF ENVIRONMENTAL IMPACTS

1. 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.

2. 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.

3. A "Less than Significant Impact" applies when the proposed project would not result in a substantial and adverse change in the environment. This category also applies when the impact has been previously addressed and it has been determined that there are no new impacts created by the project. This impact level does not require mitigation measures.

4. "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.

5. "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.

6. "Reviewed Under Previous Document" applies where the impact has been evaluated and discussed in a previous document. This category could be checked if an impact is either "Potentially Significant" or "Less than Significant". Discussion will include reference to the previous documents.

7. 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.

8. 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.

9. Impacts that were originally classified as potentially significant on previous documents may now be indicated as less than significant. These particular impacts will be marked as "Less than Significant Impact" if the Specific Plan does not create any new impacts for the project area than those previously evaluated.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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) *Less than Significant Impact/Reviewed Under Previous Document.* The project's potential visual resource impacts were globally addressed in the Sunrise Douglas Community Plan/SunRidge Specific Plan EIR (SDCP/SRSP EIR) (State Clearinghouse SCH#97022055, page 4.32). There are no scenic vista views available from the North Douglas project site. Mid-range views consist of rural homesteads, limited agriculture operations, and open space. Long-range views generally consist of rural/agricultural land uses, power transmission lines, industrial and aggregate operations and military/airport operations. Implementation of the projects would not adversely affect views on nearby or distant scenic vistas; therefore, this impact is considered *less than significant*.

b) *Less than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP EIR addressed the Community Plan's potential to substantially damage scenic resources on and in the vicinity of the project site (SDCP/SRSP FEIR page 4.32). The nearest highways are US 50 and the Jackson Highway (State Route 16), which are not designated as a state scenic highway in the vicinity of the project site. United States 50 (US 50) is approximately 4 miles north of the project site and State Route 16 is approximately 4 miles south of the project sites. Due to this distance, implementation of the projects would not damage scenic resources views from these highways. Therefore, this impact is considered *less than significant*.

c) *Less than Significant Impact/Reviewed Under Previous Document.* The entire Community Plan area is specifically identified in the County General Plan as an Urban Development Area and falls within the Urban Service Boundary. Issues resulting from (i) new growth in this area, (ii) conversion of land to urban uses, (iii) compatibility with the surrounding area, (iv) loss of open space, and (v) increase in nighttime lighting and daytime glare were globally addressed in the General Plan EIR (SDCP/SRSP FEIR, p. 4.32).

The General Plan EIR noted that development of the project area would include various intensities of development, which could substantially alter existing views and conflict with the scale of existing structures and the rural character of these areas. The introduction of urban uses and densities into these areas would substantially alter the present nature of their viewsheds, and therefore result in a significant and unavoidable impact (Sacramento County General Plan EIR, pp. 4.10-11).

Because these impacts had been addressed extensively in the General Plan process, the Final EIR for the SRSP/SDCP does not identify the impacts as being significant effects to the SRSP/SDCP (FEIR, p. 4.32), the County Board noted that the project will contribute to the occurrence of these significant General Plan-level impacts, and no further mitigation is feasible given the Board's 1993 decision, as part of the General Plan approval process, to ultimately approve urban development in the project area.

The North Douglas project does not propose any land uses or densities substantially different from those already analyzed in the SDCP/SRSP Master EIR. The City, therefore, could not identify any significant visual impacts peculiar to the project or parcels. Accordingly, the project's contributions to the previously disclosed aesthetic impacts are not peculiar to the project or parcels, and were fully disclosed previously. Notably, the County Board of Supervisors adopted a Statement of Overriding Considerations for this impact as part of the SDCP/SRSP project approval. (See SDCP/SRSP - CEQA Findings of Fact and Statement of Overriding Considerations, July 18, 2002, pp. 154-158 (hereinafter, "Findings").)

In any event, the City would conclude that the project's aesthetic impacts are less than significant even in the absence of prior County determinations considering the aesthetic impacts of the larger land areas to be significant. The area covered by the project represents a relatively small portion of the overall Sunrise Douglas area. Given plans to urbanize those areas surrounding the sites of the two projects, the two project's contributions to the previously-disclosed, larger aesthetic impacts would neither be significant at the project level nor cumulatively considerable viewed in the larger context.

d) *Less than Significant Impact/Reviewed Under Previous Document.* See c) above.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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) *Less than Significant Impact/Reviewed Under Previous Document.* The soils on the proposed project site is depicted on Sacramento County General Soils Map as being comprised of Fiddyment fine sandy loam, Red Bluff loam, Red Bluff-Xerarents complex, and Red Bluff-Redding complex (NRCS Soil Survey, 1993). In addition, the project site is depicted on the CA Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) as Grazing Land (G) and Farmland of Local Importance (L). Grazing Land is suitable for the grazing of livestock and Farmland of Local Importance are crop and irrigated pasture lands, which do not qualify as Prime or Unique farmland. The proposed project would not convert Prime, Farmland of Statewide Importance, or Unique Farmland to non-agricultural uses; therefore, this impact is considered *less than significant*.

b) *Less than Significant Impact/Reviewed Under Previous Document.* The entire SDCP area, which includes the project site, was specifically identified in the Sacramento County General Plan as an Urban Development Area and falls within the Urban Services Boundary. Issues resulting from (i) new growth in this area, (ii) conversion of agricultural land to urban uses, (iii) compatibility with the surrounding area; and (iv) loss of open space were globally addressed in the Sunrise Douglas Community Plan/SunRidge Specific Plan Final EIR (SDCP/SRSP FEIR) (State Clearinghouse SCH#97022055, page 4.32). The FEIR identified three areas of potential inconsistency with the Sacramento County General Plan and the SunRidge Specific Plan; the possible need for development clustering, the possible need to increase certain land uses and to reduce others with the overall mix of land uses; and the possible need for a more transit-oriented design within the project. However, the CEQA Findings of Fact for the SDCP/SRSP project (Sacramento County Board of Supervisors, June 19, 2002, page 31) disagreed with the EIR conclusion and determined that there is "no significant effect" relating to any General Plan inconsistency.

As relating specifically to the North Douglas site, no parcels are under Williamson Act contracts (SDCP/SRSP, page 4.30a). Therefore, the project's conflicts and impacts with existing zoning, nearby agricultural uses, and existing Williamson Act contracts act are considered *less than significant*.

c) *Less than Significant Impact/Reviewed Under Previous Document.* See a) and b) above.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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) *Less than Significant Impact/Reviewed Under Previous Document.* The Sacramento Metropolitan Air Quality Management District (SMAQMD) has prepared its Air Quality Attainment Plan, which describes the local measures, which are planned for implementation to achieve the federal and state air quality standards. The SunRidge Specific Plan, which includes the project site, was developed in collaboration with the SMAQMD's Air Quality Attainment Plan. The North Douglas project would include, but not be limited to, a mixture of complementary uses within ½ mile from the project's boundaries, Class I or Class II bike lanes, multiple and/or direct pedestrian access, state-of-the-art telecommunications capabilities, and located within ¼ mile of a bus stop. In addition to these standards and design features the project would include other features, (see discussion below) to the fulfill SMAQMD's objectives of Policy AQ-15. As such, the projects would not conflict or obstruct SMAQMD's Air Quality Attainment Plan; therefore, this impact is considered *less than significant*.

The SunRidge Specific Plan proponents have complied with Mitigation Measure AI-5 (SDCP/SRSP EIR) by submitting an approved AQ-15 Air Quality Plan. (May 3, 2002 Staff Report to Board of Supervisors for May 8, 2002). The following conditions will ensure that the North Douglas project comply with the SunRidge Specific Plan AQ-15.

Mitigation Measures

The following mitigation measure is a revision to the previously adopted Mitigation Measure AI-5 of the SDCP/SRSP EIR.

MM 3.1 The North Douglas project shall participate in a County Service Area (CSA) or an equivalent financing mechanism to the satisfaction of the City Council, for the purpose of funding a variety of transportation demand management strategies,

including but not limited to a transit shuttle service, which will contribute to the 15% reduction in emissions mandated by General Plan Policy AQ-15.

The purpose of this CSA is to fund programs and services to reduce air quality impacts and implement trip reduction measures that improve mobility, including but not limited to:

- Incentives for alternative mode use;
- Programs encouraging people to work close to where they live;
- On-site transportation coordinators;
- School pool programs;
- Maintenance and improvement of the Folsom South Canal bikeway; and
- Transit shuttle system

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and SMAQMD.*

Implementation of Mitigation Measure MM 3.1 would reduce this impact to *less than significant.*

b) *Potentially Significant/Reviewed Under Previous Document.* Sacramento County is a known area of non-attainment for State and Federal standards for carbon monoxide (CO), ozone, and particulate matter less than 10 microns in diameter (PM_{10}). The SDCP/SRSP EIR determined that construction-related and operational emissions arising from the implementation of the SunRidge Specific Plan would result in emissions of ROG, NOx, and PM_{10} that are above the SMAQMD significance thresholds for those pollutants (FEIR, pp. 11.15–11.16, 11.18–11.19). The Master EIR determined that the buildout of the Specific Plan with projects such as North Douglas would contribute to a cumulative increase of construction-related emissions and exacerbates SMAQMD's non-attainment status for carbon monoxide (CO), ozone, and PM_{10} (*Ibid.*). The project is subject to the Sacramento County General Plan Policy AQ-15, which is designed to reduce by at least 15 percent air pollution emissions resulting from new developments. Additionally, the SMAQMD has an established construction-related emissions reduction program (Category 1: Reducing Nox emissions from off-road diesel powered equipment, and Category 2: Controlling visible emissions from off-road diesel powered equipment) to reduce construction-related air quality impacts. The Master EIR determined that the air quality impacts arising from buildout of the Specific Plan and construction-related activities were significant and unavoidable, even with implementation of mitigation measures (FEIR, pp. 11.15–11.16, 11.18–11.20). Implementation of Mitigation Measure AI-1, proposed in the SDCP/SRSP Master EIR, SMAQMD's approved construction emissions programs (Findings, p. 101), and a measure substituted by the Board for proposed measure AI-5 (Findings, p. 106) were found by the Board to mitigate, but not entirely avoid, these impacts from air pollutant emissions.

The North Douglas project is a subsequent project within the scope of activities and land uses studied in the SDCP/SRSP Master EIR. The project would not create any new or additional significant air quality impacts that were not already identified in the Master EIR; nor would they cause any impacts peculiar to the projects or parcels. (See CEQA Guidelines, Section 15178, subd. (c)(1).) Furthermore, because this project proposes less environmentally intrusive land use designations than those set forth in the Community Plan and Specific Plan, and because the air quality impacts at issue have been previously disclosed and are not peculiar to the projects or parcels, such impacts are not subject to CEQA. (See CEQA Guidelines, Section 15183.) To ensure, however, that the mitigation

measures adopted for the Specific Plan are carried out at this project level, the City proposes the following Mitigation Measures, which are revisions to those previously adopted measures, made applicable to this proposed project.

Mitigation Measures

The following mitigation measures are a revision to the previously adopted Mitigation Measure AI-1 for the SDCP/SRSP EIR, which makes it applicable to the North Douglas project.

MM 3.2a The project applicant shall require that the contractors water all exposed surfaces, graded areas, storage piles and haul roads at least twice daily during construction. This requirement shall be included as a note in all project construction plans.

Timing/Implementation: *During all grading and construction phases of the project.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and SMAQMD.*

MM 3.2b The project applicant shall require that the contractor minimize the amount of material actively worked, the amount of disturbed area, and the amount of material stockpiled. This requirement shall be included as a note in all project construction plans.

Timing/Implementation: *During all grading and construction phases of the project.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and SMAQMD.*

MM 3.2c The project applicant shall require that the contractor limit vehicle speed for onsite construction vehicles to 15 mph when winds exceed 20 miles per hour. This requirement shall be included as a note in all project construction plans.

Timing/Implementation: *During all grading and construction phases of the project.*

Enforcement/Monitoring: *City of Rancho Cordova and SMAQMD.*

MM 3.2d The project applicant shall require paved streets adjacent to construction sites to be washed or swept daily to remove accumulated dust. This requirement shall be included as a note in all project construction plans.

Timing/Implementation: *During all grading and construction phases of the project.*

Enforcement/Monitoring: *City of Rancho Cordova and SMAQMD.*

MM 3.2e The project applicant shall require that, when transporting soil or other materials by truck during construction, two feet of freeboard shall be maintained by the

contractor, and that the materials be covered. This requirement shall be included as a note in all project construction plans.

Timing/Implementation: *During all grading and construction phases of the project.*

Enforcement/Monitoring: *City of Rancho Cordova and SMAQMD.*

MM 3.2f The project applicant shall require contractors to implement ridesharing programs for construction employees traveling to and from the site. This requirement shall be included as a note in all project construction plans.

Timing/Implementation: *During all grading and construction phases of the project.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and SMAQMD.*

In addition, the following mitigation measures shall be implemented by the North Douglas project to reduce emissions from off- road diesel powered construction vehicles.

MM 3.2g **Category 1**: Reducing NO_x emissions from off-road diesel powered equipment.

The prime contractor shall provide a plan for approval by the City of Rancho Cordova and SMAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will achieve a fleet-averaged 20 percent NO_x reduction and a 45 percent particulate reduction compared to the most recent CARB fleet average. The prime contractor shall submit to the City of Rancho Cordova and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs; and,

Category 2: Controlling visible emissions from off-road diesel powered equipment.

The prime contractor shall ensure that emissions from all off-road diesel powered equipment used on the proposed project sites do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City of Rancho Cordova and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a month summary of the visual results shall be submitted to the City and SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other

officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulation.

In the event construction equipment meeting the requirements set forth above is determined not to be available, the project applicant shall notify the City and SMAQMD. Upon verification that required low-emission construction equipment is not available, the City may waive this measure. This requirement shall be included as a note in all project construction plans.

Timing/Implementation: *Prior to and during construction activities.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and SMAQMD.*

c) *Potentially Significant/Reviewed Under Previous Document.* See SDCP/SRSP EIR Section 11: Air Quality and discussion a) and b) above.

d) *Less than Significant Impact/Reviewed Under Previous Document.* The land uses proposed under the North Douglas project is not associated with substantial pollutant concentrations. In addition, standard equipment and best management practices (BMPs) will be used during all construction activities; therefore, this impact is considered *less than significant.*

e) *Less than Significant Impact/Reviewed Under Previous Document.* The Sacramento Rendering Plant is located approximately 2 miles southwest of the project site. The SDCP/SRSP Final EIR (page 4.21) evaluated this issue and determined it to be *significant and unavoidable* and identified Mitigation Measure LA-3 to mitigate the impact to a less than significant level. However, the County Board of Supervisors rejected the original version of Mitigation Measure LA-3 as unnecessary, and instead adopted a revised Mitigation Measure LA-3, which conditions the issuance of building permits within the SunRidge Specific Plan area on the future implementation of odor control systems at the rendering plant. No new impacts would result project implementation. Therefore, the project would result in less than significant impacts.

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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?	☐	☐	☒	☐	☒
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?	☐	☐	☒	☐	☒

Existing Setting

The SDCP/SRSP EIR addressed the potential biological impacts of development in a general (non site-specific) manner and applied mitigation measures to subsequent projects seeking approval in conjunction with the SDCP/SRSP. Subsequent projects in the SDCP/SRSP are required to prepare a wetland delineation, site-specific special-status species surveys and obtain appropriate state and federal permits, and to provide "fair-share" mitigation for known biological impacts.

Discussion of Impacts

a) *Potentially Significant Unless Mitigation Incorporated/Reviewed Under Previous Document.* Impacts to special-status species were globally (non site-specific) evaluated in the SDCP/SRSP Master EIR (FEIR, pp. 14.27–14.32). The North Douglas project site may contain suitable habitat for special status species (FEIR, p. 14.27). The potential impact of development within the SDCP/SRSP area on special status species was disclosed in the Master EIR as significant and unavoidable, for the reason that site-specific information for the area was not yet available, and therefore, the analysis in the FEIR assumed that such habitat would not be avoided (FEIR, p. 14.31). Therefore, the FEIR proposed, and the Board

adopted, mitigation measures that require future project proponents for development entitlements to conduct determinate surveys for special status species, prepare detailed mitigation plans designed to reduce the impact to such species to a less than significant level, and coordinate with the appropriate agencies to obtain the necessary permits. (Findings, pp. 120-121 (mitigation measures BR-6, BR-7).) To completely fulfill the requirements, the City is requiring the following mitigation measures, which are based on the requirements of measures BR-6 and BR-7, adopted by the Board for application to subsequent developments within the SDCP/SRSP planning areas. Implementation of these measures at a project-specific level will reduce the potentially significant impact to special status species to a less than significant level, as required by SDCP/SRSP Mitigation Measure BR-6 (FEIR, p. 14.31; Findings, p. 120).

The North Douglas project is a subsequent project within the scope of activities and land uses studied in the SDCP/SRSP Master EIR. The project would not create any new or additional significant special status species impacts that were not already identified in the Master EIR; nor would they cause any impacts peculiar to the project or parcels. (See CEQA Guidelines, Section 15178, subd. (c)(1).). Furthermore, because this project is substantially consistent with the land use designations set forth in the Community Plan and Specific Plan, and because the special status species impacts at issue have been previously disclosed and are not peculiar to the project or parcels, such impacts are not subject to CEQA. (CEQA Guidelines, Section 15183.) To ensure, however, that the mitigation measures adopted for the Specific Plan are carried out at this project level, the City proposes the following Mitigation Measures, which are revisions to those previously adopted measures, made applicable specifically to this proposed project.

Mitigation Measures

The following mitigation measures (based on BR-6, BR-7, and BR-8 of the SDCP/SRSP EIR) are revised to apply to the North Douglas project.

MM 4.1a The project proponents shall conduct (or update) determinate surveys for potentially occurring special status species or their habitat using protocol acceptable to the regulatory agencies with authority over these species.

- If any of the special status species or their habitat are indicated, a detailed plan which describes the specific methods to be implemented to avoid and/or mitigate any project impacts upon special status species to a less than significant level will be required. This detailed Special Status Species Avoidance/Mitigation Plan shall be prepared in consultation with the USFWS and CDFG, and shall emphasize a multi-species approach to the maximum extent possible.

- Where project impacts include taking of a federally listed species, a Section 10 Incidental Take Permit or a Biological Opinion resulting from Section 7 Consultation with another federal agency shall be obtained from the USFWS and permit conditions implemented, pursuant to the federal Endangered Species Act.

- Where project impacts include taking of a state listed animal species, a "2081" permit shall be obtained from the CDFG and permit conditions implemented, pursuant to the California Endangered Species Act.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department, USFWS and CDFG.*

MM 4.1b If development of the North Douglas project would result in a loss of Swainson's Hawk foraging habitat, the project's applicants shall mitigate for such loss by implementing one of the following alternatives:

- For projects within a one-mile radius of an active nest site, the project proponent shall preserve 1.0 acre of similar habitat for each acre lost within a ten mile radius of the project site. For projects within a one to five mile radius of an active nest site, the project proponent shall preserve 0.75 acre of similar habitat for each acre lost within a ten mile radius of the project site. For projects within a five to ten mile radius of an active nest site, the project proponent shall preserve 0.5 acre of similar habitat for each acre lost within a ten mile radius of the project site. This land shall be protected through fee title or conservation easement (acceptable to the Department of Fish and Game).

- The project's proponents shall, to the satisfaction of the CDFG, prepare and implement a Swainson's hawk mitigation plan that will include preservation of Swainson's hawk foraging habitat.

- The project's proponents shall submit payment of a Swainson's hawk impact mitigation fee per acre impacted to the City of Rancho Cordova Planning Department in the amount set forth in Chapter 16.130 of the Sacramento County Code as such may be amended from time to time and to the extent that said Chapter remains in effect.

- Should the City Council of the City of Rancho Cordova adopt a Swainson's hawk mitigation policy/program (which may include a mitigation fee) prior to implementation of one of the measures above, the project proponent may be subject to that program instead.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and CDFG.*

MM 4.1c Prior to each phase of grading and construction, a preconstruction survey shall be performed between April 1 and July 31 to determine if active raptor nesting is taking place within and immediately adjacent to the project site. If nesting is observed, consultation with the Department of Fish and Game shall occur in order to determine the protective measures which must be implemented for the nesting birds of prey. If nesting is not observed, further action is not required.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and USFWS.*

Implementation of Mitigation Measures MM 4.1a through 4.1c would reduce project-specific impacts to special-status species to *less than significant*.

b) *Potentially Significant Unless Mitigation Incorporated/Reviewed Under Previous Document.* See a) above.

c) *Potentially Significant Unless Mitigation Incorporated/Reviewed Under Previous Document.* Impacts to wetlands were globally (non site-specific) evaluated in the SDCP/SRSP Master EIR (See FEIR, pp. 14.22–14.24). The North Douglas project site contains federally protected wetlands (i.e., vernal pools, ponds and wet swales), which could be disturbed by grading and other site preparation activities. The potential impact of development within the SDCP/SRSP area on wetlands was disclosed in the Master EIR as significant and unavoidable, for the reason that site-specific information for the area was not yet available, and therefore, the analysis in the FEIR assumed that wetland-dependent species such as fairy/tadpole shrimp were present (FEIR, p. 14.22). It was also assumed in the FEIR's analysis that such impacts would be mitigated with off-site compensation, rather than on-site preservation (FEIR, p. 14.23). The FEIR noted that the County's General Plan policy mandating "no net loss" for wetlands acreage is applicable to all development within the SDCP/SRSP area, and that impacts to wetlands are also subject to federal regulation and permitting (FEIR, p.14.23–14.24). The FEIR proposed a mitigation measure requiring future project proponents for development entitlements to place the highest priority on avoiding and preserving on-site wetlands. (FEIR, pp. 14.24–14.25 (mitigation measure BR-1).) The Board rejected this measure as infeasible, however, on the grounds that, due to the area's designation in the General Plan as an Urban Growth Area, the preservation of vast swaths of land upon which diffuse, low quality wetlands may occur was inconsistent with the intent of the General Plan and an inefficient use of this land (Findings, pp. 116-117). The Board determined, instead, to adopt a measure requiring future project proponents to prepare wetland delineations of their parcels and to submit wetland avoidance/mitigation, monitoring and maintenance plans sufficient to comply with the County's "no net loss" wetlands policy and the applicable state and federal agencies' permitting requirements. (Findings, pp. 117-118 (mitigation measures BR-2, BR-3, BR-4).) The Board's measures also allowed for flexibility in achieving compliance with the no net loss policy, in order to accommodate future improvements in wetlands mitigation strategies. (Findings, pp. 118-119 (mitigation measures BR-3 and SRSP zoning condition No. 62).)

The North Douglas project is a subsequent project within the scope of activities and land uses studied in the SDCP/SRSP Master EIR. This project would not create any new or additional significant wetlands impacts that were not already identified in the Master EIR; nor would they cause any impacts peculiar to the project or parcels. (See CEQA Guidelines, § 15178, subd. (c)(1).) Furthermore, because this project is substantially consistent with the land use designations set forth in the Community Plan and Specific Plan, and because the wetlands impacts at issue have been previously disclosed and are not peculiar to the project or parcels, such impacts are not subject to CEQA. (CEQA Guidelines, § 15183.) To ensure that the measures adopted by the Board are carried out at the project-specific level, the City is requiring the following mitigation measures, which are based on the requirements of measures BR-2 and BR-4, adopted by the Board for application to subsequent developments within the SDCP/SRSP planning areas. Implementation of these measures at a project-specific level will reduce the potentially significant impact to special status species to a less than significant level, as required by the County's and federal government's no net loss policies (FEIR, pp. 14.23–14.24; Findings, pp. 116–119).

Mitigation Measures

The following mitigation measures (based on BR-2 and BR-4 of the SDCP/SRSP EIR) are revised to apply to the North Douglas project.

MM 4.2a If wetland impacts occur, the project shall comply with Sacramento County's no net loss policies for wetland habitat acreage and values (CO-62, CO-70, CO-83, and CO-96), which establish minimum performance for a wetland avoidance/mitigation strategy.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department, US Army Corps of Engineers, USFWS, and CDFG.*

MM 4.2b If the project needs to obtain a Clean Water Act permit then the North Douglas project proponents shall submit a wetland delineation for the proposed development areas, and a detailed plan which describes the specific methods to be implemented to avoid and/or mitigate any project impacts upon wetlands such that no net loss in wetland habitat or acreage and values is achieved. This detailed Wetland Avoidance/Mitigation Plan shall be prepared in consultation with the US Army Corps, the USFWS, and the CDFG, and shall incorporate the following components.

- A wetland delineation of the project site and any proposed off-site wetland preservation/creation site(s), verified by the US Army Corps of Engineers;
- The location of proposed wetland preservation, acquisition, and creation site(s);
- A detailed map of proposed wetland creation site(s) showing the acreage, distribution, and type of wetlands to be created to ensure no net loss in wetland habitat acreage, values and functions. Compensation wetlands shall be designed to:
  - Meet or exceed the hydrophytic conditions and operating functions of the existing wetlands proposed for impact.
  - Mitigate the loss of special status species habitat, including fairy/tadpole shrimp, as required by the USFWS and the CDFG;
- A monitoring plan designed to assess whether the compensation wetlands are functioning as intended. Specific performance standards for hydrologic, floral, and faunal parameters shall be proposed to determine success of the created wetlands. The monitoring plan shall specify the corrective measures/modifications to be implemented in the event that monitoring indicates that the performance standards are not being met. Monitoring shall occur for at least five years and until success criteria are met, and as required by the US Army Corps of Engineers, and the USFWS; and
- A maintenance plan for the wetland preservation/mitigation areas describing the measures to be implemented to assure that they are maintained as wetland habitat in perpetuity. The maintenance plan address buffering from adjacent uses, fencing, access, erosion control, and weed eradication.

Timing/Implementation: *Prior to approval of final map and/or site disturbance (whichever comes first) and during all phases of construction. The monitoring plan shall remain in place for a period of five years after construction activities have been completed.* ~~*Prior to issuance of building permits.*~~

Enforcement/Monitoring: *City of Rancho Cordova Planning Department, US Army Corps of Engineers, USFWS, and CDFG.*

MM 4.3c For portions of the project, which will not directly affect wetlands but may indirectly affect wetlands, the applicant shall prepare a "Wetland Impact Minimization Plan," which will provide specific "Best Management Practices" (BMPs) for construction and operation, and provide a copy to the Planning Department for approval prior to site disturbance. All BMPs shall be incorporated into the project design and operation in order to ensure to no adverse environmental effects to or waste/pollutant discharge (e.g., sediment and urban pollutants) into a wetland that would result in a "take" of tadpole and fairy shrimp. The "Wetland Impact Minimization Plan" shall provide feasible and effective BMPs that are proven to be suitable for the soil conditions, hydrology and topography in the project area. Additionally, redundant BMPs shall be utilized to ensure no adverse effect to wetlands. Approval of the "Wetland Impact Minimization Plan" shall occur prior to any site disturbance. The BMPs and proposed setbacks shall be clearly shown on improvement plans for each impacted wetland and vernal pool within the area of effect. BMPs shall be listed in the improvement plans and detailed drawings shall be provided for the affected wetlands and vernal pools. The applicant shall provide funds for the City to hire a qualified professional to verify the adequacy of the BMPs to meet the standards. Field monitoring, sampling and reporting shall be conducted throughout project construction and after storm events (in combination with SWPPP monitoring) to ensure that the BMPs are working. The applicant shall fund a full-time monitoring position for a qualified monitor to conduct onsite monitoring. If BMPs are found to be ineffective through field monitoring and sampling, the applicant and monitor shall work with the City to incorporate new BMPs. At the conclusion of grading activities, the construction monitor will prepare a compliance report. The report shall be distributed no later than two weeks after grading activities have be concluded. City staff shall be authorized to conduct spot monitoring during construction activities and after storm events. The monitor will be given authority to postpone or shutdown construction activities if a violation occurs. *If 404 permits are issued allowing fill and/or discharge into previously avoided wetlands, the conditions of said permits will supersede the conditions of this mitigation measure.* The combination of BMPs selected for the project shall be appropriate for clay soils and shall be effective at meeting all of the following objectives: erosion control; sediment control; tracking control; wind erosion control; non-stormwater management control; and waste management and materials pollution control.

Timing/Implementation: *Prior to site disturbance and during all construction activities.*

Enforcement/Monitoring: City of Rancho Cordova Planning Department.

Implementation of Mitigation Measures MM 4.2a through MM 4.2c would reduce the project's impacts to wetlands to *less than significant.*

d) *Less than Significant Impact/Reviewed Under Previous Document.* Implementation of the proposed project would not interfere with the movement of any fish or wildlife species or impede the use of native wildlife nursery sites or corridors; therefore, this impact is considered *less than significant.*

e) *Less than Significant Impact/Reviewed Under Previous Document.* The project site may contain oaks, cottonwoods, ornamentals and various orchard trees. Impacts to native oaks or landmark trees were identified as a potentially significant but mitigable impact in the SDCP/SRSP Master EIR (FEIR, p. 14.33). The FEIR proposed, and the Board adopted, a mitigation measure requiring future project proponents to submit an on-site tree survey and a mitigation plan for the loss of large oak or other trees (FEIR, p. 14.33; Findings, p. 122 (mitigation measure BR-9).

The North Douglas project is a subsequent project within the scope of activities and land uses studied in the SDCP/SRSP Master EIR. This project would not create any new or additional significant impacts to on-site trees that were not already identified in the Master EIR; nor would they cause any impacts peculiar to the projects or parcels. (See CEQA Guidelines, Section 15178, subd. (c)(1).). Furthermore, because this project is substantially consistent with the land use designations set forth in the Community Plan and Specific Plan, and because the trees impacts at issue have been previously disclosed and are not peculiar to the project or parcels, such impacts are not subject to CEQA. (CEQA Guidelines, Section 15183.) To ensure that the measures adopted by the Board are carried out at the project-specific level, the City is requiring the following mitigation measure, which is based on the requirements of measure BR-9, adopted by the Board for application to subsequent developments within the SDCP/SRSP planning areas. Implementation of this measure at a project-specific level will reduce the potentially significant impact to trees to a less than significant level, as noted by the Master EIR (FEIR, pp. 14.33).

Mitigation Measures

The following mitigation measure (based on BR-9 of the SDCP/SRSP EIR) is revised to apply to the North Douglas project.

MM 4.3 The project applicants for the North Douglas project shall submit a survey identifying the specific type, size, and location of all existing on-site trees. Existing on-site trees shall be protected and preserved to the maximum extent feasible. Consistent with General Plan policies, the removal of any native oak tree measuring six inches or greater in diameter at breast height (dbh) and the removal of any non-oak native tree (excluding cottonwoods and willows) measuring 19 inches or greater dbh necessary to accommodate future development shall be mitigated by planting replacement trees (in-kind species on an inch-for-inch basis) within the project area. In addition, other non-native landmark size (19" or greater) may require mitigation as determined on a project-by- project basis.

Timing/Implementation: *Prior to issuance of improvement plans or grading permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

Implementation of Mitigation Measure MM 4.3 would reduce potential impacts to on-site trees to *less than significant*.

f) *Less than Significant Impact/Reviewed Under Previous Document.* Currently, there is not an adopted Habitat Conservation Plan (HCP) for Sacramento County or the SDCP/SRSP; therefore, the project would not conflict with such plans and the impact would be *less than significant.*

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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?	☐	☐	☒	☐	☒

Existing Setting

Record searches and field examinations were conducted in preparation for the SDCP/SRSP EIR; however, only portions of the Plan area were surveyed. There were two previous surveys that covered the Plan area include: Slaymaker 1988 and Peak and Associates, Inc. 1989. The most current survey was conducted on May 30, 1997. The surveys concluded that the Plan area was void of any prehistoric resources; however, did identify two historic resources within the area. The most current survey included only portions of the North Douglas project site. No historical, archeological, paleontologic, or evidence of human remains were identified during the most recent survey; however, significant resources may be present on the project site and additional surveys would be required or existing surveys updated.

Discussion of Impacts

a) *Potentially Significant Unless Mitigation Incorporated/Reviewed Under Previous Document.* As indicated above, limited Cultural Resource surveys were conducted and evaluated for SDCP/SRSP EIR. The surveys indicated that the North Douglas site was free of important cultural/historical resources and it was determined that the site has a low probability of such resources. However, only portions of the site were included in the survey areas. The SDCP/SRSP EIR identified mitigation to reduce potential impacts on cultural and historical resources (SDCP/SRSP Final EIR, page 15.9). Although, implementation of the project is not expected to result in any new cultural resource impacts, project-specific survey results are required to identify any potential cultural, historic, archeological, or paleontologic resources that may be present on site.

Mitigation Measures

The following mitigation measure (based on CR-1 of the SDCP/SRSP EIR) is revised to apply to the North Douglas project.

MM 5.1 Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during development activities, work shall be suspended and the City of Rancho Cordova shall be immediately notified. At that time, the City will coordinate any necessary investigation of the site with appropriate specialist, as needed. The project proponent shall be required to implement any mitigation necessary for

the protection of the cultural resources. In addition, pursuant to Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

Implementation of Mitigation Measure MM 5.1 would reduce the project's potential cultural, historic, paleontologic, and archeological resource impacts to *less than significant.*

b) *Potentially Significant Unless Mitigation Incorporated/Reviewed Under Previous Document.* See a) above.

c) *Potentially Significant Unless Mitigation Incorporated/Reviewed Under Previous Document.* See a) above.

d) *Less than Significant Impact/Reviewed Under Previous Document.* There are no known cemeteries on the project site, however, due to the large Native American population in the past, the primary concern is the disturbance of hidden or unmarked sites, such as gravesites of areas of spiritual significance, which may not contain any surface evidence of occupancy. The project is not expected to result in any new cultural resource impacts. However, implementation of Mitigation Measure *5.1* would reduce any potential human remain impacts to *less than significant.*

VI. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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?	☐	☐	☒	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☒
c) 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?	☐	☐	☒	☐	☒
d) 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?	☐	☐	☒	☐	☒
e) 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?	☐	☐	☐	☒	☐

Existing Setting

The Spink Corporation evaluated the soils within the SDCP/SRSP areas including the geological conditions of the North Douglas project site. Design of the buildings in accordance with Title 24, Chapter 23 of the California Code of Regulations (1991 Edition of the California Building Code, with January 1, 1993 supplements) would ensure that significant damage to buildings as a result of seismic ground shaking is prevented. The SDCP/SRSP EIR concluded that the soil types and geologic conditions occurring within the SRSP area are suitable for the land uses proposed for the North Douglas project.

Discussion of Impacts

a)

(i) *Less than Significant Impact/Reviewed Under Previous Document.* 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. This issue, along with the issues in items ii, iii, and iv, were previously discussed in the SDCP/SRSP EIR and were determined to be less than significant and did not require mitigation

(SDCP/SRSP FEIR, pages 13.18-13.19). Therefore, this impact is considered *less than significant.*

(ii) *Less than Significant Impact/Reviewed Under Previous Document.* See response to a (i) above. The potential for strong seismic ground shaking is not a significant environmental concern due to the infrequent seismic activity of the area; however, any development would be required to comply with any seismic standards enforced by the UBC.

(iii) *Less than Significant Impact/Reviewed Under Previous Document.* See response to a (i) above. The soil types of the North Douglas project site consists of fine sandy loams, gravelly loams, Red-Bluff Redding complex and silt loams, which do not constitute a potential impact for ground failure or liquefaction.

(iv) *Less than Significant Impact/Reviewed Under Previous Document.* The project site is characterized by flat terrain and gently sloping topography; as such, the site has very low potential for landslides.

b) *Less than Significant Impact/Reviewed Under Previous Document.* Grading activities associated with development of the project would remove vegetative cover and would expose soils to wind and surface water runoff. The project is subject to the Sacramento County Land Grading and Erosion Control Ordinance, which established administrative procedures, standards of review and enforcement procedures for controlling erosion, sedimentation, and disruption of existing drainage. This issue was addressed in the SDCP/SRSP FEIR (page 13.18); therefore, this impact is considered *less than significant.*

c) *Less than Significant Impact/Reviewed Under Previous Document.* The soil groups present on the project site have high percentages of clay, which expand with wetting and drying conditions. These soils present a mild geologic hazard due to high-shrink swell potential. The project is subject to standard construction requirements that mitigate this issue (SDCP/SRSP FEIR, page 13.19); therefore, this impact is considered *less than significant.*

d) *Less than Significant Impact/Reviewed Under Previous Document.* See c) above.

e) *No Impact.* The proposed project would not use a septic tank system or other alternative wastewater systems. The project would be served by the extension of Sacramento Regional County Sanitation District (SRCSD) facilities; therefore, there is no impact.

VII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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?	☐	☐	☒	☐	☐

Existing Setting

The initial Phase I Environmental Site Assessment was prepared for the entire SDCP/SRSP area by Wallace-Kuhl & Associates (dated 1997). The Assessment identified potential hazardous impacts resulting from including but not limited to: the exposure to off-site groundwater contamination; exposure to residual agricultural chemicals; potential Kiefer Landfill impacts; exposure to toxic air emission sources; exposure to PCB's and radon; and the potential of exposure to asbestos during the construction period.

Discussion of Impacts

a) *Less than Significant Impact/Reviewed Under Previous Document.* This issue was reviewed in the SDCP/SRSP Master EIR for the Sunrise Douglas Community Plan and the SunRidge Specific Plan Areas (See Section 16. Hazardous Materials). The land uses proposed as part of the North Douglas project site consists of residential, parks, and landscape corridor lots, which are not associated with the use of large amounts of hazardous materials. Therefore,

implementation of the project is expected to result in *less than significant* hazardous material transportation and disposal related impacts.

b) *Less than Significant Impact/Reviewed Under Previous Document.* Construction activities would include the use of heavy equipment, which involves the use of oils, fuels and other potentially flammable substances that are typically associated with construction activities. In addition, as noted in the Master EIR, the North Douglas project site may contain PCB-containing transformers, underground storage tanks, and/or trash and other debris, which could pose a health and safety risk to people in the vicinity if PCB exposure occurs as a result of leakage or combustion, or if people come into contact with contaminated or hazardous materials associated with the storage tanks or illegally dumped debris (FEIR, pp. 16.16–16.20). The FEIR determined that these potentially significant impacts could be mitigated to a less than significant level through the imposition of mitigation measures requiring inspection and removal of these hazards (*Ibid.*).

The North Douglas project is a subsequent project within the scope of activities and land uses studied in the SDCP/SRSP Master EIR. This project would not create any new or additional significant impacts arising from hazardous materials that were not already identified in the Master EIR; nor would they cause any impacts peculiar to the project or parcels. (See CEQA Guidelines, Section 15178, subd. (c)(1).). Furthermore, because this project is substantially consistent with the land use designations set forth in the Community Plan and Specific Plan, and because the hazardous materials impacts at issue have been previously disclosed and are not peculiar to the project or parcels, such impacts are not subject to CEQA. (CEQA Guidelines, Section 15183.) To ensure that the measures adopted by the Board are carried out at the project-specific level, the City is requiring the following mitigation measures, which are based on the requirements of measures TX-3, TX-6, TX-7, and TX-8 adopted by the Board for application to subsequent developments within the SDCP/SRSP planning areas. Implementation of these measures at a project-specific level will reduce the potentially significant impacts from hazardous materials to a less than significant level, as noted by the Master EIR (FEIR, pp. 16.16–16.20).

Mitigation Measures

The following mitigation measures (based on TX-3, TX-6, TX-7, and TX-8 of the SDCP/SRSP EIR) are revised to apply to the North Douglas project.

MM 7.1a The North Douglas project applicants shall coordinate with SMUD to ensure that all transformers, which predate 1979/1980, are sampled and analyzed as needed to determine the presence or absence of PCBs. All PCB-containing transformers shall be removed and replaced with PCB-free transformers.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and SMUD.*

MM 7.1b As development occurs, all debris, trash, refuse, and abandoned, discarded, and/or out-of-service items shall be removed from the North Douglas project site and disposed of or recycled off-site.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and SMAQMD.*

MM 7.1c If any underground storage tanks (UST) are discovered during construction activities, the UST shall be removed as required by the County Environmental Management Department (EMD), Hazardous Materials Division. In addition, groundwater and soil investigation for contamination and remediation in the tank vicinity shall be conducted if required by the EMD.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

Implementation of Mitigation Measures MM 7.1a through 7.1c would reduce potential PCB, underground storage tanks, and/or trash and debris impacts to *less than significant*. No other significant risks of explosion or accidental release of hazardous substances are anticipated; therefore, this impact is considered *less than significant*.

c) *Less than Significant Impact/Reviewed Under Previous Document.* See SDCP/SRSP EIR, Section 16: Hazardous Materials and discussions a) and b) above. There are three elementary schools, one middle school, and one high school proposed in the SDCP/SRSP areas. However, development of the North Douglas project would not result in the release of acute hazardous materials adversely affecting these proposed school sites. Therefore, this impact is considered *less than significant*.

d) *Less than Significant Impact/Reviewed Under Previous Document.* The proposed project site is not listed as having past hazardous materials involvement. However, there is documented groundwater contamination within close proximity to the proposed project area (SDCP/SRSP Final EIR, page 16.13). However, the use of on-site wells in not part of the North Douglas project. Instead, the project proposes to obtain potable water from an off-site well field [known as the North Vineyard Well Field (NVWF)] located approximately 5 miles southwest of the SDCP/SRSP project area, ultimately to be combined with surface water supplies as part of the planned Zone 40 conjunctive use system (SDCP/SRSP Final EIR, page 16.14). The California Department of Health Services believes that the NVWF will provide a guaranteed supply of drinking water for the indefinite future. Therefore, the potential for exposure to groundwater contamination is considered to be less than significant.

The North Douglas project is a subsequent project within the scope of activities and land uses studied in the SDCP/SRSP Master EIR. This project would not create any new or additional significant impacts arising from hazardous groundwater contaminants that were not already identified in the Master EIR; nor would it cause any impacts peculiar to the project or parcels. (See CEQA Guidelines, Section 15178, subd. (c)(1).) Furthermore, because this project is substantially consistent with the land use designations set forth in the Community Plan and Specific Plan, and because the groundwater contamination impacts at issue have been previously disclosed and are not peculiar to the project or parcels, such impacts are not subject to CEQA. (CEQA Guidelines, Section 15183.) To ensure that the measures adopted by the Board are carried out at the project-specific level, the City is requiring the following mitigation measure, which is based on the requirements of measure TX-5, adopted by the Board for application to subsequent developments within the SDCP/SRSP planning areas. Implementation of this measure at a project-specific level will

reduce the potentially significant impacts from hazardous materials to a less than significant level, as noted by the Master EIR (FEIR, pp. 16.18).

Mitigation Measures

The following mitigation measure (based on TX-5 of the SDCP/SRSP EIR) is revised to apply to the North Douglas project.

MM 7.2 As development occurs, each site shall be specifically inspected for water supply wells, septic tanks, leach lines, and cisterns. All water supply wells shall be properly destroyed via the well abandonment procedures of the County Environmental Health Division. Septic tanks, leach lines, and cisterns shall be located, removed, and backfilled in accordance with the recommendations of a qualified geotechnical engineer.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

Implementation of Mitigation Measure MM 7.2 would reduce any other potential public and environment impacts resulting from these sites to *less than significant.*

e) *Less than Significant Impact/Reviewed Under Previous Document.* The project site is not located within the Comprehensive Land Use Planning (CLUP) area of the Sacramento Mather Airport, but is within two miles of the facility. Implementation of the project would not adversely affect operations of this facility and is not anticipated to result in safety-related hazards or adverse impacts to people residing or working on the project sites. Therefore, this impact is considered less than significant (SDCP/SRSP Final EIR, page 4.29).

f) *No Impact.* The project area is not located within the vicinity of a private airstrip. Therefore, *no impacts* are anticipated.

g) *Less than Significant Impact/Reviewed Under Previous Document.* Implementation of the proposed project would not conflict with the *Sacramento County Multi-hazard Disaster Plan, the Sacramento County Area Plan* or any other adopted emergency response or evacuation plan. Therefore, this impact is considered *less than significant.*

h) *Less Than Significant Impact/Reviewed Under Previous Document.* The project site is not adjacent to wildlands and is in an area designated for urbanized land uses. Additionally, implementation of the project would not place residences or structure where they are intermixed with wildlands. Therefore, this impact is considered *less than significant* and does not require mitigation.

VIII. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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/Reviewed Under Previous Document.* Water quality standards and waste discharge requirements were addressed in the SDCP/SRSP EIR (See, generally, FEIR, section 9). The Master EIR for the SDCP/SRSP area determined that the Specific Plan has the potential to result in significant short-term surface water quality impacts during the construction period and long-term water quality impacts due to urban runoff and accumulated pollutants after development (FEIR, pp. 1.15, 9.12; Findings, p. 78). As expected in the FEIR, construction of the proposed project would create new sources of urban runoff (FEIR, pp. 9.12–9.13). Unless the runoff is controlled, it would generate new runoff pollutants such as oil, gasoline, and other chemicals with potentially adverse impacts on water quality. The FEIR concluded that, through the use of water quality

control basins proposed in the SDCP/SRSP Master Drainage Plan, combined with flood control detention facilities, compliance with a Stormwater Pollution Prevention Plan ("SWPPP") and applicable County ordinances and State requirements, such impacts would be reduced to a less than significant level (*Ibid.*). A SWPPP will also be required for the North Douglas project to address site-specific erosion control and water quality issues after construction. Because the County Land Grading and erosion Control Ordinance and State requirements already apply to the project, no further mitigation for water quality impacts is necessary (FEIR, p. 9.13).

The North Douglas project is a subsequent project within the scope of activities and land uses studied in the SDCP/SRSP Master EIR. This project would not create any new or additional significant water quality or waste discharge impacts that were not already identified in the Master EIR; nor would it cause any impacts peculiar to the project or parcels. (See CEQA Guidelines, Section 15178, subd. (c)(1).) Furthermore, because this project is substantially consistent with the land use designations set forth in the Community Plan and Specific Plan, and because the water quality impacts at issue have been previously disclosed and are not peculiar to the project or parcels, such impacts are not subject to CEQA. (CEQA Guidelines, Section 15183.) To ensure that the measures adopted by the Board are carried out at the project-specific level, the City is requiring the following mitigation measure, which is based on the requirements of measure HY-3, adopted by the Board for application to subsequent developments within the SDCP/SRSP planning areas. Implementation of this measure at a project-specific level will reduce the potentially significant water quality impacts to a less than significant level, as noted by the Master EIR (FEIR, pp. 9.13).

Mitigation Measures

The following mitigation measure (based on HY-3 of the SDCP/SRSP EIR) is revised to apply to the North Douglas project.

MM 8.1 The North Douglas project applicants shall provide storm water quality source and treatment measures consistent with Volume 5 of the Sacramento County Drainage Manual. The final design of such and treatment control measures shall be subject to the approval of the Sacramento County WRD.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning and Public Works Departments and the Sacramento County Water Resources Department .*

Implementation of Mitigation Measure MM 8.1 would reduce potential water quality standards and waste discharge requirements impacts to *less than significant.*

b) *Less than Significant Impact/Reviewed Under Previous Document.* The water supply plan's potential impacts on area groundwater levels were extensively examined in the Master EIR (See FEIR, pp. 7.35–7.56). The Board ultimately concluded that all such impacts would be mitigated to a less than significant level (Findings, pp. 60-70).

The North Douglas project is a subsequent project within the scope of activities and land uses studied in the SDCP/SRSP Master EIR. This project would not create any new or additional significant groundwater supply impacts that were not already identified in the

Master EIR; nor would it cause any impacts peculiar to the project or parcels. (See CEQA Guidelines, § 15178, subd. (c)(1).) Furthermore, because this project is substantially consistent with the land use designations set forth in the Community Plan and Specific Plan, and because the groundwater impacts at issue have been previously disclosed and are not peculiar to the project or parcels, such impacts are not subject to CEQA. (CEQA Guidelines, § 15183.) Developments subsequent to the approval of the SDCP/SRSP within the SDCP/SRSP planning areas are subject to mitigation measures demonstrating the acquisition of adequate surface supplies has been achieved and that groundwater levels will not be adversely impacted (Findings, pp. 60-70). Implementation of these measures at a project-specific level will reduce the potentially significant groundwater impacts to a less than significant level, as noted by the Master EIR (*Ibid.*).

c) *Less than Significant Impact/Reviewed Under Previous Document.* As noted for the larger SDCP/SRSP project, conversion of approximately 325.1 acres of agricultural lands to suburban development will substantially alter the existing drainage pattern of the site (FEIR, p. 9.11). Buildout under the SDCP/SRSP such as the proposed North Douglas project would increase drainage rates that could result in flooding and erosion (*Ibid.*). The Master EIR and the Board determined that drainage and detention facilities that ensure post-development peak flows are reduced to at least pre-development levels will mitigate potential drainage and flooding impacts to a less than significant level (FEIR, p. 9.11; Findings, pp. 76-77). The Board imposed mitigation measures requiring the facilities outlined in the SDCP/SRSP Master Drainage Plan be constructed as development within the planning area occurs (Findings, pp. 77-80 (mitigation measures HY-2, HY-4, HY-5). No additional on- or off-site siltation or erosion impacts are anticipated beyond those previously identified in the SDCP/SRSP EIR.

However, the off-site ditches depicted in **Figure 5** are located on property not owned by the applicant. Permission from the adjacent landowners would have to be obtained prior to site disturbance.

The North Douglas project is a subsequent project within the scope of activities and land uses studied in the SDCP/SRSP Master EIR. This project would not create any new or additional significant drainage impacts that were not already identified in the Master EIR; nor would it cause any impacts peculiar to the project or parcels. (See CEQA Guidelines, Section 15178, subd. (c)(1).). Furthermore, because this project is substantially consistent with the land use designations set forth in the Community Plan and Specific Plan, and because the drainage impacts at issue have been previously disclosed and are not peculiar to the project or parcels, such impacts are not subject to CEQA. (CEQA Guidelines, Section 15183.) To ensure that the measures adopted by the Board are carried out at the project-specific level, the City is requiring the following mitigation measures, which are based on the requirements of measures HY-2, HY-4, and HY-5, adopted by the Board for application to subsequent developments within the SDCP/SRSP planning areas (Findings, pp. 76-80). Implementation of these measures at a project-specific level will reduce the potentially significant drainage impacts to a less than significant level, as noted by the Master EIR (FEIR, p. 9.14).

Mitigation Measures

The following mitigation measures (based on HY-2, HY-4, and HY-5 of the SDCP/SRSP EIR) are revised to apply to the North Douglas project.

MM 8.2a The North Douglas project shall implement the improvements described in the "Final Master Drainage Study for the Sunrise Douglas Community Plan Area" (Final

MDS) (Spink Corporation, October 16, 1998) as amended by the "Amendment to the Final Master Drainage Study, Sunrise Community Plan Area " (Amendment (MHM Engineers & Surveyors, October 19, 2001. Such improvements shall be designed to ensure that post-development peak (100-year) flows do not exceed existing peak flows to the satisfaction of the County Water Resources Division (WRD). Construction of the improvements may be phased as described in the Final MDS and subject to the approval of the WRD, so long as the project proponent(s) provide hydrologic/hydraulic analyses which demonstrate that the phased improvements will reduce peak flows or at least pre-development of the two Folsom South Canal overchutes at Lower Morrison Creek to the satisfaction of the WRD.

- Detailed plans for the design and construction of all proposed drainage, flood control and water quality improvements, consistent with the Final MDS and Amendment, shall be submitted to the County WRD for review and approval.

- Plans for the design and construction of the realigned channel and detention basin within the Sares-Regis wetland preserve area shall also be subject to the approval of the US Army Corps of Engineers.

- Plans for the design and construction of any joint-use park/detention facilities shall also be subject to the approval of the City of Rancho Cordova Parks District.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and the Sacramento County Department of Water Resources.*

MM 8.2b Implementation of the improvements described in the "Final Master Drainage Study for the Sunrise Douglas Community Plan Area " (Final MDS) (Spink Corporation, October 16, 1998) as amended by the "Amendment to the Final Master Drainage Study, Sunrise Community Plan Area " (Amendment (MHM Engineers & Surveyors, October 19, 2001 shall not occur until the following items have been submitted to the City of Rancho Cordova for review and approval:

- A wetland delineation for the improvement area verified by the U.S. Army Corps of Engineers.

- A detailed mitigation plan for wetlands to be impacted by the proposed improvements which specifically describes the measures which will be implemented to achieve no net loss in wetland habitat acreage and values.

- Determinate surveys of the improvement area for potentially occurring special status species.

- A detailed mitigation plan developed in cooperation with the regulatory resources agencies. (US Army Corps of Engineers, US Fish and Wildlife Service and California Department of Fish and Game) which is designed

to reduce impacts of the proposed improvements on any special status species identified in the determinate surveys to a less than significant level.

- A vegetation/tree survey for the improvement area, which identifies any existing marsh and riparian habitat.

- A detailed vegetation/tree replacement planting plan which describes the planting/relocation measures to be implemented to provide in-kind replacement plantings on an inch-for-inch basis for any riparian and marsh habitat which will be impacted by the proposed improvements.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department, USFWS, US Army Corps of Engineers, and CDFG.*

MM 8.2c Implementation of the Final MDS and Amendment improvements shall not occur until all necessary permits and/or agreements for the proposed improvements have been obtained from the US Army Corps of Engineers, US Fish and Wildlife Service and California Department of Fish and Game.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department USFWS, US Army Corps of Engineers, and CDFG.*

MM 8.2d The project applicant shall obtain appropriate easements from all adjacent property owners for which the off-site ditches are located. Copies of any easements shall be provided to the Rancho Cordova Public Works Department.

Timing/Implementation: *Prior to site disturbance in off-site areas.*

Enforcement/Monitoring: *City of Rancho Cordova Planning and Public Works Departments and the Sacramento County Department of Water Resources.*

Implementation of Mitigation Measures MM 8.2a through 8.2d would reduce the project's potential water quality standards and waste discharge requirement impacts to *less than significant.*

d) *Less than Significant Impact/Reviewed Under Previous Document.* See SDCP/SRSP EIR Chapter 9 Drainage and Hydrology and discussions c) above and g) below.

e) *Less than Significant Impact/Reviewed Under Previous Document.* See SDCP/SRSP EIR Chapter 9 Drainage and Hydrology and discussion above in a) and c).

f) *Less than Significant Impact/Reviewed Under Previous Document.* See a) above.

g) *Less than Significant Impact/Reviewed Under Previous Document.* According to the SDCP/SRSP EIR and as depicted on current FEMA maps, the entire project site is located outside the 500-year floodplain (SDCP/SRSP Final EIR, page 9.1b). The proposed project would not 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; therefore, this impact is considered *less than significant*.

h) *Less than Significant Impact/Reviewed Under Previous Document.* See SDCP/SRSP EIR Chapter 9 Drainage and Hydrology and discussion g) above.

i) *Less than Significant Impact/Reviewed Under Previous Document.* See SDCP/SRSP EIR Chapter 9 Drainage and Hydrology, and discussion g) above.

j) *No Impact.* The project site is not located near the Pacific Ocean, nor is it near a large water body that would be capable of creating seiches or tsunami.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IX.	LAND USE AND PLANNING Would the project:					
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) *Less than Significant Impact/Reviewed Under Previous Document.* The SDCP area is currently undeveloped and is surrounded by limited development; as such, the project would not divide an established community. The Master Plan EIR identified nine residential clusters or community "villages" for the SDCP area, which included land use allocations for the SDCP/SRSP areas. These allocations included, but were not limited to, residential densities, public service acreage, and commercial square footage. Land use related impacts for the Community Plan and SunRidge Specific Plan areas were evaluated in the previous Master EIR (SDCP/SRSP Final EIR, page 4.28). Implementation of the North Douglas project would not result in any additional land use impacts than those identified in previous documents; therefore, this impact is considered *less than significant*.

b) *Less than Significant Impact/Reviewed Under Previous Document.* See SDCP/SRSP EIR, Section 4: Land Use and a) above. The Board found that the land use designations contained within the SDCP/SRSP project were not inconsistent with the County's General Plan, and that, as a result, this project did not cause any significant impacts with respect to General Plan consistency (SDCP/SRSP Findings, p. 31). The North Douglas project proposes land uses that are substantially consistent with the Community Plan and Specific Plan designations for these areas (See FEIR, pp. 4.15a–4.17b)(See **Figure 3**). Although the proposed designations vary slightly from the specific plan, the proposed designations are environmentally less intrusive. This is due in large part to the loss of the CMU land use designation depicted in the specific plan, and the creation of approximately 2.0 additional acres of park uses. Development of the North Douglas project would not result in any new or significant additional land use impacts beyond those identified in the Master EIR. Therefore, this impact is considered *less than significant*.

c) *Less than Significant Impact/Reviewed Under Previous Document.* Currently, there is no adopted Habitat Conservation Plan (HCP) in Sacramento County; therefore, *less than significant* impacts are expected.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
X.	MINERAL RESOURCES Would the project:					
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) *Less Than Significant Impact/Reviewed Under Previous Document.* The project site is not identified by the California Division of Mines and Geology or in the Sacramento County General Plan as a high quality resource area. Additionally, planned growth and development in the area will preclude the mining and recovery of potential mineral resources (such as aggregates) in the project area. Therefore, this impact is considered *less than significant.*

b) *Less than Significant Impact/Reviewed Under Previous Document.* The Sacramento County General Plan does not designate the site as located in a mineral resource zone. This was previously addressed in the SDCP/SRSP FEIR (page 13.19) and the impact is considered *less than significant.*

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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?	☐	☐	☐	☒	☐

Existing Setting

Motor vehicle traffic is the major existing noise source in the SDCP/SRSP area. Major mobile sources include the vehicular traffic along Sunrise Boulevard, Douglas Road, Grant Line Road, Jackson Highway, and Kiefer Boulevard and daily aircraft noise from nearby Matherfield. Stationary sources of noise in the vicinity of the project area include the Cordova Shooting Center, the Kiefer Road Landfill, the Sacramento Rendering Company, American River Aggregates and Asphalt, and the Douglas Security Park.

Discussion of Impacts

a) *Less than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP Master EIR evaluated noise impacts associated with development of the Community Plan and Specific Plan areas (FEIR, pp. 12.15–12.16). The Master EIR determined that the impacts of traffic noise, proposed commercial, business/professional and school uses were significant, but in most cases, mitigable to a less-than-significant level through the implementation of mitigation measures requiring acoustical analysis and the development of noise attenuation measures as future projects within the SDCP/SRSP areas are proposed (*Ibid.*; Findings, pp. 111-114). As predicted in the Master EIR, the North Douglas project may place residential and other land uses in close proximity to roadways, which may result in traffic noise in excess of established Sacramento County General Plan and Noise Ordinance Standards (FEIR, pp. 12.15–12.16). This project, however, is subject to the mitigation measures adopted by the County for these impacts. Therefore, this impact will be mitigated to a less than significant level.

The North Douglas project is a subsequent project within the scope of activities and land uses studied in the SDCP/SRSP Master EIR. This project would not create any new or additional significant noise impacts that were not already identified in the Master EIR; nor would it cause any impacts peculiar to the project or parcels. (See CEQA Guidelines, Section 15178, subd. (c)(1).) Furthermore, because this project is substantially consistent with the land use designations set forth in the Community Plan and Specific Plan, and because the noise impacts at issue have been previously disclosed and are not peculiar to the project or parcels, such impacts are not subject to CEQA. (CEQA Guidelines, Section 15183.) Implementation of the previously adopted SDCP/SRSP mitigation measures NS-5 and NS-6 at a project-specific level will reduce the potentially significant noise impacts to a less than significant level, as noted by the Master EIR (FEIR, pp. 12.15–12.16; Findings, pp. 111-114).

b) *Less than Significant Impact/Reviewed Under Previous Document.* Implementation of the North Douglas project would not generate excessive groundbourne vibration or groundbourne noise sources. Construction activities would temporarily increase groundbourne related impacts; however, standard Sacramento County Noise Ordinance requirements would reduce this impact to *less than significant.*

c) *Potentially Significant Impact Unless Mitigation Incorporated/Reviewed Under Previous Document.* See a) above. In addition, implementation of the project would substantially increase traffic volumes and result in changes in traffic noise levels adjacent to roadways in the vicinity of the projects. However, it should be noted that the proposed project's land uses would result in less traffic noise that the plan evaluated in the SDCP/SRSP EIR due to the elimination of the CMU and the additional 2 acres of parks. The project would also result in additional stationary noise sources from the proposed park and recreational uses. To reduce potential noise impacts from these sources, the project will incorporate the use of setbacks, barriers and various site designs to help shield noise sensitive areas (i.e., residential areas, school sites, and parks). However, site-specific mitigation measures are necessary to lessen impacts of ambient traffic noise.

Mitigation Measures

The following mitigation measures apply specifically to the North Douglas project.

MM 11.1 The North Douglas noise-sensitive land uses proposed for development within the future 60 dB Ldn traffic noise contour shall be required to prepare an acoustical analysis, and to implement identified noise attenuation measures necessary to ensure compliance with the noise standards of the County General Plan Noise Element.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

Implementation of Mitigation Measure MM 11.1 would ensure compliance with Sacramento County noise standards and reduce future ambient noise levels to *less than significant.*

d) *Less than Significant Impact/Reviewed Under Previous Document.* 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. The North Douglas project would not result in any additional temporary noise increases than those identified in the SDCP/SRSP EIR.

The following mitigation measure (based on LA-1 of the SDCP/SRSP EIR) is revised to apply to the North Douglas project.

MM 11.2 The North Douglas project shall include standard mechanisms for mitigation of construction related nuisances including, restrictions on the hours of construction activities, restrictions on noise levels associated with construction equipment, watering and/or other dust control at all construction sites, City approval of proposed construction storage and staging areas (including employee parking). The project applicants shall continuously post visible signage providing a name, address, and 24-hour phone for information and/or complaints regarding the construction activities. This may be a City number if applicable.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

Implementation of Mitigation Measure MM 11.2 would reduce the project's potential temporary noise impacts to *less than significant.*

e) *Less than Significant Impact/Reviewed Under Previous Document.* The North Douglas project site is not located within the Comprehensive Land Use Plan Area (CLUP) of the Sacramento Mather Airport, which is approximately 2 miles west of the proposed project site. Although, the project is within two miles of the airport, no adverse or excessive noise impacts are anticipated at the proposed site from operation of this facility. Therefore, this impact is considered *less than significant.*

f) *No Impact.* There are no private airstrips within the vicinity of the proposed project site; thus, *no impacts* would occur.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XII.	POPULATION AND HOUSING Would the project:					
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/Reviewed Under Previous Document.* As noted in the Master EIR, buildout of the SDCP area could result in the construction of approximately 22,503 residential units, commercial/business/professional land uses and school and park sites (FEIR, p. 3.5). The project site is located within the SDCP and SRSP areas, which were designated in the Sacramento County General Plan as an Urban Growth Area (FEIR, p. 4.33). Potential impacts relating to population and housing were globally addressed in the General Plan EIR (*Ibid.*).

The North Douglas project is a subsequent project within the scope of activities and land uses studied in the SDCP/SRSP Master EIR. This project would not create any new or additional significant growth inducement impacts that were not already identified in the Master EIR; nor would it cause any impacts peculiar to the project or parcels. (See CEQA Guidelines, Section 15178, subd. (c)(1).) Furthermore, because this project is substantially consistent with the land use designations set forth in the Community Plan and Specific Plan, and because the growth-inducing impacts at issue have been previously disclosed and are not peculiar to the project or parcels, such impacts are not subject to CEQA. (CEQA Guidelines, Section 15183.) Therefore, the North Douglas growth inducement impacts are considered *less than significant*.

b) *No Impact.* The proposed project will provide approximately 680 residential units on land that currently has two rural residences. Therefore, there would be no significant displacement of existing housing and no need for the construction of replacement housing elsewhere.

c) *No Impact.* See b) above.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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) *Potentially Significant Unless Mitigation Incorporated/Reviewed Under Previous Document.* The SDCP/SRSP project's effects on fire protection were studied in the Master EIR and mitigation measures were incorporated which reduce the level of potential impact to less than significant. The Sacramento Metro Fire District indicated that one or two more fire stations would be needed to accommodate the proposed growth within the SRSP area. During the project's development, the primary calls for fire service will most likely be for emergency medical responses. The proposed project is subject to modern fire codes, which would decrease the likeliness of structure related fire responses. The proposed project is designed with only one access point into and out of the site off of Douglas Road, which would result in a potential fire and emergency hazard.

Mitigation Measures

Because the project would result in a new impact to fire protection, a new mitigation measure is required.

MM 13.1a Prior to the issuance of building permits for the 251st unit, a second access road designed to the satisfaction of the Fire District and the City of Rancho Cordova shall be constructed. This road would need to be evaluated for environmental impacts prior to construction.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

The following mitigation measure (based on PS-5 of the SDCP/SRSP EIR) is revised to apply to the North Douglas project.

MM 13.1b The North Douglas project shall comply with the following design measures:

- Cul-de-sacs shall not exceed 150-feet in length where possible, in order to facilitate emergency vehicle response throughout the development area. Off-

site street bikeways, pathways, and recreational areas shall provide adequate access for fire fighting apparatus.

- All development shall meet the minimum water supply requirements for fire flow, by type of land use.
- Accessibility for fire control shall meet the specifications of the Fire District and shall be in place during all phases of the project.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

MM 13.1c The project applicants shall pay their fair share of proposed SRSP fire protection facilities.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

Implementation of the Mitigation Measures MM 13.1a through 13.1c would fully mitigate the proposed project's potential impacts on fire protection services to *less than significant*. Implementation of MM 13.1a may result in environmental impacts to biological and cultural resources, air quality, noise, and traffic (short-term). These impacts would need too be evaluated and mitigated in a separate environmental document.

b) *Less than Significant Impact/Reviewed Under Previous Document.* The Sacramento County Sheriff's Department will provide law enforcement services to the North Douglas project site. The SDCP/SRSP project's effects on law enforcement were studied in the Master EIR and mitigation measures were incorporated which reduce the level of potential impact to less than significant. The Sheriff's Department reviewed the SDCP/SRSP projects and identified various design features, which can be included in future development proposals to minimize the demand for law enforcement services (SDCP/SRSP EIR, page 6.16).

Mitigation Measures

The following mitigation measure (based on PS-6 of the SDCP/SRSP EIR) is revised to apply to the North Douglas project.

MM 13.2 The project applicants shall consult with the City of Rancho Cordova Police Department and implement crime prevention/safety development design measures to the maximum extent feasible.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

Implementation of the Mitigation Measure MM 13.2 would mitigate the project's potential impacts on law enforcement services to *less than significant*.

c) *Less than Significant Impact/Reviewed Under Previous Document.* Construction of the proposed residential units would generate students for schools. However, the SDCP/SRSP FEIR states, "The public Facilities Financing Plan for the Specific Plan area indicates that funding of needed school facilities will occur through the payment of Elk Grove and Folsom Cordova school impact fees, through participation in the Elk Grove School District's Mello Roos CFD, and though the State School Building Program. By contributing towards the costs of school facilities as outlined in the proposed Financing Plan, and by designating an adequate number of sites for new school construction, Sunrise Douglas Plan area development will have a less than significant impact on school facilities". Specifically, the proposed project would also have a less than significant impact on school facilities.

d) *Less than Significant Impact/Reviewed Under Previous Document.* Construction of the residential units would generate the need for additional parkland. The project proposes the construction of a 9.0-acre park to serve the proposed residential units. This park is of a larger size than proposed in the SDCP/SRSP FEIR (SDCP/SRSP FEIR, page 4.15a). This is considered a less than significant impact to park resources.

e) *Less than Significant Impact/Reviewed Under Previous Document.* See SDCP/SRSP EIR Section 6: Public Services and a) through d) above. Three new electrical substations will be needed to serve the SRSP area. It is important to not that SMUD has indicated the need for a substation on or near the proposed project site. However, the specific location of the substation has yet to be determined. If a substation were to be placed on the North Douglas site, the impacts of this substation would have to be analyzed under a separate environmental document. Natural gas, telephone, and cable infrastructure will also be extended to serve the proposed land uses within the SRSP area. The SDCP/SRSP project's effects on electrical, natural gas, and cable service were studied in the Master EIR and mitigation measures were incorporated which reduce the level of potential impact to less than significant.

Mitigation Measures

The following mitigation measures (based on PS-1, PS-2, PS-3, and PS-8 of the SDCP/SRSP EIR) are revised to apply to the North Douglas project.

MM 13.3a The North Douglas project applicant(s) shall address and resolve project-related electrical facility issues through close coordination with SMUD in project planning and development. The applicant(s) shall grant all necessary right-of-way for installation of electrical facilities. Coordination with SMUD shall occur and any required agreements shall be established prior to final map recordation for the project.

Timing/Implementation: *Prior to recordation of final map.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and SMUD.*

MM 13.3b To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (PUC) has mandated specific clearance requirements between facilities and surrounding objects or construction activities. To ensure compliance with these standards, the North Douglas project applicant(s) shall coordinate with PG&E early in the development of their plans. Any proposed development plans shall provide unrestricted utility access and

prevent easement encroachments that might impair the safe and reliable maintenance of operations of PG&E's facilities.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and PG&E.*

MM 13.3c The residential design of the North Douglas project shall adhere to the SMUD Energy Efficiency/Load Management Measures for Residential New Construction.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and SMUD.*

MM 13.3d The North Douglas project applicants shall address and resolve issues related to the provision of telephone and cable television services within the project areas through close coordination with the applicable service provider during project planning and development.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

Implementation of Mitigation Measures MM 13.3a through 13.3d would reduce potential natural gas, electrical service, phone, and cable impacts to *less than significant.*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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) *Less than Significant Impact/Reviewed Under Previous Document.* See XIII. Public Services d) above. There are nine community, neighborhood and mini parks on approximately 83.29 acres and an additional 15.05 acres of open space proposed within the SDCP/SRSP areas. The North Douglas project would include an approximate 9.0-acre community park, which is 2 acres more than was evaluated in the SDCP/SRST EIR. The community park would reduce potential impacts and deterioration on existing facilities by the provision of new facilities. Therefore, this impact is considered *less than significant.*

b) *Less than Significant Impact/Reviewed Under Previous Document.* See a) above. The potential environmental impacts of park construction and provision were addressed in the appropriate technical sections of the SDCP/SRSP EIR. The construction of the proposed community park would not result in additional environmental impacts than those identified in the EIR; therefore, this impact is considered *less than significant.*

XV. TRANSPORTATION/TRAFFIC. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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)?	☐	☐	☒	☐	☒

Existing Setting

The Traffic and Circulation section of the SDCP/SRSP Master EIR assessed the potential traffic-related impacts resulting from buildout under the SRSP (FEIR, section 10). The analysis examined the project-specific and cumulative effects on the Specific Plan area's roadways, intersections, freeway operations, and proposed transit and bikeway facilities (FEIR, pp. 10.17–10.36). Implementation of the SRSP would increase A.M. and P.M. peak hour and daily vehicle trips over existing conditions (FEIR, p. 10.17). The SDCP/SRSP EIR identified thirty-one (31) traffic and circulation mitigation measures, most of which the Board subsequently adopted (Findings, pp. 80-98). The North Douglas project will have to comply with the applicable adopted mitigation measures. Those measures would provide the required improvements for roads that would serve the proposed project sites (i.e., Sunrise Boulevard, Douglas Road, Americanos Road, and Pyramid Road, etc.). The proposed project is currently designed with only one access point, which is off of Douglas Road. Prior to the approval of more than 250 units, the project will be required to construct a secondary access to connect to Grantline Road (See Section XIII).

Discussion of Impacts

a) *Potentially Significant Impact Unless Mitigation Incorporated/Reviewed Under Previous Document.* Traffic and Circulation issues were globally addressed in the SDCP/SRSP EIR (see Section 10: Traffic and Circulation). The SDCP/SRSP EIR indicated that a significant number of trips would be generated by implementation of the SRSP under existing plus project conditions. Buildout under the SRSP is projected to generate approximately 152,400 daily vehicle trips – 10,155 during the A.M. peak hour and 15,830 during the P.M. peak hour.

A project specific traffic analysis was conducted by Fehr and Peers, dated December 31, 2003 (See **Appendix A**). This analysis was conducted to compare the project under the SDCP/SRSP, with the currently proposed project, which varies slightly with the Specific Plan. Using the same methodology and ITE manual, Fehr and Peers calculated that the proposed project would produce 585 trips during the PM peak hour. This is 73 trips less during the PM peak hour than the previously proposed project. This is due in large part to the elimination of CMU land use designation, and the increase in park uses proposed by the North Douglas project. However, the North Douglas project would increase the number of vehicle trips, the volume-to-capacity ratio on roads, and congestion at intersections over existing conditions. The project applicants are responsible for their fair share of improvements identified in the SDCP/SRSP EIR (Mitigation Measures *TC-1 through TC-7* and *TC-9 through TC-31*), which would mitigate the project's traffic related impacts to the furthest extent possible.

Mitigation Measures

The following mitigation measures (based on TC-1 through TC-31 of the SDCP/SRSP EIR) are revised to apply to the North Douglas project.

MM 15.1 The North Douglas project shall participate in fair share funding for freeway, transit, and rail improvements identified in the SDCP/SRSP EIR in Mitigation Measures TC-1 through TC-7 and TC-9 throughTC-31.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

Implementation of Mitigation Measure MM 15.1 would reduce the project's impacts on volume-to-capacity ratio and congestion at intersections to *less than significant*.

b) *Potentially Significant Impact Unless Mitigation Incorporated/Reviewed Under Previous Document*. See a) above. The cumulative traffic related impacts of buildout under the Specific Plan were addressed in the Master EIR, which indicated that the cumulative conditions in the SRSP area would exacerbate unacceptable conditions at some roadways bordering the SRSP. The North Douglas project proposes less severe traffic impacts than those previously analyzed in the Master EIR, with no new impacts identified. However, mitigation is necessary to insure a less than significant impact to cumulative traffic conditions.

Mitigation Measures

The following mitigation measure (based on TC-20 of the SDCP/SRSP EIR) is revised to apply to the North Douglas project.

MM 15.2 The North Douglas project applicants shall participate in their fair share of traffic calming measures required along Sunrise Boulevard (i.e., signal timing, striping, and left turn restriction).

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

Implementation of Mitigation Measure MM 15.2 would reduce the project's cumulative impacts on area roadways to *less than significant*.

c) *No Impact/Reviewed Under Previous Document.* The proposed project does not involve any aviation-related uses but is located within two-miles of the Sacramento Mather Airport. The project site is not located within the airport safety zones or within the approach and departure paths for aircraft using the airport and *no impacts* are anticipated.

d) *Less than Significant Impact/Reviewed Under Previous Document.* The proposed roadway system for the North Douglas project would be designed consistent with Sacramento County Department of Transportation Engineering standards and the approved SRSP; therefore, this impact is considered *less than significant*.

e) *Less than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP identified roadway improvements, which will ensure adequate emergency access to the North Douglas project site; therefore, *less than significant* impacts are anticipated.

f) *Less than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRSP EIR indicated that all development projects within the SRSP area are subject to parking requirements established in the Sacramento County Zoning Code for the proposed land uses. In addition, the SDCP/SRSP EIR (page 10.36) indicated that parking related impacts are considered *less than significant* and no mitigation measures are necessary.

g) *Less than Significant Impact/Reviewed Under Previous Document.* The SDCP/SRDP EIR evaluated alternative transportation modes for the SunRidge Specific Plan area. The projects will incorporate pedestrian pathways and bikeways and the routing of the collector streets will provide bikeway and pedestrian connections to regional bikeway systems and regional transit. SRSP preliminary conceptual transit routes are proposed along Douglas Road and Pyramid Road. In addition, the bikeways will meet the standards set forth in the 2010 Sacramento City/County Bikeway Master Plan (SRSP page 4-7). The project would not conflict with the provision of alternative modes of transportation; therefore, *less than significant* impacts are anticipated.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVI. UTILITIES AND SERVICE SYSTEMS Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	☒
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?	☐	☐	☒	☐	☒

Existing Setting

As previously discussed in the Project Description above, the SDCP/SRSP and its accompanying Environmental Impact Report specify anticipated residential, commercial and institutional land uses, and the needed infrastructure and financing systems to support an anticipated 22,503 dwelling units. Utility and service system providers reviewed the North Douglas project and returned comments that were translated into project level conditions of approval. The mitigation measures proposed in the SDCP/SRSP Master EIR and adopted by the Board of Supervisors outline the processes by which new systems and conveyances must be designed, approved, and implemented within the SDCP and SRSP areas. There were no additional utility or service systems impacts identified for the North Douglas project that are greater than those already acknowledged in the Master EIR and SDCP/SRSP – CEQA Findings of Fact and Statement of Overriding Considerations, adopted by the Board in July 2002.

Discussion of Impacts

a) *Less than Significant Impact/Reviewed Under Previous Document.* Wastewater treatment issues were addressed in the SDCP/SRSP EIR (see Section 8: Sewer Service). No wastewater treatment impacts were identified in the EIR that conflicted with applicable Central Valley Regional Water Quality Control Board (CVRWQCB) requirements or standards. Interim sewer outfall will be needed to serve the projects due to the timing of construction of the proposed CSD-1 Mather and Laguna Interceptors. Temporary facilities include a pump station (located approximately 4,000 feet south of Douglas Road and 1,200 feet east of Sunrise Boulevard) with an ultimate capacity of approximately 5.75 (mgd), serving approximately 8,000 dwelling units. The wastewater from the North Douglas project would be pumped via an 18-inch 36,000-foot force main to the Bradshaw Interceptor at

Bradshaw Road and Jackson Highway. The 18-inch force main has a capacity of approximately 9.0 mgd at a velocity of 8 fps; therefore, the proposed facilities (interim and long-term) would fully accommodate the sewer flows anticipated from the proposed developments, which includes buildout of the SRSP area (SDCP/SRSP EIR, page 8.6); therefore, this impact is considered *less than significant.*

b) *Potentially Significant Unless Mitigation Incorporated/Reviewed Under Previous Document.* The potential environmental impacts associated with providing new wastewater and water facilities were globally addressed in the SDCP/SRSP EIR (See Section 7: Water Supply and Section 8: Sewer Service). Although, there is presently no public sewer or water infrastructure available for the proposed projects, Sacramento Regional County Sanitation District (SRCSD) and County Sanitation District-1 (CSD-1) planned facilities and interceptor construction will provide sufficient capacity to accommodate SRSP buildout sewer flows (see a) above and the SDCP/SRSP EIR, page 8.6). The water supply plan for the SRSP area and the North Douglas project includes the construction of water supply facilities in phases according to increases in water demand. The water supply plan includes construction of the Excelsior Groundwater Treatment Plant, formerly known as the North Vineyard Well Field (NVWF), located near the intersection Florin and Excelsior Roads to extract groundwater from the basin underlying Zone 40. The "initial phase" would include construction of water supply facilities with sufficient capacity to deliver up to approximately 2,265 acre-feet per year, with a maximum day flow rate of approximately 4.0 mgd. Groundwater extraction and treatment, pumping and pipeline conveyance, and water storage facilities would be constructed during the "initial phase." Subsequent phases include expansion of "initial phase" facilities to deliver an additional 3,262 acre-feet year and a maximum flow rate of approximately 10.0 mgd. Groundwater extraction and treatment, pumping and pipeline conveyance, and water storage facilities would also be expanded during these subsequent phases. All water supply facilities for the SRSP, including the North Douglas project, will be integrated with the planned Zone 40 surface and groundwater conjunctive use program described in the *Water Forum Plan* (WFP). For a discussion on potential water service impacts, see d) below. The North Douglas project will be required to construct the necessary wastewater and water infrastructure facilities to accommodate the proposed land uses. Additionally, project site was identified for urban growth and planned for urban utility services to fully accommodate the projected sewer flows.

The following mitigation measures (based on SE-1, SE-4, and WS-1 of the SDCP/SRSP EIR) are revised to apply to the North Douglas project.

MM 16.1a Prior to the submittal of improvement plans for the North Douglas project; the project proponent shall provide a detailed sewer design report, which addresses all necessary on-site and off-site facilities to the City of Rancho Cordova Department of Public Works for review and approval.

Timing/Implementation: *Prior to issuance of improvement plans.*

Enforcement/Monitoring: *City of Rancho Cordova Planning and Public Works Departments.*

MM 16.1b Implementation of off-site sewer facility improvements shall not occur until all necessary permits and/or agreements for the proposed improvements have been obtained from the US Army Corps of Engineers, US Fish and Wildlife Service, and the California Department of Fish and Game.

Timing/Implementation: *Prior to issuance of improvement plans.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department, US Army Corps of Engineers, USFWS, and CDFG.*

MM 16.1c Entitlements for the North Douglas project (i.e., subdivision maps, parcel maps, use permits, building permits, etc.) shall not be granted unless agreements are in place, consistent with Sacramento County General Plan Policy CO-20. Additionally, entitlements shall not be approved unless either: (a) sufficient EDUs are available under CO-20 development cap; or (b) additional supplemental water supplies are acquired and the CO-20 development cap is sufficiently expanded if needed.

Timing/Implementation: *Prior to tentative map approval.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

MM 16.1d The project applicants 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.

Timing/Implementation: *Prior final map recordation.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department and Sacramento County Department of Water Resources.*

MM 16.1e Prior to the approval of any building permits, the Excelsior Groundwater Treatment Plant shall be constructed, including the water extraction, treatment, delivery, and storage facilities to the satisfaction of SCWA. These facilities include those for the well field and delivery pipelines. The Excelsior Groundwater Treatment Plant is formerly known as the North Vineyard Well Field.

Timing/Implementation: *Prior to issuance of building permits.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department.*

Implementation of Mitigation Measures MM 16.1a through 16.1e would reduce potential wastewater and water facility construction and expansion impacts to *less than significant.*

c) *Less than Significant/Reviewed Under Previous Document.* The potential environmental impacts associated with providing storm drainage facilities were globally addressed in the SDCP/SRSP EIR (see Section 9, Drainage and Hydrology, pages 9.11 through 9.15). In addition, see Section VIII: Hydrology and Water Quality of this initial study. The land uses proposed in the North Douglas project would increase the rate and volume of drainage runoff from the sites; however, implementation of drainage and detention improvements

and *Mitigation Measures 8.1 through 8.2,* which was revised from the SDCP/SRSP EIR, would ensure that post-development peak flows are reduced to a least pre-development levels and would mitigate potential storm water drainage and associated environmental impacts to *less than significant.*

d) *Less than Significant Impact/Reviewed Under Previous Document.* The water supply plan and associated environmental impacts for the SDCP/SRSP areas were evaluated in the SDCP/SRSP EIR (see Section 7: Water Supply). A conjunctive use program, consistent with the Water Forum Plan (WFP), will ultimately be implemented to supply water to the proposed project sites. Implementation of MM 16.1c, identified above, will ensure compliance with the CO-20 development cap by only allowing development to proceed for which a safe and reliable long-term water supply has been identified and acquired. Review of the North Douglas project is not anticipated to result in any additional water supply impacts than those identified in the SDCP/SRSP EIR. Therefore, water supply impacts are considered *less than significant.* The reader is referred to Section IX: Drainage and Hydrology of this initial study, for potential water contamination issues. Additionally, **Appendix B** of this MND illustrates the City's compliance with provisions of SB 610 regarding the North Douglas project.

e) *Less than Significant Impact/Reviewed Under Previous Document.* See SDCP/SRSP EIR Section Sewer Service 8 and a) above. The SDCP/SRSP areas were identified for urban growth and planned for urban services. Planned sewer facilities and infrastructure will fully accommodate the sewer flows anticipated from the proposed development (SDCP/SRSP EIR, page 8.6); therefore, this impact is considered *less than significant.*

f) *Less than Significant Impact/Reviewed Under Previous Document.* This issue was globally addressed in the SDCP/SRSP Final EIR and indicated that the Kiefer Landfill would have adequate capacity to accommodate the proposed projects under buildout conditions (page 6.21). Additionally, the Kiefer Landfill expansion was recently approved, which gives the facility a permitted capacity to serve the growth projected in Sacramento County through 2035; therefore, solid waste impacts are considered less than significant.

g) *Less than Significant Impact/Reviewed Under Previous Document.* See f) above.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					
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?	☐	☒	☐	☐	☒

Discussion of Impacts

a) *Potentially Significant Impact Unless Mitigation Incorporated/Reviewed Under Previous Document.* As noted in Sections I through XVI above, the North Douglas project has the potential to result in significant impacts related to biological resources (i.e., special-status species and wetlands), visual resources, cultural resources, hydrology/water quality, traffic and circulation, public services and utility and service systems.

b) *Potentially Significant Impact Unless Mitigation Incorporated/Reviewed Under Previous Document.* There are several proposed developments within the SDCP/SRSP areas (i.e., Anatolia, Sunridge Park and Lot J). The North Douglas project, together with other proposed and planned development in the vicinity could result in potentially significant cumulative impacts.

c) *Potentially Significant Impact Unless Mitigation Incorporated/Reviewed Under Previous Document.* Potential project impacts such as air quality, transportation/traffic, hydrology/water quality, provision of public services, provision of utilities, and noise could cause substantial adverse effects in human beings, either directly or indirectly.

4.0 Cumulative Impacts

4.1 CUMULATIVE IMPACTS

INTRODUCTION

This section addresses the project's potential to contribute to cumulative impacts in the region. CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts."

CUMULATIVE SETTING

The cumulative setting for North Douglas project include buildout proposed under the Sunrise Douglas Community and SunRidge Specific Plans, which includes the Sunrise Douglas 2 Specific Plan, and the Anatolia I, II, III developments. In addition, there are several other planned, proposed, and approved projects in the City of Rancho Cordova and eastern Sacramento County, which include, but are not limited to, Rio Del Oro, and the Villages at Zinfandel which contribute to cumulative development in the vicinity of the proposed project.

CUMULATIVE IMPACT ANALYSIS

Aesthetics

Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts. Thus, ***less than significant*** impacts to aesthetic resources are anticipated under cumulative conditions.

Agricultural Resources

The entire SDCP area, which includes the project site, was specifically identified in the Sacramento County General Plan as an Urban Development Area and falls within the Urban Services Boundary. Issues resulting from (i) new growth in this area, (ii) conversion of agricultural land to urban uses, (iii) compatibility with the surrounding area; and (iv) loss of open space were globally addressed in the SDCP/SRSP EIR. The project would not result in cumulatively significant loss of agricultural resources or farmlands; therefore, ***less than significant*** impacts are anticipated.

Air Quality

The proposed project would contribute to cumulative air quality impacts in the vicinity. Mitigation measures contained in Section 3.0 (Subsection III, Air Quality) of this MND would reduce the impacts to the greatest extent feasible. The project would result in cumulative adverse air emissions; however, the project's contributions are expected to be ***potentially significant*** unless the mitigation identified in Section 3.0 of this MND is incorporated, which would reduce the project's air quality related impact to the greatest extent feasible.

Biological Resources

The project would contribute to cumulative biological resource impacts within the SDCP/SRSP areas; however, implementation of the proposed mitigation measures identified in Section 3.0 (Subsection IV, Biological Resources) of this MND would mitigate the project's contribution to a cumulative loss of biological resources to ***less than significant***.

Cultural Resources

Implementation of the proposed project would contribute to an increase in cultural resource impacts. However, mitigation measures identified in Section 3.0 (Subsection V, Cultural Resources) of this MND would reduce the project-specific impacts. Thus, the project would have a ***less than significant*** cumulative impact.

Geology and Soils

Project-related impacts on geology and soils would be site-specific and implementation of the proposed project would not contribute to seismic hazards or water quality impacts associated with soil erosion. Therefore, the proposed project is anticipated to have ***no impact*** on cumulative geophysical conditions in the region.

Hazards and Hazardous Materials

The project would contribute to hazards associated with the accidental release of hazardous materials; however, mitigation measures would reduce cumulative hazard conditions to ***less than significant.***

Hydrology and Water Quality

Implementation of the project has the potential to result in cumulative hydrology and water quality impacts; however, the mitigation measures identified in Section 3.0 (Subsection VIII, Hydrology and Water Quality) reduce the project's potential cumulative impacts on hydrology and water quality to ***less than significant.***

Land Use and Planning

The North Douglas project is part of the SunRidge Specific Plan area, which is the first of a series of specific plans that will implement the Sunrise Douglas Community Plan (approved on July 19, 2002) and the Sacramento County General Plan. The SunRidge Specific Plan provides a detailed framework for development of the Plan Area to implement the guiding principles and policies established in the Community Plan. The Sunrise Douglas Community Plan/SunRidge Specific Plan (SDCP/SRSP) areas were identified as an Urban Development Area and falls within the Urban Services Boundary, community issues resulting from new growth in this particular location, including land use, increased population, and housing were globally addressed in the SDCP/SRSP FEIR, page 4.33. Therefore, the project would result in *less than significant* cumulative land use and planning impacts.

Mineral Resources

The proposed project would not result in any site-specific or significant impacts to mineral resources and ***less than significant*** impacts under cumulative conditions are anticipated.

Noise

Implementation of project would result in temporary and permanent changes in the ambient noise levels in the vicinity; however, the mitigation measures in identified in Section 3.0 (Subsection XI, Noise) of this MND would mitigate cumulative noise impacts to ***less than significant***.

Population and Housing

The North Douglas project is part of the SunRidge Specific Plan area, which is the first of a series of specific plans that will implement the Sunrise Douglas Community Plan (approved on July 19, 2002) and the Sacramento County General Plan. The SunRidge Specific Plan provides a detailed framework for development of the Plan Area to implement the guiding principles and policies established in the Community Plan. The Sunrise Douglas Community Plan/SunRidge Specific Plan (SDCP/SRSP) areas were identified as an Urban Development Area and falls within the Urban Services Boundary, community issues resulting from new growth in this particular location, including land use, increased population, and housing were globally addressed in the SDCP/SRSP FEIR, page 4.33. Therefore, the project would result in ***less than significant*** cumulative population and housing impacts.

Public Services

The project is not expected to contribute to cumulative public service impacts. The project may result in impacts to fire and police protection during construction. However, these activities are temporary in nature. Additionally, mitigation measures contained in Section 3.0 (Subsection XIII, Public Services) of this MND would mitigate such impacts. Implementation of the proposed improvements would not result in a cumulative increase in severity of public service impacts. Thus, ***less than significant*** public services impacts are anticipated.

Recreation

The project includes park and open space components, which would reduce potential impacts on existing park related facilities in the area. The North Douglas project is part of the SDCP/SRSP areas, which will provide approximately 9.0-acres of parklands that are not currently available. Therefore, the project would not contribute to cumulative parks and recreation impacts and ***less than significant*** impacts are anticipated.

Utilities and Service Systems

Construction activities related to the proposed project may result in temporary impacts to utilities and service systems, including water and sewer facilities. Mitigation measures proposed in Section 3.0(Subsection XVI, Utilities and Service Systems) of this MND would reduce the project's cumulative impacts to ***less than significant***.

Transportation/Circulation

Under cumulative conditions, the North Douglas project would not cause any roadways to exceed Sacramento County standards for daily travel under cumulative conditions; however, when considered with other development proposed in the Specific Plan area, the project would exacerbate and contribute to unacceptable conditions at some of the roadways bordering the SRSP area. Mitigation Measures identified in Section 3: Initial Study XV: Transportation and Traffic, of this MND would reduce the project's contribution to cumulative traffic related impacts to ***less than significant***.

Water

The water supply plan and associated environmental impacts for the SDCP/SRSP areas were evaluated in the SDCP/SRSP EIR (see Section 7: Water Supply). A conjunctive use program, consistent with the Water Forum Plan (WFP), will ultimately be implemented to supply water to

the proposed project sites. However, environmental analysis of the Zone 40 Master Plan Update and the facilities to implement the groundwater and surface water elements have not been completed, nor has detailed planning or facility design been determined. While it is likely that Zone 40 conjunctive use facilities (groundwater, surface water, and recycled water) will be implemented in a timely manner to serve the projects, such facilities cannot be guaranteed until they are approved (SDCP/SRSP EIR Section 7: Water Supply page 7.60). However, water supply contracts and infrastructure system are currently being finalized for the SDCP/SRSP areas and the "Final" Public Facility Financing Plan will provide the needed funding mechanisms to implement the construction of the proposed water systems. Implementation of MM 16.1c, identified in Section 3.0 (Subsection XVI, item b, Utility and Service Systems) will ensure compliance with the CO-20 development cap by only allowing development to proceed for which a safe and reliable long-term water supply has been identified and acquired. The North Douglas project is not anticipated to result in any additional cumulative water supply impacts than those identified in the SDCP/SRSP EIR.

5.0 Determination

On the basis 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, a MITIGATED NEGATIVE DECLARATION is appropriate (i) because all significant and unavoidable effects of the proposed project have been previously examined in a Master EIR prepared pursuant to CEQA Guidelines section 15176, and (ii) because, with respect to any potentially new or additional significant environmental effects associated with the proposed project that have not been previously examined in the Master EIR, revisions to the proposed project have been made by or agreed to by the project proponents that clearly reduce such new or additional significant environmental effects to less-than-significant levels. In addition, I find that a MITIGATED NEGATIVE DECLARATION is also appropriate because the proposed project would not cause any significant environmental effects (i) that are "peculiar to the project or the parcel," (ii) that were not analyzed as significant effects in the prior EIR for North Douglas, or (iii) that, due to substantial new information not known at the time the EIR was certified, are more severe than discussed in the prior EIR. (See CEQA Guidelines, § 15183, subd. (c).).

☐ 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 significant effect(s) on the environment, but one or more of such significant effects: 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, all potentially significant effects: (a) have been analyzed and adequately addressed in an earlier EIR pursuant to applicable standards, or (b) have been avoided or mitigated pursuant to that earlier EIR, previous Mitigated Negative Declaration, or this Subsequent Mitigated Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project.

Signature H Anderson Date: 7/21/05

Printed name: Hilary Anderson For City of Rancho Cordova

Per CEQA Section 15070(b)(1), the project applicant for the proposed North Douglas project has reviewed and agreed to the mitigation measures contained in this Mitigated Negative Declaration.

Signature Larry Gualco Date: 7/21/05

Printed name: Larry Gualco For Lennar Communities

6.0 Report Preparation and Consultations

6.1 REPORT PREPARATION AND REFERENCES

CITY OF RANCHO CORDOVA- LEAD AGENCY

Paul Junker	Planning Director
Bill Campbell	Principal Planner
Hilary Anderson	Environmental Coordinator
Bret Sampson	Associate Planner
Cyrus Abhar	City Engineer

6.2 PERSONS AND AGENCIES CONSULTED

Darrel Eck	SCWA – Zone 40
Jeff Atterberry	CSD-1
Melanie Spahn	CSD-1
Tammy Urquhart	Sacramento County Department of Transportation
Peter Christensen	SMAQMD
George Booth	Sacramento County Drainage and Flood Control
Rick Blackmarr	Sacramento County Department of County Engineering and Administration

7.0 References

7.0 REFERENCES

Fehr and Peers. *Traffic Analysis letter Report.* January 7, 2003.

Sacramento County. *CEQA Findings of Fact and Statement of Overriding Considerations of the Board of Supervisors of Sacramento County for the Sunrise Douglas Community Plan/SunRidge Specific Plan Project.* July 17, 2002.

Sacramento County Department of Environmental Review and Assessment. *Sunrise Douglas Community Plan/SunRidge Specific Plan Draft Environmental Impact Report.* March 1999.

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Sacramento County. *Zoning Conditions for the Approval of the SRSP (Sacramento County Zoning Ordinance No. SZC-2002-0015, Section 607-15.)* July 17, 2002.

Sacramento County. *Sacramento County General Plan.* 1993.

Sacramento County. *Sacramento County General Plan EIR.* 1993.

Sacramento County. *SunRidge Specific Plan.* July 17, 2002.

Appendix A
Traffic Analysis

FEHR & PEERS
TRANSPORTATION CONSULTANTS

January 7, 2003

Mr. Jack Sevey
Lennar Communities
1075 Creekside Ridge Drive Suite 110
Roseville, CA 95678

Re: North Douglas Subdivision 1032-1880

Dear Mr. Sevey:

Fehr & Peers has completed a trip generation comparison for the North Douglas project located within the Sun Ridge Specific Plan. We understand that the project is being revised to include additional residential dwelling units and the removal of previously approved commercial mixed-uses (CMU). This letter documents the expected change in trip generation with the revised land uses. Also included is a qualitative discussion of the likely changes in travel patterns that would result from a road connection from the North Douglas project east to Grant Line Road.

Project Description

The North Douglas project covers approximately 130 net acres located north of Douglas Road and west of Grant Line Road within the Sun Ridge Specific Plan in the City of Rancho Cordova. The Sun Ridge Specific Plan map included approximately 10 acres of commercial mixed-uses (CMU), 7 acres of park uses, and approximately 113 acres of residential uses. The revised site plan does not include the CMU's and instead provides approximately 120 acres of residential uses and 8 acres of park uses with an additional 2 acres included in the landscape corridor and roadway facilities. Table 1 below summarizes the revised land use acreages (net). Figure 1 summarizes the difference in gross acreage between the two land use maps.

Table 1
North Douglas Project – Land Use Acreages[1]

	Residential Acreage [2]					CMU (non-residential)	Park Acreage	Other	Total
	RD-4	RD-5	RD-7	RD-10	RD-20[3]				
Sun Ridge Specific Plan Map	16.8	61.0	29.8	5.3	2.5	7.4	7.1	-	129.9
Currently Proposed Land Use Map	0	77.4	34.4	7.6	0	0	7.9	1.8[4]	129.1

NOTES:
[1] Net acreage
[2] RD-4, RD-5, RD-7, RD-10, and RD-20 equate to 4, 5, 7, 10, and 20 units per acre, respectively, based on the Specific Plan DEIR land use designations
[3] These uses are within the Commercial Mixed-Use (CMU) land use category
[4] Absorbed into landscape corridors and roadways

Source: *Sunrise Douglas Community Plan/Sun Ridge Specific Plan DEIR* (Sacramento County DERA, March 1999) and Wood-Rodgers, 2003.

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www.fehrandpeers.com

Trip Generation Comparison

We computed the trip generation of the previous and currently proposed tentative maps based on the trip rates contained in *Trip Generation* (5th Edition, ITE, 1991). Although this version of the manual is not the most recent update, it was nonetheless used to be consistent with the *Sunrise Douglas Community Plan/Sun Ridge Specific Plan DEIR*. No external trip generation was included for park uses since these trips were assumed to remain internal to the project. Table 2 summarizes the trip generation for the previous and currently proposed land use maps including reductions for pass-by trips, internal trips, and transit usage as assumed in the DEIR.

Table 2
North Douglas Project – Trip Generation Comparison

Land Use	Acres	Amount[1]	Trip Rate Daily	Trip Rate AM Peak	Trip Rate PM Peak	Trips Daily	Trips AM Peak	Trips PM Peak
Sun Ridge Specific Plan Map								
RD-4 Residential	16.8	67 SFDU[2]	9.55	0.69	0.94	640	46	63
RD-5 Residential	61.0	305 SFDU	9.55	0.69	0.94	2,913	211	287
RD-7 Residential	29.8	209 SFDU	9.55	0.69	0.94	1,996	144	197
RD-10 Residential	5.3	53 SFDU	9.55	0.69	0.94	506	37	50
RD-20 in CMU	2.5	50 MFDU[3]	6.47	0.77	0.95	324	39	48
CMU (non-residential)[4]	7.4	-	-	-	-	1,642	180	202
					SUBTOTAL	8,021	657	847
					35% pass-by for commercial trips within the CMU	96	3	10
					20% internalization for home/business office/office park trips	1,276	95	129
					TOTAL EXTERNAL TRIPS	6,649	559	708
					Estimated Transit Usage[5]	465	39	50
					NET EXTERNAL VEHICLE TRIPS	6,184	520	658
Currently Proposed Land Use Map								
RD-5 Residential	77.4	387 SFDU	9.55	0.69	0.94	3,696	267	364
RD-7 Residential	34.4	241 SFDU	9.55	0.69	0.94	2,302	166	227
RD-10 Residential	7.6	76 SFDU	9.55	0.69	0.94	726	52	71
					SUBTOTAL	6,724	485	662
					5% internalization for residential/park trips	336	24	33
					TOTAL EXTERNAL TRIPS	6,388	461	629
					Estimated Transit Usage[5]	447	32	44
					NET EXTERNAL VEHICLE TRIPS	5,941	429	585

NOTES:
[1] RD-4, RD-5, RD-7, RD-10, and RD-20 equate to 4, 5, 7, 10, and 20 units per acre, respectively, based on the Specific Plan DEIR land use designations
[2] SFDU = Single Family Dwelling Units
[3] MFDU = Multi-Family Dwelling Units
[4] Commercial Mixed-Use includes Shopping Center, Business Park and Office Park land uses. Trips for the CMU were computed based on trip rates from the *Sunrise Douglas Community Plan/Sun Ridge Specific Plan DEIR*
[5] Based on 1.15 persons per vehicle and 7% transit usage

Based on net external vehicle trips from Table 2, the currently proposed land use map for the North Douglas project would generate approximately 240 fewer daily trips, 90 fewer AM peak hour trips, and 70 fewer PM peak hour trips than the previously approved tentative map. Therefore, the proposed land use revision to this project would not cause additional traffic impacts beyond those identified in the *Sunrise Douglas Community Plan/Sun Ridge Specific Plan DEIR* since it would result in a lower overall trip generation.

Future Connection to Grant Line Road

The applicant is considering a potential connection from the North Douglas project directly east to Grant Line Road to provide access to the project site. A final alignment for this connection has not yet been determined and it is not currently included as part of the project at this time. Figure 2 illustrates the location of the North Douglas project within the Specific Plan area and includes a conceptual alignment of the potential connection to Grant Line Road.

All intersections and roadways on Douglas Road, Grant Line Road, and Americanos Boulevard are expected to operate at acceptable levels under future with project conditions according to the *Sunrise Douglas Community Plan/Sun Ridge Specific Plan DEIR*. The potential roadway connection would be used primarily by North Douglas project traffic, thereby reducing traffic volumes on Douglas Road (east of Americanos Boulevard), on Americanos Boulevard (north of Douglas Road), and on Grant Line Road (north of Douglas Road). Hence, this connection would provide improved access to the North Douglas project, and not adversely affect any intersections or roadways within the Specific Plan area.

We hope this information is helpful. Please call if you have any questions or need any additional information.

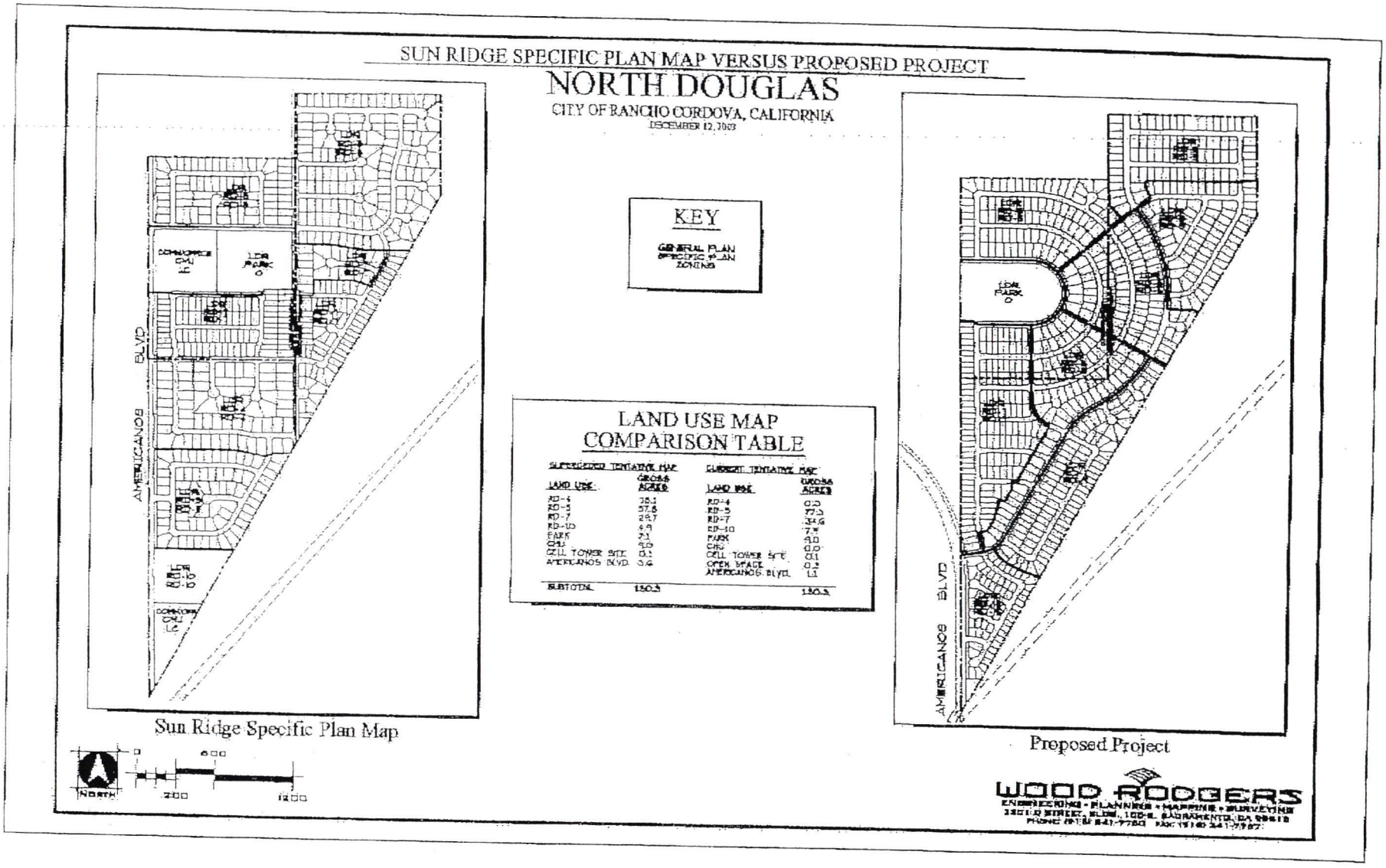
Sincerely,

FEHR & PEERS ASSOCIATES, INC.

Jason Isaac
Senior Transportation Engineer

John Gard, P.E.
Associate

Cc: Hilary Anderson – City of Rancho Cordova Planning (PMC)

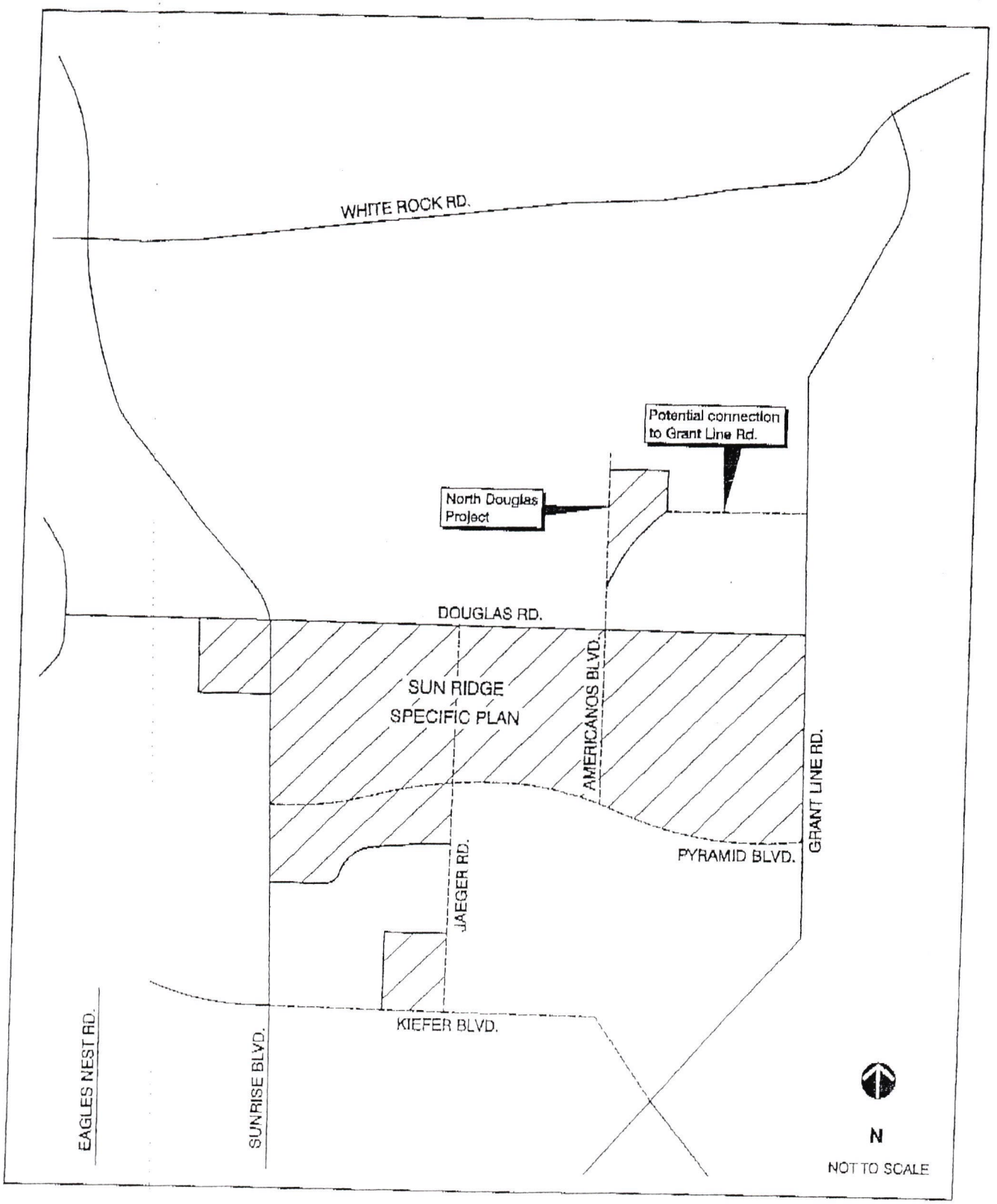


FEHR & PEERS
TRANSPORTATION CONSULTANTS

Jan 07, 2004 MJF
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NORTH DOUGLAS PROJECT

FIGURE 1



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TRANSPORTATION CONSULTANTS

Jan 07, 2004 MJF
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NORTH DOUGLAS PROJECT
CONCEPTUAL CONNECTION TO GRANT LINE ROAD

FIGURE 2

Appendix B
SB 610 Memo

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

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MEMO

TO: PROJECT FILE FOR NORTH DOUGLAS

FROM: Bret Sampson, Associate Planner

DATE: 1/12/04

RE: Water Supply Assessment (SB 610) for the North Douglas Project

OVERVIEW

Senate Bill 610 (Chapter 643, Statutes of 2001) amended state law, effective January 2, 2002 to improve the link between information on water supply availability and certain land use decisions made by citizens and counties. SB 610 seeks to promote more collaborative planning between local water suppliers and cities and counties. The purpose of this coordination is to ensure that prudent water supply planning has been conducted, and that planned water supplies are adequate to meet both existing demands and the demands of other planned development. SB 610 requires detailed information regarding water availability be provided to the city decision makers prior to the approval of specified large development projects. This detailed information is required to be included in the administrative record that serves as an evidentiary basis for an approval action by the city on such projects.

SB 610 (Water Code Sections 10910-10915), delineate the specific information that must be included in a WSA and require land use agencies: 1) to identify the responsible public water purveyor for a proposed development, and 2) to request from the responsible water purveyor, a "Water Supply Assessment" (WSA). The purpose of a WSA is to demonstrate the sufficiency of the purveyor's water supplies to satisfy the water demands of the proposed development project, while still meeting the current and projected water demands of existing customers.

The purpose of this memo is to describe existing water supply assessments and analyses that have been preformed for the Sunridge Specific Plan area (which include North Douglas) that provide adequate documentation of water supply as allowed under Water Code Section 10910(h). This analysis was done in consultation with the Sacramento County Water Agency.

WATER SUPPLY FOR NORTH DOUGLAS

Sunridge Specific Plan – Anatolia I, II, and III Water Supply Assessment

Pursuant to SB 610, the Sacramento County Water Agency (SCWA) conducted a water supply assessment for the Anatolia I, II, and III development projects, which are also located within the Sunridge Specific Plan (SRSP). In addition to the Anatolia developments, the SCWA will also be the water purveyor for the proposed North Douglas project, which is also located within the SRSP. The SCWA is currently in the process of preparing the 2002 Zone 40 Master Plan (Master Plan), which establishes water supply alternatives that provide a long-term balance between water demands and supplies through 2030. The Master Plan also evaluates and recommends flexible water management alternatives and identifies an appropriate means of financing the proposed facilities, maintenance, water conveyance and the sale of water. The SCWA has indicated that the assessment conducted for the adjacent Anatolia I, II, and III developments

considered the North Douglas project in it's WSA. In addition, the SDCP/SRSP FEIR included the Supplemental Water Supply Investigation (SWSI), which was prepared for the Community Plan and Specific Plan areas. The Sacramento County Board of Supervisors certified the SDCP/SRSP FEIR on July 19, 2002.

Zone 40 Water Master Plan and Conjunctive Use Program

The North Douglas project lies entirely within the SCWA's Zone 40. The water demands associated with the SDCP/SRSP area have been included and addressed in the comprehensive water supply planning for Zone 40 that has been completed. Specifically, the water demands associated with the proposed project was included and addressed in the development of the Zone 40 "conjunctive use" program. The water supply for the proposed project was analyzed from information derived from the water supply planning documents prepared in support of the Zone 40 conjunctive use program including:

- The *Zone 40 Master Plan Update* (Montgomery Watson, June 1995)
- The *DEIR and FEIR for the Water Forum Proposal* (Sacramento City-County Office of Metropolitan Water Planning January and October, 1999)
- The *Water Forum Agreement (WFA)* (Sacramento City-County Office of Metropolitan Water Planning, January 2002)
- SCWA's *2000 Urban Water Management Plan (UWMP)* (SCWA, December 2000)
- The *Sunrise Douglas Community Plan/Sunridge Specific Plan Supplemental Water Supply Investigation* ((Montgomery Watson, August 2000)
- The *Sunridge Specific Plan Public Facilities Financing Plan Supplemental Water Financing Report* (EPS, October 2000)

North Douglas

The Zone 40 Master Plan and the WSA approved by the SCWA in March of 2003 for the Anatolia developments were prepared in accordance with SB 610 and meets all the requirements of SB 610. The SWSI was also prepared in consultation and coordinated efforts with the SCWA.

Although not specifically identified as such, the North Douglas project demand is addressed in the UWMP. "Table 2 – Population Projections" (UWMP), page 4) identifies a population for the Sunrise Douglas area in the year 2020 of 14,162. The factors adopted by the SCWA for water supply planning in Zone 40 include: 1) 2.7 people per dwelling unit (DU), and 2) 0.67 AF/yr per DU. Based on these factors, the North Douglas project is anticipated to have 680 DU and result in an ultimate water demand of approximately 456 AF/yr (1143 DU x .67 AF/yr per DU).

Consequently, the water demands shown on "Table 4 – Past, Current, and Projected Water Use (Retailers Only)" (UWMP, page 9) include the demands associated with the projected population (and consequently, the demands) associated with the North Douglas project. Since the projected water demands for the proposed project is included in the UWMP, data from the UWMP can be relied upon to answer questions related to the sufficiency of the SCWA's existing and planned water supplies to meet current and project demands (see Water Code Section 10910(c)(2)).

USE OF GROUNDWATER, SB 610, WATER CODE SECTION 10901(D)(1)

In the short-term, water for the proposed project will be supplied via the North Vineyard Well Field (NVWF). The NVWF will ultimately be an integral part of Zone 40's Water Supply Plan for the SDCP area, as envisioned in the Water Forum Agreement (WFA). The North Douglas project water demand will be met entirely with groundwater pumped from the NVWF and extracted at the Excelsior Groundwater Treatment Plant, which is currently in the design phase. The SCWA will continue to exercise its rights as a groundwater appropriator to extract groundwater from the groundwater basin underlying Zone 40 for delivery to its customers. "Table 3 – Current and Projected Water Supplies" (UWMP, page 6) presents the quantities of groundwater extracted (or projected to be extracted in five year increments from the year 2000 through the year 2020.

USE OF SURFACE WATER, SB 610, WATER CODE SECTION 10910(D)(1)

Surface water will not be used as a water supply source in the near-term for the proposed project. Zone 40's conjunctive use program includes the delivery of surface water within the Zone 40 boundaries as part of a comprehensive program to maintain the long-term, regional water balance. The SCWA anticipates four sources of surface water supplies totaling up to 78,000 acre-feet per year (AF/yr):

1) The SCWA has entered into a contract with the U.S. Bureau of Reclamation (USBR) for 22,000 AF/yr of Central Valley Project supplies diverted from the American River pursuant to Public Law 101-514 (also know as Fazio water). Of this 22,000 AF/yr, 7,000 AF/yr will be subcontracted to the City of Folsom for diversion from Folsom Lake. The remaining 15,000 AF/yr will be diverted by the SCWA from the Sacramento River.

2) The SCWA has entered into a contract with the City of Sacramento and the Sacramento Municipal Utilities District (SMUD) for the assignment to the SCWA of 15,000 AF/yr of SMUD's existing contract with the USBR. It is intended that this supply, also known as "SMUD1" will be diverted by the SCWA from the Sacramento River.

3) The SCWA is currently (as of June 2003) in negotiation with SMUD for the assignment of an additional 15,000 AF/yr pursuant to SMUD's existing contract with the USBR. It is intended that this supply, also known as "SMUD1" will be diverted by the SCWA from the Sacramento River.

4) The SCWA has made an application to the California State Water Resources Control Board (SWRCB) for excess flows on the American and Sacramento Rivers to be diverted by the SCWA. These flows, which would be available on an intermittent basis and could range up to 33,000 AF/yr.

The contract documents, agreements, and applications for these water supply sources are available for review. Additionally, "Table 3 – Current and Projected Water Supplies" (UWMP, page 6) presents the quantities of surface water diverted (or projected to be diverted) pursuant to these water rights and contract entitlements in five-year increments for the year 2000 through the year 2020. The SCWA is also currently pursuing transfer agreements, which would be diverted by the SCWA from the Sacramento River and would reduce the reliance on intermittent surplus flows identified above.

The WSA for the Anatolia developments provide proof of entitlements to water supplies, include a copy of the capital outlay program for financing the delivery of the identified water supply and identifies the permits required for the construction water delivery facilities and the regulatory

approvals that are required for water supply delivery. In addition, the WSA includes efforts being taken to prevent long-term overdraft conditions, a description of groundwater extractions over the past five years, projected volumes of groundwater extraction, and the sufficiency of the groundwater basin to meet the demands associated with the proposed project.

CONCLUSION

The SCWA has indicated that the WSA prepared for the Anatolia developments (Water Code Sections 10910(a) through 10910(f)(5)) and the SWSI, which is included in the adopted SDCP/SRSP FEIR, provide the required environmental documentation to address the provisions of SB 610 for providing near-term and long-term water supplies to the North Douglas project as allowed under Water Code Section 10910(h) (Eck, 2003).

REFERENCES

EPS. *Sunridge Specific Plan Public Facilities Financing Plan Supplemental Water Financing Report*. October 2000.

Eck, Darrell. Sacramento County Water Agency (Zone 40). Personal communication. January 2004.

Montgomery Watson. *Sunrise Douglas Community Plan/Sunridge Specific Plan Supplemental Water Supply Investigation*. August 2000.

Montgomery Watson. *Zone 40 Master Plan Update*. June 1995.

Sacramento City-County Office of Metropolitan Water Planning. *DEIR for the Water Forum Proposal*. January 1999.

Sacramento City-County Office of Metropolitan Water Planning. *FEIR for the Water Forum Proposal*. October 1999

Sacramento City-County Office of Metropolitan Water Planning. *The Water Forum Agreement (WFA)* January 2002.

Sacramento County Water Agency. SCWA's *2000 Urban Water Management Plan (UWMP)* December 2000.

MEMORANDUM

DATE: August 1, 2005

TO: Honorable City Council

FROM: Patrick Angell, Planning Department
Adam Lindgren, Assistant City Attorney

SUBJECT: **ADOPTION OF RESOLUTION NO 104-2005, AUTHORIZING CITY MANAGER TO EXECUTE AN AMENDMENT TO THE CONSULTING SERVICES AGREEMENT BETWEEN THE CITY AND EDAW, INC., FOR EXPANDED SERVICES FOR THE PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR)/ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR THE RIO DEL ORO DEVELOPMENT PROJECT; RC 03-014**

BACKGROUND

The proposed Rio del Oro development project consists of approximately 3,800 acres, and is located entirely within the City, east of Sunrise Boulevard between Douglas Road and White Rock Road. The City is currently processing a development application for the project, which consists of a request for a General Plan Amendment, rezoning, adoption of a specific plan, tentative map approvals and other associated actions. The U.S. Army Corps of Engineers is also involved in the consideration of the Rio del Oro project because it is processing a wetlands fill permit, pursuant to the Clean Water Act.

The City and EDAW entered into a Consulting Services Agreement ("CSA"), dated January 20, 2004, for the purpose of producing a joint EIR/EIS document for the project, under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Since that date, the staffs of the City, EDAW, and Army Corps have been processing necessary project approvals.

Subsequently, on March 7, 2005, the original CSA was amended to increase the cost of the EIR/EIS from $838,751 to $1,299,022 (Resolution No. 37-2005). The termination date of the CSA is March 1, 2006 under Resolution No. 37-2005. This increase in cost and time was due to the following reasons:

- Additional detailed analysis for project-level environmental review coverage for development areas proposing tentative map approvals (Phase 1 of project), as well as wetland areas.

- Habitat mapping and habitat value assessment, required by the Army Corps.

AGENDA ITEM # 6

- Additional cultural resource assessment for compliance with Section 106 of the National Historic Preservation Act.

- Additional water supply analysis work.

- Additional work effort to facilitate the NEPA review process with the Army Corps.

Although the application has been diligently processed, the scope of work requires expansion again. The reason for this second increased scope of work is due to necessary changes to the traffic assumptions in the traffic analysis. City staff and the applicant team identified these needed changes to the traffic assumptions during internal review of the draft traffic study. These changes would also affect the air quality analysis and noise analysis in the EIR/EIS. Consequently, changes to the Scope of Work and Cost Estimate, provided for in the CSA (as those terms are defined in the CSA), are immediately necessary in order to continue the processing of the application.

ANALYSIS

Staff believes the following modifications to EDAW's scope of work are necessary:

- Modification of the traffic analysis scenarios that now consists of existing conditions plus traffic (2004 conditions to reflect the worst-case condition possible), year 2014 (anticipated timeframe of the completion of the Sunrise Reliever Interchange with U.S. 50), year 2030 (cumulative year conditions) and roadway improvements associated with development of approved projects in the area.

- The addition of four intersections to be analyzed in the traffic analysis.

- Additional air quality analysis to reflect the changed traffic assumptions.

- Additional noise analysis to reflect the changed traffic assumptions.

To reflect these changes, amendments would be made to the CSA, as shown in the draft Second Amendment (and exhibits thereto), attached hereto as Attachment 2. The CSA currently provides for the City to pay Consultant a sum not to exceed $1,299,022. Due to increases in the scope of work described above, this amount would be increased to $1,333,902. The City will continue to recover its costs from the project applicant.)

The document entitled "Approach and Work Plan", attached as Exhibit A to the CSA, would be amended to reflect the change of scope, as shown in Exhibit A to the draft Second Amendment to the CSA. In addition, the document entitled "Cost Estimate", attached as Exhibit B to the CSA, would be revised to reflect the increased compensation. All other terms and conditions in the CSA, as amended, would remain in full force and effect.

CONCLUSION:

Staff has reviewed the need for a second contract modification, as requested by EDAW. Staff believes an amendment to the CSA is appropriate and necessary under the circumstances, and in order to comply with the requirements of CEQA and NEPA.

FINANCIAL IMPLICATIONS TO CITY:

The project applicant will continue to reimburse the City for all costs related to the preparation of the Rio del Oro EIR/EIS. Consequently, there are no significant cost implications to the City.

RECOMMENDATION

Staff recommends that the City Council approve Resolution No. 104-2005, attached as Attachment 1 hereto, authorizing the City Manager to execute the Amendment to the Consulting Services Agreement, substantially in the form of Attachment 2 hereto, to reflect the change in the scope of work involved with preparing the joint EIR/EIS for the Rio del Oro development project.

ATTACHMENTS:

1. Resolution No. 104-2005 authorizing the City Manager to Execute an Amendment to Consulting Services Agreement between City of Rancho Cordova and EDAW, Inc., relating to the Rio del Oro development project.
2. Draft Amendment to Consulting Services Agreement between City of Rancho Cordova and EDAW, Inc., relating to the Rio del Oro development project (including Exhibits A and B thereto).

CITY OF RANCHO CORDOVA

RESOLUTION NO. 104-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING A SECOND AMENDMENT TO THE CONSULTING SERVICES AGREEMENT BETWEEN EDAW, INC. AND THE CITY OF RANCHO CORDOVA FOR PREPARATION OF A JOINT ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL IMPACT STATEMENT FOR THE RIO DEL ORO DEVELOPMENT

RECITALS

WHEREAS, the City of Rancho Cordova ("City") and EDAW, Inc. entered into a Consulting Services Agreement ("CSA"), dated as of January 20, 2004, for the purpose of producing a joint environmental impact report ("EIR") / environmental impact statement ("EIS") for the Rio Del Oro development project in the City (the "Project"); and

WHEREAS, the Project consists of approximately 3,800 acres, and is located entirely within the City, east of Sunrise Boulevard between Douglas Road and White Rock Road; and

WHEREAS, the City is currently diligently processing a development application for the Project, which consists of a request for a General Plan Amendment, rezoning, adoption of a specific plan, tentative map approvals and other associated actions;

WHEREAS, the U.S. Army Corps of Engineers is involved in the consideration of the Project because it is processing a wetlands fill permit, pursuant to the Clean Water Act; and

WHEREAS, the parties amended the CSA pursuant to the First Amendment to the CSA, dated March 7, 2005 ("First Amendment"), approved pursuant to City Resolution 37-2005, in order to modify the scope of work and cost estimate, as those terms are used in the CSA, to reflect changes in (i) the EIR/EIS analysis approach, (ii) direction from the U.S. Army Corps of Engineers and the City, (iii) refinement of the Project and Project alternatives, and (iv) comments received as a result of the scoping process; and

WHEREAS, the City Council has reviewed the staff report and agrees that the CSA needs to be amended again, in order to make changes to the scope of work and cost estimate, to account for necessary changes in the analysis of the impacts of the project on transportation, as directed by City staff. Specifically, City staff and the applicant team identified these needed changes to the traffic analysis assumptions during internal review of the draft traffic study. These changes will also affect the air quality analysis and noise analysis in the draft EIR/EIS. The changes to the scope of work and cost estimate are needed immediately, in order to continue timely processing of the project application and environmental review thereof; and

WHEREAS, to reflect these changes, and to properly comply with CEQA and NEPA, the City Council agrees with City staff that the changes to the CSA, as shown in the draft Amendment attached hereto as Attachment 2, are appropriate and necessary; and

WHEREAS, the Amendment will: (i) amend the Approach and Work Plan, attached as Exhibit A to the CSA, to reflect the change in scope of work and (ii) amend the Cost Estimate, attached as Exhibit B to the CSA, to provide for the City to pay Consultant an increased not-to-exceed sum (i.e., from $1,299,022 to $1,333,902), due to the increases in the scope of work described above; and

WHEREAS, the City will continue to recover from the project applicant the City's costs attributable to processing the application and environmental review of the project; and

WHEREAS, all other terms and conditions in the CSA will remain in full force and effect.

DECISION

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Rancho Cordova hereby authorizes the City Manager to execute a second amendment to the Consultant Services Agreement between EDAW, Inc. and the City of Rancho Cordova substantially in the form set forth in Attachment 2.

ADOPTED, THIS 1st day of August, 2005 by the following vote:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

APPROVED:

_____

MAYOR

ATTEST:

_____

City Clerk

APPROVED AS TO FORM:

_____

Adam U. Lindgren, Assistant City Attorney

SECOND AMENDMENT TO THE CONSULTING SERVICES AGREEMENT BETWEEN THE CITY OF RANCHO CORDOVA AND EDAW, INC.

This Second Amendment to the Agreement for Consulting Services ("Second Amendment") is made by and between the City of Rancho Cordova ("City") and EDAW, Inc. ("Consultant") as of _____, 2005.

RECITALS

WHEREAS, the parties previously entered into a consultant services agreement ("CSA") dated January 20, 2004, for the purpose of preparing a joint EIR/EIS document for the Rio del Oro development project; and

WHEREAS, the parties amended the CSA pursuant to the First Amendment to the Consulting Services Agreement between the City of Rancho Cordova and EDAW, dated March 7, 2005 ("First Amendment"); and

WHEREAS, the parties agree that changes to the scope of work and cost estimate provided for in the CSA and First Amendment are necessary in order to account for changes in the analysis of the transportation impacts of the project. Specifically, City staff and the applicant team have identified necessary changes to the traffic assumptions in the traffic analysis; these changes will also affect the air quality analysis and noise analysis in the EIR/EIS.

NOW, THEREFORE, the parties hereto agree as follows:

AGREEMENT

1. The CSA was entered into on January 20, 2004. The terms of the CSA were modified, in part, by the First Amendment.

2. Section 2, "Compensation" in the CSA, as modified by the First Amendment, provides for the City to pay Consultant a sum not to exceed $1,299,022.00. This amount is hereby amended to read "One Million Three Hundred Thirty-three Thousand Nine Hundred Two Dollars ($1,333,902). All other terms and conditions of Section 2, "Compensation", shall remain in full force and effect.

3. The document entitled "Approach and Work Plan" set forth in Attachment 2 to this Second Amendment shall replace the document entitled "Approach and Work Plan" set forth in Exhibit A of the CSA, as amended by the Approach and Work Plan set forth in Attachment 1 to the First Amendment.

4. The document entitled "Cost Estimate" set forth in Attachment 2 to this Second Amendment shall replace the document entitled "Cost Estimate" set forth in Exhibit B of the CSA, as amended by the Cost Estimate set forth in Attachment 1 to the First Amendment.

5. All other terms and conditions in the CSA, entered into January 20, 2004, and the First Amendment, entered into March 7, 2005, remain in full force and effect to the extent they are not in conflict with the aforementioned revised language.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

CITY OF RANCHO CORDOVA

_____

Ted Gaebler, City Manager

CONSULTANT

_____

Gary Jakobs, Vice President, EDAW, Inc.

Attest:

_____

Lillian Hare, City Clerk

Approved as to Form:

_____

Adam U. Lindgren, City Attorney

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Exhibit A

approach and work plan



OVERALL APPROACH

This work program addresses preparation of a joint EIR/EIS and mitigation monitoring and reporting program (MMRP). The work program may need to be refined and modified if separate CEQA and NEPA processes are pursued, if the project changes substantially, or new scope issues arise.

The State CEQA Guidelines contain a separate section for projects that are also subject to NEPA. A project that is subject to CEQA will also be subject to NEPA when it is jointly carried out by a federal agency; requires a federal discretionary permit, entitlement, or authorization.

When a project is subject to both CEQA and NEPA, state and local agencies are encouraged to cooperate with federal agencies, to the fullest extent possible, through such measures as joint planning, research, hearings, and preparation of environmental documents (State CEQA Guidelines §15226).

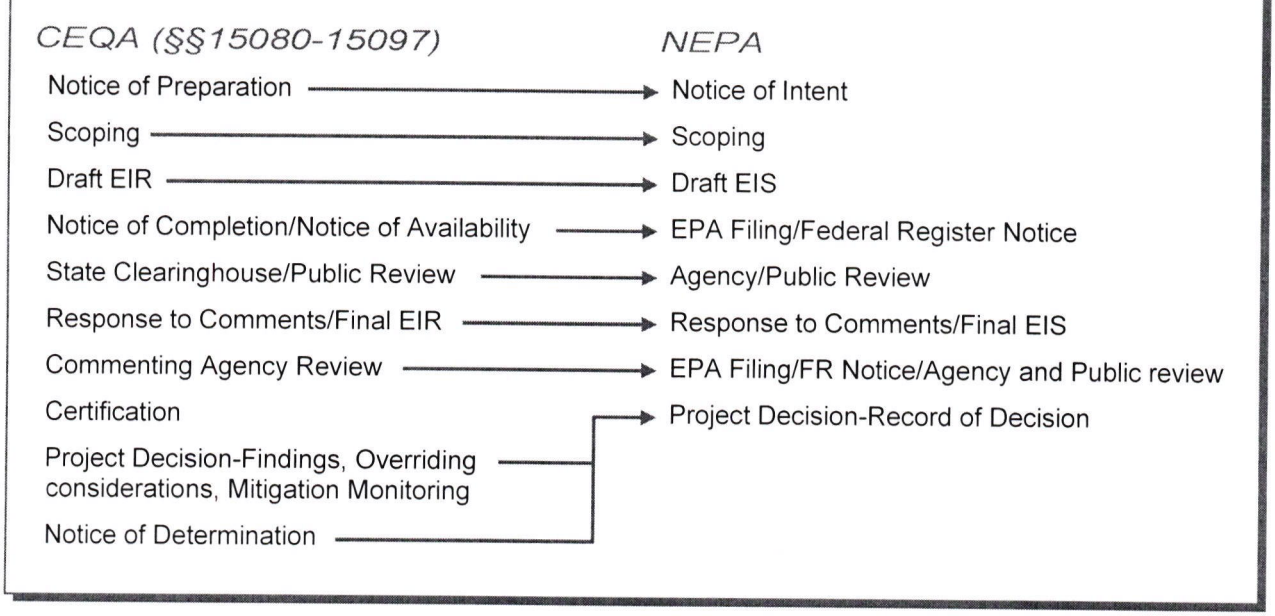
If a lead agency (i.e., City of Rancho Cordova) finds that an EIS for a project would not be prepared by the federal agency by the time the City need to consider an EIR, the Lead Agency should try to prepare a combined EIR/EIS. To avoid the need for the federal agency to prepare a separate document for the same project, the Lead Agency must involve the federal agency in the preparation of the joint document. This involvement is necessary because federal law generally prohibits a federal agency from using an EIR prepared by a state agency unless the federal agency was involved in the preparation of the document.

State and local agencies are encouraged to use NEPA documents to replace CEQA documents if the NEPA process is proceeding faster than the CEQA process and the NEPA document complies with CEQA (State CEQA Guidelines §15221). There is no provision in NEPA that authorizes a federal agency to use a CEQA document to comply with NEPA. Federal agencies typically use a CEQA document as important background information to prepare NEPA documents. To ensure that the procedural requirements of NEPA are met, the federal agency, in using a CEQA document for NEPA compliance should ensure that the record shows that there was independent review of the CEQA document and that the federal agency is preparing its own NEPA document based on the CEQA document.

However, it is encouraged to prepare a joint EIR/EIS (State CEQA Guidelines §15222). The two laws essentially establish similar processes (Refer to Exhibit 5-1 on the following page.). If separate CEQA and NEPA documents are prepared, however, construction and implementation of the proposed project will be limited. The project cannot be constructed or implemented without CEQA compliance. If CEQA compliance occurs faster than NEPA compliance, those portions of the project requiring federal discretionary approval, permit, and authorization cannot be implemented, which in the case of the project

would limit project implementation (i.e., where wetlands and federally endangered species occur). However, with CEQA compliance, the project could obtain land use entitlements.

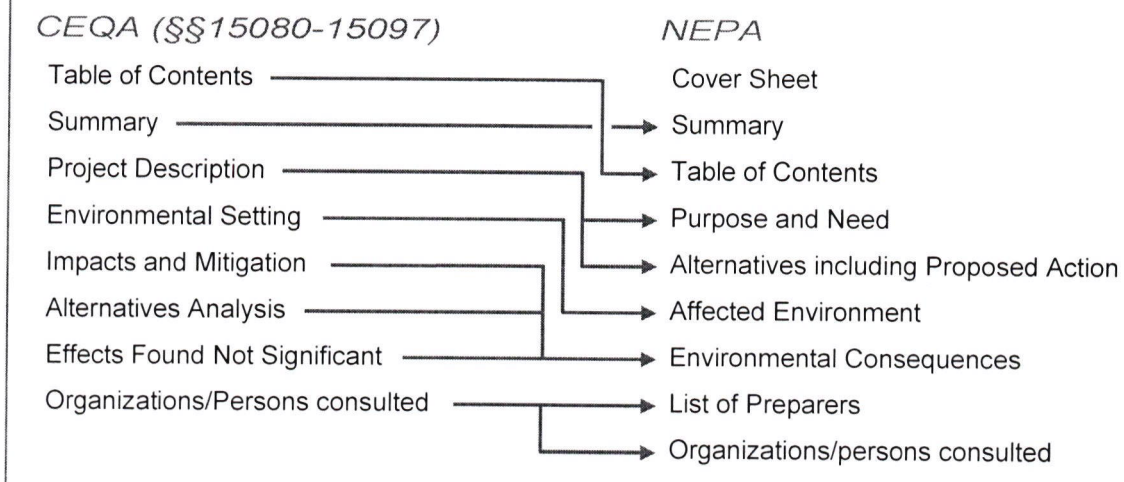
Exhibit 5-1. EIRs and EISs: Process



For purposes of this work plan, it is assumed that a joint EIR/EIS will be prepared. The City of Rancho Cordova will serve as the state lead agency under CEQA and USACE Sacramento District, will serve as the federal lead agency under NEPA.

Additionally, because the CEQA and NEPA processes are somewhat different with regard to procedural and content requirements (Exhibit 5-2), the agencies should agree at the outset to apply whichever requirements are the most stringent.

Exhibit 5-2. EIRs and EISs: Content Requirements



JOINT EIR/EIS APPROACH

Although EIRs and EISs are similar in content, procedure, and decision-making, they also have their nuances, as illustrated in Exhibits 5-1 and 5-2. EDAW understands these nuances and how to mesh CEQA and NEPA requirements into a joint EIR/EIS. The following summarizes EDAW's approach on the merging of EIR and EIS contents for the proposed project into the joint document so that the document satisfies both CEQA and NEPA requirements.

Cover Page

The Cover Page is a NEPA requirement only. EDAW will prepare the Cover Page according to NEPA format, but will add the State Clearinghouse Number (to be assigned from NOP response). The Cover Page will also list the following required items:

- Lead and responsible/cooperating agencies
- Title and location of proposed action (i.e., proposed project in terms of CEQA)
- Contact information
- Abstract
- Dates to receive comments

Table of Contents

Both CEQA and NEPA require a Table of Contents that will include the following items:

- List of major sections and topical areas
- List of tables/exhibits
- List of technical appendices

Summary

Both CEQA (State CEQA Guidelines §15123) and NEPA require a Summary and will contain the following per CEQA and NEPA regulations. The format can be a challenge due to NEPA requirements for equal-weight alternatives analysis:

- Summary description of proposed project/proposed action
- Proposed mitigation and alternatives to reduce/avoid each significant effect (CEQA requirement; covers NEPA requirement to stress major conclusions)
- Areas of controversy raised by agencies and public
- Issues to be resolved including choice among alternatives and (per CEQA) whether/how to mitigate significant effects
- Summary table listing impact conclusions, significance before and after mitigation, and list of mitigation measures

Project Description

CEQA (State Guidelines §15124) and NEPA require the following (EDAW will follow the NEPA format because substantive requirements not in CEQA and

will split the Project Description into three chapters: Purpose and Need, Proposed Action, and Alternatives) (please note that splitting the project description into three chapters was discussed with the City and USACE and agreed to):

- Purpose and Need
  - Describe underlying need for proposed action (per NEPA).
  - Discuss project objectives (per CEQA) (note, the project objectives are a key component of CEQA; they frame the criteria for developing and considering alternatives).
  - Intended uses of the EIR/EIS, as required by §15124(d) of the State CEQA Guidelines and Council on Environmental Quality (CEQ), including a list of responsible and other agencies expected to use the EIR/EIS in decision making and a list of approvals for which the EIR/EIS will be used.
  - EIR focus which will describe how the content of the EIR/EIS was developed, including a summary matrix of the substantive comments received on the NOP and NOI, and any protests of the applicant's 404 application that were submitted to the USACE. The matrix will specify the sections of the EIR/EIS that address issues raised in the comments. The EIR/EIS will also include the NOP, NOI, and comment letters received in an appendix, along with an explanation of those issues raised that were not considered in the EIR/EIS.
- Proposed Action
  - Describe proposed project/action completely and thoroughly, including a list of permitting actions required.
  - Describe regional and local setting.
  - Describe project background and history.
  - Describe project characteristics, including on- and off-site components; infrastructure support required to serve the project; timing, and any other information relevant to an understanding of the project.
  - Construction schedule and phasing.
- Alternatives
  - Describe "all reasonable alternatives" including the No-Action (equivalent to CEQA No-Project) and alternatives not within lead agency's jurisdiction. CEQA requires the consideration of "reasonable range of alternatives", including "No Project", which are capable of meeting project objectives.
  - Describe alternatives, including rationale for their selection for consideration.
  - Describe screening criteria developed to assess the feasibility of the alternatives considered, but eliminated, as well as those selected for analysis.

CEQA (State Guidelines §15126.6) and NEPA require preparation of an Alternatives analysis, however, there are differences between CEQA and NEPA. CEQA requires a focus on the project with a comparative analysis of alternatives, whereas NEPA requires an equal level of detail analysis of alternatives, therefore, EDAW will:

- Conduct equal level of analysis of up to three alternatives, as required by NEPA.
- Add a discussion in the Alternatives chapter of the other alternatives considered but rejected from further consideration. The rationale for rejection of alternatives will be documented.

Other CEQA considerations that will be addressed in the Alternatives chapter, include:

- Consideration of a No-Project Alternative
- Focus on alternatives capable of avoiding significant effects
- Consideration if alternatives meet project objectives
- Feasibility of alternatives
- Consideration of feasible and meaningful alternative locations
- Identification of an "environmentally superior alternative"

Environmental Setting

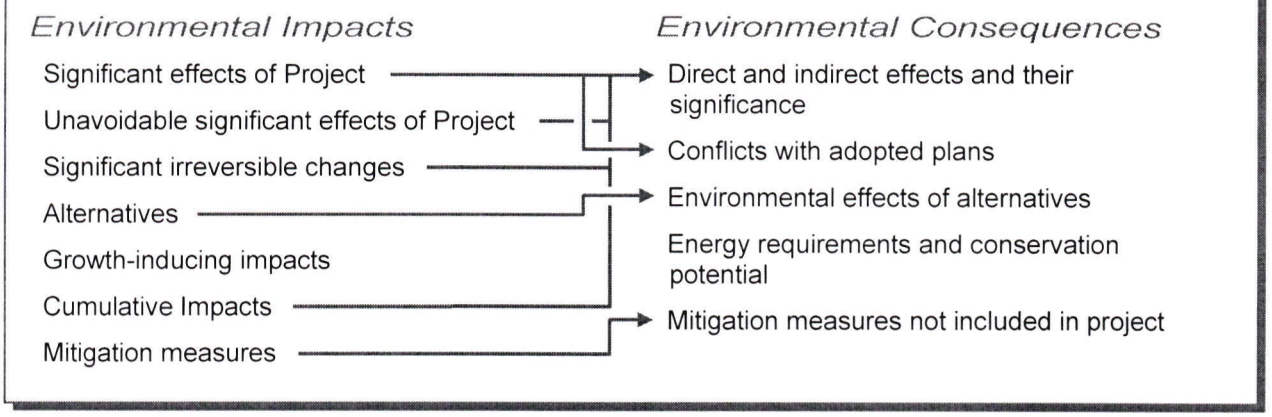
CEQA requires preparation of an "Environmental Setting" section (State Guidelines §15125), whereas NEPA requires preparation of an "Affected Environment" section. This section will:

- Describe physical conditions in place at the time of NOP (by environmental topic)
- Serve as the "baseline" for assessing impacts
- Serve as the discussion of the No Project/Action (i.e., No Development) Alternative

Environmental Impacts and Mitigation

CEQA (State Guidelines §15126) requires an analysis of "Environmental Impacts", whereas NEPA requires an analysis of "Environmental Consequences." Exhibit 5-3 illustrates the comparison of the contents of the "Environmental Impacts" section under CEQA compared to the "Environmental Consequences" section under NEPA and how they interrelate.

Exhibit 5-3. Joint EIR/EIS: Merging Contents
Environmental Impacts and Mitigation
CEQA (§15126) and NEPA Require



EDAW will prepare one chapter that contains the following to satisfy both CEQA and NEPA requirements:

- Description of environmental setting (affected environment, see above) for each issue area.
- Description of regulatory setting.
- Listing of significance thresholds. These will in large part be based on IS questions in CEQA Guidelines Appendix G, although other sources will be used where more pertinent.
- Evaluation of impacts against significance thresholds and identify significance for each alternative, including No-Project/No-Action (i.e., No Development).
- Recommend mitigation measures to avoid or reduce impacts to below significance, where feasible and available.
- Develop performance standards (as mitigation) to be incorporated into and adopted as part of the Rio del Oro Specific Plan.

Other Mandated Sections

EDAW will prepare separate chapters to cover the following mandated issue areas under either CEQA or NEPA:

- Growth-inducing impacts of each alternative
- Significant irreversible changes of each alternative
- Cumulative impacts of each alternative
- Effects found not significant of each alternative (which would reference the Initial Study prepared by the City)

Noticing Requirements

Because both CEQA and NEPA have specific noticing requirements, EDAW will follow both noticing requirements, as summarized below. In some

instances, EDAW will be responsible for preparing particular notices and in others, either the City or USACE will be responsible for preparing and publishing the notices. EDAW will work with the City and USACE to ensure that the proper notices are prepared and posted. Refer to "Overall Work Program" below for EDAW's role in preparation of notices vs. the City and/or USACE.

CEQA	NEPA
Notice of Preparation to prepare EIR: 30 days (certified mail to responsible agencies)	Notice of Intent: to prepare an EIS (publication in the Federal Register): timing unspecified
Notice of Completion/Notice of Availability of Draft EIR: 45 days-noticing involves one of the following: • Publication in newspaper • Posting on/near property • Direct mail to adjacent owners	Notice of Availability of Draft EIS (publication in the Federal Register and distribution to those who have requested copies of the Draft EIS): 45 days noticing allowable under NEPA.
Notice of Determination (project approved): • County clerk and State Office of Planning and Research • 30-day statute of limitations	Adoption of Final EIS (publication in the Federal Register)
	Record of Decision (Publication in the Federal Register): minimum 30 days after Final EIR published but up to discretion of federal lead and pending resolution of ESA Section 7

OVERALL WORK PROGRAM

The proposed scope of work that follows has been organized into major tasks which can easily be converted to a schedule of work tasks that would trigger payment of the work completed (see Section 6).

To ensure that work efforts completed to date by the project applicant are not duplicated and are used efficiently, EDAW has reviewed the following technical data, exhibits, and reports to develop the following work plan and approach to meet City, USACE, and regulatory agency scrutiny:

- Project Description
- Special Planning Area Land Use
- General Plan Amendment Exhibit
- Community Plan Amendment and Rezone Exhibit
- Ownership Exhibit
- General Plan Urban Policy Area Exhibit
- General Plan Transportation Diagram
- Sacramento City/County Bikeway Master Plan
- Circulation Master Plan
- Master Water Plan

- Existing Conditions On-site Drainage and Flood Plains
- Proposed Conditions On-site and Flood Plains
- Conceptual Drainage Master Plan
- On/Off-site Sewer Study
- Revised Wetland Delineation
- Section 404 Permit Application
- Elderberry Shrub Report
- Tree Inventory and Exhibit
- Hazardous Materials Technical Study
- Transportation Analysis
- A Special Status Species Report 1999 by Miriam Green Associates
- A Rare Plant Survey (2003) by ECORP
- Two Years of Fairy Shrimp Surveys on Tailings by Gibson & Skordal
- City of Rancho Cordova Draft Initial Study
- Project Background Information Provided by GenCorp

These technical reports, data, and exhibits will also be used, along with supplemental information (if needed), and agency coordination to assist in the formulation of impacts and mitigation measures. Impacts will also be identified based on the significance criteria established by CEQA (Appendix G of the State CEQA Guidelines), Lead Agency Practice, and regulatory requirements.

Task A: Initiate Project and Review Data

Purpose

To reach consensus and common understanding on process, lines of communication, points of contact, format and content, strategy, and direction, including a thorough understanding of the proposed project.

Approach

1. Attend up to four (2 have been expended) orientation meetings with the City of Rancho Cordova and USACE staffs (EDAW principal-in-charge and/or CEQA strategist and project manager and assistant project manager and/or subconsultants or technical representatives, if necessary) to review the proposed scope of work and agree on the preferred direction of the CEQA and NEPA strategies, including joint or separate processes. Discuss and agree on document format and content, roles and responsibilities, process, and schedule. Meetings are included under Task L.
2. Receive any additional existing and new reference and research materials related to the project, project site, and vicinity that were not received previously, including base maps (preferably in CADD or GIS), aerial photographs, and any environmental or engineering studies; distribute, as appropriate, to project team members.
3. Discuss key issues that could present the need for data collection or updates or supplements to previous technical reports. It is assumed that any supplemental technical information can be obtained by the project applicant's consultants.
4. Discuss process for the formulation of project alternatives.
5. Prepare technical "sufficiency" review of the project applicant's technical studies. EDAW technical specialists and subconsultants will thoroughly

review all relevant technical studies for sufficiency to prepare a legally defensible EIR/EIS. Where technical data are not adequate to adequately assess the project impacts, EDAW will prepare a "sufficiency" memo and submit it to the City requesting that the project applicant's consultants provide supplemental technical information. It is assumed that EDAW will be able to obtain all supplemental information. If additional data collection are required and not supplied by the project applicant, EDAW can obtain it, but would require potential renegotiation of the scope of work.

6. Discuss protocol and procedure for receiving rights of entry for obtaining access to the site for reconnaissance surveys.
7. Revise work plan (required by USACE) to include the following:
   - Analysis of Phase 1 (Elliott Homes piece) at a project level;
   - Biological resources analysis of wetland areas and areas within 250 feet of wetlands (within entire Specific Plan Area) at a project level (per USACE for 404 permitting);
   - Re-run cumulative baseline traffic model consistent with the City's interim vision plan (Interim General Plan) and Sacramento Area Council of Government's (SACOG) Blueprint Plan (Scenario C);
   - Additional substantial coordination with Applicant Team regarding baseline data collection, project description definition, and "Project level" data;
   - Additional substantial coordination required to assist the USACE with NEPA facilitation (per USACE);
   - Substantial coordination in defining the "Project" under CEQA and NEPA, particularly to satisfy the USACE (primarily per USACE);
   - Revision and fine-turning of the project description;
   - Substantial coordination to develop alternatives to the proposed action;
   - Meetings unaccounted for in original scope of work;
   - Preparation of work plan in support of USACE Statement of Responsibilities and Project USACE-required Project Management Work Plan (per USACE);
   - To address substantive comments from responsible agencies received as a result of scoping (i.e., California Department of Transportation [Caltrans] merge/diverge analysis and Central Valley Regional Water Quality Control Board [RWQCB] geohydrology study);

TASK A SUMMARY

Products:	Meeting minutes and/or action items resulting from the orientation meetings
	Sufficiency memo outlining areas where supplemental technical data are required by the project applicant's consultants
	Revised Approach and Work Plan (required by USACE) to support a contract amendment
	Scope of Work in support of USACE Statement of Responsibilities (required by USACE)
	Project management work program

Meetings:	Up to four orientation meetings with City and USACE staffs, to be attended by principal-in-charge and/or CEQA strategist, project manager, and assistant project manager, subconsultant, or technical representatives, if necessary (see Task L)

Task B: Prepare Project Description (Proposed Action and Purpose and Need and Alternatives) and Develop EIR/EIS Outline and Format

Purpose

To ensure agreement between all parties (City, USACE, project applicant, and the EDAW Team) on the project description and EIR/EIS outline and format.

Approach

1. Prepare the project description (proposed action) chapters of the EIR/EIS (Purpose and Need, Proposed Action, and Alternatives chapters). The contents of these chapters are described above under "Project Description". EDAW will prepare a preliminary draft "Project Description" to the City, USACE, and Applicant Team for review and comment and to identify data gaps. Three reiterations of the draft Project Description will be prepared for internal review and comment prior to commencing the impact analysis. The preliminary draft project description was provided to the City/USACE/Applicant Team in February 2004. A secondary preliminary draft project description was provided to the City and USACE on August 27, 2004. Comments were received from the City on September 2, 2004. To date, no comments have been received from USACE. Upon receipt of missing GenCorp project level information (i.e, lotting plan) and comments from the City and USACE, EDAW will prepare up to two additional reiterations of the project description. EDAW will not complete the impact analysis until the City, USACE, and Project Applicant have approved the project description. Once the impact analysis is initiated, revisions to the project that result in substantial changes to the impact analysis will require a contract modification.
2. EDAW will attend up to 20 (16 have been expended) meetings with the City, USACE, and/or Applicant Team to define the proposed action and alternatives; develop project purpose and objectives, define the alternatives to the proposed action, and discuss the cumulative baseline. Meetings are included under Task L.
3. EDAW will meet with Sacramento County to define the Offsite Alternative, coordinate with the City and Fehr & Peers to define the Higher Intensity and Reduced Intensity Alternatives, and coordinate with the USACE, City, and Applicant Team to define the alternatives that minimize wetland impacts. EDAW will assist in the development of screening criteria. EDAW will not complete the impact analysis of the project alternatives until the City and USACE have finalized the alternatives. The City and USACE have conceptually approved the alternatives. EDAW is awaiting the final map and text of the alternatives to complete the analysis.
4. EDAW will track and coordinate project description information needs.
5. Provide EIR/EIS outline and format example to the City and USACE (using the most stringent requirements) to ensure that the EIR/EIS is structured to meet the City's and USACE's needs; allow the City and

USACE to approve the project and provide entitlements and authorizations, and to meet regulatory agency scrutiny.

TASK B SUMMARY	
Products:	Three reiterations of the draft project description (Purpose and Need, Proposed Action, and Alternatives, Including the Project Action) chapters of the administrative draft EIR/EIS
	Project description needs matrix
	EIR/EIS outline and format example
Meetings:	Attendance by project manager at up to 20 meetings to define the proposed action and alternatives, including project description review meetings with City's and USACE's staff (see Task L)

Task C: Facilitate and Attend Scoping Meetings and Prepare Scoping Report

Purpose

To complete CEQA noticing requirements, evaluate and remove from further consideration environmental topics with less-than-significant impacts (none expected to be removed), and solicit input from regulatory agencies and the public to provide Rancho Cordova residents, agencies, and organizations with an early opportunity to voice their concerns and ensure that the environmental analysis addresses all relevant topics and issues.

Approach

1. It is assumed that the City will prepare and distribute an Initial Study/Notice of Preparation (IS/NOP) and the USACE (or potentially EDAW) will prepare and publish the Notice of Intent (NOI) in the Federal Register. EDAW will review NOP and NOI comments, as well as any letters of protest received on the Project Applicant's 404 permit application and consider relevant environmental issues in the EIR/EIS. Refer to EIR Focus as described above under "Project Description" for a description of how EDAW will treat comments received during scoping.
2. EDAW will assist the City and USACE in holding two scoping meetings for the project. EDAW will help facilitate the meetings, including summarizing the environmental review process and describing the proposed project. Large-scale exhibits will be provided, as necessary, to graphically present the environmental review process and illustrate the project. EDAW will attend up to two (expended) scoping meeting coordination meetings with the City and/or USACE and two scoping meetings (expended), included under Task L. Input provided by the public at the scoping meeting will be documented and considered in the impact analysis of the EIR/EIS, as appropriate. It is assumed that the City will arrange for a court reporter, if desired. The information obtained from the scoping task will be entered into a database (as required by the USACE) and summarized in a scoping report. All comments in response to the NOP, NOI, and the scoping meetings will be provided in an appendix to the EIR/EIS.

TASK C SUMMARY	
Products:	Presentation graphics and handout materials
	Draft scoping report (five copies)
	Final scoping report (five copies)
	Public comment database
Meetings:	Two scoping meeting coordination meetings (see Task L)
	Two scoping meetings (facilitation and attendance) (see Task L)

Task D: Prepare First Administrative Draft EIR/EIS

Purpose

After the CEQA and NEPA approach and strategy have been determined and agreed to by the City and USACE and the City and USACE have approved the draft project description, EDAW will prepare an administrative draft EIR/EIS that analyzes all potentially significant impacts associated with implementing the project.

Refer to "Joint EIR/EIS Approach" above for how EDAW envisions meshing CEQA requirements with NEPA requirements into the joint document. The following is the draft outline (subject to City and USACE approval) of the EIR/EIS which will include all of the content requirements identified above plus some additional clarification of contents.

Approach

The following lists and supplements/provides further clarification of the content requirements identified above under "Joint EIR/EIS Approach."

1. Cover Page
2. Table of Contents
3. **Summary.** Because this chapter summarizes the contents of the draft EIR/EIS, preparing it while the remainder of the document is still being revised and subject to City and USACE review is inefficient. For this reason, the chapter will be available to the City and USACE for review as part of the screen-check draft EIR/EIS (Task F).
4. **Introduction.** An introduction to the EIR/EIS will be prepared that describes the type and use of the EIR/EIS, the environmental process associated with the project, and the organization of the EIR/EIS. It also will identify documents incorporated by reference and documents used in preparation of the EIR/EIS as well as the lead, responsible, and trustee agencies.
5. **Purpose and Need.** The project description prepared under Task B and approved by the City and USACE will be revised as necessary under this task.
6. **Alternatives.** EDAW will assist in the definition of the alternatives to the proposed action in consultation with the City and USACE and will lead the development of alternatives screening criteria. Once defined and received by the USACE and City, EDAW will

complete an equal level of detail analysis (in compliance with NEPA) of up to three alternatives:

- Proposed Project (project application)
- High-Density Alternative (buildout consistent with the City's interim vision plan)
- Reduced Development Alternative (that further avoids wetlands and other resources and is based on avoiding certain traffic impacts as a result of the traffic analyses conducted by Fehr & Peers)

Both the High-Density and Reduced Development Alternatives will be developed in consultation with the City and USACE and input from Fehr & Peers (traffic) and ECORP (wetlands).

The Project Applicant will prepare the 404(b)(1) Alternatives analysis that will be integrated by EDAW into the NEPA EIR/EIS alternatives. EDAW will participate, at the USACE's request in meetings associated with the development of the 404(b)(1) alternatives. The alternatives analysis will be used by the USACE to meet the requirements of both NEPA and the 404(b)(1) Guidelines. The 404(b)(1) alternatives analysis will include both off-site alternatives to avoid impacts to the aquatic environment, although the NEPA EIS will only analyze qualitatively one off-site alternative. While the Applicant Team would submit a report that demonstrates its choice for the least environmentally damaging practicable alternative, the USACE will exercise its independent judgment on the issue. Once the Applicant Team has submitted its report, EDAW will complete the alternative analysis for the EIR/EIS based upon instructions from USACE. Other alternative analyses that will be analyzed qualitatively in the EIR/EIS include a No Project/No Development Alternative (same as baseline/existing conditions) and screening level analysis of a potential off-site alternative. It was agreed to by the City and USACE that the geographic extent for considering off-site alternatives would be limited to within the Sacramento County Urban Services Boundary. Screening level analysis of an off-site alternative would include database and record searches and review of aerial photography. Reconnaissance surveys will be conducted if the site is accessible. However, it is highly likely that EDAW will not have rights of entry and therefore, will perform reconnaissance surveys from nearby roadways, if possible. No field surveys are proposed for the screening level analysis. If additional surveying or technical studies are required, the scope of work would need to be adjusted accordingly.

Changes to the proposed project, additional alternatives added, or substantive refinements to the alternatives as a result of the impact analysis will require a contract modification.

7. **Environmental Setting, Impacts, and Mitigation Measures.** Using existing information and, when necessary, new analysis, EDAW will prepare the "Environmental Setting [i.e., Affected Environment], Impacts [i.e., Environmental Consequences], and Mitigation Measures" chapter (exact name of chapter will be determined during Task B when the EIR/EIS outline and format are presented and approved (with input from) by the City and USACE. It is anticipated that the following issues will be addressed in the EIR/EIS in an equal level of detail for each project

alternative, except for the No Project/No Development and the Off-site Alternatives:

- Land Use Consistency and Compatibility
- Population, Employment, and Housing
- Environmental Justice
- Transportation and Circulation
- Air Quality
- Noise
- Hydrology and Water Quality
- Water Supply and Availability
- Biological Resources (botanical, wildlife, and wetland resources)
- Earth Resources (geology, soils, seismicity, and mineral resources)
- Cultural Resources
- Paleontological Resources
- Visual Resources
- Public Services and Utilities (law enforcement, fire protection, schools, parks and recreation, wastewater, electricity, natural gas, and solid waste)
- Hazards and Hazardous Materials

This list may be reduced or expanded following consultation with the City and USACE and from the results of scoping.

Based on direction from the City and USACE, the EIR/EIS impact analysis will be structured as follows:

- Project-specific analysis for the entire Phase 1 area (1,100 acres) (all resource/issue areas);
- Project-specific analysis for entire site (3,800 acres) of all areas requiring fill of wetlands and within 250 feet of wetlands (biological resources only) for 404 permitting (focused on biological and cultural resources); and
- Programmatic analysis of entire site (3,800 acres) (all resource/issue areas).

a. *Land Use Consistency and Compatibility.* The land use consistency analysis will assess the consistency of the project with adopted plans and policies aimed at reducing or eliminating environmental impacts, including consistency with the portions of the Sacramento County General Plan and Zoning Ordinance, as well as the applicable community plan, specific plan, and zoning designations in areas of the new City which have been recently been adopted by the City, including the City's adopted Vision Book. The analysis will assess the affects of the project as it relates to the General Plan Urban Policy Area. The analysis will assess the effects of the project on the character of the project study area and compatibility with the existing and planned land use patterns. Existing land uses in the immediate vicinity of the project will be described from existing information,

where available. This section also will address property reuse and the conversion of undeveloped land to other uses. An exhibit showing existing land uses will be presented in the EIR/EIS.

An assessment consisting of each issue area presented in the EIR/EIS (i.e., transportation, air quality, noise, etc.) with adopted plans and policies will be conducted as part of each issue area.

b. *Population, Employment, and Housing.* The population, housing, and employment analysis will include a review of the City's housing goals and policies as reflected in the newly adopted County's General Plan; potential changes in population, housing, and employment characteristics resulting from the project; and the potential for secondary environmental impacts from those changes. The population analysis will compare the amount and type of growth anticipated under the project with estimates contained in the General Plan, the City's Vision Book, and other adopted planning documents, including SACOG projections. The housing analysis will assess the consistency with City housing policies. The balance between jobs and housing will be calculated on a project-, City-, and County-wide level. The projected jobs/housing balance will be compared to existing conditions, and conditions anticipated under the General Plan, to determine the potential for the project to capture commuters currently leaving the area for jobs. The employment analysis will assess employment-generating effects of project construction and operation. An analysis of density and affordable housing will also be conducted and assessed with the City's General Plan.

c. *Environmental Justice.* "Environmental justice" refers to the fair and equitable treatment of individuals regardless of race, ethnicity, or income level, in the development and implementation of environmental management policies and actions. In February 1994, President Clinton issued Executive Order (EO) 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations." The objective of this EO is to require each federal agency to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations ("Environmental Justice: Guidance Under the National Environmental Policy Act," Council on Environmental Quality, December 10, 1997). The EO was accompanied by a memorandum that emphasized the importance of NEPA as a means for implementing environmental justice principles. The memorandum directs federal agencies to analyze the environmental effects, including human health, social, and economic concerns, of their actions where such analysis is required by NEPA. Executive Order 12898 gave agencies authority to consider environmental effects on low-income and minority populations. It also directs agencies to collect and evaluate data on the comparative health and environmental risks borne by low-income and minority populations, and to remove barriers to participation by such populations in the review of agency documents, public hearings, and other public participation activities.

Specifically, the president's memorandum directs federal agencies to undertake three actions:

1. Analyze environmental effects, including human health, economic, and social effects, of federal actions, including effects on minority communities and low-income communities, when such analysis is required by NEPA.

2. Develop mitigation measures outlined or analyzed in EAs, EISs, or RODs, whenever feasible, which address significant and adverse environmental effects of proposed actions on minority communities and low-income communities.

3. Provide opportunities for community input in the NEPA process, including identifying potential effects and mitigation measures in consultation with affected communities and improving accessibility of public meetings, official documents, and notices to affected communities.

For the environmental justice section of the EIR/EIS, EDAW will:

- Describe the potentially affected public.
- Describe the proposed action and alternatives.
- Describe the baseline conditions, relevant human environment and area of influence.
- Identify the full range of probable social impacts that will be addressed based on existing socioeconomic data.
- Project the estimated effects.
- Determine the significance of the social impacts identified (important to try to predict effects).
- Estimate subsequent impacts, and indirect, or cumulative impacts.
- Recommend new or modified alternatives and qualitatively estimate their effects or consequences.
- Develop mitigation measures for any unavoidable adverse effects, and if needed, monitor the affected community(s). The shape, size, and character of the environments vary.
- Determine if the proposed action could result in a violation of Federal, State, Indian tribal, or local law.

Overall, the purpose the environmental justice analysis includes developing the area of potential effect, drawing the sociological profile of the affected communities, determining if the project would unduly impact disadvantaged communities or is likely to adversely change the character of the community. The analysis will rely strongly on U.S. Census data.

d. *Transportation and Circulation.* Fehr & Peers has been identified as the traffic consultant for this project. See "Subconsultants' Approach and

Work Program" below, for information regarding the scope of work associated with the transportation and circulation analysis.

e. *Air Quality.* Current regional and local air quality conditions in the vicinity of the project site will be described. Meteorological conditions in the vicinity of the project site that could affect air pollutant dispersal or transport will be described, if needed. However, field monitoring of meteorology and pollutant emissions is not included. The local topographic effects on pollutant dispersal will be discussed. Applicable air quality regulatory framework, standards, and significance thresholds will also be addressed.

Short-term and long-term air quality impacts will be assessed for the proposed project and up to three development alternatives. The assessment of the proposed project will include a project-level analysis of air quality-related impacts associated with development of Phase 1. The remainder of the project site will be addressed at a programmatic level of analysis. Up to three development alternatives will also be analyzed, at an equal level of analysis. Short-term and long-term impacts will be analyzed, as described below.

The air quality impact analysis will include a general discussion of potential temporary, short-term (i.e., construction) air pollutant effects. Projected construction emissions will be estimated based on construction data (e.g., assumed duration of construction, project phasing, amount of land to be disturbed/graded, types of equipment to be used, number of construction employees) to be provided by the City or project applicant. Construction emissions of NO_x and PM_{10} will be assessed in compliance with the most recent Sacramento Metropolitan Air Quality Management District (SMAQMD) guidelines and significance thresholds. For purposes of this scope, it is assumed that the proposed project would not fall below the PM_{10}, screening levels for construction projects and thus more complex dispersion modeling (ISC3) would be required. As a result, the project-level analysis for constructing Phase 1 will include modeling PM_{10} to determine compliance with the newly adopted PM_{10} emission concentration and substantial contribution thresholds.

Long-term (i.e., operational) regional air pollutant emissions, including stationary, area, and mobile source emissions, will be assessed. Regional mobile source emissions will be estimated based on trip generation data from the traffic analysis prepared for this project. The CARB-approved URBEMIS2002 and EMFAC2002 computer models will be used to estimate regional criteria pollutant emissions associated with the proposed project. These modeled emissions will be assessed in compliance with the SMAQMD mass emission thresholds for ozone precursors. To determine compliance with the newly adopted emission concentration and substantial contribution thresholds, operational emissions will be further analyzed using the SMAQMD Guide to Air Quality Assessment and/or more detailed modeling. Emissions of potentially odorous and/or toxic air contaminants and resultant impacts to nearby sensitive land uses will be qualitatively discussed.

Local mobile source carbon monoxide (CO) concentrations will be assessed using the CARB-approved CALINE4 model. Local mobile

source CO concentrations are typically quantified for congested areas (i.e., level of service [LOS] E or worse) with high background CO concentrations. Air quality conditions at signalized intersections will be modeled for P.M. peak-hour traffic for the existing, existing plus project, and cumulative-plus-project scenarios (totaling up to 30 model runs for each project alternative) to determine the potential for localized "hot spots." Modeled CO concentrations at sensitive receptors will be compared with state and federal 1- and 8-hour ambient air quality standards to determine impact significance.

Total regional operational emissions of criteria pollutants will be compared with applicable SMAQMD significance thresholds. For purposes of this scope, it is assumed that the proposed project would be consistent the emissions budgets contained in regional air quality attainment plans, such that extensive consultation with SMAQMD and SACOG staff would not be required. A federal General Conformity determination is not included in this scope; however, it can be added after further information and strategy on the environmental compliance document(s) are determined. This scope of work, however, does include EDAW consulting with City and USACE staffs and identifying the level of effort needed to make a federal General Conformity determination and to assist with strategy, issue resolution, and problem-solving. Mitigation measures will be included for any potentially significant or significant impacts.

Please note: Any revisions to the traffic report, subsequent to completion of any air quality modeling, may require additional effort currently not accounted for in this scope of work.

Additional analysis of the following scenarios is required: Baseline Phase 1). This new analysis corresponds to the additional work needed for the traffic study (see Fehr & Peers' scope of work below) and only applies to the long-term operational impacts, not construction. EDAW understands that the existing traffic numbers will not be altered from those we have already received (and have already modeled). However, the new "baseline" corresponding to Existing plus Approved Projects will be new and will require revision to the air quality analysis that has already been conducted.

f. *Noise.* The EIR/EIS will include a description of the existing noise environment on and in the vicinity of the project site, based on existing environmental documentation and onsite reconnaissance data. If available from existing sources/documentation, noise contour maps associated with nearby major noise sources that could potentially affect the project site, including Mather Field, will be incorporated in the EIR/EIS. As part of a site reconnaissance, EDAW will conduct up to a total of 8 short-term (i.e., 15 minute) daytime noise measurements at various locations on and in the vicinity of the proposed project site to document ambient noise levels. If possible, at least one of the measurements will be planned to coincide with any rocket testing activities at Aerojet (if such activities are continuing). Relevant background information, including noise fundamentals, descriptors, and applicable federal, state, and local regulatory framework, will be described in the EIR/EIS.

Short-term and long-term noise impacts will be assessed for the proposed project and up to three development alternatives. The assessment of the proposed project will include a project-level analysis of noise-related impacts associated with development of Phase 1. The remainder of the project site will be addressed at a programmatic level of analysis. Up to three development alternatives will also be analyzed, at an equal level of analysis. Short-term and long-term impacts will be analyzed, as described below.

To assess potential temporary, short-term (i.e., construction) noise impacts, sensitive receptors and their relative exposure (considering topographic barriers and distance) will be identified. Noise levels of specific construction equipment will be determined and resultant noise levels at those receptors (at given distances from the source) will be calculated. Predicted noise levels will be compared with applicable state and local standards.

To assess potential long-term (i.e., operational) noise impacts, EDAW will conduct traffic noise modeling based on daily traffic volumes obtained from the traffic analysis prepared for this project. The Federal Highway Administration (FHWA) roadway noise prediction model will be used to determine roadway traffic noise levels (in day-night noise level/community noise equivalent level [L_{dn}/CNEL]) for the existing, existing-plus-project, and cumulative-plus-project scenarios, for up to ten roadway segments. Modeled traffic noise levels and distances to noise contours for the modeled scenarios will be summarized in the EIR/EIS.

The assessment of long-term noise impacts will include an analysis of stationary source noise impacts associated with the proposed project, as well as potential noise impacts to the site associated with nearby noise sources, including ongoing Aerojet activities and Mather Field. This analysis will include an evaluation of the potential for existing stationary noise sources to affect proposed onsite land uses and of the potential for proposed onsite noise-generating land uses to affect both onsite and offsite receptors. Analysis of nearby noise sources and potential impacts to the project site will be based on existing environmental documentation and data obtained from the noise monitoring survey. For purposes of this scope, it is assumed that CNEL noise contour maps for Mather Field would be available from the County, such that detailed noise modeling of aircraft operations at this facility would not be required. Based on discussions with Mather Field personnel, Single-Event noise contour maps associated with air craft over flights have not been prepared for this facility. Consequently, the assessment of aircraft noise will be based on a qualitative discussion of predicted single-event noise levels (SEL) associated with aircraft over flights, based on a review of current and projected Mather Field flight paths in relation to the project site, existing SEL data from similar aircraft operations, as well as any measurement data obtained during the site reconnaissance. Modeling of aircraft noise is not included in this scope. The significance of long-term noise impacts will be determined based on applicable state and local standards.

Mitigation measures will be developed for significant and potentially significant noise impacts.

Please note: Any revisions to the traffic report, subsequent to completion of any noise modeling, may require additional effort currently not accounted for in this scope of work.

Additional analysis of the following scenarios is required: Baseline Phase 1). This new analysis corresponds to the additional work needed for the traffic study (see Fehr & Peers' scope of work below) and only applies to the long-term operational impacts, not construction. EDAW understands that the existing traffic numbers will not be altered from those we have already received (and have already modeled). However, the new "baseline" corresponding to Existing plus Approved Projects will be new and will require revision to the noise analysis that has already been conducted.

g. *Hydrology and Water Quality:* EDAW will prepare a hydrology and water quality impact assessment that is focused on five main water resource topics including:

1. Short-term temporary construction-related effects on hydrology and water quality;
2. long-term operations-related water quality;
3. permanent changes to stormwater drainage and/or flooding;
4. operations-related impacts to groundwater conditions (assuming groundwater is used for municipal or landscaping supplies); and
5. cumulative onsite and offsite hydrology and water quality impacts.

The environmental setting will briefly describe existing drainage and water quality conditions of the project study area based on existing information. Applicable federal, state, and local regulations for stormwater drainage, grading and erosion control, and other water quality protection procedures will be described, and where necessary, additional feasible mitigation measures will be identified if found to be necessary.

The impact analysis of hydrologic and water quality resource topics will generally be qualitative based on existing information; quantitative information and analyses will be provided where information is available. Specific water resources issues that are anticipated to be of interest to responsible agencies and other stakeholders will be addressed in the impact analysis and include, but are not limited to:

- Stormwater drainage runoff effects to Morrison Creek and communities located downstream of the property;
- Consistency with County National Pollutant Discharge Elimination System (NPDES) Stormwater Management Program for stormwater drainage and water quality treatment;

- Offsite water quality effects associated with construction and long-term urban development;
- Consistency with, and any potential project-related effects to, the ongoing groundwater contamination cleanup efforts being conducted by Aerojet; and
- The effect of impervious services on groundwater recharge.

Executive Order 11988 on floodplain management provides guidance for the protection of natural floodplain values and of life and property. To comply with the requirements of CEQA and NEPA, the potential effects of the proposed project on flooding will be evaluated.

For the purpose of technical analyses to be conducted and completion of this scope of work, EDAW assumes that:

- EDAW will not conduct any additional hydrologic or water quality field data collection for the project.
- The setting and analysis of hydrologic and water quality impacts will be based on existing information to the extent possible including Wood Rogers February 2003 "conceptual drainage study", the ERM Revised Hazardous Materials Technical Study, and other readily available information (e.g., floodplain data, resource agency reports).
- The project applicant will provide opportunity for EDAW to review information on any proposed groundwater supply well installations (assumed to be addressed in future Master Water Plan).
- The project applicant will provide relevant water quality data that has been conducted on surface drainages within the project study area.
- No substantive changes to the drainage plan will be made by the project applicant once the impact analysis has been commenced.
- No supplemental drainage studies will be conducted for Phase 1.
- A Stormwater Pollution Prevention Plan in support of an NPDES permit will likely not be available for incorporation into the EIR/EIS.

Water Resources & Information Management Engineering, Inc. (WRIME) has been identified as the geohydrology consultant for this project. WRIME will review land use and hydrologic soil data, develop a basic modeling tool to estimate deep percolation rates, and prepare a technical memorandum summarizing the results and conclusions. See "Subconsultants' Approach and Work Program" below, for more information regarding the scope of work associated with the geohydrology task.

h. *Water Supply and Availability.* EDAW will prepare the water supply section of the EIR/EIS, which will evaluate the project's water supply demand against known available water supplies and will determine proposed environmental impacts associated with the provision of a reliable source of water to the project area including direct impacts associated with water supply infrastructure.

The project includes 11,443 residential units and approximately 760 acres with commercial, industrial, educational, and community park uses. These uses will require potable domestic water (i.e., drinking and bathing) and additional water for landscape irrigation.

Because the project proposes construction of over 500 residential housing units, the project will be subject to the provisions of Senate Bill (SB) 610 (Chapter 643 of the 2001 Statutes) and SB 221 (Chapter 642 of the 2001 Statutes). These bills parallel one another and establish water supply requirements for large developments, specifically residential developments, although SB 610 has greater authority here as it is required in an EIR. Requirements include the documentation and provision of written verification that sufficient water supplies are available to meet the project's projected water demands during normal, single-dry, and multiple-dry water years over a 20-year projection. It is assumed that the City, relevant water districts and/or the project applicant will be responsible for providing this verification. It is assumed that the identified water source is from existing, known supplies and that separate analysis for delivery of this water supply would be required and is not proposed. EDAW will review the information provided by the City and incorporate information as appropriate into the water supply section.

To support the water supply analysis for the EIR/EIS and meet the requirements of State law, EDAW will assist the Sacramento County Water Agency (SCWA) in preparing a Water Supply Assessment (WSA), pursuant to SB 610. The WSA will identify water supplies available to the proposed project and assess the ability of those supplies to serve the project over a 20-year planning horizon, including normal, single dry, and multiple dry water years. The WSA will consider the project in addition to the existing and planned future uses within the Zone 40 water service area, including agricultural uses. SCWA has recently prepared a Draft WSA for the project. It is anticipated that based on comments received from the City, modification and expansion of the WSA will be required. EDAW will assist SCWA in gathering additional information and preparing a revised WSA. The *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001,* prepared by the California Department of Water Resources will be used to guide this analysis, as well as recent WSAs prepared by EDAW for other development projects.

The project study area is located in the Central Groundwater Basin of Sacramento County and within the SCWA Zone 40 water supply service area. SCWA is responsible for the storage, transmission, and distribution of potable water within its service area (Zone 40). SCWA is undergoing environmental review (EDAW is preparing the EIR for the County) for its 2002 Zone 40 WSMP, which updates the adopted 1987 WSMP for Zone 40. The EIR for the 2002 Zone 40 WSMP is expected to be published in fall 2003.

The 2002 Zone 40 WSMP identifies water demands, sources of water supply, groundwater availability, water quality, and facility requirements to meet projected demand over a 30-year planning

horizon within its service area. The 2002 Zone 40 WSMP identified a near-term study area (2030 Study Area) where growth and increased water demand is expected to occur and where water supply infrastructure would be constructed to serve this growth. A small portion of the project area along Sunrise Boulevard is located in the 2030 Study Area. The remainder of the project site is located outside the 2030 Study Area. Although a near-term study area has been identified in the 2002 Zone 40 WSMP, the WSMP does not specifically preclude delivery of water outside the 2030 Study Area. EDAW will coordinate with SCWA and other agencies as appropriate (i.e., U.S. Bureau of Reclamation) to investigate water supply delivery options for the proposed project based on expected water demand projections provided by the City. For purposes of this scope of work, 40 hours of senior water resources management staff (Sydney Coatsworth), extremely knowledgeable of the local water issues based on EDAW's work on 2002 Zone 40 WSMP EIR and Sacramento Area Water Forum Water Plan EIR, has been allocated for this effort. It is expected that our investigations will be coupled with the SB 610 analysis in providing a full picture of water issues potentially affecting the project.

EDAW will prepare the water supply section of the EIR/EIS. EDAW's analysis of water supply and availability will partially rely on an evaluation of the effects of impervious surfaces on groundwater recharge. WRIME has been identified as the geohydrology consultant for this project who will perform this analysis. WRIME will review land use and hydrologic soil data, develop a basic modeling tool to estimate deep percolation rates, and prepare a technical memorandum summarizing the results and conclusions. See "Subconsultants' Approach and Work Program" below, for more information regarding the scope of work associated with the geohydrology task. For purposes of this scope of work, this analysis assumes that the diversion and pumping-related effects associated with provision of water to the project area have been appropriately evaluated in separate water supply environmental documents and that this EIR will tier, as appropriate, from those documents (as well as rely on the SB 610 analysis). EDAW will not perform any modeling analyses. The water supply section will describe the sources of water to serve the project site (i.e., potable, recycled, or remediated water) and impacts associated with delivery of these water types. For the off-site alternative it is assumed that sufficient water supplies are available and have been identified to serve the project.

The City has indicated that potential water supply options for the project may not have detailed analysis regarding the diversion and pumping-related effects associated with delivering water to the project area. One potential option would be the use of reclaimed water that is discharged by Aerojet to Lake Natoma and diverted downstream for potable water supply uses. Based on EDAW's work with the County in preparation of the 2002 Zone 40 Water Supply Master Plan, although reclaimed Aerojet water may be a potential water supply option for the Rio del Oro project, it is too speculative at this time to determine whether this would be a viable water supply

source for the project. Further, this option would require agreements from the Sacramento County, Aerojet, and possibly the California Department of Health Services prior to its implementation, which are not yet in place.

EDAW proposes to coordinate with the City of Rancho Cordova, local water agencies, and the County of Sacramento to investigate whether the reclaimed Aerojet water would be a feasible water supply option for the project. However, because it is unknown whether this option or other viable water supply options would be implemented, EDAW cannot propose to provide a detailed analysis of the diversion and pumping-related effects associated with providing water to the project site. At the time more information becomes available, EDAW will consult with the City to recommend a course of action that will meet the City's needs. The intent of our scope is to "narrow" the scope of work of the water analysis. However, the recommendation may also be that additional work is needed (if information is not available). Depending on the final outcome of this coordination and course of action, a contract amendment may or may not be required. It may be that information becomes available and the scope of work is sufficient. The recommended course of action will be coordinated with the City.

i. *Biological Resources.* EDAW biologists will base the analysis of impacts on biological resources resulting from the proposed project on a thorough review and analysis of previously completed documents that address the biological resources of the project site, including the following:

- Jurisdictional Delineation, Rio del Oro Property (Gibson and Skordal 1999);
- Updated Wetland delineation Map for the Rio del Oro Project Site (ECORP 2004);
- Wetland Delineation for Rio del Oro, Sacramento County, California (ECORP 2004);
- Elderberry Survey, Rio del Oro Property (Gibson and Skordal 2000);
- listed vernal pool branchiopod survey reports prepared by Gibson and Skordal for the 2000 and 2001 wet seasons;
- Rare Plant Survey, Rio del Oro Property (ECORP 2003); and
- Tree Inventory for Rio del Oro Project (Sierra Nevada Arborists 2003), and
- USFWS species list provided for the project site (USFWS 2004).

It is assumed that any supplemental technical documentation will be provided by the project applicant's consultants. An analysis of sufficiency of the data will be conducted and documented in the memo to be prepared by EDAW as part of Task A.

Because the USACE has requested a habitat assessment encompassing all habitats present onsite, EDAW will perform additional habitat mapping efforts and analysis of habitat qualities as described below.

EDAW will search statewide databases that include specific information on previously documented special-status species occurrences on or near the project site, including the CDFG CNDDB and the California Native Plant Society's (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants for information on previously documented local occurrences of special-status plants.

For biological resources, the EIR/EIS will include a project-level analysis of potential impacts for the entire project site, including the approximately 1,100-acre Elliott Homes site and the remaining approximately 2,700-acre GenCorp site for the 404 permit areas only. It will also include a screening level analysis of an off-site alternative.

EDAW biologists will consult with DFG to determine DFG's interpretation of habitat provided by riparian trees that are not associated with the riparian habitat such as the willow and cottonwood stand occurring at Rio del Oro in association with the dredge tailings.

In order to conduct a habitat assessment of the site that allows a level of analysis sufficient to meet USACE analysis requirements, an EDAW botanist and wildlife biologist will conduct a five-day reconnaissance-level survey of the 3,800-acre project site. The purpose of the site visit will be to characterize and map common and sensitive biological resources in sufficient detail to allow for a determination of habitat quality throughout the site and to determine which areas of the site may be most suitable for inclusion on the Low Density Alternative. The potential presence of any plant, animal, or habitat considered sensitive, threatened, endangered, or otherwise unique by USFWS, CDFG, or CNPS will be evaluated. The result of the mapping effort will be a habitat map showing the location and extent of the habitat type present and an accompanying report detailing the methods used and results of the evaluation. The report will also include a description of suitability of each habitat type for supporting special-status wildlife and plant species. The report will be a stand-alone document but will be included in the EIR/EIS as an appendix.

It is assumed that the USACE will agree with the proposed approach to habitat assessment. Additional requirements (not included) or substantial revisions to the habitat assessment could result in a contract modification. EDAW will, however, submit an outline of the proposed approach to USACE prior to completion of the assessment.

Based on studies previously conducted at the project site, sensitive biological resources known to occur on the project site include jurisdictional waters of the U.S., including wetlands; native riparian trees; extensive sands of elderberry shrub providing suitable habitat for the Valley Elderberry Longhorn Beetle (VELB); vernal pool invertebrates; and special-status plant species.

According to the updated wetland delineation map recently prepared by ECORP (2004) for the project site, a total of 55.46 acres of jurisdictional waters of the U.S., including wetlands, and an additional 19.15 acres of isolated wetlands (not subject to USACE jurisdiction under Section 404 of the CWA) have been delineated on

the Rio del Oro property. Approximately 15.4 of total jurisdictional waters acreage has been identified as habitat for federally listed branchiopods. Extensive stands of blue elderberry shrubs which provide suitable habitat for VELB and two occurrences of Greene's legenere, a special-status plant, have also been identified on the project site and the vernal pools on the project site are considered critical habitat for several special-status plant species. The project site also includes more than 1,500 native trees, most of which are native cottonwood trees.

This scope of work assumes that the focused surveys for sensitive biological resources completed to date will be sufficient for the purposes of the EIR/EIS. If it is determined at a latter date that focused surveys must be conducted, EDAW is prepared and qualified to conduct those surveys as an amendment to this scope of work, upon the request of the City if desired.

A screening level analysis only will be conducted for the Off-site Alternative. For the Off-site Alternative, aerial photographs will be reviewed to determine the extent of wetland resources present at the designated site. Wetlands will be mapped onto the aerials and digitized into a GIS database to determine the extent of jurisdictional habitat types. If possible, the map produced through aerial photographic review will be verified by a one-day reconnaissance survey of the Off-site Alternative. The reconnaissance survey will also help determine the potential presence of other sensitive resources on-site that are not readily discernable through aerial photograph interpretation such as elderberry shrubs and potential habitat for other special-status plant and wildlife species. EDAW understands that access may be an issue and if access to the Off-Site Alternative site is unavailable, EDAW biologists will conduct a windshield review of the site from those vantage points easily accessible. Review of the Off-site Alternative will also include database searches of the CNPS Inventory and CNDDB, and a review of any pertinent biological resources and other reports that may be available for the Off-site Alternative. It is assumed that the Off-site Alternative will be located in the South County area for which recent aerial photography coverage (2002) are available from Sacramento County. If an off-site location is selected outside of the South County area, EDAW assumes that the City will provide the aerial photography needed to assess biological resources.

After completing the review of existing biological resources information and the reconnaissance surveys of the approximately 3,800-acre project site and the Off-Site Alternative site (qualitatively only), the biological resources chapter of the EIR/EIS will be prepared. The section will provide a summary of biological resources on the project site, including descriptions of plant communities present, the associated plant and wildlife species, and sensitive biological resources known to or with the potential to occur on the project site. An exhibit will also be provided, depicting the locations of known occurrences of special-status species, areas of suitable habitat for special-status species, and sensitive habitats on the project site. A habitat map of the site will also be included in the chapter.

The biological resources section will also include a regulatory setting element, summarizing all relevant federal, state, and local laws and regulations that apply to the protection of biological resources on the project site. This section will set the framework for analyzing potential impacts to biological resources. The regulatory setting section will also define the thresholds of significance for impacts to biological resources based on State CEQA Guidelines and ESA compliance, as well as on USACE NEPA guidelines.

Results of the CWA Section 404(b)(1) alternatives analysis being conducted concurrently by ECORP with the EIR/EIS process will be included into the EIR/EIS as applicable. It is assumed that consultations will be led by the project applicant's consultant and that EDAW's role will be participatory only minimally. It is assumed that one EDAW senior wetland specialist would participate in up to four biology-related meetings on behalf of the USACE, included under Task L.

The EIR/EIS will provide a detailed analysis of all potentially significant direct, indirect, and cumulative impacts of the proposed project and alternatives to biological resources. Proposed habitat removal or alteration will be quantified by habitat type. The impact analysis will include a discussion of potential adverse effects on the current hydrology that supports wetlands that will be retained.

To compare impacts of each alternative on biological resources, impact tables depicting acreages of habitat type disturbed, and supporting habitat map overlays will be prepared for each alternative, including the off-site alternative (where data are available).

The potential need for incidental take authorization and consultation under Section 7 of the Endangered Species Act will be discussed. The USACE permit process for wetland fills will also be discussed.

EDAW understands that regulatory authorization from USACE, CDFG, USFWS, and possibly other state, federal, and local agencies with jurisdiction over biological resources on the project site will be needed before the proposed project could be implemented. It is also assumed that the project applicant will obtain all permits and perform formal consultation.

Feasible measures to avoid and/or minimize potentially significant impacts resulting from implementation of the proposed project will be recommended in the EIR/EIS. Unavoidable adverse impacts will be identified, if applicable. All mitigation measures will be designed in conformance with resource agency and City requirements. The wetland mitigation plan being prepared by the project applicant's consultant will be incorporated into the EIR/EIS.

It is assumed that the project applicant/ECORP will prepare a functional assessment of wetlands and habitat per USACE direction. This information will be provided to EDAW by the project applicant and used in the EIR/EIS. EDAW will provide a technical peer review of the information.

j. *Earth Resources.* For the earth resources section, EDAW will assess the potential for impacts associated with soil and geological conditions at the project site. This section will focus on geotechnical hazards, seismicity of the area, potential for liquefaction and subsidence, the erodibility of the site's soils, soil stability characteristics, shrink/swell and corrosion potential of site soils, as applicable. Although a geotechnical report was not listed in the RFP as one of the existing technical reports prepared by the project applicant, EDAW is assuming that a geotechnical report will be prepared by the project applicant and that the analysis will be based on existing documentation. No fieldwork or geotechnical engineering analysis is included. Mitigation measures will be presented for any significant or potentially significant impacts identified in the earth resources analysis based primarily on recommendations in the geotechnical and soils reports.

k. *Cultural Resources.* EDAW will complete the following tasks to provide the necessary information and assessment of potential project-related impacts to support the EIS/EIR and agency decisions under NEPA, CEQA, and Section 106 of the NHPA.

Background Research. Peak & Associates prepared a Cultural Resource Assessment Report for the project site in 1999, and a Determination of Eligibility and Effect in January 2005. The USACE and EDAW have conducted a brief review of these documents, and concluded that additional work is required. EDAW will perform the additional work described below

Area of Potential Effects Map

A large-scale map depicting the proposed development, waters of the U.S., and known cultural resources within the project area will be prepared in accordance with Section 106 of the National Historic Preservation Act (NHPA) and codified in Title 36 Code of Federal Regulations (CFR) Part 800.4(a)(1). The APE map will be submitted to the USACE for review prior to transmittal to the Office of Historic Preservation (OHP) for concurrence as part of the Section 106 consultation process. It is also assumed that the APE map will be approved by the City prior to transmittal to OHP.

Native American Consultation

Contact letters will be sent to each of the individuals noted in the list of Native American contacts appended to the 2005 report prepared by Peak and Associates. A maximum of two follow-up telephone calls will be made to the individuals that do not respond in writing to the contact letter. The results of this contact program will be incorporated in the EIS/EIR being prepared for the project.

Identification and Evaluation of Historic Resources

A discussion of whether the extant architectural features on the project site relate to one another and to the static rocket test facility and an evaluation of these resources under the California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) will be provided. Evaluation of these resources requires

archival research to establish an appropriate historic context and period of significance for the resources, and an assessment the physical features of the resources, including the integrity of the remains relative to the significance criteria. The remains of the rocket test facilities in the proposed project area will be evaluated by EDAW's subconsultant, Dr. Karen Weitze, an architectural historian meeting the Secretary of the Interior's qualifications (36 CFR 61). A preliminary evaluation report will be prepared and submitted for review and comment by the USACE. A final evaluation report addressing comments from the USACE will then be prepared and submitted for transmittal to the OHP for concurrence under Section 106. This report will be appended to the EIS/EIR, with the results summarized in the body of that document.

The report by Peak and Associates (2005) states that a site form for the rocket test facilities was prepared for the North Central Information Center. EDAW assumes that a copy of this form will be provided prior to the initiation of the architectural evaluation, as well as a copy of the updated site record form for CA-SAC-308H. The 2005 Peak and Associates report discusses the history of gold mining in the region and builds a case that CA-SAC-308H, the dredge tailings piles, are not eligible to the NRHP. The determination of ineligibility of CA-SAC-308H, based on previous research, was confirmed by the North Central Information Center and the OHP. This conclusion, expanded to address the lack of eligibility to the CRHR, will be presented in the EIS/EIR.

Determination of Effects

A new determination of effects under Section 106 may be necessary based upon the evaluation of the existing architectural resources. A formal determination of effects document is not included in this scope of work. However, an informal determination will be provided based upon the results of the architectural evaluation.

Survey Methodology

The USACE has requested a more detailed description of the original survey methodology. The necessary information about survey techniques, transect intervals, time of year, surface visibility conditions, etc. that prevailed during the previous field effort can only be provided by Peak and Associates. EDAW assumes that this information will be provided for incorporation into the EIS/EIR. If such information is not available, a supplemental archaeological field survey may be necessary. This scope of work does not include this level of effort.

Reporting. For the EIR/EIS, EDAW will compile a complete environmental setting section and a concise description of potential project-related impacts. Significance criteria and measures needed to avoid or reduce significant impacts to historic or prehistoric resources in compliance with NEPA, CEQA, and Section 106 of the NHPA will be developed and presented for inclusion in the EIS/EIR.

In accordance with the State CEQA Guidelines, EDAW will outline procedures to be undertaken in the event that buried archaeological

materials (e.g., bone, flaked stone, structural remains, historic refuse) are encountered during project construction. This is a particularly sensitive issue for this project due to the extensive areas that are now covered in dredge tailings, precluding a reasonable opportunity to identify resources that may be buried beneath these features. The discovery procedures hinge on the protection of discovered materials until they can be assessed by a professional archaeologist and treated in accordance with their potential significance.

Additional Tasks Not Included. If requested, senior cultural resources staff from EDAW would be available to assist with the evaluation and/or treatment of cultural resources and in the Section 106 compliance process, but would require a modification to the contract. This assistance could be in the form of strategic guidance, or in the preparation of supporting documents (e.g., draft Programmatic Agreement, Memorandum of Agreement, Historic Properties Treatment Plan, Cultural Resources Management Plan, etc.) that may be necessary to complete the Section 106 process. In particular, close coordination with the City and USACE may be needed to evaluate the timing of the Section 106 process relative to the NEPA document and Record of Decision to be issued by USACE.

I. *Paleontological Resources.* EDAW will complete the following tasks as part of its environmental analysis of potential project-related impacts on paleontological resources:

Field Studies and Data Sources. EDAW will assess the potential for project impacts on paleontological resources by identifying the geological formations on which the project site is located and assessing their sensitivity for containing significant fossils. EDAW will conduct a sensitivity assessment by consulting the paleontological literature for the applicable geological stratum, including articles published in academic journals, geologic maps, and environmental analyses for other projects in the region. EDAW will conduct a records search at the Museum of Paleontology at the University of California, Berkeley to identify the nearest known fossil finds. If the literature search indicates that the project study area is likely to contain paleontological resources, EDAW will perform a pedestrian survey of high-sensitivity areas potentially affected by the proposed project.

Paleontological Analysis. The paleontological resources section of the EIR/EIS will include the following information:

- an introduction of the physiographic province and a brief summary of the geological setting, formations, and stratigraphy of the project study area;
- a discussion of the sensitivity of the project study area and the presence and significance of any known paleontologic sites or other paleontologic resources within or adjacent to the project site;
- a summary of the paleontological literature search conducted for the project study area;
- an assessment of the likelihood that the project study area contains significant fossils;

- a description of paleontologic significance and of how the proposed project would affect them (information on specific paleontological find locations would be submitted separately from the EIR/EIS to protect confidentiality if paleontological sites are identified in the project area); and
- an assessment of the potential cumulative impact on any paleontological resources.

If a significant impact on paleontological resources is identified, EDAW will identify proposed measures to mitigate the impact. These may include measures to avoid disturbing paleontological resources and worker education and/or construction monitoring measures that would reduce the potential for inadvertent impacts during construction. Monitoring and compliance verification measures will be identified to ensure that mitigation is successful. However, any actual required monitoring is not included as part of this scope of work.

m. *Visual Resources.* EDAW will evaluate the potential for the urbanization of the project site to gradually eliminate views of expanses of open space that are currently seen from adjacent roadways. A reconnaissance level site visit will be conducted to evaluate the visual character of the project site and surrounding areas and to take photographs to be included in the EIR/EIS. It is assumed that visual photosimulations are not necessary. If the City or USACE determines that photosimulations should be prepared, EDAW can produce them. However, they are not included in the proposal at this time. The effect of the change in the visual character of the project study area from rural open space to urban uses will be evaluated and any scenic resources (riparian woodland, drainages, trees, etc.) that could potentially be damaged will be identified. A project-level visual analysis will be conducted for Phase 1 and a program-level visual analysis will be conducted for the remainder of the proposed project. EDAW will rely on information contained in the tree inventory prepared by the project applicant on the numbers of trees on site. EDAW also assumes that the project applicant will provide tree removal estimates. The character of the urban design of the proposed project will be evaluated with respect to its consistency with the urban design goals of the General Plan and ability to enhance the visual quality of the City and the visual experience of those visiting or residing in the immediate area. If available from the project applicant, architectural renderings and landscaping plans will be shown as exhibits in the EIR/EIS. These renderings, if available, would provide design elements that would aid in the analysis. If such renderings and plans are not available, EDAW will develop performance standards to be incorporated and adopted as part of the Specific Plan that include architectural style and design, landscaping, lighting, visual buffers, tree retention, sustainability guidelines, building height, and other performance relevant performance standards to avoid or reduce visual impacts to less-than-significant levels. EDAW will coordinate these performance standards with the City to ensure consistency with any design guidelines or other performance standards being developed as part of the City's General Plan.

EDAW will evaluate the potential for lighted commercial and recreational areas within the project and traffic generated by the project to result in light and glare effects to residential properties that will be located both within and adjacent (future) to the project study area. The potential for project lighting to increase ambient light levels causing diminished or obscured views of nighttime skies will also be analyzed. If available from the project applicant, lighting plans will be analyzed to reduce light and glare effects. If such plans are not available, EDAW will provide performance standards as mitigation to be incorporated into the EIR/EIS and Specific Plan.

n. *Public Services and Utilities.* The public services and utilities section will address law enforcement, fire protection, schools, parks and recreation, wastewater, electricity, natural gas, and solid waste. EDAW will contact each of the affected public service providers to obtain relevant baseline and regulatory information, solicit input on potential impacts, and to obtain "will-serve" letters, which will be presented in an appendix to the EIS/EIR. Project-related demand for facilities and services will be estimated and compared against existing capacity and proposed future capacity associated with the project (e.g., potential construction of onsite parks, fire stations, schools, etc.). Service demand will be determined using population projections and land use information provided by the project applicant. Impacts will be based on whether any new facilities would be needed and if construction of such facilities could generate significant impacts. The public services section will also discuss the potential impacts of required annexation of services and involvement by Sacramento County LAFCO and other agencies. Offsite facility needs (if any) are not currently known; if surveys or analysis of any offsite locations is needed, such analysis would be subject to a scope of work modification.

o. *Hazards and Hazardous Materials.* ENGEO has been identified as the hazards and hazardous materials consultant for this project. See "Subconsultants' Approach and Work Program" below, for information regarding the scope of work associated with the hazardous materials analysis.

In response to the DTSC's comments on the NOP, EDAW will include in the EIR/EIS a separate map displaying all of the Operating Units under the current DTSC Consent Order.

Other potential hazards associated with the project include flooding, seismic events, and fire. These will be addressed in the Hydrology and Water Quality; Earth Resources; and Public Services and Utilities chapters of the EIR/EIS.

8. **Growth-Inducing Impacts.** In accordance with §15126.2(d) of the State CEQA Guidelines and NEPA, EDAW will prepare a chapter that evaluates the potential growth-inducing impacts of the project. Potential sources of growth inducement and their impacts, such as removal of obstacles to growth, will be analyzed qualitatively to the extent they are applicable.

9. **Significant Irreversible Change and Unavoidable Impacts.** EDAW will prepare a chapter that addresses significant irreversible changes per

NEPA and significant and unavoidable adverse impacts associated with the project, consistent with State CEQA Guidelines §§15126.2(b) and (c). Included in the discussion will be any impacts that can be partially mitigated, but not to a level that is less than significant. Any mitigation measures eliminated from consideration because of new impacts associated with their implementation also will be discussed.

10. **Cumulative Impacts.** EDAW will prepare a cumulative impacts chapter consistent with §15130 of the State CEQA Guidelines and NEPA. The chapter will define what constitutes a cumulative impact under CEQA and provide a summary of the project's cumulative impacts that considers both specific known projects and projected growth. The analysis will be based on an updated list of proposed, pending, and approved projects, to provided by the City, and the City's and County's General Plans, and on regional growth projections contained in SACOG documents.

11. **Effects Found Not to be Significant.** EDAW will summarize and list any effects found not to be significant.

12. **List of Agencies, Organizations, and Persons Consulted.** This chapter will contain a list of all agencies, organizations, and persons consulted to prepare the draft EIR/EIS.

13. **Report Preparers.** This chapter will acknowledge all preparers of the EIR/EIS, including their role and education (per NEPA)

14. **References.** This section will cite all documents, reports, data, and persons contacted to prepare the EIR/EIS.

15. The draft EIR/EIS will also contain the following:
    - Index (per NEPA)
    - Technical Appendices (that support the EIR/EIS analysis)

16. Conduct two in-progress review meetings with City and USACE during preparation of the administrative draft EIR/EIS to allow the City/USACE to provide input on the preliminary results of the administrative draft EIR/EIS analysis and guidance on critical issues that may require resolution during development of the administrative draft EIR/EIS.

17. Submit first administrative draft EIR/EIS to the City and USACE for review and comment.

TASK D SUMMARY	
Products:	Ten copies of the first administrative draft EIR/EIS
Meetings:	Two in-progress review meetings on administrative draft EIR/EIS status meeting to be attended by the project manager and principal-in-charge and subconsultants if necessary

Task E: Prepare Second Administrative Draft EIR/EIS

Purpose

Ensure that comments received from City and USACE staffs (and project applicant if desired by City/USACE) have been adequately and thoroughly

addressed, EDAW will prepare a second administrative draft EIR/EIS with tracked changes for easy reference to revisions.

Approach

1. Coordinate with the City's staff, which will assemble City comments on, and suggested revisions to, the administrative draft EIR/EIS and coordinate with USACE staff which will assemble USACE comments on the EIR/EIR. Two sets of unified comments will be provided to EDAW (one from the City and one from USACE).

2. Attend one meeting with City and USACE staffs to discuss comments on the first administrative draft EIR/EIS.

3. Complete revisions to the first administrative draft EIR/EIS in accordance with review comments. The second administrative draft EIR/EIS will be submitted with tracked changes so that City and USACE can easily track changes resulting from review comments on the first administrative draft EIR/EIS. Revisions will be prepared in conformance with the scope of work.

4. Submit a second administrative draft EIR/EIS to the City for final review. Consistent with State CEQA Guidelines §15123 and NEPA, an executive summary will be prepared and presented in the screen-check draft EIR/EIS that presents the significance conclusions of the EIR/EIS using clear and simple language easily understood by the public. A summary table will identify each impact presented in the analysis, identify the level of impact before mitigation, describe mitigation measures when applicable, and, for those impacts requiring mitigation, identify the level of impact following implementation of mitigation.

TASK E SUMMARY	
Products:	Ten copies of the second administrative draft EIR/EIS (with tracked changes)
Meetings:	One meeting to review comments on the first administrative draft EIR/EIS to be attended by the project manager and assistant project manager
	Up to 4 biology-related meetings on behalf of the USACE (see Task L).

Task F: Prepare Screen-Check Draft EIR/EIS

Purpose

To demonstrate that all changes and corrections required by the City and USACE have been made to the EIR/EIS and that the formal draft EIR/EIS is ready for public release.

Approach

1. Coordinate with the City's staff, which will assemble City comments on, and suggested revisions to, the second administrative draft EIR/EIS and coordinate with USACE staff which will assemble USACE comments on the EIR/EIR. Two sets of unified comments will be provided to EDAW (one from the City and one from USACE).

2. Attend one meeting with City and USACE staffs to discuss comments on the second administrative draft EIR/EIS, if needed.

3. Complete revisions to the second administrative draft EIR/EIS in accordance with review comments. Revisions will be prepared in conformance with the scope of work.

4. Submit a screen-check draft EIR/EIS to the City and USACE for final review. Consistent with State CEQA Guidelines §15123 and CEQ, a summary will be prepared and presented in the screen-check draft EIR/EIS that presents the significance conclusions of the EIR/EIS using clear and simple language easily understood by the public. A summary table will identify each impact presented in the analysis, identify the level of impact before mitigation, describe mitigation measures when applicable, and, for those impacts requiring mitigation, identify the level of impact following implementation of mitigation.

TASK F SUMMARY	
Products:	Five copies of the screen-check draft EIR/EIS, including the Summary
Meetings:	One review meeting with the City and USACE, to be attended by the project manager, if needed

Task G: Prepare Draft EIR/EIS

Purpose

To distribute a draft EIR/EIS for public review and comment.

Approach

1. Coordinate with City and USACE staffs, which will assemble comments on, and suggested revisions to, the screen-check draft EIR/EIS. One set of unified comments from the City and one set of unified comments from USACE will be provided to EDAW.

2. Complete revisions to the draft EIR/EIS in accordance with review comments. Revisions will be prepared in conformance with the scope of work.

3. Reproduce the draft EIR/EIS for submittal to the City for distribution to the public. EDAW also will provide the City and USACE with an electronic copy of the draft EIR/EIS on CD for posting on the City's website.

4. Prepare Notice of Availability for review and comment by the City and USACE and submit it to the State Clearinghouse and all other appropriate recipients, including entities required to receive notices under NEPA. PDF copies of all notices will be submitted to the City for posting on the City's website. It is assumed that USACE will publish the required NEPA EIS availability notices.

TASK G SUMMARY	
Products:	Seventy-five copies and a CD with an electronic copy of the draft EIR/EIS

Draft and final Notice of Availability PDF copies of all notices for posting on the City's website

Task H: Prepare Administrative Final EIR/EIS and Responses to Draft EIR/EIS Comments

Purpose

To prepare an administrative final EIR/EIS with written responses to comments received on the draft EIR/EIS that raise significant environmental issues and submit the document for City and USACE staff review after the close of the public comment period. The final EIR/EIS will incorporate the draft EIR/EIS by reference. It will document all changes made to the draft report, but it is assumed that the draft EIR/EIS will not be reproduced as part of the final report.

Approach

1. Coordinate with City staff, who will assemble all public comments received on the draft EIR/EIS.

2. Attend one meeting with City and USACE staffs to review written comments on the draft EIR/EIS and comments from public meetings and hearings, and develop a general framework and strategy for preparing responses and to receive guidance and input from the City and USACE on the final EIR/EIS.

3. Confirm or refine the final EIR/EIS work program. EDAW will review all comments received on the draft EIR/EIS and determine the level of effort required to respond to comments. It may be possible that a confirmation or refinement to the final EIR/EIS scope of work is required.

4. Submit the administrative final EIR/EIS with draft responses to comments for City and USACE review. Responses that are within this scope and budget consist of explanations, elaborations, or clarifications of the data contained in the draft EIR/EIS. A reasonable budget has been assumed to prepare responses (see budget). However, as the City is aware, there is always uncertainty regarding the extent of the comments provided. For the purposes of this scope of work, a reasonable number of hours of technical staff effort have been allocated to respond to comments. Per the RFP, it is assumed that only one administrative final EIR/EIS will be prepared.

TASK H SUMMARY	
Products:	Ten copies of the complete administrative final EIR/EIS
Meetings:	One review meeting with the City and USACE, to be attended by the project manager and the assistant project manager

Task I: Prepare Screen-Check Final EIR/EIS

Purpose

To demonstrate that all changes and corrections required by the City and USACE have been made to the EIR/EIS and that the formal final EIR/EIS is ready for public release.

Approach

1. Coordinate with City and USACE staffs, which will assemble City and USACE comments on, and suggested revisions to, the administrative final EIR/EIS. One set of unified comments will be provided to EDAW from the City and one set from USACE.

2. Complete revisions to the administrative final EIR/EIS in accordance with review comments. Revisions will be prepared in conformance with the scope of work.

3. Submit a screen-check final EIR/EIS to the City and USACE for final review.

TASK I SUMMARY	
Products:	Ten copies of the screen-check final EIR/EIS
Meetings:	One administrative EIR/EIR review meeting to be attended by the project manager, if needed

Task J: Prepare Final EIR/EIS

Purpose

To distribute a final EIR/EIS that responds to all significant environmental issues raised during the public review and comment period.

Approach

1. Coordinate with City and USACE staffs, which will assemble City and USACE comments on, and suggested revisions to, the screen-check final EIR/EIS. One set of unified comments will be provided to EDAW from the City and one set from USACE.

2. Prepare and reproduce the final EIR/EIS for submittal to the City for its distribution to affected agencies and the public. In addition, EDAW will provide the City and USACE with a copy of the final EIR/EIS on CD in a format that the City and USACE can post on its website.

3. Prepare CEQA Notice of Determination and submit it to the State Clearinghouse and prepare EIS final adoption notice (per NEPA). It is assumed that EDAW will prepare the draft and final notices and submit the notice to the State Clearinghouse, but that the USACE will publish the notice in the Federal Register.

4. The final EIR/EIS will include a final MMRP as an appendix. See Task K.

TASK J SUMMARY	
Products:	Seventy-five copies and a version on CD that can be posted on the City's website.
	Draft and final Notice of Determination and EIS adoption notice
	PDF copies of all notices for posting on the City's website

Task K: Prepare Mitigation Monitoring and Reporting Program

Purpose

To prepare an MMRP that complies with CEQA requirements and meets the City's needs, goals, and objectives.

Approach

1. Prepare the draft MMRP concurrently with preparation of the final EIR/EIS. The MMRP will be designed to ensure compliance with adopted mitigation requirements during project implementation. In coordination with City and USACE staffs, EDAW will prepare the MMRP for mitigation measures that address significant impacts or are adopted as conditions of approval.

2. Design the program to fit into City and USACE format requirements and existing entitlement and project review processes. The MMRP is proposed to include the following components:

   - introduction and purpose of the program,
   - roles and responsibilities,
   - monitoring and reporting procedures, and
   - master mitigation matrix.

   Coordinate with City and USACE staffs to refine the MMRP content and format before preparing the draft MMRP.

3. After review and comment on the draft MMRP (during review and comment on the draft EIR/EIS), revise the MMRP according to the comments provided and submit the final MMRP as part of the final EIR/EIS.

TASK K SUMMARY	
Products:	Revised draft MMRP
	Final MMRP, to be provided as an appendix to the final EIR/EIS

Task L: Attend Meetings and Public Hearings

Approach

1. Attend meetings as identified in Tasks A through K. A total of 43 meetings have been included for Tasks A through K. Please note that 21 of these meetings have been expended. Additional meetings are described below.

2. An EDAW botanist/wetland ecologist and wildlife biologist will be available to attend up to four project team meetings (with the City and/or USACE), as necessary, to address potential effects on biological resources resulting from project implementation.

3. An EDAW cultural resources specialist will be available to attend up to two meetings with resource agencies on behalf of the USACE (per USACE).

4. Attend two public hearings on the draft EIR/EIS and two on the final EIR/EIS certification/project decision. For purposes of this work program and cost estimate, it is assumed that the principal-in-charge and project manager will attend the hearings.

5. Facilitate public meetings on behalf of the USACE (per USACE) and conduct presentations, as required, regarding the EIR/EIS process and findings, and be available to answer questions that may arise at public hearings or meetings.

6. Prepare presentation graphics and handout materials regarding the EIR/EIS process and findings, if needed.

7. Additional meetings can be attended on a time-and-materials basis, if needed.

TASK L SUMMARY	
Products:	Presentation graphics and handout materials
Meetings:	Forty-three meetings associated with Tasks A through K
	Four biological resources coordination meetings with City, USACE, and/or other resource agencies to be attended by the technical specialist, technical leader, and either the project manager or the principal-in-charge
	Two cultural resources coordination meetings with City, USACE, and/or other resource agencies to be attended by the technical specialist, technical leader, and either the project manager or the principal-in-charge
	Four public hearings to be attended by the principal-in-charge and project manager

Task M: Project Management and Coordination

Purpose

To ensure smooth processing of the CEQA and NEPA processes, maintain schedule integrity, assist the City in coordination and facilitation of the NEPA process; and serve as NEPA facilitator/coordinator on behalf of USACE (per USACE).

Approach

1. Attend to details regarding EIR/EIS preparation and compliance with CEQA and NEPA.

2. Coordinate with City, USACE, and applicable regulatory agencies to satisfy agency scrutiny.

3. Assist the City in facilitating and coordinating the NEPA process. However, it is assumed for purposes of this work plan that the project applicant would participate in all formal agency consultation with USACE and other federal regulatory agencies.

4. Serve as NEPA facilitator/coordinator on behalf of the USACE (per USACE requirements).

5. Meeting scheduling, facilitation, preparation, and minutes, as requested by the City and/or USACE.

6. Budget and schedule tracking.

7. Monthly project progress reports.

8. Day-to-day point of contact and internal/subconsultant team coordination.

9. Coordinate information needs, data tracking, etc. with the City, USACE, and Applicant Team.

10. For purposes of estimating the budget for project management and coordination (including assistance to the USACE regarding NEPA coordination), we had originally assumed 14 hours per week for 71 weeks for the project manager and 4 hours per week for 71 weeks for the principal-in-charge. This budget is based on the 16-month schedule provided to the City in EDAW's proposal dated October 22, 2003. It was noted that changes in the schedule would affect the project management and coordination time allotted. It is important to note that the original budget assumed that the City would provide NEPA coordination, not EDAW and was based on the schedule at the time of contract execution (January 2004). The budget assumptions have been revised to reflect EDAW's lead role in NEPA facilitation and coordination on behalf of the USACE (as required by the USACE) and delay in project and alternatives definition, schedule, and project initiation. The original schedule targeted approval of the project description and commencement of the EIR/EIS analysis in February 2004. As of December 9, the majority of the information associated with the proposed project (project application) with the exception of the project level GenCorp 404 permit areas, revised project land use plan, revised cultural resources report, and the 404(b)(1) alternatives analysis has been received by EDAW. The revised budget, based on project progress and labor expended thus far, assumes 22 (14 hours per week originally scoped plus 8 hours per week for NEPA facilitation and coordination) hours per week for 71 weeks for the project manager, 6 hours per week for 71 weeks for the assistant project manager, and 4 hours per week for 71 weeks for the principal-in-charge. EDAW has based this assumption on a 16-month schedule beginning upon receipt and deemed complete by the City and EDAW of the remaining outstanding items. However, schedule delays will affect the allotted project management and coordination time and may be subject to contract modification.

Project Schedule

As identified in EDAW's proposal dated October 22, 2003, a 16-month schedule was developed to complete a joint EIR/EIS. EDAW has made a good faith effort to predict the schedule. EDAW has made every effort to keep the project moving forward. There are, however, many variables that could affect the overall schedule, including (note that issues that have arisen since the original scope of work and contract were executed regarding these variables are noted in brackets):

- **Timing of contract negotiation and notice to proceed.** The schedule will be developed upon contract negotiation and notice to proceed and will be based on the 16-month schedule provided in the October 22

proposal. [Delays in project direction and definition have resulted in an approximately a nearly 8-month delay. EDAW has revised this work plan to reflect a 16-month schedule upon receipt of (and determined complete by the City and EDAW) the revised proposed land use plan, the GenCorp lotting plan, the revised cultural resources report, 404(b)(1) alternatives analysis, and other outstanding items from the project applicant.. Continued delays in project and alternatives definition and missing key information will affect the schedule accordingly. EDAW will make a good faith effort to expedite the schedule where possible.]

- **Process review time.** The schedule could be affected based on City and USACE review time to publish notices and review administrative drafts. Additionally the level of required coordination; potential need for issue resolution; meeting scheduling; and reaching consensus on approach, content, and format of the EIR/EIS could also affect the schedule. [Process review time will be affected based on the outcome of the USACE budgetary situation. Continued budget issues could result in substantial NEPA processing due to loss of lead regulatory/NEPA specialist and archeologist.]
- **Adequacy of existing technical data and reports.** It is unknown whether the technical work completed to date by the project applicants will require supplementation in order to prepare a legally-adequate EIR/EIS. Supplemental data, if required, may take additional time depending on the nature of the requested data and the time the applicant and it's consultants take to produce the supplemental data. [EDAW conducted a sufficiency review in February 2004 and provided the Project Applicant with a list of technical information requiring supplementation and/or updating. As of September 20,,EDAW had received nearly all of the information pertaining to this request, with the exception of the wetlands functional assessment and revised cultural resources inventory report.]
- **Alternatives development**. Other than the proposed project and No Project/No Action alternative, it is currently unknown what the other project alternatives would entail. It is recommended that an alternative land use configuration and an off-site alternative be developed. Until an alternative project site is selected, it is unknown whether the technical survey and documentation, especially in the areas of biological and cultural resources has been conducted to support an equal level of detail analysis in the EIR/EIS. If additional technical documentation is needed, it is unknown how long such documentation would take. (The City and USACE have agreed on the range of alternatives to be included in the EIR/EIS. Schedule delay associated with finalization and approval of the alternatives will affect the overall EIR/EIS schedule since the analysis cannot be conducted without the alternatives completely defined. The schedule is dependent on City and USACE approval, timing of completion of traffic modeling currently underway by Fehr & Peers, and timing and completion of the 404(b)(1) alternatives analysis to be conducted by ECORP.)
- **Cumulative Baseline Scenario.** Fehr & Peers ran the cumulative baseline traffic model using the Sacramento County General Plan assumptions. The City is currently revising the cumulative baseline to be consistent with the City interim vision plan/interim General Plan, the SACOG blueprint plan, and other assumptions currently under consideration for the City's new General Plan. Fehr & Peers is currently in the process of

updating the cumulative baseline scenario. It is assumed that the traffic study for the proposed project will be completed by January 10, 2005 (assuming that Fehr & Peers received outstanding information from the City and applicant in a timely fashion).

- **Changes in the project**. Any substantive changes in the project could affect the schedule for completion of the impact analysis. Changes in the traffic report could also affect the model runs for air quality and noise (if they have been run).
- **Agency coordination**. Ongoing agency coordination during the EIR/EIS preparation could result in the need for additional documentation. Also, the project applicant's consultations regarding Section 106 compliance and with the USFWS and other regulatory agencies could affect the presentation of issues and data in the EIR/EIS.
- **Splitting of the CEQA and NEPA processes**. If the City and USACE decide to split the EIR from the EIS, it is anticipated that it would likely occur at either the project description or administrative draft EIR/EIS phase. The splitting of the document would affect the overall schedule.

For the project management and coordination hours, an estimate has been provided for NEPA facilitation and coordination. However, it is important to note that it is difficult to separate out the NEPA facilitation completely because of the inter-relationship of the two documents. This holds especially true if the City and USACE decide to separate the CEQA and NEPA processes in the future. However, under that scenario, the scope of work and cost estimate would require re-evaluation.

It should be noted that the hours allocated for project management and coordination are directly linked to the project schedule. If the schedule extends beyond the anticipated 16 months, a contract modification would be required to account for the schedule delay and associated project management and coordination efforts.

TASK N SUMMARY	
Products:	A high-quality, comprehensive, legally defensible EIR/EIS; good understanding of the proposed project and environmental protection measures; and good relations and understanding with the City, USACE, and regulating agencies.
Meetings:	Included in appropriate tasks.

SUBCONSULTANTS' APPROACH AND WORK PROGRAM

Fehr & Peers Associates, Inc., Transportation Consultants

The following work will be performed by Fehr & Peers in preparing a traffic study and EIR/EIS transportation and circulation section for the project.

Fehr & Peers' previous work performed for the Rio del Oro project was a sketch-level analysis intended to help refine the preliminary site plan, size internal roadways, and identify locations where the project may create off-site traffic impacts. In contrast, our scope of work below reflects a considerable amount of new and more detailed analysis to determine the specific impacts and mitigation measures according to the most current land use and roadway network assumptions. Based on this new set of assumptions, we propose to update our previous traffic analysis to include the following:

- Operations on relevant segments of U.S. 50
- A.M. and P.M. peak hour intersection analysis (up to 39 locations)
- Additional roadway segment analysis (up to 29 additional locations)
- An update to our current traffic model to include buildout of development projects not previously assumed.

Fehr & Peers will complete the tasks described below for this project. The scope of work and cost estimate account for the re-use of any relevant analysis previously conducted for this project.

Task 1.0 Data Collection and Model Input

Fehr & Peers will collect available data for use in the analysis of existing and cumulative (year 2030) conditions. Data requirements for the project study area are listed below. The project study area is anticipated to extend just north of U.S. 50, Grant Line Road on the south and east, and Excelsior Road to the west.

- Existing and planned roadway geometrics and traffic controls
- Existing and planned transit service and facility descriptions
- Existing and planned park-and-ride lots
- Location of existing and planned bicycle and pedestrian facilities
- Proposed project land uses
- Proposed project transportation networks

Recent traffic count data from previous studies for the locations listed in Task 2.0 including new A.M. and P.M. peak period intersection counts and new 24-hour hose counts on 15 representative roadway segments will be used. From the new daily traffic counts, daily traffic volumes for the listed study roadway segments based on the relationship between the peak hour and daily traffic counts will be developed. One site visit to verify any existing data will be conducted.

Task 2.0 Existing Conditions Analysis

For the existing conditions analysis, the following intersections, roadways, and freeway segments will be analyzed:

Intersections

1. State Route (SR) 16/Excelsior Road
2. SR 16/Eagles Nest Road
3. SR 16/Sunrise Boulevard
4. SR 16/Grant Line Road
5. Florin Road/Sunrise Boulevard
6. Grant Line Road/Sunrise Boulevard
7. Grant Line Road/Kiefer Boulevard
8. Douglas Road/Grant Line Road
9. Douglas Road/Sunrise Boulevard
10. Mather Field Road/Folsom Boulevard
11. Mather Field Road/U.S. 50 Westbound Ramps
12. Mather Field Road/U.S. 50 Eastbound Ramps
13. Mather Field Road/International Drive
14. Zinfandel Drive/International Drive
15. Zinfandel Drive/White Rock Road
16. Zinfandel Drive/U.S. 50 Eastbound Ramps

17. Zinfandel Drive/U.S. 50 Westbound Ramps
18. Sunrise Boulevard/White Rock Road
19. Sunrise Boulevard/Folsom Boulevard
20. Sunrise Boulevard/U.S. 50 Eastbound Ramps
21. Sunrise Boulevard/U.S. 50 Westbound Ramps
22. Sunrise Boulevard/Zinfandel Drive
23. Hazel Avenue/Folsom Boulevard
24. Hazel Avenue/U.S. 50 Eastbound Ramps
25. Hazel Avenue/U.S. 50 Westbound Ramps
26. White Rock Road/Grant Line Road

Roadways

1. SR 16 - Excelsior Road to Eagles Nest Road
2. SR 16 - Sunrise Boulevard to Grant Line Road
3. Kiefer Boulevard - Grant Line Road to SR 16
4. Mather Boulevard - Femoyer Street to Douglas Road
5. Douglas Road - Mather Boulevard to Sunrise Boulevard
6. Douglas Road - Sunrise Boulevard to Grant Line Road
7. International Drive - South White Rock Road to Zinfandel Drive
8. International Drive - Zinfandel Drive to Kilgore Road
9. White Rock Road - Zinfandel Drive to Sunrise Boulevard
10. White Rock Road - Sunrise Boulevard to Grant Line Road
11. Folsom Boulevard - Zinfandel Drive to Sunrise Boulevard
12. Folsom Boulevard - Sunrise Boulevard to Hazel Avenue
13. Mather Field Road - Folsom Boulevard to U.S. 50 Westbound Ramps
14. Mather Field Road - U.S. 50 Eastbound Ramps to International Drive
15. Zinfandel Drive - Folsom Boulevard to U.S. 50 Westbound Ramps
16. Zinfandel Drive - U.S. 50 Eastbound Ramps to White Rock Road
17. Zinfandel Drive - White Rock Road to International Drive
18. Sunrise Boulevard - Gold Country Boulevard to Coloma Road
19. Sunrise Boulevard - Coloma Road to U.S. 50 Westbound Ramps
20. Sunrise Boulevard - U.S. 50 Eastbound Ramps to Folsom Boulevard
21. Sunrise Boulevard - Folsom Boulevard to White Rock Road
22. Sunrise Boulevard - White Rock Road to Douglas Road
23. Sunrise Boulevard - Douglas Road to SR 16
24. Sunrise Boulevard - SR 16 to Grant Line Road
25. Hazel Avenue - U.S. 50 Westbound Ramps to Winding Way
26. Grant Line Road - White Rock Road to Douglas Road
27. Grant Line Road -Douglas Road to SR 16
28. Grant Line Road - SR 16 to Sunrise Boulevard

U.S. 50

1. U.S. 50 - Mather Field Road to Zinfandel Boulevard
2. U.S. 50 - Zinfandel Boulevard to Sunrise Boulevard
3. U.S. 50 - Sunrise Boulevard to Hazel Avenue
4. U.S. 50 - Hazel Avenue to Folsom Boulevard

Traffic operations at the signalized intersections using the methodologies contained in Transportation Research Circular No. 212 - Interim Materials on Highway Capacity (Transportation Research Board, 1980) will be analyzed. Traffic operations at unsignalized intersections will be analyzed using the methodologies contained in the Highway Capacity Manual (Transportation Research Board, 2000). Analysis results will include daily levels of service for the study roadway segments and A.M. and P.M. peak hour levels of service for the study intersections.

Several intersections currently operate over capacity including the Sunrise Boulevard/U.S. 50 Eastbound Ramps and the Sunrise Boulevard/Zinfandel Drive intersections during the P.M. peak hour. The methodologies described above do not accurately measure traffic operations at intersections where the demand volume exceeds the intersection capacity. Existing conditions analysis will be verified with field observations, and project impacts at these locations will be qualitatively discussed.

Task 3.0 Travel Demand Forecasts

Fehr & Peers will update its previous analysis conducted for the Rio del Oro Technical Study to develop cumulative Year 2030 traffic volume forecasts for the study intersections and roadway segments listed above using the latest version of the SACMET Travel Demand Forecasting model. Prior to generating traffic volume forecasts, Fehr & Peers will review the SACMET traffic model's land use and roadway network assumptions. Fehr & Peers will coordinate with City of Rancho Cordova and/or Sacramento County staff to determine land use assumptions for the following planned and approved development projects within and near the project study area:

- Sunridge Specific Plan
- Aerojet (GenCorp) property
- Remainder of Sunrise Douglas Community Plan
- Sunrise Douglas 2 Update
- Villages of Zinfandel
- Mather Field Specific Plan
- Folsom Sphere of Influence
- North Vineyard Specific Plan
- East Franklin Specific Plan
- East Elk Grove Specific Plan
- Laguna Ridge Specific Plan
- Lent Ranch Marketplace
- South Pointe Development
- Elk Grove Automall

Year 2030 roadway network assumptions will be verified by comparing the traffic model roadway network to the list of projects included in the Final (approved) Metropolitan Transportation Plan (MTP) for 2030. Fehr & Peers will verify that programmed (i.e., fiscally constrained) improvements are correctly coded in the roadway network. These improvements may include (but are not limited to):

- Alta-Sunrise Interchange - access to U.S. 50 to/from the south via the Alta-Sunrise Expressway;
- Grant Line Road Extension - extension of Grant Line Road north to the Hazel Avenue/Folsom Boulevard intersection providing direct access to/from U.S. 50 via the Hazel Avenue interchange;
- Zinfandel Drive Extension - extension of Zinfandel Drive south from International Drive to Douglas Road;
- Douglas Road Extension - extension of Douglas Road southwest to Excelsior Road;

- Eagles Nest Road Extension – extension of Eagles Nest Road north to Douglas Road; and
- International Drive Extension – extension of International Drive eastward to Sunrise Boulevard.

The raw traffic model volumes will be adjusted to account for model error using an adjustment procedure such as the difference method, which adds the increment of growth between the future year (2030) and base year (2001) traffic models to the existing counts. The model will be used to generate A.M. peak hour and P.M. peak hour intersection and daily roadway traffic forecasts under the scenarios listed below:

- Base year conditions
- Base year plus project conditions
- 2030 no project conditions
- 2030 plus project conditions

Base year conditions will include existing traffic levels combined with traffic from nearby approved projects and/or planned roadway improvements that are expected to be completed. Fehr & Peers will coordinate with City of Rancho Cordova and/or Sacramento County staff to determine the horizon year and level of surrounding development (approved projects) to assume under 'Base year' conditions (e.g., some level of development of the Sunridge Specific Plan, Villages of Zinfandel, Mather Field Specific Plan, Sunrise Douglas Community Plan, etc.).

Task 4.0 Traffic Impact Analysis

The traffic impact analysis will include the following scenarios.

- Existing Conditions
- Base year conditions
- Base year plus project conditions
- Cumulative (year 2030) no project conditions
- Cumulative (year 2030) plus project conditions

Depending on the amount of development assumed under base year conditions, Fehr & Peers will analyze the study locations identified in Task 2.0 plus the following additional locations created with the implementation of the proposed project or surrounding projects (these locations will be confirmed with City of Rancho Cordova and/or Sacramento County staff prior to conducting the traffic impact analysis):

Additional Base Year Intersections

27. Sunrise Boulevard/Kiefer Boulevard
28. Sunrise Boulevard/Eagles Nest Road
29. Sunrise Boulevard/International Drive

Additional Base Year Roadway Segments

29. Douglas Road – Sunrise Boulevard to Jaeger Road
30. Douglas Road – Americanos Boulevard to Grant Line Road
31. Sunrise Boulevard – Douglas Road to Kiefer Boulevard
32. Sunrise Boulevard – Kiefer Boulevard to SR 16

The SACMET model will be used to determine the expected project trip distribution and then manually assign project trips through the study intersections and roadway segments based on the expected trip distribution.

Under cumulative conditions, traffic operations without and with the planned Grant Line Road extension to Hazel Road will be analyzed. Fehr & Peers will assume that the planned U.S. 50/Alta-Sunrise Boulevard interchange is constructed under both these cumulative scenarios. For both "Cumulative Plus Project" analysis scenarios, we will add the proposed project land use and roadway network to the traffic model to generate "Plus Project" traffic volume forecasts. Traffic operations at all study locations identified above and the following additional locations created by buildout of neighboring developments will be analyzed.

Additional Cumulative Year Intersections

30. Alta-Sunrise Boulevard/White Rock Road
31. Alta-Sunrise Boulevard/Folsom Boulevard
32. Alta-Sunrise Boulevard/U.S. 50 Eastbound Ramps
33. Alta-Sunrise Boulevard/U.S. 50 Westbound Ramps
34. Douglas Road/Jaeger Road
35. Douglas Road/Americanos Boulevard
36. Pyramid Boulevard/Sunrise Boulevard
37. Pyramid Boulevard/Jaeger Road
38. Pyramid Boulevard/Americanos Boulevard
39. Kiefer Boulevard/Jaeger Road

Additional Cumulative Year Roadway Segments

33. Folsom Boulevard - Sunrise Boulevard to Alta-Sunrise Boulevard
34. Folsom Boulevard - Alta-Sunrise Boulevard to Hazel Avenue
35. Douglas Road - Jaeger Road to Americanos Boulevard
36. Pyramid Boulevard - Sunrise Boulevard to Jaeger Road
37. Pyramid Boulevard - Jaeger Road to Americanos Boulevard
38. Kiefer Boulevard - Eagles Nest Road to Sunrise Boulevard
39. Kiefer Boulevard - Sunrise Boulevard to Jaeger Road
40. Eagles Nest Road - Mather Boulevard to Douglas Road
41. Eagles Nest Road - Douglas Road to Kiefer Boulevard
42. Eagles Nest Road - Kiefer Boulevard to SR 16
43. Sunrise Boulevard - Douglas Road to Pyramid Boulevard
44. Sunrise Boulevard - Pyramid Boulevard to Kiefer Boulevard
45. Sunrise Boulevard - Kiefer Boulevard to SR 16
46. Alta-Sunrise Boulevard - U.S. 50 to Folsom Boulevard
47. Alta-Sunrise Boulevard - Folsom Boulevard to White Rock Road
48. Jaeger Road - White Rock Road to Douglas Road
49. Jaeger Road - Douglas Road to Pyramid Boulevard
50. Jaeger Road - Pyramid Boulevard to Kiefer Boulevard
51. Americanos Boulevard - White Rock Road to Douglas Boulevard
52. Americanos Boulevard - Douglas Boulevard to Pyramid Boulevard

Additional Segments of U.S. 50

5. U.S. 50 - Sunrise Boulevard to Alta-Sunrise Boulevard
6. U.S. 50 - Alta-Sunrise Boulevard to Hazel Avenue

For significant impacts, we will recommend improvements to reduce the impact to a less-than-significant level.

The analysis results will contain A.M. and P.M. peak hour levels of service for intersections and daily roadway levels of service for roadway segments along with a complete discussion of the trip generation, distribution, and assignment assumptions used in the analysis. Impacts will be identified by comparing the analysis results to the significance criteria contained in Sacramento County's Traffic Impact Analysis Guidelines (July 1997). For significant impacts, we will propose mitigation measures to improve the level of significance, which may include widening roadway segments and/or intersections.. Each mitigation measure will identify the specific action necessary, phasing (when it should be implemented), responsibility for implementation, and expected level of significance after mitigation.

In addition to intersections and roadway/freeway segment traffic operations, we will also evaluate the effect of the proposed project on transit, bicycle, and pedestrian facilities. Before conducting the traffic impact analysis, Fehr & Peers will coordinate with City and/or County staff to identify significance criteria to use for bicycle, transit, and pedestrian impacts. For significant impacts, Fehr & Peers will propose mitigation measures to improve conditions for transit riders, bicyclists, and pedestrians.

Fehr & Peers will also provide a qualitative discussion of potential vehicular, pedestrian, and/or bicycle safety issues. A total of 8 hours of staff time to address potential safety issues have been allotted.

Task 5.0 Alternatives Evaluation

Fehr & Peers will evaluate two additional alternatives for the proposed Rio del Oro project: 1) An Alternate Site and 2) A Modified Land Use Concept Alternative. Specific details for these alternatives have not yet been developed. However, to provide an equal level of detail, we have budgeted to analyze a total of 39 study intersections, 52 study roadway segments, and 6 freeway mainline segments on U.S. 50 for each of these alternatives (consistent with the analyses under 'cumulative no project' and 'cumulative plus project' conditions).

Our cost estimate also reflects analysis of these two alternatives under 'with' OR 'without the Grant Line Road extension to Hazel Avenue' (only one not both 'with' and 'without') per direction from the City of Rancho Cordova and/or Sacramento County staff.

Task 6.0 Documentation

Fehr & Peers will prepare a magnetic media copy and a camera-ready hard copy of the transportation impact section for the administrative draft EIR/EIS and draft EIR/EIS. They have budgeted up to 24 hours to respond to comments on the administrative draft EIR/EIS. A letter response to comments on the draft EIR/EIS will be provided for the final EIR/EIS after receiving a numbered list of comments. They have budgeted up to 16 hours of staff time to respond to comments on the draft EIR/EIS, but will inform the City of the hours necessary after receiving the numbered list of comments. Fehr & Peers will not proceed with responses until receiving written authorization to proceed.

Task 7.0 Meetings

Fehr & Peers will attend up to three meetings (24 hours of total staff time) at the City's and/or USACE's direction during the course of the study. Additional meetings can be attended on a time-and-materials basis.

Additional Tasks Associated with Phase 1

Fehr & Peers' original scope of work and fee estimate includes the following tasks:

- Analysis of 28 roadway segments under Existing Conditions
- Analysis of 26 intersections under Existing Conditions
- Travel demand forecasting under four scenarios for the specific plan
- Traffic impact analyses for the entire specific plan
- Evaluation of two project alternatives: 1) An alternative project site, and 2) A modified land use concept alternative
- Attendance at three meetings

The proposed project and tasks associated with analyzing the project have evolved since the original scope of work was created. Phase 1 of the proposed development project will need a detailed project-level analysis in addition to the specific plan analysis. Consultation with City staff on this revised scope of work has resulted in additional items to be included in the traffic study. Evaluation of additional project alternatives has also been requested. Caltrans has requested that a merge/diverge analysis be conducted for freeway ramps providing access to the project site. The tasks described below have been added in response to these requests.

Additional Task 1

Three days (Tuesday through Thursday) of machine counts will be collected on the following roadway segments:

- Coloma Road: Folsom Boulevard to Sunrise Boulevard
- Folsom Boulevard: Mather Field Road to Zinfandel Drive
- Kilgore Road: International Drive to Folsom Boulevard
- Zinfandel Drive: Folsom Boulevard to Sunrise Boulevard

The capacity of these roadways will be analyzed under all analysis scenarios consistent with the other study roadway segments identified above.

Additional Task 2

A Baseline Condition which will include existing traffic plus traffic from approved projects will be developed (based on projects to be provided by the City). Roadway improvements that will be completely funded by approved projects will also be included in the Baseline Condition analysis.

Fehr & Peers will then add traffic from Phase 1 of the proposed project to the Baseline volumes to develop the Baseline Plus Project (Phase 1) Condition volumes. Traffic from buildout of the Specific Plan Area to the Baseline volumes to develop Baseline Plus Project (Specific Plan Buildout) Condition volumes. Significant impacts to the surrounding roadway system will be

identified for both project development scenarios by comparing both Baseline Plus Project Condition results to Baseline Condition results. Measures will be identified to mitigate significant impacts.

Additional Task 3

Two additional project alternatives will be analyzed for a total of five project alternatives. The following analysis alternatives will be included in the traffic study (please note that the alternatives are restated for clarity):

- Proposed Project - The proposed development project. Analysis for this alternative is included in our original scope of work (above).
- Increased Density/Smart Growth - An increased density alternative that incorporates smart growth principals to internalize trips. Since this alternative will be included in the EIS, it will receive an equal level of detail as that conducted for the proposed project alternative. This alternative was included in the original scope or work (above). This alternative will be based on land use designations that are consistent with the City's Vision Plan
- Decreased Development - A decreased development alternative will be developed to minimize impacts to the transportation system. This alternative will be included in the EIS and an equal level of detail analysis will be conducted. This alternative was not included in the original scope of work and is therefore, now included.
- No Project (No Development) - An alternative that assumes no new development of the project site and maintains the existing land uses. This alternative will not be included in the EIS at an equal level of detail. Its affects will be qualitatively discussed. This qualitative analysis was not included in the original scope of work and is therefore, now included.
- Offsite Location - An alternative that assumes the proposed development in an alternate location within the Urban Services Boundary. This alternative will not be included in the EIS at an equal level of detail. Therefore, its affects will be qualitatively discussed. This alternative was included in the original scope of work, but it was assumed that the alternative would be included in the EIS and would require an equal level of analysis.

The costs associated with the proposed project and two alternatives were included in our original scope of work. Therefore, this additional service task will include analysis of two additional alternatives, as described above.

Additional Task 4

Fehr & Peers will attend up to five additional meetings/public hearings in conjunction with this project, for a total of eight meetings or 64 hours of staff time.

Additional Task 5

Fehr & Peers will conduct a merge/diverge analysis using methodologies presented in the *Highway Capacity Manual* (Transportation Research Board, 2000). Weaving analyses will be conducted using the Caltrans nomograph (Figure 504.7A in the Caltrans Highway Design Manual). The following US 50 interchanges will be included in the analysis:

- Mather Field Road – All analysis scenarios
- Zinfandel Drive – All analysis scenarios
- Sunrise Boulevard – All analysis scenarios
- Hazel Avenue – All analysis scenarios
- Sunrise Reliever (Alta-Sunrise) – Included in Cumulative analysis scenarios only

Additional Task Associated with Updated Cumulative (Year 2030) Land Use Assumptions

Fehr & Peers completed the traffic projections for Cumulative (Year 2030) Conditions for the Rio del Oro EIR/EIS transportation study using the County General Plan. At the time that this study was initiated, the County General Plan had been adopted as the "official" City General Plan. However, upon completion of the cumulative projections, the City adopted its "Vision Book" as the City's Interim General Plan. Although the "Vision Book" land uses within the City are similar to Scenario C of the SACOG Blueprint project, the land use assumptions are not consistent with the County's General Plan and were, therefore, not included in the Cumulative projections that were developed for the Rio del Oro EIR/EIS traffic analysis.

This revised scope of work includes revising the Cumulative (Year 2030) Conditions projections to include land uses consistent with those proposed in the City's "Vision Book." To update the Cumulative Conditions projections, Fehr & Peers assumes that:

- Land use data will be provided by the City to Fehr & Peers by traffic analysis zone (TAZ) in an electronic format using an Excel spreadsheet.
- Land use data will be provided by the City according to the variables and units identified by Fehr & Peers.
- Land use data will be provided by the City by TAZ based on boundaries identified by Fehr & Peers.
- Land uses expected to be constructed by Year 2030 will be provided to Fehr & Peers by the City, as it will be a subset of General Plan buildout within the City of Rancho Cordova.

The City's Vision Book may result in land use totals that exceed those assumed in the 2030 SACMET model for Rancho Cordova. The SACMET model values are based upon regional economic forecasts (control totals) that are sub-allocated by area according to general plans and growth trends. If Fehr & Peers assumes greater development levels in Rancho Cordova than what is assumed in the 2030 SACMET model, a reduction elsewhere in the SACOG region to maintain the economic-based regional control totals would be needed. Under this scenario, Fehr & Peers will need direction from City staff, or an economic consultant working for the City, as to which areas of the region should be assumed are less developed by Year 2030.

Contract Amendment No. 2

Fehr & Peers recently completed a draft transportation impact study report for the Rio del Oro Specific Plan, dated February 28, 2005. As part of the internal review process for that study, additional analysis scenarios have

been requested by City staff. The original scope of work and Contract Amendment No. 1 are provided above, along with the additional work needed under Contract Amendment No. 2 to provide context.

The following addresses the needed modifications to the existing scope of work (dated February 22, 2005 and contained in Contract Amendment No. 1 approved March 7, 2005) to complete the Rio del Oro EIR/EIS traffic study.

Additional Task 1.0 – Updated Analysis Scenarios

The original scope of work developed for the proposed project consisted of analyzing the following scenarios:

- Existing Conditions
- Baseline Conditions (to be developed through discussions with City/County staff and to factor in development levels of up to 6.,500 units in the Sun Ridge Specific Plan in order to address the reserve capacity issue associated with Sunrise Boulevard and the need for the Sunrise reliever project)
- Baseline With Specific Plan Buildout (Project) Conditions
- Cumulative No Project Conditions (based on the County's General Plan)
- Cumulative With Specific Plan Buildout (Project) Conditions

The additional services request dated July 13, 2004 (and contained in the approved Contract amendment No. 1 approved March 7, 2005) was to expand the Baseline Condition to identify impacts of both Phase 1of the proposed project and buildout of the specific plan. At the time the Baseline Condition was being defined, it was determined that the forecasts would correspond to a Year 2014 development horizon.

After completing the Cumulative Conditions projections (consistent with the County's General Plan), Fehr & Peers was asked by the City to update those projections consistent with the City's Vision Book. The last additional services request was to update the Cumulative projections consistent with the City's Vision Book.

Roadway improvements assumed for Base and Cumulative Conditions were approved by County staff (at the outset of the analysis) and were based on Tier I projects in the Metropolitan Transportation Plan (MTP) 2025.

The City has requested that Fehr & Peers update the traffic analyses and report to include the scenarios described below. Analysis of new baseline and new cumulative conditions has been requested. Each scenario is briefly described. Also noted is whether evaluation of the scenario has been completed or whether modifications to the analysis or new analysis is needed:

- Existing Conditions – Completed.
- Baseline Conditions – Additional analysis required. This new analysis scenario consists of Existing (2004) Conditions plus traffic and roadway

improvements associated with development of approved projects (with tentative maps) in the area. (The list of approved projects has been provided to Fehr & Peers by City staff.)

- Baseline With Phase 1 Conditions - Additional analysis required. This baseline consists of the new Baseline Condition described above, including traffic from Phase 1 of the proposed project. Per Fehr & Peers' discussions with City staff, Fehr & Peers will analyze this scenario without additional costs to the City.
- Baseline With Specific Plan Buildout Conditions - Additional analysis required. This baseline consists of the new Baseline Condition described above, including traffic from buildout of the proposed Specific Plan.
- 2014 With Phase 1 Conditions - Completed (previously defined as the baseline scenario). An interim analysis already has been completed as part of the previous work. This scenario is for informational purposes and will aid in the phasing of identified improvements.
- 2014 With Specific Plan Buildout Conditions - Completed (previously defined as the baseline scenario). An interim analysis already completed as part of our previous work. This scenario is for informational purposes and will aid in the phasing of identified improvements. [*The inclusion of this abandoned baseline scenario in the main text of the EIR / EIS could generate confusion now that a new baseline will serve as the foundation for assessing project-level traffic impacts. We recommend any discussion and/or analysis related to the 2014 baseline to be included in an appendix.*]
- Cumulative No Project Conditions - Cumulative land use assumptions already included as part of Contract Amendment No. 1, approved March 7, 2001. However, an update of the roadway network assumptions reflecting the City's Capitol Improvement Program (CIP) is needed and requires additional analysis.
- Cumulative With Specific Plan Buildout Conditions - Similar to the Cumulative No Project Conditions described above, which was included as part of Contract Amendment No. 1, approved March 7, 2001. However, an update of the analysis to reflect roadway improvements identified in the City's CIP is needed and requires additional analysis.

Additional Services Task 2.0 - Additional Analysis Locations

The original scope-of-work consisted of analyzing 26 intersections and 32 roadway segments for Existing Conditions and 39 intersections and 49 roadway segments for Cumulative Conditions. Contract Amendment No. 1 included a task to add four additional roadway segments to the analysis.

DKS Associates and City staff peer reviews requested that the following roadway segments and intersections be added to the Existing through Cumulative Conditions analysis:

- Excelsior Road, north of SR 16
- SR 16, west of Excelsior Road
- Hazel Avenue/Gold County intersection
- White Rock Road/Kilgore Road intersection

Additional Services Task 3.0 – Update Report

Fehr & Peers will update the traffic impact study report to incorporate the additional services identified above.

ENGEO Incorporated

The following work will be performed by ENGEO in preparing the hazardous materials portion of EIR/EIS section. ENGEO will provide third party review of information regarding potential or realized environmental conditions that have or may pose a threat to human health. Services will be limited to reviewing reports prepared by others and may include reconnaissance visits to the project site for the purpose of visually reviewing conditions. ENGEO will not re-analyze or otherwise redo the work completed by others. The results of ENGEO's work will be an assessment of conditions that may require mitigation in response to the proposed future uses of the property. ENGEO will also review work for EIR/EIS adequacy. If warranted by the information reviewed, ENGEO can present professional opinions regarding additional work that may be conducted to address recognized data gaps or to provide additional information requested in support of work being completed by others on this project team.

Water Resources & Information Management Engineering, Inc.

The following work will be performed by WRIME in response to comments received on the NOP, whereby the Central Valley RWQCB, as a responsible agency, requested an evaluation of the project impacts on deep percolation.

WRIME will conduct the following four tasks to evaluate project impacts:

1. Collect and Review Existing Land Use and Hydrologic Soil Data;
2. Estimate Deep Percolation and Evaluate Project Impacts;
3. Prepare Memorandum; and
4. Project Management.

Each task is more fully described below. It is estimated that it will take approximately two months to complete the four tasks.

Task 1 Collect and Review Existing Land Use and Hydrologic Soil Data

Land use and hydrologic soil data will be obtained and reviewed as part of this task. These data will be used in Task 2 in estimating deep percolation. The land use data will be obtained from the following sources:

1. EDAW;
2. California Department of Water Resources; and
3. Sacramento County IGSM.

The EDAW land use data are associated with the project area and are highly detailed. California Department of Water Resources conducts periodic land use surveys and Sacramento County was surveyed in 2000. This survey data is available in a GIS format and provides a digital record of current development of the project area. The Sacramento County IGSM contains a digital historical record of land use, extending back to 1969. This data has

been aggregated from original detailed records and as such, it not as refined as the other data. All data collected will be reviewed to gain an understanding of historical and current land use practices in and around the project area.

Digital hydrologic soil data will be collected from the Natural Resources Conservation Service. The hydrologic soil data will be used to gain understanding of the runoff and infiltration potential of soils within the project area.

Task 2 Estimate Deep Percolation and Evaluate Project Impacts

WRIME will develop a spreadsheet tool that will estimate deep percolation. The data developed as part of Task 1 will be used in the development and application of this tool, which will be based on the methods documented in the literature. Assumptions made during the development of the tool will be clearly documented in the memorandum associated with Task 3.

WRIME will estimate deep percolation for the proposed Rio del Oro project site in its current state (undeveloped) and for a fully developed state at project buildout. These estimates will be made for wet year, dry year, and average year conditions using the aforementioned tool.

Task 3 Prepare Memorandum

WRIME will prepare a memorandum, no longer than 10 pages in length. This memorandum will document the work conducted in Tasks 1 and 2, and the findings associated with Task 2. As part of this task, the spreadsheet tool will be provided on a CD-ROM. EDAW will then utilize and incorporate the data into the EIR/EIS.

Task 4 Project Management

The purpose of this task is to provide overall project management and project coordination. This task includes:

- Attend two project meetings; and
- General project management based on an estimated level of effort to complete the project in the timeline identified below.

EDAW INC • City of Rancho Cordova Rio del Oro Project EIR/EIS

Exhibit B

COST ESTIMATE

7/25/2005

EDAW TASKS	Project Manager	Principal-in-Charge	Senior Air/Noise	Air/Noise	Hydro/ WQ	Sr. Wildlife Bio	Sr. Botanist	Botanist	Biologist	Principal Investigator	Cultural Resources	Cult Res Analyst	Env. Analyst	Env. Analyst	Water Res.	Sr. Water Res.	Tech Editor Doc Coord	Graphics/ GIS	Word Processing	Admin Support	*Total Hours*	*Total Dollars*
Rate/Hour	Dunn $144	Jakobs $180	Legleiter $115	Walters $95	Lafer $115	Edson $118	Unger $116	Beyerl $72	King $85	Heipel $125	Gross $95	Tomes $85	Copeland $95	$75	Olekszulin $95	Coatsworth $150	Nichols $69	$80	$70	$65		
A. Initiate Project and Review Data	24	4	8		8	28	24	4	4	8	20	2	40		28	8		16		4	230	$25,002
B. Prepare Project Description (Proposed Action and Purpose and Need and Alternatives) and Develop EIR/EIS Outline and Format	40	4	2		2	2					2		24			2		40		2	120	$13,276
C. Conduct Scoping Meetings and Scoping Report [Completed]																					0	$0
D. Prepare First Administrative Draft EIR/EIS		12																8		24	44	$4,360
1. Cover Page	3	1															6		2		12	$1,186
2. Table of Contents	1																6		2		9	$698
3. Summary	2																16		8		26	$1,952
4. Introduction, Purpose and Need	8	1											24				2	8	4		47	$4,670
5. Proposed Action	16	4											40				2	24	8		94	$9,442
6. Alternatives	16	2				10	10	30					40				2	40	8		158	$14,862
7. Environmental Setting, Impacts, and Mitigation																			180		180	$12,600
a. Land Use Consistency and Compatibility	6	1											20	100			2	16			145	$11,862
b. Population, Employment, and Housing (68 hours total for ADEIR, 32 expended)	4	1											12	36			2	4			59	$5,054
c. Environmental Justice	8	2											16	80			2	8			116	$9,810
d. Transportation and Circulation	16	4											4	40			2	4			70	$6,862
e. Air Quality	16	2	65	450									4				2	8			547	$54,047
f. Noise	8	2	60	255									4				2	16			347	$34,435
g. Hydrology and Water Quality	8	2			90								4				2	8			114	$13,020
h. Water Supply and Availability	16	4											4		160	100	2	8			294	$34,382
i. Biological Resources	16	6				105	150	224	189				4				2	66			762	$71,165
j. Earth Resources (72 hours total, 57 expended)	4	1											4	15			2	4			30	$2,719
k. Cultural Resouces	8	1								16	120	24	4				2	4			179	$17,610
k1. Conduct Section 106-related Work and Historic Resources Evaluation	8	1									38	10	4					11			72	$7,052
l. Paleontological Resources (54 hours total, 20 expended)	4	1											34				2	2			43	$4,284
m. Visual Resources	4	1											4	80			2	16			107	$8,554
n. Public Services and Utilities (160 hours total for ADEIR, 32 expended)	8	2											4	128			2	4			148	$11,950
o. Hazards and Hazardous Materials (40 hours total for safety, 32 expended)	16	4											4	8			2	16			50	$5,422
8. Growth-Inducing Impacts	8	2											24				4		4		42	$4,348
9. Significant Irreversible Changes and Unavoidable Impacts	4	1											2				8		4		19	$1,778
10. Cumulative Impacts	8	4	8	16	4	4	2			2			40	8			4	16	10		126	$12,382
11. Effects Found Not to be Significant	4	1											2				6		4		17	$1,640
12. List of Agencies, Organizations, Persons Consulted	1																8		4		13	$976
13. Report Preparers	1																12		4		17	$1,252
14. References	1																24		4		29	$2,080
15. Index	1																12		4		17	$1,252
16. Technical Appendices	2													12				8	4		26	$2,108
17. Meetings (2)	8	4																			12	$1,872
Subtotal	234	67	133	721	94	119	162	254	189	18	158	34	302	507	160	100	142	299	254	24	3971	$377,666
E. Prepare Second Draft EIR/EIS	40	12	4	8	8	20	20	20	8	2	8	4	60	40	12		24	24	40	8	362	$34,946
Meetings (1)	8	8																			16	$2,592
F. Prepare Screen Check Draft EIR/EIS	8	4											24				8		24	6	74	$8,774
Meetings (1)	4																				4	$576
G. Prepare Draft EIR/EIS	4	2											12				8		16	2	44	$3,878
H. Prepare Administrative Final EIR/EIS and Responses to Comments	40	20	8	24	24	20	20	20	24	8	24		40	40	32	8	24	16	80	16	488	$47,376
Meetings (1)	8	8																			16	$2,592
I. Prepare Screen Check Final EIR/EIS	12	6											24				8	8	24	6	88	$8,350
Meetings (1)	4																				4	$576
J. Prepare Final EIR/EIS	4	2											16				8	4	16	2	52	$4,578
K. Prepare Mitigation Monitoring and Reporting Program	4	1											16				4		24	2	51	$4,362
L. Attend Meetings and Public Hearings																		80		4	84	$8,660
Project Initiation Meetings (4; 2 expended = 2 new)	8	4											4								16	$2,252
Project Description, Definition, and Alternatives Meetings (20; 16 expended = 4 new)	20	20											20								60	$8,380
Scoping Coordination and Public Scoping Meetings (3 expended)																					0	$0
Biology Meetings (4)	12	6				16	16														50	$6,552
Cultural Resources Meetings (4) [Increased from 2 to 4]	12									12	24										48	$5,508
Draft EIR/EIS Hearings (2)	16	16																			32	$5,184
Final EIR/EIS Hearings (2)	16	16																			32	$5,184
M. Project Management and Coordination	994	284											426							24	1728	$236,286
NEPA Coordination + Facilitation	568																				568	$81,792
Total EDAW Labor Hours	2080	484	155	753	136	205	242	298	225	48	236	40	1008	587	232	118	226	487	478	100	8138	
Total EDAW Labor Dollars	$299,520	$87,120	$17,825	$71,535	$15,640	$24,190	$28,072	$21,456	$19,125	$6,000	$22,420	$3,400	$95,760	$44,025	$22,040	$17,700	$15,594	$38,960	$33,460	$6,500		$890,342

DIRECT COSTS		Total EDAW Labor Dollars (from Page 1)	$890,342
1. Subconsultants	$226,900		$211,924
Fehr & Peers Associates, Inc. Transportation Consultants ($167,500 total budget, $51,477 expended as of Contract Amendment No. 1)		$116,024	
Fehr & Peers Contract Amendment No. 2		$31,000	
ENGEO Incorporated		$21,400	
WRIME		$33,000	
Dr. Karen Weitz		$10,500	
2. Printing: (rounded to nearest whole $)			
Draft Scoping Report: 5 copies, $10 each [Completed]			
Final Scoping Report: 10 copies, $10 each [Completed]			
Draft Notices		$5	
Final Notices		$5	
First ADEIR/EIS: 10 copies, 500 pages (w/o apps), $50 each		$500	
Second ADEIR/EIS: 10 copies		$500	
Screen-check DEIR/EIS: 10 cc, 1000 pp (w/ apps), $50 ea volume (two volumes)		$500	
DEIR/EIS: 75 copies, 600 pages (with apps), $30 each		$2,250	
DEIR/EIS Computer Disk: 1 CD, $5		$5	
AFEIR/EIS: 5 copies, 250 pages, $50 each		$250	
Screen-check FEIR/EIS: 5 copies, 250 pages, $50 each		$250	
FEIR/EIS: 75 copies, 250 pages, $50 each		$3,750	
FEIR/EIS Computer Disk: 1 CD, $5		$5	
			$8,020
3. Other Reproduction			$1,300
4. Mileage/Parking			$1,050
5. Per Diem and Other Meals			$750
6. Maps/Supplies/Photos/GPS			$500
7. Postage/Delivery			$550
8. Computer Time			$16,276
9. Paleontological Resources Records and Literature Searches (UC Berkeley and Division of Mines and Geology Library) (Expended)			
10. Cultural Resources Records Search			$500
11. Admin. Fee for Subconsultants (10%)			$22,690
Total Direct Costs			$263,560
TOTAL ESTIMATED FEE			$1,153,902
TOTAL ESTIMATED FEE (with $180,000 expended through 10/31/05)			$1,333,902

MEMORANDUM

DATE: August 1, 2005

TO: Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director C.A

SUBJECT: **RESOLUTION APPROVING SUBDIVISION NO. 04-070 FINAL MAP OF ANATOLIA COMMONS AND EXECUTE SUBDIVISION IMPROVEMENT AGREEMENT**

RECOMMENDATION

Submitted herewith for approval is the subdivision map of Anatolia Commons Subdivision No. RC-04-070, located on the north east corner of Anatolia Drive and Sophocles Drive. Resolution No. 98-2005 and the agreement are attached for execution.

BACKGROUND

The map has been examined and checked for compliance with Title 22 of the City Code and the California State Map Act. The Rancho Cordova City Council approved the Tentative Map on November 10, 2004.

Roads are included for dedication. Class A road improvements, the necessary drainage and water facilities, street lighting and sewers in accordance with City requirements are satisfactorily provided for by Bond No. SU5015814 with Arch Insurance Company in the amount of $667,300.00. Bond No.SU5015814 with Arch Insurance Company in the amount of $333,650.00 guarantees the labor and material.

There are no delinquent taxes against the property and the Tax Collector has so certified. A Cash Deposit in the amount of $126,877.00 has satisfactorily provided for the 2005-2006 tax estimate.

There are no outstanding special assessments due against the property. The park dedication requirement has been satisfied by land dedication to the Cordova Recreation and Park District. Subdivider acknowledges that the City has adopted a fee for the purpose of renovation existing parks and agrees that such fee will be paid prior to the issuance of any building permits.

AGENDA ITEM # 7

Wood-Rodgers has waived the requirement for a bond to guarantee payment for setting the survey monuments with the subdivision. The soil report requirement has been prepared by Wallace-Kuhl & Associates Inc. The exterior boundary monuments were field checked on March 7, 2005 and found to be in place.

Attachment(s):
(1) Subdivision Improvement Agreement
(2) Resolution No. 98-2005
(3) Zoning Map
(4) 8 ½ x 11 copy of final map

SUBDIVISION IMPROVEMENT AGREEMENT

THIS AGREEMENT entered into this _____ day of _____, 2___, by and between the City of Rancho Cordova, (hereinafter "City"), and **U.S. Home Corporation, A Delaware Corporation** (hereinafter "Principal").

RECITALS

WHEREAS, Section 66462 of the Government Code provides that if the work of improvement required therein is not completed prior to the acceptance of a final subdivision map, the owner of the subdivision may enter into an agreement with the City to perform the work of improvement as required by said sections in consideration of the acceptance of said final subdivision map by the City; and

WHEREAS, Section 66499 of the Government Code requires that said Agreement be secured by a surety bond or by an instrument of credit issued by a financial institution subject to regulation by the State or federal governments or by a cash deposit; and

WHEREAS, Section 66499.3 establishes the types and amount of security to guarantee the performance of any such improvement agreement; and

WHEREAS, City and Principal desire to enter into an improvement agreement as authorized by the Subdivision Map Act under the terms and conditions hereinafter set forth.

NOW, THEREFORE, in consideration of the mutual promises, conditions and covenants hereinafter set forth, City and Principal agree as follows:

1. Incorporation of Recitals. The foregoing recitals are hereby incorporated by reference.

2. Findings and Conditions of Subdivision Map. Principal recognizes that approval of his subdivision was subject to the

findings and conditions attached to such approval and hereby acknowledges and agrees to be bound by such findings and conditions.

3. City Approval of Subdivision Map. City agrees to approve the final map of the subdivision presented to it by Principal and designated **Anatolia II, Anatolia Commons,** and to accept on behalf of the public all lands, rights of way and easements therein offered in dedication, in accordance with the conditions hereinafter set forth.

4. Completion of Improvements. In consideration of such approval, Principal agrees to complete the work of improvement required for said subdivision in accordance with the requirements of the Rancho Cordova City Code and such standard specifications created by applicable City ordinances or resolutions which are in effect at the time of the installation of said improvements. The work required may lie within or outside the subdivision and must be completed within **24** months of the date of this agreement.

5. Payment For Services. Principal further agrees to promptly pay, when due, all costs for plan checking, inspection services and material testing performed by City pursuant to the requirements of Sections 12.03.210 et. seq. of the Rancho Cordova City Code.

6. Park Renovation Fee. Principal acknowledges that the City has adopted a fee for the purpose of renovating existing parks in the amount of $733 per single family lot within the Final Map ("Park Renovation Fee"). Principal acknowledges and agrees that such fee will be paid prior to the issuance of a building permit for the respective lot.

7. Acceptance of Improvements. Upon satisfactory completion of all public improvements in accordance with standard specifications created by City ordinances or resolutions which are in effect at the time of the installation of said improvements, City agrees to accept for maintenance the work of improvement within the dedicated parcels shown on said final

subdivision map, and any off site easements granted, subject to the provisions of paragraph 8 hereof.

8. Notice of Commencement of Work. Principal shall notify the City Engineer in writing of the commencement of the work of improvements.

9. Correction of Defects. Principal agrees to remedy any defects in the improvement arising from faulty or defective construction of said improvements occurring within twelve months after acceptance thereof by City.

10. Indemnity. Principal shall indemnify and hold harmless City from any and all loss, damage or liability arising out of or resulting from Principal's performance or non-performance of his duties and obligations under this Agreement, or from the negligent act or omission of himself, his agents, servants and employees. Principal shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings arising out of or resulting from the performance or nonperformance of this Agreement, that may be brought or instituted against the City, its officers and employees, on any such claim or demand, and pay or satisfy any judgment that may be rendered against the City in any such action, suit or legal proceedings, or result thereof, regardless whether caused in part by a party indemnified hereunder.

11. Extension of Completion Date. If the construction of the work or improvement should be delayed without fault of Principal, the time for completion thereof may be extended by City for such period of time as City may deem reasonable.

12. Improvement Security. (a) Principal shall obtain and furnish to City an improvement security consisting of a surety bond in favor of City, issued by a corporate surety authorized to do business in the State of California, and in form approved by City, securing the faithful performance by Principal of the work of improvement required, and also securing the payment of the costs and interest, if any, due under Sections 12.030.210 et seq.

of the Rancho Cordova City Code, as provided in Paragraph 5 herein and an additional bond issued by a corporate surety authorized to do business in the State of California, in the amount of not less than 50 percent of the total estimated cost of the improvement, securing payment to contractor, his subcontractors, and to persons renting equipment or furnishing labor or materials for the improvement.

(b) In lieu of said corporate surety bonds, Principal may furnish an improvement security consisting of a letter of credit, certificate of deposit, or similar instrument of credit, in form satisfactory to City, issued by a financial institution subject to regulation by the State or Federal government, pledging that the funds necessary to meet the performance required herein are on deposit, and guaranteed for payment on demand. Said letter of credit, certificate of deposit, or similar instrument of credit shall provide that the funds designated therein shall become trust funds for the purposes set forth in said instrument.

(c) The failure of Principal to commence the required work of improvements, or to complete the same within the time required after commencement thereof, shall entitle City to the full payment of the security, or so much thereof as may be necessary to complete the required work of improvement. The amount of the surety bond for faithful performance shall be in the sum of **$667,300.00 (Six Hundred Sixty-Seven Thousand Three Hundred & No/100)**. The amount of the surety bond for the payment of the claims of the contractor, his subcontractors, and to persons renting equipment or furnishing labor or materials for the improvement shall be at least 50 percent of the above amount. The letter of credit, certificate of deposit or similar instrument of credit, or cash deposit for faithful performance, shall be in the above amount plus an additional 50 percent for the purposes set forth herein.

13. <u>Improvement Security As Condition Precedent</u>. The furnishing of the improvement security by Principal as required

by paragraph 11 hereof shall be a condition precedent to acceptance by City of the above described real property and the performance by the City of the covenants herein on its part to be performed.

14. Inspection of Work In Progress. (a) Principal may request The City Engineer to inspect the work as it progresses. If the work performed is found to be in accordance with the requirements of City, it may be accepted as it progresses and a partial refund of the cash deposit, or a release pro tanto of the faithful performance bond, letter of credit, certificate of deposit or similar instrument of credit shall be made in a sum in the same ratio to the total deposit as the work accepted bears to the total work to be done. No refund in excess of 85 percent of the total amount of the improvement security for faithful performance shall be made until all the work has been completed and accepted.

(b) The determination of the Administrator of Public Works of City as to the amount of work done, and the amount of refund or partial release pro tanto, shall be final and conclusive. When the work of improvement is accepted, 10 percent of the improvement security shall be retained to guarantee faithful performance of the provisions of paragraph 8 of this Agreement.

(c) Improvement security given to secure payment to contractor, his subcontractors and to persons renting equipment or furnishing labor or materials for the work of improvement may, six months after completion and acceptance of the work, be reduced to an amount not less than the total of all claims on which an action has been filed, and notice thereof given in writing to City, and if there are no actions filed, such improvement security may be released in full.

15. Execution By Real Party In Interest. Where title to the subdivision property is held by the record owner thereof under a holding Agreement, this Agreement and the bond given pursuant thereto must be executed by the real party or parties in

interest.

16. Waiver of Civil Code Section 2819. Any extension of time hereunder shall not operate to release the surety on the bond filed pursuant to this Agreement. In this connection the surety waives the provisions of Section 2819 of the Civil Code of the State of California.

17. City Construction of Improvements. In the event that all or any portion of the works of improvement contemplated herein are proposed to be constructed by street improvement proceedings under the control of City, the undertaking of such proceedings shall in no way relieve Principal of any duties under this Agreement, except where all of the works of improvement that are required under this Agreement have in fact been constructed and accepted by City.

18. Interest. Interest shall accrue at the highest rate permitted by law on all sums from the date payment is due under the terms of this agreement and the sum due is certain or reasonably capable of being made certain.

19. Attorneys' Fees. In the event that it is necessary for the City to enforce the obligations secured by the improvement security furnished pursuant to Paragraph 11 hereof, the City shall be entitled to recover its costs and reasonable expenses and fees, including reasonable attorneys' fees, as provided for in Government Code Section 66499.4.

20. Amendments. This Agreement may be modified or amended, or any of its provisions waived, only by a subsequent written agreement executed by the parties hereto.

21. Entire Agreement. This Agreement and any attachments hereto constitute the sole, final, complete, exclusive and integrated expression and statement of the terms and conditions of this Agreement among the parties hereto concerning the subject matter addressed herein, and supercedes all prior negotiations, representations or agreements, oral or written, that may be related to the subject matter of this Agreement.

22. Construction and Interpretation. It is agreed and acknowledged by the Principal that the provisions of this Agreement have been arrived at through negotiation, and that the Principal has had a full and fair opportunity to revise the provisions of this Agreement and to have such provisions reviewed by legal counsel. Therefore, the normal rule of construction that any ambiguities are to be resolved against the drafting party shall not apply in construing or interpreting this Agreement.

23. Successors and Assigns. This Agreement shall bind and inure to the benefit of the respective successors and assigns of the parties hereto.

24. Time. Time is of the essence in the performance of each and every term of this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year first above written.

CITY OF RANCHO CORDOVA

By_____
MAYOR

CITY(SEAL)

ATTEST:_____
Clerk of the City Council

PRINCIPAL

Sherman Haggerty
Division President

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California
County of Sacramento } ss.

On July 21, 2005 (Date), before me, Joy Andrews, Notary Public (Name and Title of Officer (e.g., "Jane Doe, Notary Public")),
personally appeared Sherman Haggarty (Name(s) of Signer(s)),

☑ personally known to me
☐ proved to me on the basis of satisfactory evidence

to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~her/their~~ signature(~~s~~) on the instrument the person(~~s~~), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Joy Andrews
Signature of Notary Public

JOY ANDREWS
Commission # 1384695
Notary Public - California
Sacramento County
My Comm. Expires Nov 17, 2006

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document
Title or Type of Document: Sideletter in Improvement Agreement

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer
Signer's Name: Sherman Haggarty

☐ Individual
☑ Corporate Officer — Title(s): Division President
☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

Signer Is Representing: _____

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

© 1997 National Notary Association • 9350 De Soto Ave., P.O. Box 2402 • Chatsworth, CA 91313-2402 Prod. No. 5907 Reorder: Call Toll-Free 1-800-876-6827

CITY OF RANCHO CORDOVA

RESOLUTION NO. 98-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING THE SUBDIVISION MAP OF SUBDIVISION MAP NO. RC-04-070 FINAL MAP OF ANATOLIA COMMONS

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Rancho Cordova resolves to execute an agreement on behalf of the City in connection with **U. S. Home Corporation, a Delaware Corporation** and the subdivision designated as **Anatolia Commons** in the form hereto attached, and for all matters incidental thereto, and to do and perform everything necessary to carry out the purpose of this resolution.

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the City Council of the City of Rancho Cordova, held on the 1st day of August, 2005, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

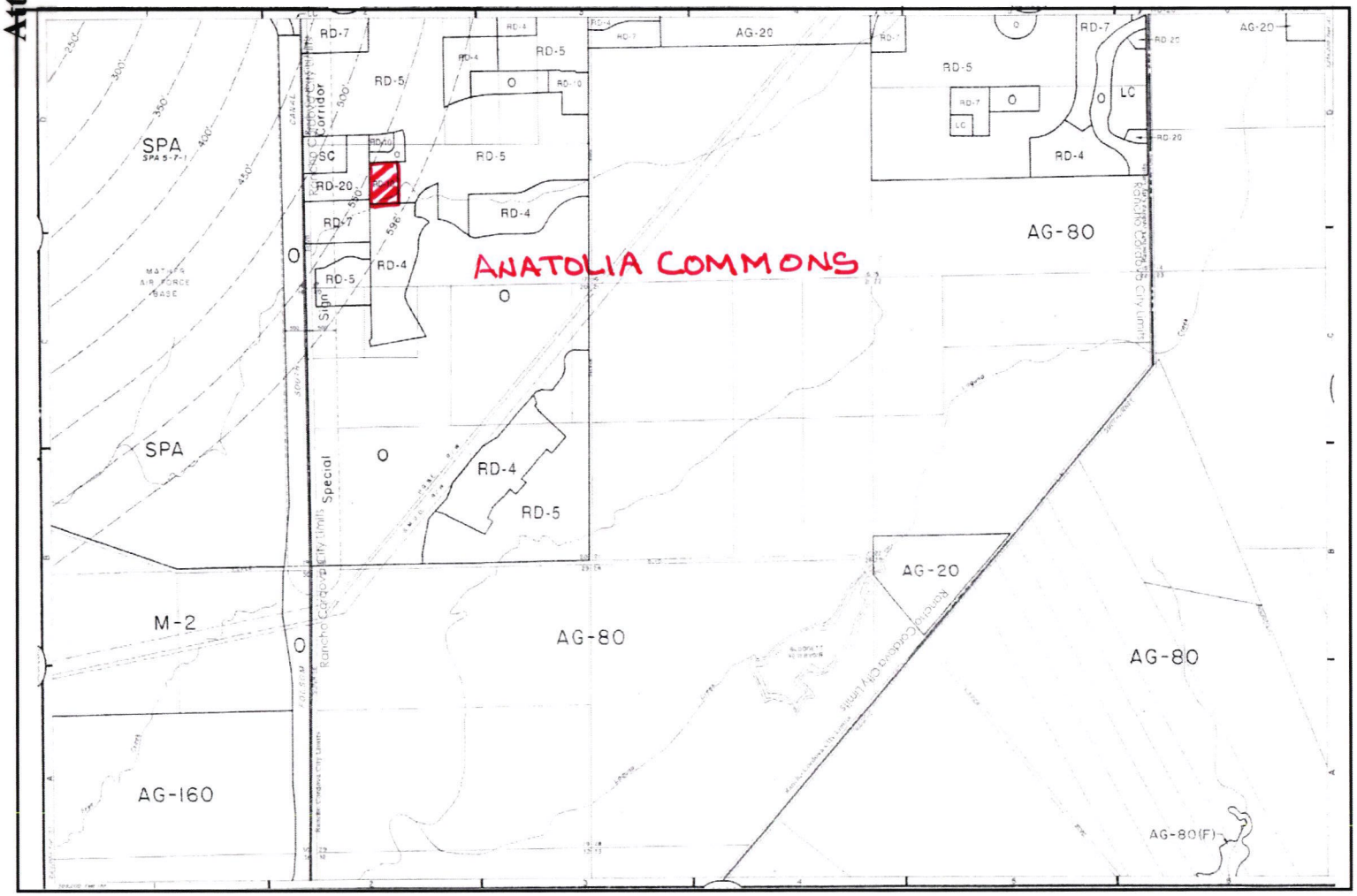
_____
Ken Cooley, Mayor

ATTEST:

_____
Lillian E. Hare, City Clerk

Attachment 3

ZONING MAP



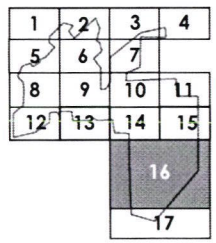
ZONING DESIGNATION	ZONING DEFINITION
Agricultural	
AG-20	Permanent agriculture - minimum 20 acres
AG-80	Permanent agriculture - minumum 80 acres
A-2	Interim Agricultural
A-10	Interim Agricultural
AR-1	Agricultural/residential
AR-2	Agricultural/residential
AR-5	Agricultural/residential
AR-10	Agricultural/residential - minimum 10 acre
Residential	
RD-1	Single Family Residential
RD-2	Single Family Residential
RD-3	Single Family Residential
RD-4	Single Family Residential
RD-5	Single Family Residential
RD-7	Single Family Residential
RD-10	Single Family Residential
RD-15	Multiple Family Residential maximum density 15 dwelling units
RD-20	Multiple Family Residential maximum density 20 dwelling units
RM-1	Space Rental Park
Commercial	
AC	Auto Commercial
BP	Business and Professional
GC	General Commercial
LC	Limited Commercial
SC	Shopping Center
TC	Travel Commercial
Industrial	
M-1	Light Industrial
M-2	Heavy Industrial
MP	Industrial Office Park
Other	
O	Recreation
SPA	Special Planning Area
(F)	Flood Combining Land Use
(SM)	Surface Mining Combining

AMENDED

Case Amended	Date

SCALE IN FEET
500 1000 2000

MAP SHEET INDEX



ZONING MAP SHEET 16

Attachment 4

OWNER'S STATEMENT

THE UNDERSIGNED HEREBY CONSENTS TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP OF ANATOLIA COMMONS AND OFFERS FOR DEDICATION AND DOES HEREBY DEDICATE TO ANY AND ALL PUBLIC USES THE PUBLIC DRIVES AND WAYS SHOWN HEREON, AND ALSO OFFERS FOR DEDICATION AND DOES HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

A. AN EASEMENT FOR CONSTRUCTING AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, PEDESTALS AND SLABS, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO, INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER, UNDER AND ACROSS STRIPS OF LAND FIVE (5.00) FEET IN WIDTH, LYING CONTIGUOUS TO THE PUBLIC DRIVES AND WAYS SHOWN HEREON.

B. EASEMENTS FOR PLANTING AND MAINTAINING TREES, INSTALLATION AND MAINTENANCE OF ELECTROLIERS, TRAFFIC CONTROL DEVICES, WATER AND GAS PIPES, AND FOR UNDERGROUND WIRES AND CONDUITS FOR ELECTRICAL, TELEPHONE AND TELEVISION SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO, ON, OVER, UNDER AND ACROSS THOSE STRIPS OF LAND TWELVE AND ONE- HALF (12.5) FEET, TWENTY FEET IN WIDTH AND CONTIGUOUS TO THE DRIVES AND WAYS SHOWN EXCEPT WHERE STRUCTURES ARE LOCATED AND OR ARE PROPOSED TO BE LOCATED, AND DESIGNATED "PUBLIC UTILITY EASEMENT" (P.U.E.)

C. AN EASEMENT FOR LANDSCAPING AND ALL APPURTENANCES APPERTAINING THERETO LYING ON, OVER AND ACROSS STRIPS OF LAND SHOWN HEREON AND DESIGNATED "LANDSCAPING EASEMENT," SAID STRIPS TO BE KEPT OPEN AND FREE FROM BUILDINGS. (L.E.)

D. RIGHTS-OF-WAY AND EASEMENTS FOR THE INSTALLATION AND MAINTENANCE OF A PEDESTRIAN WALKWAY, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PEDESTRIAN EASEMENT," (P.E.)

U.S. HOME CORPORATION,
A DELAWARE CORPORATION

BY: Sherman S Haggerty DATE: June 3, 2005

NAME: SHERMAN S. HAGGERTY
TITLE: Division President

NOTARY'S ACKNOWLEDGMENT

STATE OF CALIFORNIA }
COUNTY OF Sacramento } SS

ON THE 3rd DAY OF June, 2005, BEFORE ME, Debra Bissell, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED, Sherman Haggerty

☐ PERSONALLY KNOWN TO ME OR ☐ PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN HIS AUTHORIZED CAPACITY, AND THAT BY HIS SIGNATURE ON THE INSTRUMENT THE PERSON, OR THE ENTITY UPON WHICH THE PERSON ACTED, EXECUTED THE INSTRUMENT.

WITNESS MY HAND: Debra Bissell

PRINTED NAME: Debra Bissell

COUNTY OF: Sacramento

MY COMMISSION EXPIRES: June 24, 2005

MY COMMISSION NO: 1310470

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF SUNRIDGE ANATOLIA, LLC ON FEBRUARY 6, 2003. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP; THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS INDICATED AND WILL BE SET BY DECEMBER 2006, AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

WOOD RODGERS, INC.

PROFESSIONAL LAND SURVEYOR
CRAIG E. SPIESS
No. 7944
Exp. 12-31-05
STATE OF CALIFORNIA

CRAIG E. SPIESS
P.L.S 7944 EXP. 12-31-05

JUNE 2, 2005
DATE

CITY ENGINEER'S STATEMENT

I, HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF ANATOLIA COMMONS AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, AND ANY APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH AND THAT I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

CITY ENGINEER
CYRUS E. ABHAR
DATE: _____
L.S. 7723/RCE 45424
EXPIRATION DATE: 12/31/2005

CITY CLERK'S STATEMENT

I, HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA HAS APPROVED THIS FINAL MAP AND HAS ACCEPTED ON BEHALF OF THE PUBLIC, ALL LANDS, EASEMENTS AND RIGHTS-OF-WAYS, SHOWN HEREON AS THE PUBLIC DRIVES AND WAYS TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO, SUBJECT TO THE IMPROVEMENT THEREOF.

CITY CLERK
CITY OF RANCHO CORDOVA
DATE: _____

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2005, AT _____ M. IN BOOK _____ OF MAPS, AT PAGE _____, AT THE REQUEST OF WOOD RODGERS, INC., TITLE TO THE LAND INCLUDED IN THIS SUBDIVISION BEING VESTED AS PER CERTIFICATE NO. _____ ON FILE IN THE OFFICE.

FEE $ _____

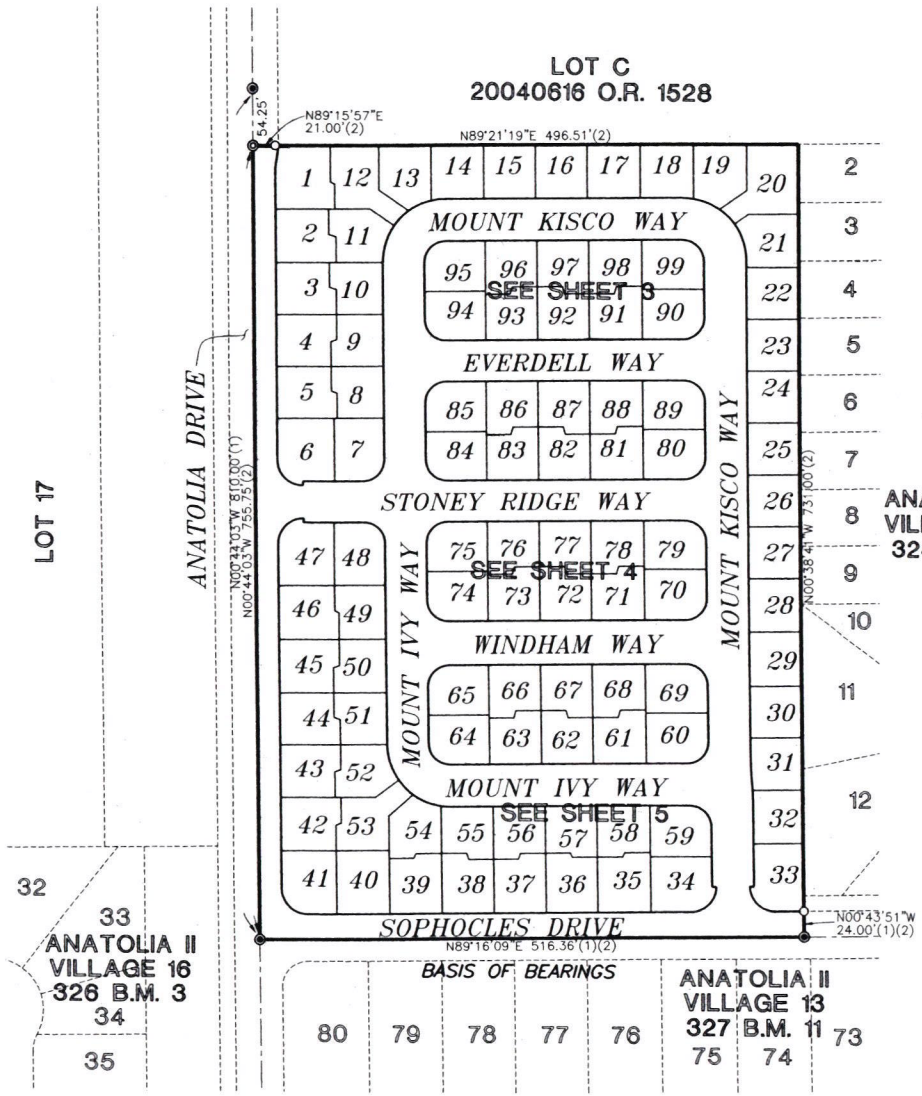
BY: _____ BY: _____
COUNTY RECORDER
COUNTY OF SACRAMENTO
DEPUTY RECORDER

SUBDIVISION NO. RC-04-070
FINAL MAP OF
ANATOLIA COMMONS

BEING ALL OF LOT 8 AS DESCRIBED IN THAT CERTAIN BOUNDARY LINE ADJUSTMENT RECORDED IN BOOK 20040616 AT PAGE 1528, OFFICIAL RECORDS OF SACRAMENTO COUNTY
CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

JUNE 2005

WOOD RODGERS
ENGINEERING • MAPPING • PLANNING • SURVEYING
3301 C St., Bldg. 100-B Tel 916.341.7760
Sacramento, CA 95816 Fax 916.341.7767



NOTES

1. ALL CURVE DIMENSIONS SHOWN ARE RADIUS, DELTA AND ARC LENGTH. ALL DISTANCES SHOWN ARE EXPRESSED IN FEET AND DECIMALS THEREOF.
2. TOTAL AREA OF THIS VILLAGE IS 8.964± ACRES GROSS, CONSISTING OF 99 RESIDENTIAL LOTS.
3. THERE SHALL BE A 5.00 FOOT POSTAL EASEMENT LOCATED WITHIN EACH LOT ALONG ALL STREETS RIGHTS-OF-WAY.
4. THERE SHALL BE A 12.50 FOOT, 7.50 FOOT, 3.50 FOOT OR 2.00 FOOT PUBLIC UTILITY EASEMENT LOCATED WITHIN EACH LOT ALONG ALL STREET RIGHTS-OF-WAY UNLESS OTHERWISE SHOWN HEREON.
5. A PRELIMINARY SOILS REPORT WAS PREPARED WALLACE-KUHL AND ASSOC., WKA NO.3505.06, DATED JANUARY 24, 2002. A COPY OF THIS REPORT IS AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF RANCHO CORDOVA BUILDING INSPECTION DEPARTMENT.

LEGEND

O	DIMENSION POINT, NOTHING FOUND OR SET
⊥	SET 5/8" REBAR WITH CAP L.S. 7944 AT ALL FRONT LOT CORNERS, ALL REAR LOT CORNERS AND ALL ANGLE POINTS ALONG REAR LOT LINES OR 1" BRASS DISK L.S. 7944 AT 1' PROJECTION OF PROPERTY LINE ONTO SIDEWAL FOR FRONT CORNERS. (REAR LOT CORNERS ADJACENT TO A SOUNDWALL WILL BE A TWO FOOT REFERENCE POINT.)
◎	SET 3/4" IRON PIPE WITH PLUG STAMPED L.S. 7944
◉	FOUND 3/4" IRON PIPE WITH PLUG STAMPED L.S. 6046
I.O.D.	IRREVOCABALE OFFER OF DEDICATION PER (1)
L.E.	LANDSCAPE EASEMENT
OA	OVERALL
P.E.	PEDESTRIAN EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
(R)	RADIAL LINE

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY WAS ESTABLISHED FROM THE FOUND MONUMENTS SHOWN ON THE FINAL MAP OF ANATOLIA RECORDED IN 316 B.M. 8, SACRAMENTO COUNTY RECORDS. THE BEARING BETWEEN SAID MONUMENTS IS NORTH 89°16'09" EAST.

REFERENCES

(1) 316 B.M. 8 (ANATOLIA LARGE LOT MAP)
(2) 20040616 O.R. 1528 (BOUNDARY LINE ADJUSTMENT)
(3) 20041013 O.R. 1184 (CERTIFICATE OF CORRECTION)

0 40 80 160
SCALE:1"=80'

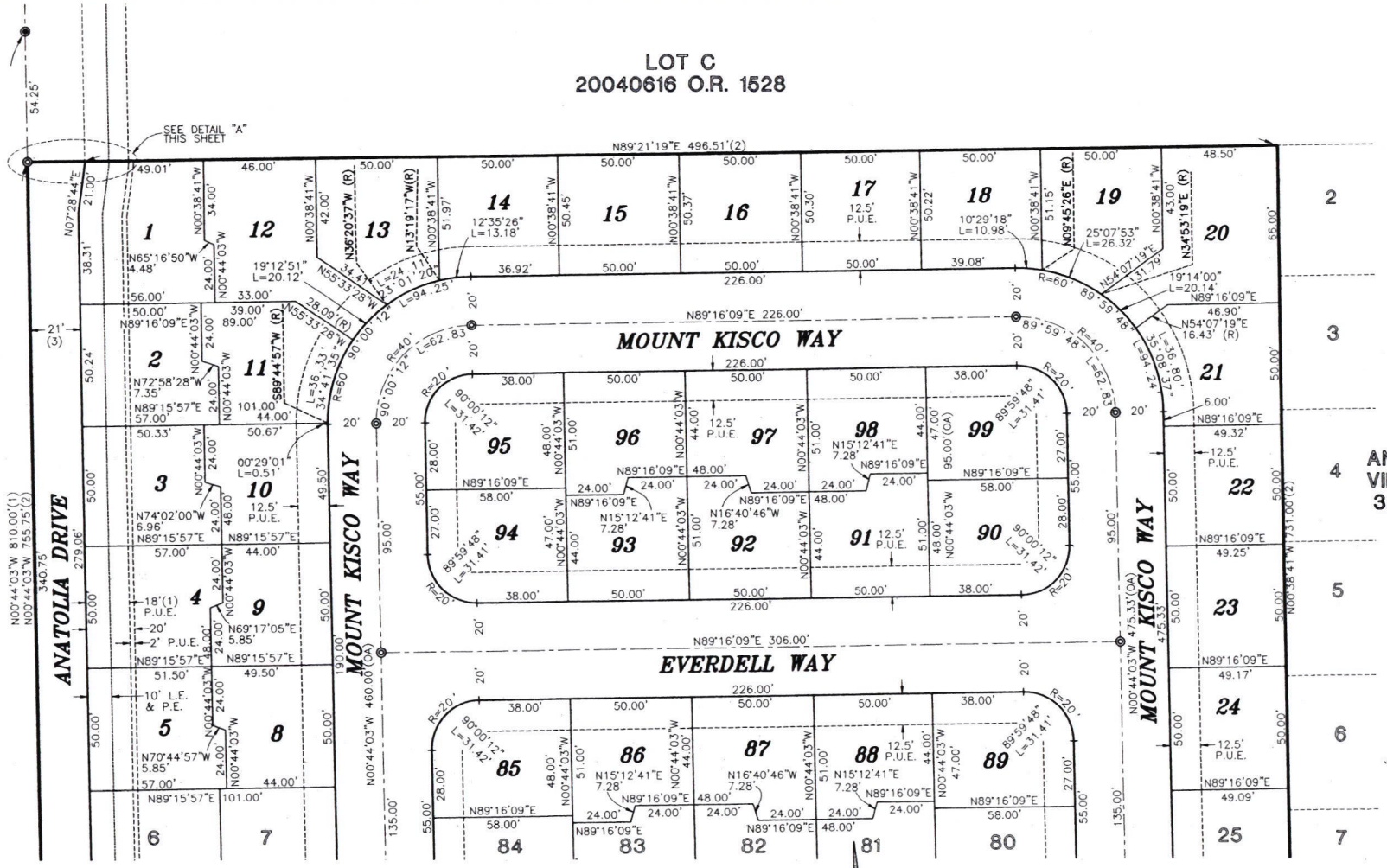
SUBDIVISION NO. RC-04-070
FINAL MAP OF

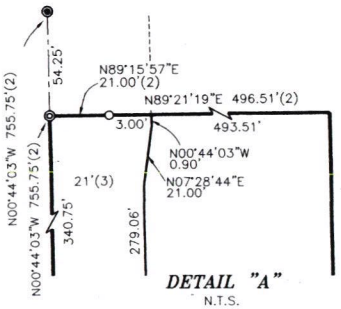
ANATOLIA COMMONS

BEING ALL OF LOT 8 AS DESCRIBED IN THAT CERTAIN BOUNDARY LINE ADJUSTMENT RECORDED IN BOOK 20040616 AT PAGE 1528, OFFICIAL RECORDS OF SACRAMENTO COUNTY
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JUNE 2005

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0 30 60
SCALE: 1"=30'

SUBDIVISION NO. RC-04-070

FINAL MAP OF

ANATOLIA COMMONS

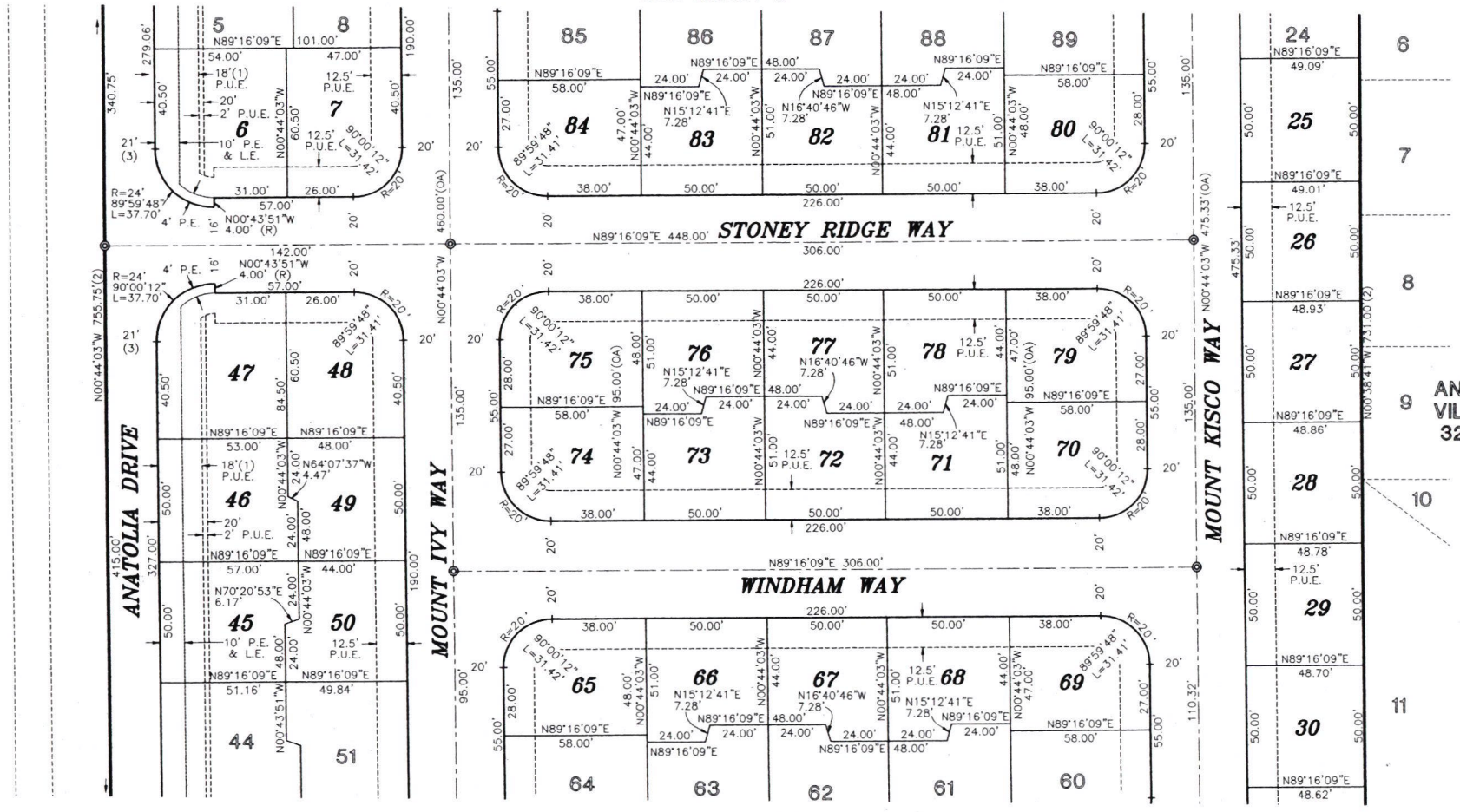
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SEE SHEET 2 FOR BASIS OF BEARINGS, LEGEND AND NOTES.

1143.100





0 30 60
SCALE: 1"=30'

SUBDIVISION NO. RC-04-070

FINAL MAP OF

ANATOLIA COMMONS

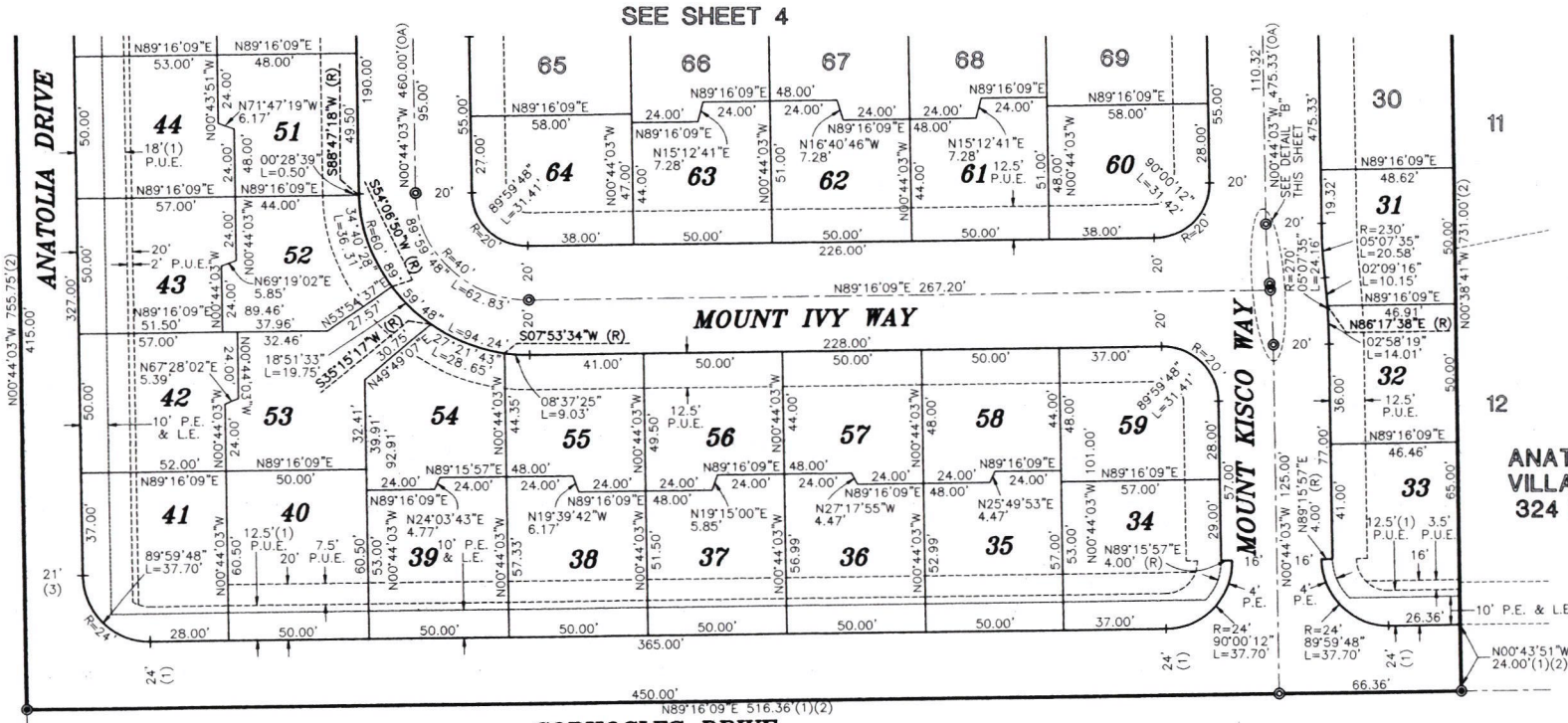
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CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

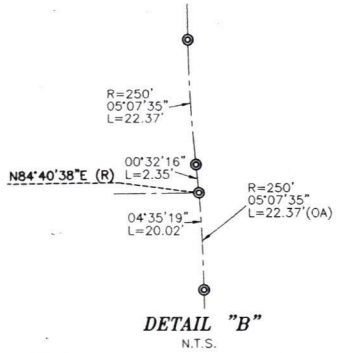
JUNE 2005

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Sacramento, CA 95816 Fax 916.341.7767

SEE SHEET 2 FOR BASIS OF BEARINGS, LEGEND AND NOTES.

1143.100





DETAIL "B"
N.T.S.



0 30 60
SCALE: 1"=30'

SEE SHEET 2 FOR BASIS OF BEARINGS, LEGEND AND NOTES.

SUBDIVISION NO. RC-04-070

FINAL MAP OF

ANATOLIA COMMONS

BEING ALL OF LOT 8 AS DESCRIBED IN THAT CERTAIN BOUNDARY LINE ADJUSTMENT RECORDED IN BOOK 20040616 AT PAGE 1528, OFFICIAL RECORDS OF SACRAMENTO COUNTY
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1143.100

Memorandum

Date: August 1, 2005

To: Mayor and Council Members

From: William J. Thomas, Finance Director

Subject: **AUTHORIZATION TO REIMBURSE EXPENDITURES ASSOCIATED WITH THE ACQUISITION OF THE KILGORE BUSINESS PARK (GEREMIA PROPERTY)**

RECOMMENDATION:

Adopt Resolution No. 100-2005 declaring the intention to reimburse expenditures from the proceeds of certain obligations and directing certain actions as proposed.

BACKGROUND AND DISCUSSION

The City has entered into a sale and purchase agreement with the owners of the Kilgore Business Park to purchase the entire site for $6.0 million. Previously the City Council authorized the City Manager to sign that purchase agreement.

On February 7, 2005 the Council authorized the issuance of Certificates of Participation in the amount of $6.5 million. That amount, less cost of issuance and funding of the reserve fund, would result in a net of $5.3 million to the City. It has been our intention to use $1 million of idle City funds to supplement bond proceeds. Therefore, a total of $300,000 would be available in an improvement fund to cover costs associated with building maintenance and improvements to the Kilgore Cemetery.

On July 5, 2005, the Council authorized that the maximum amount of bonds to be issued for this acquisition be increased to $6.9 million. This increase was to provide additional capital to improve the existing cemetery as well as provide funds for the ultimate renovation of the office building.

Subsequent to that meeting, the City found that it would not be able to issue the Certificates of Participation (COPs) until August 10, 2005. Since the original Sale and Purchase/Gifting Agreements provided for a closing date no later than August 1, 2005 it presented the inability of the City to issue bonds in conjunction with the real estate closing. To avoid having to enter into extension discussions with the sellers it was decided to close on August 1st and utilize existing City funds to close this transaction. After the issuance of the bonds on August 10th the City would be repaid funds that we advanced. In order to do this, bond counsel recommended that the City Council adopt a resolution providing for reimbursement. The proposed resolution provides for the reimbursement of funds advanced in anticipation of the sale of bonds.

Attachment:

Resolution No. 100-2005

AGENDA ITEM # 8

THE CITY OF RANCHO CORDOVA

RESOLUTION NO. 100-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DECLARING INTENTION TO REIMBURSE EXPENDITURES FROM THE PROCEEDS OF CERTAIN OBLIGATIONS AND DIRECTING CERTAIN ACTIONS

WHEREAS, the City of Rancho Cordova (the "City") proposes to undertake the project referenced below, to issue, or cause the issuance of, debt for such project and to use a portion of the proceeds of such debt to reimburse expenditures made for the project prior to the issuance of the debt; and

WHEREAS, United States Income Tax Regulations section 1.150-2 provides generally that proceeds of tax-exempt debt are not deemed to be expended when such proceeds are used for reimbursement of expenditures made prior to the date of issuance of such debt unless certain procedures are followed, one of which is a requirement that (with certain exceptions), prior to the payment of any such expenditure, the issuer declare an intention to reimburse such expenditure; and

WHEREAS, it is in the public interest and for the public benefit that the City declare its official intent to reimburse the expenditures referenced herein.

NOW, THEREFORE, IT IS ORDERED AS FOLLOWS:

1. The City intends to issue, or cause the issuance of, obligations (the "Obligations") for the purpose of financing the costs of acquisition of real property, including Assessor's Parcel No. 072-0260-041 improved with an existing office building, and seven adjacent vacant parcels located on or near Kilgore Road in the City, and the acquisition of improvements furnishings and equipment related to such improved property and incidental expenses related thereto (the "Project).

2. The City hereby declares that it reasonably expects (i) to pay certain costs of the Project prior to the date of issuance of the Obligations and (ii) to use a portion of the proceeds of the Obligations for reimbursement of expenditures for the Project that are paid before the date of issuance of the Obligations.

3. The maximum principal amount of the Obligations is $6,900,000

4. This Resolution shall take effect from and after its adoption.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova, California, at a regularly scheduled meeting, held on the 1st day of August, 2005, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Ken Cooley, Mayor

ATTEST:

_____
Lillian E. Hare, City Clerk

MEMORANDUM

DATE: August 1, 2005

TO: Chairperson and Boardmembers

FROM: Steven R. Meyers
Agency Counsel

SUBJECT: **RESOLUTION ADOPTING BYLAWS FOR THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF RANCHO CORDOVA**

RECOMMENDATION

Adopt Agency Resolution No. 101-2005 adopting the "Bylaws for the Community Redevelopment Agency of the City of Rancho Cordova," attached hereto.

BACKGROUND

By adoption of Ordinance No. 55-2004, the City Council of the City of Rancho Cordova organized itself as the "Community Redevelopment Agency of the City of Rancho Cordova" (the "Agency"). Pursuant to Health and Safety Code Section 33125, the Agency may establish bylaws to conduct its business and to appoint officers. The attached Resolution adopts the Bylaws of the Community Redevelopment Agency of the City of Rancho Cordova (the "Bylaws"), include the following components:

1. The name of the Agency will be the Community Redevelopment Agency of the City of Rancho Cordova.

2. The Mayor and Vice-Mayor of Rancho Cordova will sit as the Chairperson and Vice-Chairperson of the Agency, respectively.

3. Meetings will be held at the same time and in the same location as City Council meetings.

4. The City Manager will serve as Director of the Agency.

5. The City Clerk will serve as the Secretary of the Agency.

AGENDA ITEM # 9

6. Agency Boardmembers will be compensated in the amount of $30 per meeting. Health and Safety Code § 33114.5.

7. The contracting authority for the Director shall be the same as the City Manager.

Attachment: Agency Resolution No. 101-2005 – Adopting Bylaws for the Community Redevelopment Agency of the City of Rancho Cordova

CITY OF RANCHO CORDOVA

AGENCY RESOLUTION NO. 101- 2005

RESOLUTION OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF RANCHO CORDOVA ADOPTING BYLAWS FOR THE COMMUNITY REDEVELOPMENT AGENCY AND APPOINTING OFFICERS

WHEREAS, the City Council of the City of Rancho Cordova has organized itself as the "Community Redevelopment Agency of the City of Rancho Cordova" (the "Agency"); and

WHEREAS, it is necessary for said Agency to establish bylaws for the conduct of its business; and

WHEREAS, it is necessary to appoint the officers established in the bylaws.

NOW, THEREFORE, THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF RANCHO CORDOVA DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The "Bylaws of the Community Redevelopment Agency of the City of Rancho Cordova," in the form attached to this resolution and incorporated herein by reference, are hereby adopted.

Section 2. The officers of the Agency are those set forth in the Bylaws.

PASSED AND ADOPTED this ____ day of _____, 2005, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
KEN COOLEY, CHAIRPERSON

ATTEST:

_____
AGENCY SECRETARY

BYLAWS OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF RANCHO CORDOVA (Adopted_____, 2005)

ARTICLE 1. THE AGENCY

Section 1.1 Name of Agency. The name of the redevelopment agency of the City of Rancho Cordova shall be the "Community Redevelopment Agency of the City of Rancho Cordova."

Section 1.2 Agency Members. The City Council of the City of Rancho Cordova has by adoption of Ordinance No. 55-2004 declared itself to be the Agency. The Members of the Agency shall be the Members of the City Council as that body is constituted and shall remain Agency Members only so long as said Members remain on the Council. New Members of the Council shall become Members of the Agency.

Section 1.3 Seal of the Agency. The seal of the Agency shall bear the name of the Agency and the year of its organization.

Section 1.4 Office of the Agency. The principal business office of the Agency shall be in the City Hall of the City of Rancho Cordova, located at 3121 Gold Canal Drive in Rancho Cordova, California (or other such address as the City Council of the City of Rancho Cordova shall from time to time designate as City Hall), unless changed by Resolution of the Agency Members.

Section 1.5 Powers. The powers of the Agency shall be vested in the Members thereof then in office, who reserve unto themselves the right to delegate by resolution such powers as are appropriate and permissible by law.

ARTICLE 2. OFFICERS OF THE AGENCY

Section 2.1 Officers. The officers of the Agency shall be the Chairperson and Vice-Chairperson. Other officials acting as its staff shall be a Secretary, Director, Finance Officer, and Legal Counsel.

Section 2.2 Chairperson. The Chairperson shall preside at all meetings of the Agency. Except as otherwise authorized by resolution of the Agency or the provisions of these Bylaws, the Chairperson shall sign all contracts, deeds, and other instruments made by the Agency. The Chairperson shall be entitled to vote on all matters coming before the Agency, unless otherwise precluded by law. The Mayor of Rancho Cordova shall serve as Chairperson among the City Council Members who shall be the Board Members (the "Members") of the Agency. When there is a vacancy in such office, the Agency may elect a Chairperson from among its Board Members. The Chairperson's term shall be

for the calendar year, or for that portion remaining after he or she is designated or elected.

Section 2.3 Vice-Chairperson. The Vice-Mayor of Rancho Cordova shall serve as Vice-Chairman. The Vice-Chairperson shall perform the duties of the Chairperson in the absence or incapacity of the Chairperson. The Vice-Chairperson shall serve a term concurrent with service as Vice-Mayor. The Vice-Chairperson shall be entitled to vote on all matters coming before the Agency, unless otherwise precluded by law.

Section 2.4 Secretary. The City Clerk shall serve as Secretary to the Agency and shall serve an indefinite term concurrent with service as City Clerk to the City Council, unless duly removed by a majority of the Agency Members. The Secretary shall have no vote and shall not be deemed to be a Member of the Agency. The Secretary shall attend the meetings of the Agency, keep and maintain records of the Agency meetings, and keep in safe custody the Seal of the Agency, if any. The Secretary shall have power to affix such seal to all contracts and instruments authorized to be executed by the Agency. In the absence of the Secretary, the Chairperson may designate an acting Secretary to temporarily fill the position of Secretary.

Section 2.5 Director. The Director of the Agency shall be the City Manager of the City of Rancho Cordova and shall serve for an indefinite term concurrent with service to the City as City Manager, unless duly removed by a majority of the Agency Members. The Director shall have general supervision over the administration of Agency business affairs and personnel, subject to the direction of the Agency. He or she shall designate an Assistant Director to serve during his or her absence or incapacity.

Section 2.6 Finance Officer. The Finance Officer of the Agency shall be the Director of Finance of the City of Rancho Cordova and shall serve for an indefinite term concurrent with service to the City as Director of Finance, unless duly removed by a majority of the Agency Members. The Finance Officer shall supervise the fiscal affairs of the Agency and shall also supervise the care and custody of all moneys of the Agency. The Finance Officer shall cause adequate, correct, and regular accounts of the properties, moneys and transactions of the Agency to be kept and maintained. The Finance Officer shall sign all orders and checks for the payment of money and shall pay out and disburse such moneys under the direction of the Agency and shall keep regular books of accounts showing receipts and expenditures and shall render periodically to the Agency, but at least annually, an account of transactions and also of the financial condition of the Agency. The Finance Officer shall give such bond for faithful performance of the Finance Officer's duties as the Agency may determine.

Section 2.7 Legal Counsel. The legal counsel of the Agency shall be the City Attorney of the City of Rancho Cordova and shall serve for an indefinite

term concurrent with service to the City as City Attorney, unless duly removed by a majority of the Agency Members. The Legal Counsel shall act as the legal advisor to the Agency and the Director in all legal matters pertaining to the functions of the Agency. The Agency may appoint or authorize additional legal counsel as necessary from time to time.

Section 2.8 Compensation of Agency Members. Pursuant to Health and Safety Code Section 33114.5, as long as the City's population is less than 200,000, the Members of the Agency shall receive thirty dollars ($30.00) per meeting for each meeting of the Agency attended by that Member. No Member shall receive compensation for attending more than four meetings of the Agency during any calendar month. Members shall receive their actual and necessary expenses incurred in the discharge of their duties, including traveling expenses incurred in the discharge of their duties.

Section 2.9 Additional Duties. The officers of this Agency shall perform other duties and functions as may from time to time be required by the Agency or the Bylaws or rules and regulations of the Agency.

ARTICLE 3. EMPLOYEES, AGENTS AND CONSULTANTS

Section 3.1 Administration. The City Manager shall be the Director of the Agency pursuant to a contract between the Agency and the City. The Director is charged with the administration, management, and general supervision of the business and affairs of the Agency. Services to be rendered to the Agency are to be supplied by City employees pursuant to contract between the Agency and the City. The Members of the Agency may from time to time establish such positions and select and appoint such consultants, permanent and temporary, as it may require and determine their qualifications, duties, and compensation, subject to the laws of the State of California. The Director is authorized to appoint other employees in positions established by the Agency.

Section 3.2 Compensation. The Agency Members may by resolution fix and determine the compensation of all officers, employees, agents, and consultants.

ARTICLE 4 - AUTHORITY TO BIND AGENCY, CONTRACT, PAYMENTS

Section 4.1 Agency. Except as provided herein, no Member, officer, agent, or employee of the Agency, without prior authority by majority vote of a quorum of the Agency Members unless otherwise provided by law or ordinance, shall have power or authority to bind the Agency by any contract, to pledge its credits, or to render it liable for any purpose in any amount. The Director shall have the authority to contract on the Agency's behalf without prior Agency approval for goods and services to be furnished to the Agency when the contract

price of such goods and services does not exceed one hundred thousand dollars ($100,000.00)

Section 4.2 Chairperson and Vice-Chairperson. The Chairperson or, in the absence of the Chairperson, the Vice-Chairperson of the Agency shall execute on behalf of the Agency all contracts, deeds, and other documents and instruments as authorized by the Agency Members. Nothing herein contained shall prohibit or be construed to prohibit the Agency from authorizing any other officer or employee of the Agency to so execute such instruments and documents.

ARTICLE 5 - MEETINGS

Section 5.1 Regular and Annual Meetings. Regular meetings of the Agency shall be held on the First and Third Mondays of each month at 5:30 p.m. at the location where the City holds meetings of the City Council. Annual meetings of the Agency shall be held on the First Monday of April, beginning in April 2006, at 5:30 p.m. at the location where the City holds meetings of the City Council. In the event a day for regular or annual meeting shall be a legal holiday, said meeting may be held on the next succeeding business day. If by reason of fire, flood, or other emergency, it shall be unsafe to meet at the location designated by Resolution, the meeting may be held for the duration of the emergency at such place as is designated by the Chairperson or by three Members of the Agency.

Section 5.2 Special Meetings. A Special Meeting may be called at any time by the Chairperson or upon the written request of two of the Members of the Agency by delivering, personally or by mail, written notice to each Member and to each person or entity entitled by law to receive such notices. Such notice must be delivered personally or by mail at least twenty-four (24) hours before the time of such meeting as specified in the notice. The call and notice shall specify the time and place of the special meeting and the business to be transacted. No other business shall be considered at such meetings by the Agency Members.

Section 5.3 Closed Sessions. Nothing contained in these bylaws shall be construed to prevent the Agency Members from holding closed sessions during a regular, annual, or special meeting concerning any matter permitted by law to be considered in a closed session.

Section 5.4 Public Hearings. All public hearings held by the Agency Members shall be held during regular, annual, or special meetings of the Agency.

Section 5.5. Posting Agendas/Notices. The Secretary or his or her authorized representative shall post an agenda for each regular Agency meeting or a notice for each special Agency meeting containing a brief description of each item of business to be transacted or discussed at the meeting together with the

time and location of the meeting. Agendas/notices shall be posted at City Hall, 3121 Gold Canal Drive (or other such address as the City Council of the City of Rancho Cordova may from time to time designate as City Hall), at least seventy-two (72) hours in advance of each regular meeting and at least twenty-four (24) hours in advance of each special meeting. The Secretary shall maintain a record of such posting.

Section 5.6 Non-Agenda Items. Matters brought before the Agency at a regular meeting which were not placed on the agenda of the meeting shall not be acted upon by the Agency at that meeting unless action on such matters is permissible pursuant to the Brown Act (California Government Code Section 54950 *et seq.*).

Section 5.7 Adjourned Meetings. Any regular or adjourned regular meeting may be adjourned to a time, place, and date specified in the motion for adjournment but not beyond the next regular meeting. If no time is stated in the motion for adjournment, it shall be the same time as for regular meetings. An adjourned regular meeting is a regular meeting for all purposes.

Section 5.8 Meetings Open to the Public. All meetings of the Agency shall be open to the public. All persons shall be permitted to attend any such meetings except as otherwise permitted by law. At every regular meeting, Members of the public shall have the opportunity to address the Agency on matters within the Agency's subject matter jurisdiction. The Chairperson or presiding officer may limit the total amount of time allocated for public discussion by particular issues and/or the time allocated for each individual speaker.

Section 5.9 Quorum. A majority of the Members of the Agency shall constitute a quorum for the purpose of conducting its business, exercising its powers, and for all other purposes. A smaller number of Agency Members may adjourn a meeting from time to time until a quorum is present. Action may be taken upon a vote of a majority of a quorum present unless a vote of a larger number of the Members is required by law.

Section 5.10 Agency Order of Business. An agenda for each regular or special meeting shall be prepared by the Director or his or her designee and shall contain the specific items of business to be transacted and the order thereof.

Section 5.11 Resolutions of the Agency. All resolutions of the Agency shall be placed on a written form and kept with the journal of the Agency or with the minutes of the meeting at which the resolution was adopted.

Section 5.12 Manner of Voting. The voting on resolutions and all other matters shall be by such method as the Agency shall from time to time determine. The minutes shall have entered therein the vote of the Agency Members present as well as a notation as to those Members absent.

Section 5.13 Debate-Decorum-Motions. All matters concerning debate, decorum, and motions may follow, where not otherwise provided for herein, the procedures established by the City Council of the City of Rancho Cordova for the conduct of their Council proceedings.

ARTICLE 6 - POLICY CONCERNING DISCRIMINATION

Section 6.1 Discrimination Prohibited. It is hereby declared to be the policy of the Agency that, in undertaking redevelopment activities under the Community Redevelopment Law of the State of California and amendments thereto, there shall be no discrimination because of sex, marital status, race, color, creed, religion, national origin, sexual orientation, or ancestry.

ARTICLE 7 - AMENDMENT OF THE BYLAWS

Section 7.1 Amendments. The bylaws shall be amended only with the approval of at least a majority of the Members of the Agency at an Agency meeting, but no amendment shall be adopted unless at least three (3) days written notice of the general nature thereof has been sent previously to all Members of the Agency.

The Secretary shall maintain a current compilation of the Bylaws, incorporating all amendments thereto and indicating the legislative history of the Bylaws and amendments thereto.

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MEMORANDUM

DATE: August 1, 2005

TO: City Council

FROM: William Campbell, Principal Planner

SUBJECT: Target Store Design Review- Resubmittal

OWNER / APPLICANT:	REPRESENTATIVE:
Target Corporation 1000 Nicollet Mall Minneapolis, MN 55403 Nick Pearce	Pacific Land Services 2151 Salvio St. #250 Concord, CA 94520 George Smith

PROJECT:	Design Review for Exterior Remodel and Addition of the Existing Store
FILE:	RC-05-150
LOCATION:	10881 Olson Drive, east of Zinfandel Drive, north of Highway 50.
APN:	072-0280-079
PLANNER:	William Campbell, Principal Planner

BACKGROUND

At the July 5th City Council meeting, the modifications to the Target Store were presented as recommended by the Planning Commission. The City Council could not support the modifications as proposed and continued the matter to the July 18th meeting. On July 18th, the City Council determined the project would be heard by the Council and continued the matter to the August 1st meeting, which would give the applicant the opportunity to make the changes to the design, as suggested at the July 5th meeting. The City Council believed that greater attention was necessary to improve the design of the rear elevation by breaking the mass of the building by extending parapet walls, adding cornice trim, providing building off-sets and adding more landscaping around the building.

RECOMMENDATION

Should the City Council believe the redesign is satisfactory, Resolution 80-2005 could be approved for the Target Remodel, Project No. RC-05-150, subject to the findings in the resolution and in accordance with the attached Design Review Package (Exhibit A) and Conditions of Approval (Exhibit B). Should the City Council not find the redesign acceptable, it would be appropriate to deny the request or continue the design review for additional modifications.

AGENDA ITEM # 11

ANALYSIS

Subsequent to the July 5th meeting, the applicant's representative forwarded the comments of the City Council to the corporate architects of Target. The architects have addressed the north elevation (rear) by adding wall panels on the building face, extending the parapet walls, providing cornice moldings on the projection and architectural walls painted to compliment the color scheme of the building. The wall panels have reduced the large blank mass of the building and the landscaping has provided vertical elements to contrast the large horizontal plane of the rear elevation. The cornice detail has been added to all the wall panels that project above the main building line. The owners of the Target Store and the shopping center have agreed in principal to remove the sign structure that spans the driveway along the western side of the Target Store, in order to improve the aesthetics of the center. Staff believes the architects for Target have provided a successful design solution that could be approved by the City Council. A copy of the original design has been attached to this report for visual comparison with the new plan for approval.



FIGURE 1 – SITE LOCATION

CONCLUSION:

The proposed building is consistent with the surrounding buildings in the General Commercial zoning. The applicant has responded to the concerns of the City Council by making changes to the proposed building, which has significantly improved the architecture of the building and will improve overall aesthetic of the center. The remodeled building and enhanced landscaping will improve the architectural interest of the whole building, especially the north elevation that faces

Folsom Blvd and the new light rail corridor. The new improvements may cause an improvement trend in the center by other landlords to keep up the higher image of the center.

ENVIRONMENTAL ANALYSIS:

The project is Categorically Exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines.

FINANCIAL IMPLICATIONS TO CITY:

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

RECOMMENDED MOTION:

1. Move the City Council find the project is Categorically Exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act Guidelines, and adopt Resolution 80-2005 approving the Design Review for the Target Store Remodel RC-05-150, subject to the findings and evidence in the resolution, and the Design Review Package and the Conditions of Approval.

ATTACHMENTS:

1. Resolution 80-2005, with the Revised Design Review Package (Exhibit A) and the Conditions of Approval (Exhibit B)
2. Original design
3. Revised Design Review Package
4. Planning Commission Minutes of May 26, 2005

RESOLUTION No. 80-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING DESIGN REVIEW FOR TARGET STORE REMODEL PROJECT # RC-05-150

WHEREAS, Pacific Land Services (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for Design Review for the remodel of the existing Target Store (Assessor's Parcel Number 072-0280-079); and

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

WHEREAS, the project is Categorically Exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines; 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:

Approve the Design Review RC-05-150, based on the following findings:

Findings

1. CEQA

Finding: The project is Categorically Exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines

Evidence:
The project meets the Class 1 conditions of CEQA which state: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) the site can be adequately served by all required utilities and public services.

2. DESIGN REVIEW - Approve the Design Review, subject to the Design Review Package (see Exhibit A) and the Conditions of Approval (see Exhibit B), based on the following findings:

1. High quality building designs that consist of durable and maintainable materials and that provide 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 buildings will be constructed of durable/maintainable materials. The main new addition will be constructed with a combination of concrete panels and wood frame/stucco. The openings will have metal storefronts and canopies, large entry glazing, well articulated wall design and off sets to the parapet walls. Metal channels will be installed at corner returns that will provide a horizontal design feature to complement the framed out wall panels (see right elevation).
2. The north elevation faces the light rail corridor and Folsom Blvd and is partially screened by the tree line planted along the north boundary; the east elevation faces the back of the buildings in the Zinfandel Square shopping center. The western elevation is partially exposed to Folsom Blvd and Zinfandel Drive, but the majority is blocked by buildings to the immediate west. The southern elevation and the store's front is the most prominent feature of the building. The parking field is directly in front of the building, however the parking field is surrounded by other buildings in the immediate area and the store front has limited visibility from Olson Drive.
3. The zoning for the site of the Target Store is GC - General Commercial. The majority of the buildings in the area are used for retail businesses. The architectural style is typical for large square footage buildings, however, the use of colors and other architectural features create a building that is architecturally pleasing and enhances the area.
4. (See "c" above).
5. The design includes extensive horizontal and vertical score lines that are used to break the large expanse of the wall planes. The varying height parapets of the building add to the building articulation, thereby breaking up the "basic box" appearance and adding architectural interest. Color has been used to break up the mass of the building also. The entry feature has been capitalized with architectural metal channels and other architectural projections to accentuate the entry feature. The design elements have been incorporated on all elevations of the building, due to its visibility from Folsom Blvd and the shopping center.
6. Improved landscaping and well placed pedestrian walks are proposed to connect the building to the parking field. Decorative concrete will delineate this area and pedestrian pathways are provided to the entry door.

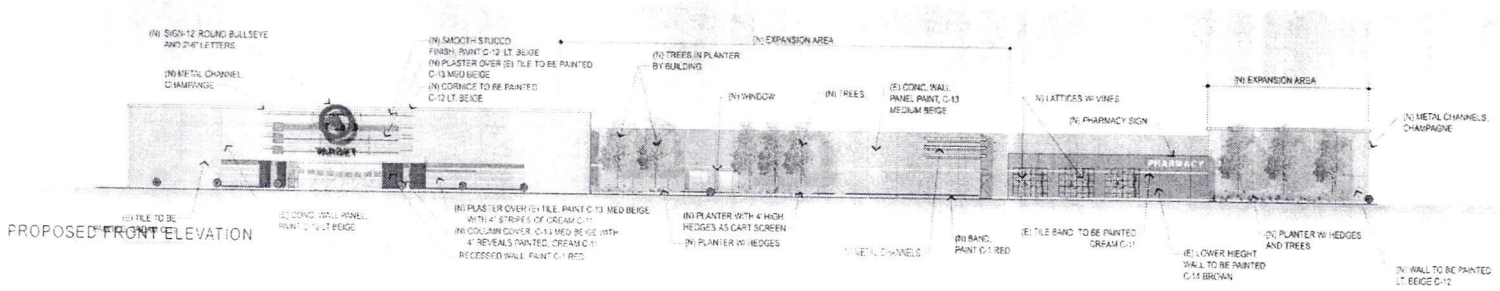
PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 1st day of August, 2005.

AYES:
NOES:
ABSENT:
ABSTAIN:

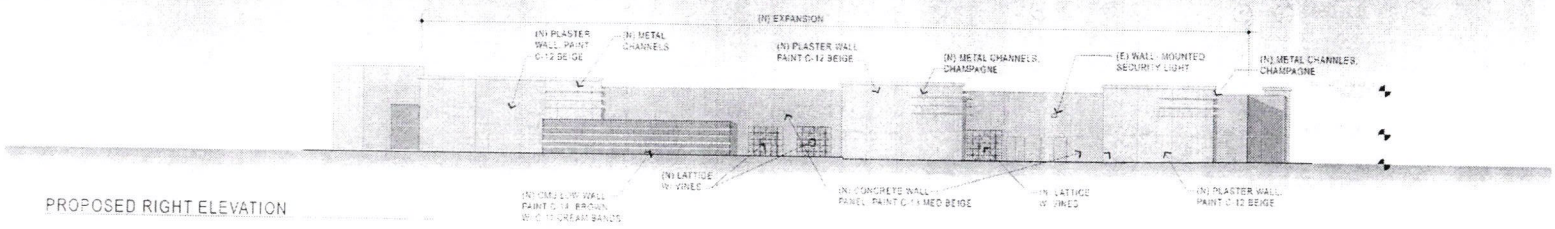
KEN COOLEY, MAYOR of the
CITY OF RANCHO CORDOVA

ATTEST:

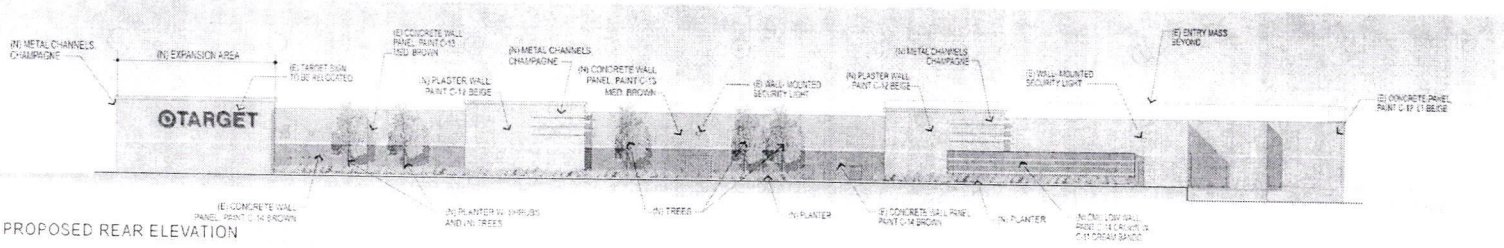
LILLIAN HARE
CITY CLERK



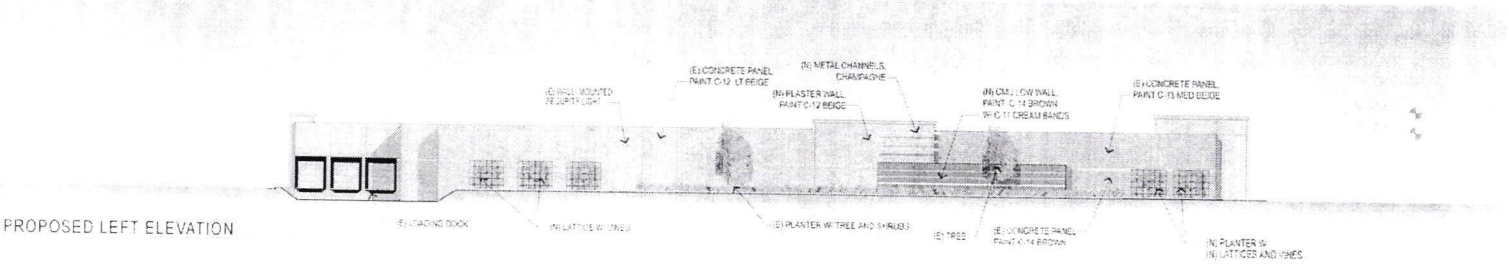
PROPOSED FRONT ELEVATION



PROPOSED RIGHT ELEVATION



PROPOSED REAR ELEVATION



PROPOSED LEFT ELEVATION

T-0268 RANCHO CORDOVA, CALIFORNIA

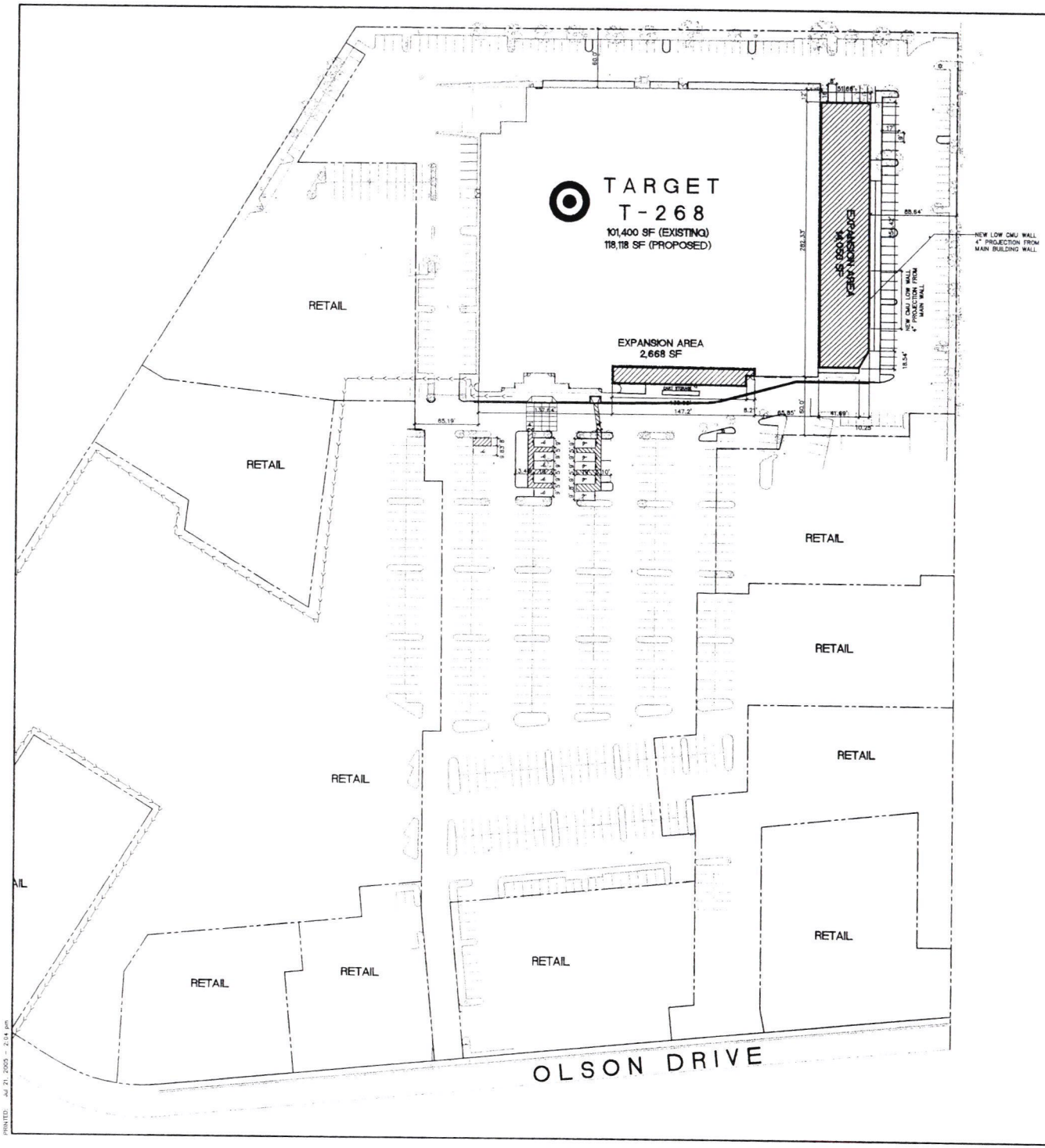
10881 OLSON DRIVE RANCHO CORDOVA, CALIFORNIA 95670

ELEVATIONS

21 JULY 2005
PROJECT NO. 40658

MBH
1115 ATLANTIC AVENUE
ALAMEDA, CA 94501
TEL 510.865.8663
FAX 510.865.1663

Exhibit A



SITE SUMMARY

TARGET PARCEL AREA: (374,620 SF), 8.60 AC

ZONING:
CR (COMMERCIAL)

EXISTING TARGET BUILDING AREA:

TARGET:	101,400 SF
GARDEN CENTER:	10,366 SF
TOTAL:	123,879 SF

PROPOSED TARGET BUILDING AREA:

EXISTING TARGET:	101,400 SF
EXPANSION AREA:	16,718 SF
TOTAL:	118,118 SF

SITE COVERAGE:

EXISTING	33%
PROPOSED	31.1%

PARKING SUMMARY

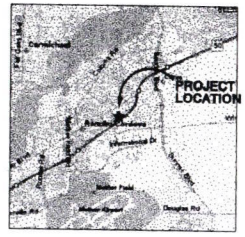
CITY OF RANCHO CORDOVA PARKING REQUIREMENTS:
RETAIL: 4.5/1,000 SF

PARKING REQUIRED 118,118/222.22 =	532 STALLS
EXISTING PARKING:	533 STALLS
PARKING PROVIDED:	524 STALLS

TYPICAL PARKING DIMENSIONS:

STANDARD	9' X 19'
COMPACT	8' X 16
ACCESSIBLE	9' X 19'

NOTE:
INDICATES ACCESSIBLE PATH ->—>—>—>—>—



VICINITY MAP

GRAPHIC SCALE
(IN FEET)
1 inch = 40 ft.

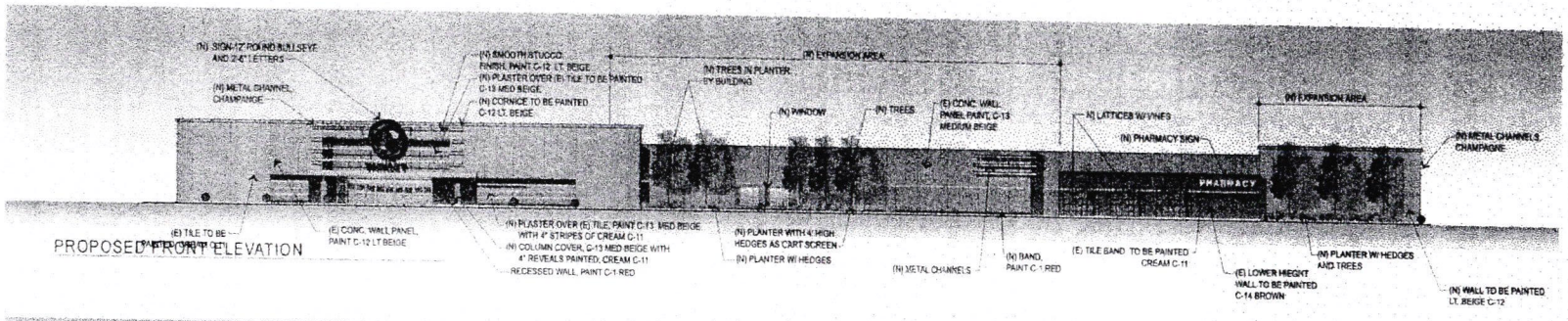
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PACIFIC LAND SERVICES
2151 SALVIO STREET, SUITE 250, CONCORD, CA 94520
925-680-8400 FAX 925-680-8407
ENGINEERING ENTITLEMENT SURVEYING LANDSCAPE ARCHITECTURE

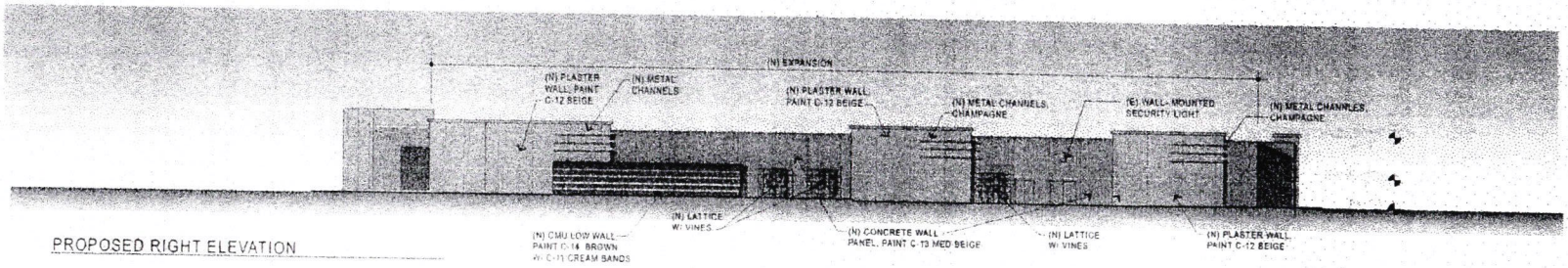
SITE PLAN
TARGET, T-268
10881 OLSON DRIVE
RANCHO CORDOVA SACRAMENTO COUNTY CALIFORNIA

C-1
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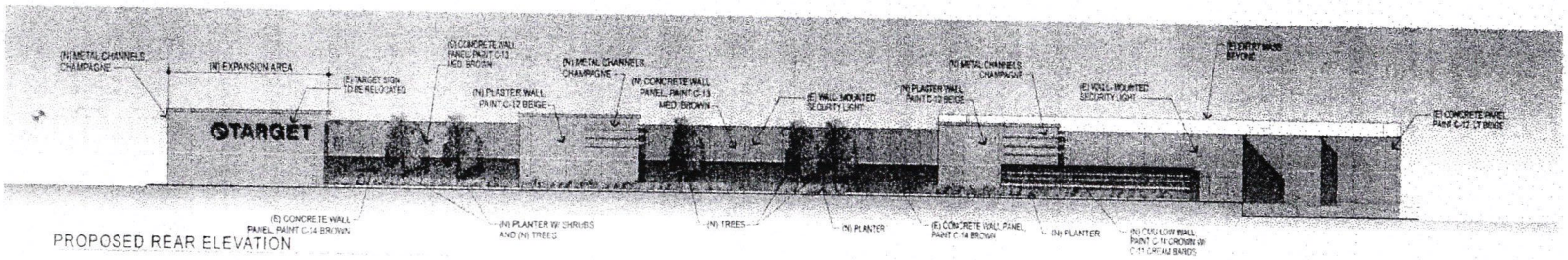
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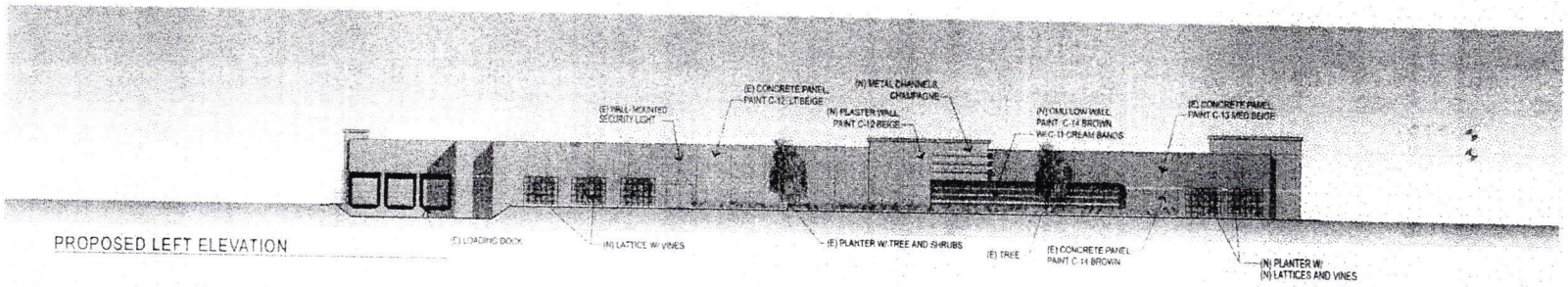
PROPOSED FRONT ELEVATION



PROPOSED RIGHT ELEVATION



PROPOSED REAR ELEVATION



PROPOSED LEFT ELEVATION

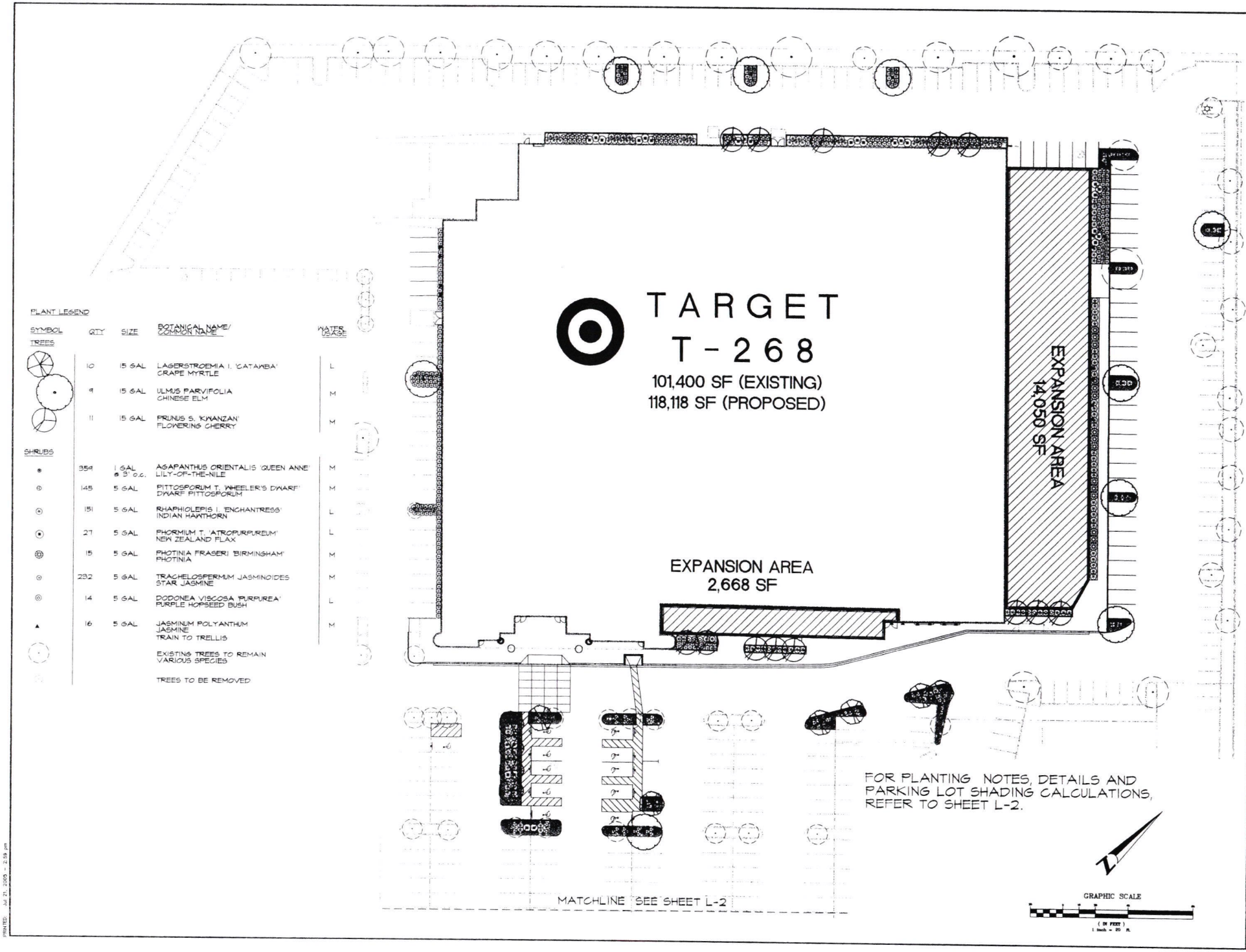
T-0268 RANCHO CORDOVA, CALIFORNIA

ELEVATIONS

21 JULY 2005
PROJECT NO. 40658

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10881 OLSON DRIVE, RANCHO CORDOVA
1115 ATLANTIC AVENUE



PLANT LEGEND

SYMBOL	QTY	SIZE	BOTANICAL NAME/ COMMON NAME	WATER USAGE
TREES				
	10	15 GAL	LAGERSTROEMIA I. 'CATAWBA' CRAPE MYRTLE	L
	9	15 GAL	ULMUS PARVIFOLIA CHINESE ELM	M
	11	15 GAL	PRUNUS S. 'KWANZAN' FLOWERING CHERRY	M
SHRUBS				
	359	1 GAL @ 3' O.C.	AGAPANTHUS ORIENTALIS 'QUEEN ANNE' LILY-OF-THE-NILE	M
	145	5 GAL	PITTOSPORUM T. 'WHEELER'S DWARF' DWARF PITTOSPORUM	M
	151	5 GAL	RHAPHIOLEPIS I. 'ENCHANTRESS' INDIAN HAWTHORN	L
	27	5 GAL	PHORMIUM T. 'ATROPURPUREUM' NEW ZEALAND FLAX	L
	15	5 GAL	PHOTINIA FRASERI 'BIRMINGHAM' PHOTINIA	M
	232	5 GAL	TRACHELOSPERMUM JASMINOIDES STAR JASMINE	M
	14	5 GAL	DODONEA VISCOSA 'PURPUREA' PURPLE HOPSEED BUSH	L
	16	5 GAL	JASMINUM POLYANTHUM JASMINE TRAIN TO TRELLIS	M
			EXISTING TREES TO REMAIN VARIOUS SPECIES	
			TREES TO BE REMOVED	

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ENGINEERING

LANDSCAPE PLAN
TARGET, T-268
10881 OLSON DRIVE
RANCHO CORDOVA SACRAMENTO COUNTY CALIFORNIA

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DATE: 07-13-05
SCALE: 1" = 20'
DESIGNED: GPF
DRAWN: MAL
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PROJ MGR: JMW
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NO	DESCRIPTION	BY	DATE
1			

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MATCHLINE SEE SHEET L-1

RETAIL

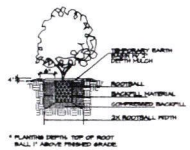
OLSON DRIVE

PARKING LOT SHADING CALCULATIONS:

Project Area		20,962 Sq. Ft.
50% Shade Area Required		10,481 Sq. Ft.
Shade Area Provided		21,164 Sq. Ft.
% of Shade Provided		100 %
Botanical Name/ Common Name	Quantity @ Full Shade / Sq. Ft.	Total (Sq. Ft.)
Lagerstroemia I. 'Catawba' Crape Myrtle	6 @ 962	5,772
Ulmus parvifolia Chinese Elm	16 @ 962	15,392
	Total Shade Provided	21,164

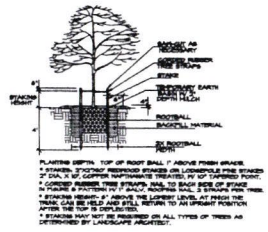
PLANTING NOTES

1. ALL WORK SHALL BE PERFORMED BY A LICENSED LANDSCAPE CONTRACTOR AND PROPERLY TRAINED, SUPERVISED FIELD PERSONNEL.
2. PLANT MATERIAL LOCATIONS SHOWN ARE DIAGRAMMATIC AND MAY BE SUBJECT TO CHANGE IN THE FIELD BY THE LANDSCAPE ARCHITECT.
3. ALL TREES TO BE STAKED OR GUYED AS SHOWN IN THE STAKING / GUYING DETAILS.
4. PLANT COUNT IS FOR THE CONVENIENCE OF THE CONTRACTOR. IN CASE OF DISCREPANCIES, THE PLAN SHALL GOVERN.
5. PLANT LOCATIONS ARE TO BE ADJUSTED IN THE FIELD AS NECESSARY TO AVOID UTILITIES, BUT NOT TO BLOCK ACCESS.
6. THE OWNER RESERVES THE RIGHT TO MAKE ADJUSTMENTS IN THE PLANTING SCHEME AS NECESSARY WHILE WORK IS IN PROGRESS. SUCH CHANGES ARE TO BE ACCOMPLISHED BY EQUITABLE ADJUSTMENTS IN THE CONTRACT PRICE IF / WHEN NECESSARY.
7. CONTRACTOR SHALL PROVIDE AN AGRICULTURAL SUITABILITY TEST TO DETERMINE SOIL AMENDMENTS.
8. FOR BID PURPOSES, ALL ON GRADE PLANTING AREAS ARE TO RECEIVE SOIL AMENDMENT AT THE RATE OF 4 CUBIC YARDS / 1,000 SQUARE FEET, AND AMMONIUM PHOSPHATE FERTILIZER (16-20-0) AT A RATE OF 15 LBS. / 1,000 SQUARE FEET EVENLY TILL 6" DEEP INTO THE SOIL. POST PLANTING FERTILIZER SHALL BE (16-6-8) AT A RATE OF 7 LBS / 1,000 SQUARE FEET.
9. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR FINE GRADING AND POSITIVE DRAINAGE IN ALL LANDSCAPED AREAS TO PREVENT PONDING.
10. ALL PLANTING AREAS SHALL BE TOP-DRESSED WITH A 2" LAYER OF FIR BARK, WOOD CHIP SIZE TO BE 5/4" MINIMUM.



* PLANTING DEPTH: TOP OF ROOT BALL 1" ABOVE FINISH GRADE.

SHRUB PLANTING



PLANTING DEPTH: TOP OF ROOT BALL 1" ABOVE FINISH GRADE.

* STAKES: 3" DIA. REDWOOD STAKES OR LODGEPOLE PINE STAKES 2" DIA. X 10' (COPPER NAPTHANATE TREATED), W/ 10" TAPERED POINT.
* GUYED RUBBER TREE STRAPS: NAIL TO EACH SIDE OF STAKE IN TRUNK & FASTENS W/ 1" BOLT, WASHER & NUT. 2 STRAPS PER TREE.
* STAKING HEIGHT: 6" ABOVE THE LOWEST LEVEL AT WHICH THE TRUNK CAN BE HELD AND STILL RETURN TO AN UPRIGHT POSITION AFTER THE TOP IS DEFLECTED.
* STAKING MAY NOT BE REQUIRED ON ALL TYPES OF TREES AS DETERMINED BY LANDSCAPE ARCHITECT.

TREE PLANTING

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

PRINTED: Jul 21, 2005 - 2:58 pm

DATE: 06-30-05 | REV # | BY | DATE | DESCRIPTION
SCALE: 1"= 20'
DESIGNED: GPF
DRAWN: MAL
CHECKED: DAL
PROJ. MGR: DAL
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PACIFIC LAND SERVICES
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LANDSCAPE PLAN
TARGET, T-268
10851 OLSON DRIVE
RANCHO CORDOVA SACRAMENTO COUNTY CALIFORNIA

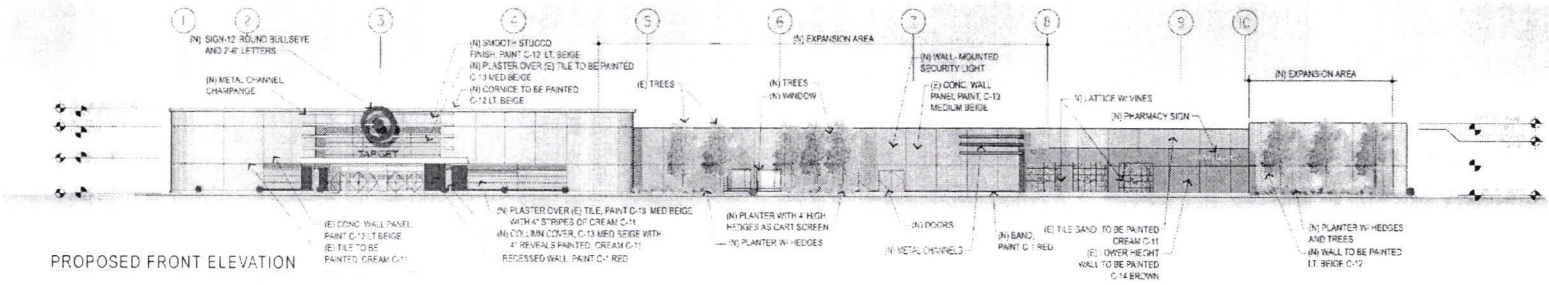
L-2 OF
5077

Conditions of Approval

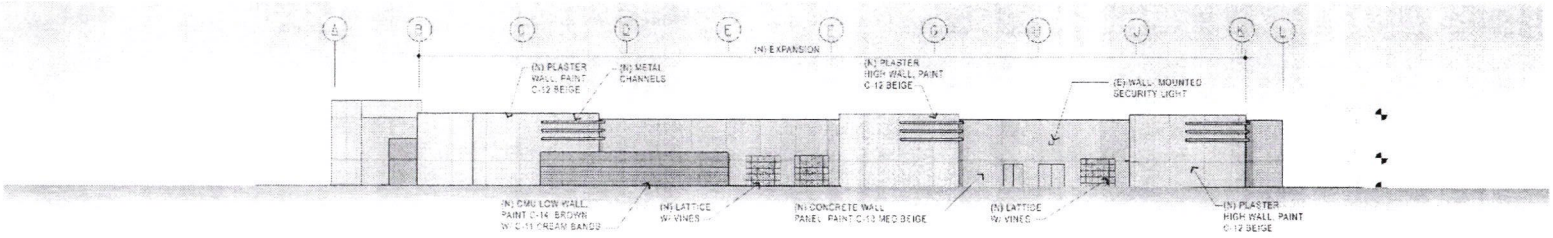
Exhibit B

		Timing/ Implementation	Enforcement / Monitoring	Verification (date and Signature)
1.	The project shall be constructed in substantial compliance with the approved Design Review plans for the Target Store located at 10881 Olson Drive, APN 072-0280-079, Project number RC-05-150.	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.	On site fire protection devices, hydrants, and adequate water supply shall be installed and approved by the Metro Fire, prior to combustible materials stored on site.	Prior to Building Permits	Metro Fire District	
4.	The building shall be reviewed for architectural consistency with the approved plans by the Planning Director. The building colors shall be as depicted in the submitted building design plans.	Prior to Building Permits	Planning	
	Prior to Occupancy Permit			
5.	The building shall be reviewed for substantial compliance, according to the approved design plans and accepted by the Planning Director.	Prior to Final Inspection	Planning	
6.	All landscaping shall be planted according to the approved landscape plans and accepted by the Planning Director.	Prior to Final Inspection	Planning	

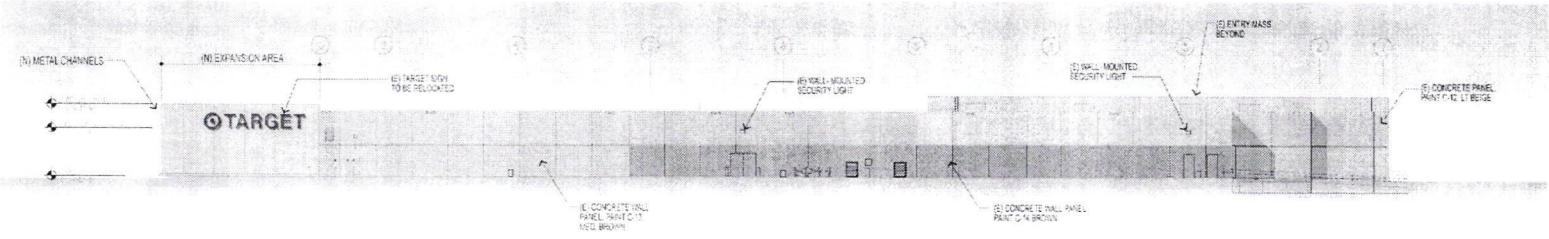
Exhibit B



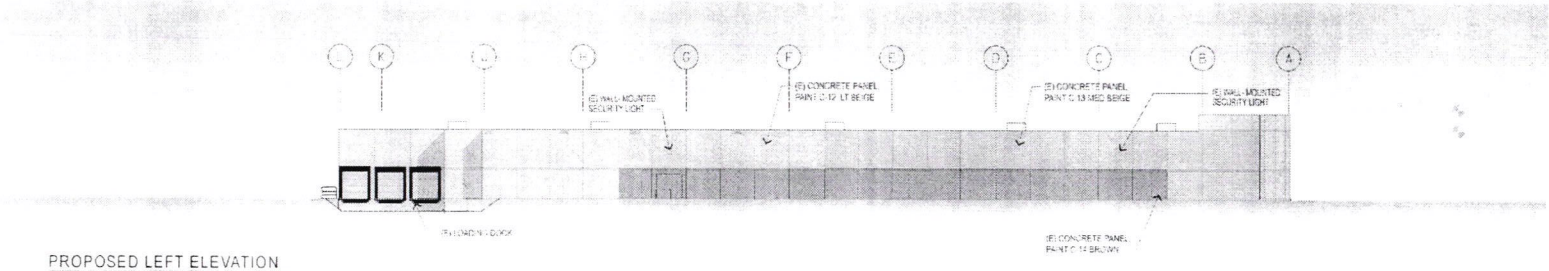
PROPOSED FRONT ELEVATION



PROPOSED RIGHT ELEVATION



PROPOSED REAR ELEVATION



PROPOSED LEFT ELEVATION

T-0268 RANCHO CORDOVA, CALIFORNIA

10881 OLSON DRIVE RANCHO CORDOVA, CALIFORNIA 95670

ELEVATIONS

13 JUNE 2005
PROJECT NO. 40658

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1515 ATLANTIC AVENUE
ALAMEDA, CA 94501
TEL 510.865.6662
FAX 510.865.6611

MBH

Attachment 2

ATTACHMENT 3

Reference to the Revised Design Review Package consists of full-size and color renderings identical to Exhibit A contained within Resolution No. 80-2005. This attachment is for review by staff and the Council members only.

Vote on the Motion:

AYES:	Burke, Konarski, Moe, Savorn, Vance, Wentz
NOES:	NONE
ABSTAIN:	NONE
ABSENT:	Smith

There being 6 Ayes, 0 Noes, 0 Abstains and 1 Absentees, the motion is hereby declared to be passed.

Motion 2: Commissioner Wentz moved, seconded by Commissioner Konarski, to recommend the Planning Commission forward a recommendation to the City Council to approve an ordinance to rezone the property from AG-80 to AG-20 and adopt a resolution approving the Tentative Parcel Map for Sierra Sunrise, Project No. RC-05-155, subject to the attached rezone exhibit, the proposed Tentative Parcel Map exhibit, and Conditions of Approval.

Vote on the Motion:

AYES:	Burke, Konarski, Moe, Savorn, Vance, Wentz
NOES:	NONE
ABSTAIN:	NONE
ABSENT:	Smith

There being 6 Ayes, 0 Noes, 0 Abstains and 1 Absentees, the motion is hereby declared to be passed.

E. **Consideration of the Design Review for TARGET – RC-05-150.**

Project Applicant: Target Corporation, 1000 Nicollet Mall, Minneapolis, MN 55403. Pacific Land Services, 2151 Salvio Street #250, Concord, CA 94520.
Project Location: APN: 072-0280-079, 10881 Olson Drive, east of Zinfandel Drive, north of Highway 50.

Principal Planner William Campbell presented the staff report and recommended the Planning Commission forward a recommendation to the City Council to find the project Categorically Exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines and adopt a resolution approving the Design Review for Target, project No. RC-05-150, subject to the findings in the staff report and in accordance with the attached Conditions of Approval and Design Review Package. Chair Smith opened the public hearing and took testimony from Greg Friel, project applicant.

The Commissioners had the following concerns and comments:

- Will there be stop signs in front of the building as shown in the photograph from another location? Staff is not clear and the City would not require stop signs because they won't be enforceable; however, vehicles would need to stop for pedestrians.
- Is staff comfortable with the linear footage in the front of the building? Can more architectural features be added to break-up the blank walls? Staff is not

sure that adding additional architectural features will help eliminate or break-up the blank walls. Commissioner Burke suggests using a faux window façade that is tinted. Commissioner Wentz suggests benches or tables where people can gather and drink their coffee or socialize.

- How wide is the sidewalk next to the pharmacy? 10-12 foot range.
- Is there pedestrian access on the north side of the property? No, there is a driveway there.
- The applicant would be willing to work with staff to include some type of architectural feature to break-up the wall; however, the project is under a tight budget and the applicant has limited resources.
- Will the garden area be removed because it wasn't profiting? Yes, it was not doing well due to too much competition.
- Commission Moe would like to suggest that the Exit Sign to Folsom Blvd. be removed.
- Staff would like direction from the commission if more embellishments should be added and to be re-reviewed by staff and the applicant.
- Commissioner Savorn would like staff to work with the applicant to add more features.
- Commissioner Konarski would like to know what the next steps are with the project. Staff is requesting direction from the Commission and staff has noted that the commission would like to see more seating and architectural features, trellises added and will work with the applicant. Move the old trellis over and re-use it.
- On the southern side of the building, will the landscape planter and cart storage have any safety issues if they were moved and put a bench in its place? It's possible; however, there may not be enough sidewalk space available.
- Can some of the iron panels be added? Yes, it's a possibility.

The Commissioners felt staff and the representatives adequately addressed the above concerns and comments.

Action:

Motion 1: Commissioner Konarski moved, seconded by Commissioner Burke, to recommend the Planning Commission find the project is Categorically Exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines.

Vote on the Motion:

AYES:	Burke, Konarski, Moe, Savorn, Vance, Wentz
NOES:	NONE
ABSTAIN:	NONE
ABSENT:	Smith

There being 6 Ayes, 0 Noes, 0 Abstains and 1 Absentees, the motion is hereby declared to be passed.

Motion 2: Commissioner Konarski moved, seconded by Commissioner Burke, to recommend the Planning Commission forward a recommendation to the City

Council to adopt a resolution approving the Design Review for Target store Remodel, Project No. RC-05-150, subject to the findings, Conditions of Approval, and Design Review Package.

Vote on the Motion:

AYES:	Burke, Konarski, Moe, Savorn, Vance, Wentz
NOES:	NONE
ABSTAIN:	NONE
ABSENT:	Smith

There being 6 Ayes, 0 Noes, 0 Abstains and 1 Absentees, the motion is hereby declared to be passed.

4. REGULAR CALENDAR

A. Planning Commission Training

1. Presentations of information learned from Planners Institute. This presentation was not made due to Chair Smith being absent. Vice Chair Vance would like to address information for next meeting regarding traffic issues in Pleasanton that were resolved.

5. ACTION ITEMS – Review and possible revision of Garage Orientation and Placement Policy. Staff will discuss current policy, how the development community has responded and possible strategies for modifying the Garage Orientation and Placement Policy. No formal action is requested or anticipated.

- This was not addressed at this meeting due to staff not being ready to present to the commission. Staff will come back with the standards have been working or not working and adjust at the next meeting.

6. STAFF/COMMISSION COMMENTS

- Commissioner Savorn would like to ask about what has happened to the award? It's a great idea, but has not been pushed forward and staff will work on getting this type of program moving forward.
- Mr. Junker addressed the Commission as whether or not they would be willing to contribute names for these awards.
- Commissioner Wentz suggested code enforcement or building officials bring in these names
- Who would make or identify the most worthy projects? Building inspectors? Staff is not sure they are a good candidate.
- Commission Konarski would like the commission to review projects with pictures and the nominees gathered together.
- Another suggestion would also be a yard of the month.
- Staff suggests a monthly article in the Grapevine.
- Get nominations and handout in a packet for Commissioners to review and then go out and nominate candidates.
- Several categories to pick from.

MEMORANDUM

DATE: **August 1, 2005**

TO: **City Council**

FROM: **Jeffrey S. Beiswenger, AICP, Senior Planner**

SUBJECT: **STONE CREEK OFFICE PARK – DESIGN REVIEW**

OWNER:	**ARCHITECT:**
Elliott Homes Inc. Attn: Russ Davis 80 Iron Point Circle #110 Folsom, CA 95630 (916) 984-1300	Forrar Williams Architects Attn: Hilton Williams 1418 20th Street Sacramento, CA 95814 (916) 448-2724

PROJECT:	Stone Creek Office Park
FILE:	RC-04-100
LOCATION:	Northwest corner of Bear Hollow Drive and Zinfandel Drive
APN:	072-2360-001
PLANNER:	Jeffrey S. Beiswenger, AICP, Senior Planner

REQUEST

Design Review for the construction of two new office buildings within the Villages of Zinfandel Special Planning Area, within an area designated Business Professional (BP).

RECOMMENDATION

Staff recommends the City Council:

- Find the Environmental Impact Report (EIR) previously prepared for the Villages of Zinfandel Special Planning Area adequately addresses the environmental impacts of the project and determine it to be exempt from further review under the California Environmental Quality Act (CEQA).

- Adopt Resolution 95-2005 approving the Design Review for the Stone Creek Office Park (RC 04-100), subject to the findings, evidence, Design Review Submittal, and Conditions of Approval.

PROJECT DESCRIPTION AND BACKGROUND

The project consists of two, two-story 100,000 square feet shell office buildings to be constructed in two phases on a 12.9 acre site, zoned Business Profession (BP) and located with the Villages of Zinfandel Master Plan (adopted in 2000).

The existing and future mix of uses is an important consideration for design review. How well the proposed project "plugs-into" the overall neighborhood can be addressed by site and building design techniques. Zinfandel Drive is an important corridor for the City of Rancho Cordova, with an interchange to Highway 50 and a full complement of existing and proposed commercial, office and residential uses. The intersection of Bear Hollow Drive and Zinfandel Drive is identified as a key focal point in the Villages of Zinfandel SPA. The subject site is surrounded by a mix of land uses, including:

- A business park to the north, separated from the subject site by a linear park with a bike trail.
- To the west is a residential neighborhood of single family homes, separated from the subject site by a six foot tall wall.
- To the east, across Zinfandel Drive, is a single family neighborhood separated from the street by a sound wall.
- To the northeast of the site, across Zinfandel, is the site of the Capital Village area with a combination of residential and commercial uses. A future commercial site is planned for the corner of Zinfandel Drive and International Drive.
- To the south of the subject site, on the southwest corner of Bear Hollow Drive and Zinfandel, is a future commercial site within the Villages of Zinfandel Masterplan.
- Also south of the subject site is a single family residential neighborhood now under construction.

Figure 1 – Aerial

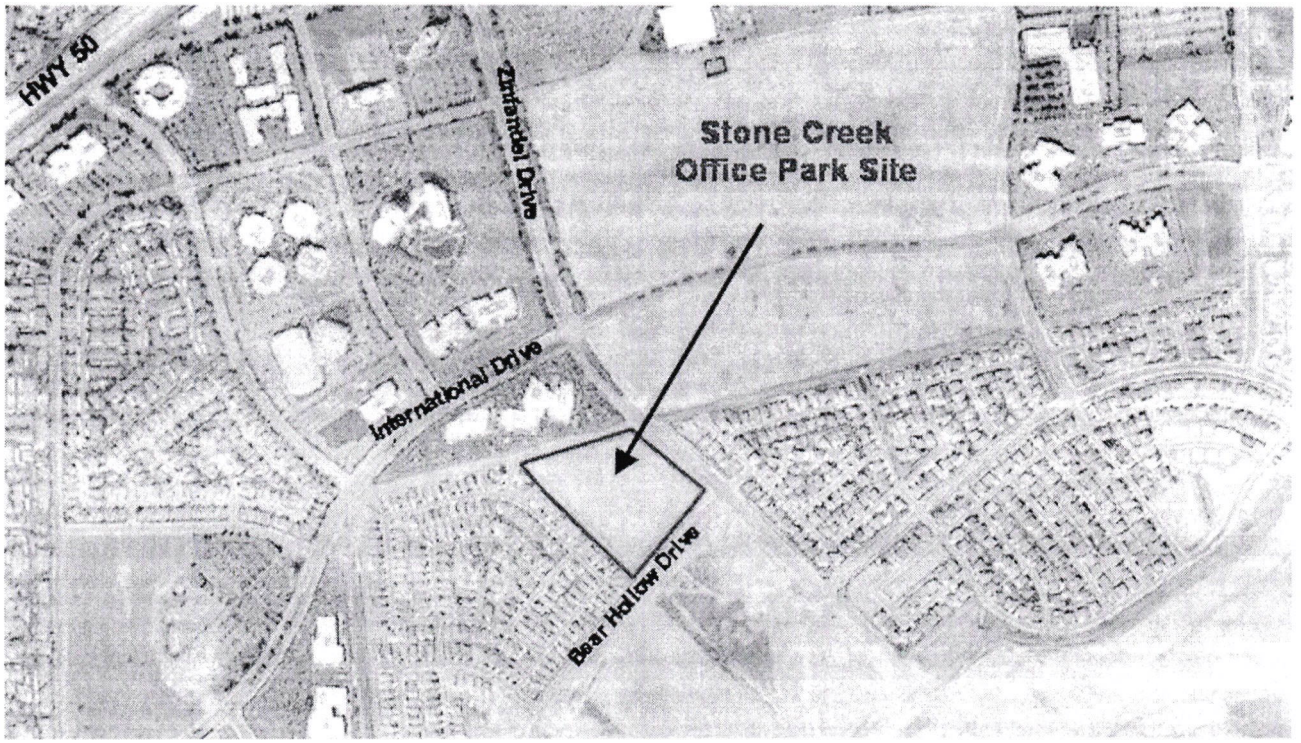
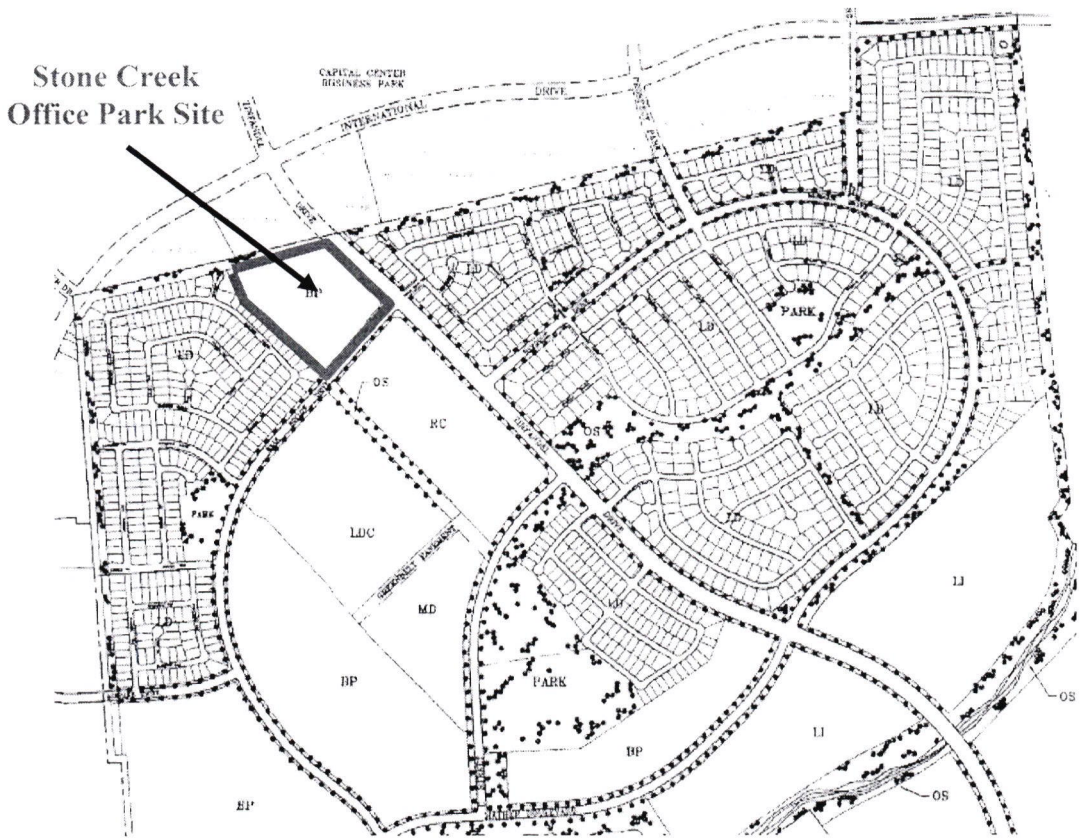


Figure 2 – Villages of Zinfandel



PROJECT ANALYSIS

The purpose of Design Review is to ensure that the project meets the design objectives of City implementation documents. This project has been analyzed with regards to the adopted General Plan Vision Book, the Design Review Ordinance and the Villages of Zinfandel Special Planning Area.

General Plan Consistency

At the July 18, 2005 meeting, the Council adopted *Findings of General Plan Consistency for Pending Projects.* The Stone Creek Office Park has been analyzed according to these findings. The majority of these findings are not applicable to this project due to its limited scope, size and location within the approved Villages of Zinfandel Masterplan.

The adopted General Plan Vision Book and Land Use Map Book serve as interim land use policy guides for the City until the General Plan is completed. The proposed project is generally consistent within the approved documents. The General Plan documents establish a special importance to projects with one mile of the Downtown District. The Stone Creek project is within 1/8 mile of the boundaries of Downtown and is compatible with the downtown vision. The office building relates well to adjacent land uses and is consistent with a downtown setting. The type and scale of the development will complement downtown as it develops.

The application has minor shortfalls in terms of pedestrian and visual connectivity to the surrounding neighborhood, which should be addressed, particularly due its location near the Downtown District. The subject site is adjacent to a linear park but does not provide a direct connection to the facility. A Condition of Approval to require a connection is recommended by staff. Another deficiency involves the placement of the office buildings in relation to the street frontage. One of the office buildings is appropriately placed at the intersection of Bear Hollow Drive and Zinfandel Drive, providing an excellent opportunity to provide a visual and functional connection between the building and the public sidewalk system. The functional and visual connection to the corner could be improved. From an urban design perspective, street corners are extremely important because they can help "knit" the community together by providing an interface between the street and project buildings. This corner is particularly important due to the future retail site immediately across the street to the south of the subject site. A Condition of Approval to require a more effective design of the site and building at this important site corner is recommended by staff.

Design Review Ordinance

All projects must address relevant provisions of the City's adopted Design Review Ordinance. These provisions are provided below, followed by Staff comments:

Findings

1. *High quality building designs that consist of durable and maintainable materials and that provide diversity to the community;*

   Staff Comment: The project provides a high quality modern building design consisting of durable and maintainable materials. The design of the building fits in with the context of other office buildings in the area. Building materials include a white glass curtain wall at the center of the building, creating visual interest at the buildings' entry and lobby areas.

The walls are composed of fine textured concrete with different colors used for the wall areas and elements. The composition of materials results in a clean, attractive look. Blank walls are avoided and a significant amount of tinted windows are provided.

2. *Building designs that maintain human scale and interest.*

   Staff Comment: All four sides of each building are designed with windows, a variety of materials, textures, and massing which provides a human scale and interest to the buildings. A horizontal roof element is provided at the building entries to provide weather protection and scale down the building at this location. The design of the façade, through the use of windows and decorative breaks in the concrete walls, helps break-down long and high walls into a more human scale.

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.*

   Staff Comment: All building elevations are designed to the same level of detail. The architecture style and site design theme are consistent.

4. *Design of buildings or structures that is sensitive to the neighborhood character with regard to scale, architectural style, use of materials and bulk.*

   Staff Comment: The site and building design is compatible with adjacent residential development. Building placement, landscaping elements and the two–story building heights help the office site be visually and functionally compatible with adjacent residential neighborhood.

   Lighting fixtures may be too tall and lighting level too high adjacent to the residential neighborhood. The submitted lighting plan is not adequate to assess the impact accurately. Staff recommends a Condition of Approval to address this concern.

5. *Interesting and attractive architecture which includes varied relief of the facade elements and detailed articulation of the building features.*

   Staff Comment: The combination of building materials, forms and architectural elements provide visual relief to the facades. The façade have an acceptable level of articulation. The façade facing the intersection of Zinfandel Drive and Bear Hollow Drive could be improved through site planning and/or architectural techniques. Staff suggests adding a pedestrian plaza and a portico element to the site and building in this location and has included a Condition of Approval to address this concern.

6. *Incorporate quality site design, including landscaping, signage and other elements of site design.*

   Staff Comment: The landscape plan generally meets this guideline. The applicant has designed some site signs to comply with the provision. It is the opinion of Staff that the applicant has not adequately addressed site lighting to meet this standard. No information is provided on height. As mentioned above, lighting may interfere with adjacent residential property owners. Lighting levels should be at or close to zero lumens at the property line.

Special Planning Area

The property is within the Village of Zinfandel Special Planning Area (SPA) and is subject to the provision contained within this document. Section 4 of the SPA provides Site Planning and Design standards, summarized as follows:

1. *Site Planning*
   - *Entries to office and public space should orient to streets, parks, plazas, and pedestrian corridors/pathways. Secondary entrances may orient to parking lots or garages. Buildings which layout in a 'U' or 'L' shape and create courtyards or define the perimeter of a block are preferred to those with long setbacks from the street.*
   - *Where location of a parking area or lot directly adjacent to a public street cannot be avoided, cars will be screened from view by berms, walls, hedges and density of plant materials.*
   - *Trail or pathway linkages to the pedestrian system should be provided.*
   - *Building orientation and architecture should protect the privacy of adjacent developments. Landscape buffers and walls are required between residential and non-residential uses where backyards and parking or loading areas abut.*
   - *Screening of loading areas, trash enclosures and utilities should be provided.*

   Staff Comment: The site plan does not meet all of the above requirements. The corner of Bear Hollow Drive and Zinfandel Drive could be enhanced to better relate to the pedestrian user. A link should be provided to the linear park to provide for the bicyclist and pedestrian using the trail and wanting to access the office park site.

2. *Lighting*
   - *Specialized lighting fixtures that follow a consistent design hierarchy and lend a distinctive design character to the Plan Area are encouraged.*
   - *Building-mounted fixtures will be compatible with the building facades.*

   Staff Comment: The project does not meet this requirement. Light poles are utilitarian fixtures. Building mounted light fixtures have not been provided for review. This is a significant concern of the City and was an issue discussed at a recent City Council meeting for an office building design review. Staff recommends a Condition of Approval to address this concern.

3. *Signage*
   - *A consistent theme and character of identify signage should be established. The identify signage should follow a design hierarchy proportionate to the hierarchy of community entries, project entries and neighborhood identification, and be consistent and of a thematic design.*

   Staff Comment: Signage displayed appears to be internally consistent and complies with provisions of the SPA.

4. *Architecture*
   - *Building form should avoid long, flat surfaces. Architecture on non-residential building should include columns, indentations, overhangs, patios, trellises, and*

surface textures, on all elevations visible off-site. Large areas of blank walls with few openings or details should be avoided on facades facing streets or public spaces.

- *Exterior materials and architectural details should have a consistent and harmonious relationship. Frequent changes in materials on a singular structure should be avoided. Changes in materials or colors should be located at changes in plane. Contrasting materials should be off-set and should intersect with an architectural feature. Materials or color changes at the outside corners of building should be avoided.*
- *Colors should be selected to provide for internal compatibility as well as compatibility with the neighboring area.*
- *Building elevations must be attractively designed on all four sides. Backs and sides of buildings visible from public streets should incorporate window and door openings.*
- *All roof-mounted mechanical and utility equipment shall be screened from view with material similar to the architectural design of the project. The screening method should be treated as an integral part of the elevation.*

Staff Comment: The buildings meet the architectural guidelines. The building design breaks up long flat surfaces with building details, exterior materials have a harmonious relationship, colors are compatible, building elevations are designed on all four sides, and roof-mounted equipment is screened from view by an extended roof parapet.

5. *Landscaping*
   - *The landscape concept for the project area shall provide for the careful ordering of trees, shrubs and groundcovers to achieve: Identification and aesthetic appeal of the project area; orientation with the community; ease of surveillance to security personnel; and comfort and safety to pedestrians and bicyclists. Major street intersections should be given a distinct sub-identity. The treatment of these intersections will define major neighborhood segments of the project and provide a distinct identity.*
   - *The perimeter berm shall form and emphasize the plan area.*

   Staff Comment: The landscape plan generally meets this requirement. The connection to the linear park could be improved. The City requires that specific landscape materials used be approved before installation. This is required as a Condition of Approval.

PLANNING COMMISSION COMMENTS

The Planning Commission recommended approval of the project subject to the Conditions of Approval proposed by Staff. The Planning Commission comments are summarized below:

- The Planning Commission agreed with Staff that connections to the linear park to the north of the site should be provided. These connections should encourage walking and bicycling. The Planning Commission felt that multiple connections should be provided and was comfortable with the Condition of Approval proposed by Staff that requires the design to be submitted and approved by the City and the Cordova Recreation and Parks District.

- The Planning Commission felt that the typical concrete bases used for light poles is not desirable for this site and suggested that the bases be incorporated into landscape islands or a different material be used. A Condition of Approval is provided to address this concern.

- The Planning Commission would like for the applicant to improve the design of the site that faces the corner of Zinfandel Drive and Bear Hollow Drive. Even though it is a secondary entry, the corner could be improved with a well designed plaza or building architecture. Commissioner Savorn suggested using a water feature and benches. A Condition of Approval addresses this concern.

- The Planning Commission had a question regarding building signage and the applicant addressed these questions at the meeting. The applicant proposed a few simple monument signs and limited building signs. Signage location and conceptual design were provided as part of the Design Review submittal.

CONCLUSION

The project is generally in compliance with the Rancho Cordova General Plan, Design Review Ordinance and Villages of Zinfandel Special Planning Area requirements. The minor design deficiencies that exist can be addressed with Conditions of Approval. Conditions of Approval for this project provide a method to ensure that the development meets City requirements during the construction of the project, provides a mechanism for checking consistency with the approved design review submittal, and requires some minor amendments to the Design Review submittal to conform to the City's Design Review Ordinance and the Villages of Zinfandel Special Planning Area. Conditions of Approval recommended by staff address the following:

- Provide for subsequent reviews to ensure that approved design documents are implemented.
- Provide conditions requested by other departments and agencies.
- Specifies that the site plan and building architecture be enhanced at the corner of Bear Hollow Drive and Zinfandel Drive to improve the pedestrian experience.
- Provide a connection to the linear park at the northern perimeter of the subject site, with the design and location to be approved by the recreation and parks district and the City.
- Require that a full range of complementary lighting fixtures and lighting plans be submitted by the applicant to City staff for review and approval. Staff recommends:
    - A full complement of lighting fixtures be submitted with the same design theme, including: parking lot lights, building lights, pedestrian lights, and/or sign lighting.
    - Maximum height of eighteen feet for light standards internal to the site.
    - Maximum height of twelve feet for light standards adjacent to residential area.
    - Cut-off shields shall be used so that the light source is not visible from adjacent residential areas.
    - Light fixture bases shall be placed in landscaped areas where possible. Concrete sonet tube bases should not be visible.
    - Lighting levels shall be at or close to zero at the residential property lines.

ENVIRONMENTAL ANALYSIS:

The cumulative impacts of development within the Villages of Zinfandel Specific Plan were addressed in the EIR. This project is within the anticipated frame work of development documented in the Specific Plan. The project is not proposing any new impacts and therefore it is consistent with the Specific Plan.

FINANCIAL IMPLICATIONS TO CITY:

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

RECOMMENDED MOTIONS:

1. "I move the City Council find the Environmental Impact Report and subsequent Mitigation and Monitoring Reporting Program previously prepared for the Villages of Zinfandel project adequately addresses the environmental impacts of the project and determine it to be exempt from further review under the California Environmental Quality Act (CEQA)."

2. "I move the City Council adopt Resolution 95-2005 approving the Design Review for the Stone Creek Office Park (RC 04-100), subject to the findings, evidence, Design Review Submittal, and Conditions of Approval."

ATTACHMENTS

1. Resolution 95-2005, including Design Review Submittal (Exhibit A) and Conditions of Approval (Exhibit B).
2. Design Review Submittal.

RESOLUTION No. 95-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING DESIGN REVIEW FOR STONE CREEK OFFICE PARK PROJECT # RC-04-100

WHEREAS, Forrar Williams Architects (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for Design Review for two new office buildings located on the northwest corner of Zinfandel Drive and Bear Hollow Drive (Assessor's Parcel Number 072-2360-001); and

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

WHEREAS, the property is subject to applicable mitigation measures in the Mitigation Monitoring and Reporting Program adopted for the Villages at Zinfandel, Special Planning Area, by Ordinance SZC 2002-0020 which complies with 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:

Approve the Design Review based on the following findings:

Findings

1. CEQA

   An Environmental Impact Report was prepared for the Villages at Zinfandel project and a subsequent Mitigation and Monitoring Reporting Program was developed to adequately address environmental impacts. The project is exempt from further review under the California Environmental Quality Act (CEQA).

2. DESIGN REVIEW

   Approve the Design Review subject to the Design Package (see Exhibit A) and the Conditions of Approval (see Exhibit B) based on the following findings:

   a) High quality building designs that consist of durable and maintainable materials and that provide 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:

a) The project provides a high quality modern building design consisting of durable and maintainable materials. The design of the building fits in with the context of other office buildings in the area. Building materials include a white glass curtain wall at the center of the building, creating visual interest at the buildings' entry and lobby areas. The walls are composed of fine textured concrete with different colors used for the wall areas and elements. The composition of materials results in a clean, attractive look. Blank walls are avoided and a significant amount of tinted windows are provided.
b) All four sides of each building are designed with windows, a variety of materials, textures, and massing which provides a human scale and interest to the buildings. A horizontal roof element is provided at the building entries to provide weather protection and scale down the building at this location. The design of the façade, through the use of windows and decorative breaks in the concrete walls helps break-down long and high walls into a more human scale.
c) The site and building design is compatible with adjacent residential development. Building placement, landscaping elements and the two–story building heights help the office site be visually and functionally compatible with adjacent residential neighborhood. A condition of approval requires that a lighting plan be submitted to address potential impacts from site lighting.
d) The combination of building materials, forms and architectural elements provide visual relief to the facades. The façades have an acceptable level of articulation. A project condition requires that the corner of the site facing the intersection of Zinfandel Drive and Bear Hollow Drive be improved through site planning and/or architectural techniques.
e) Site incorporates a compatible mixture of landscaping, signage and other site elements.

3. VILLAGES OF ZINFANDEL SPECIAL PLANNING AREA

The property is within the Village of Zinfandel Special Planning Area (SPA) and meets the provision contained within this document, as follows:

a) Entries to office and public space orient to streets, parks, plazas, and pedestrian corridors/pathways.
b) Landscaping is provided between parking areas and public streets to screen parked cars from view. Building placement minimizes view and limits the size of parking area along the street frontage.
c) The site is adjacent to a linear park and a condition of approval requires that connection to this park be provided.
d) Building orientation and architecture protect the privacy of adjacent developments. Landscaping and walls are provided between the adjacent residential property and trash enclosures are provided.

e) A condition of approval requires that a lighting plan be provided that requires lighting fixtures to follow a consistent design hierarchy, lend a distinctive design character and building-mounted fixtures to be compatible with the building facades.
f) The project provides signage establishing a consistent theme and character
g) Building form avoids long, flat surfaces and exterior materials, architectural details and colors have a consistent and harmonious relationship.
h) Building elevations are attractively designed on all four sides. Backs and sides of buildings incorporate window and door openings.
i) Roof-mounted mechanical and utility equipment is screened from view with the roof parapet and is integral to the architecture.
j) The project provides for the careful ordering of trees, shrubs and groundcovers to achieve: identification and aesthetic appeal of the project area; orientation with the community; ease of surveillance to security personnel; and comfort and safety to pedestrians and bicyclists.

4. GENERAL PLAN CONSISTENCY

The City has adopted Findings of General Plan Consistency for Pending Projects. The findings relevant to the Stone Creek Office Park are provided as follows:

a) The project as approved is consistent with the General Plan Vision Book, General Plan Land Use Map Book, General Plan Draft Circulation Plan and other policies that there is a reasonable probability will be adopted in the General Plan effort.
b) The project is a parcel within the Villages of Zinfandel Masterplan and is subject to the approval documents associated with that project.
c) The project contributes to the establishment of a vibrant Downtown District. The project is located within one mile of the boundaries of the Downtown and the proposed land use and physical improvements are compatible with the City's Downtown vision. The type and scale of the use is not detrimental to the successful development of the Downtown.

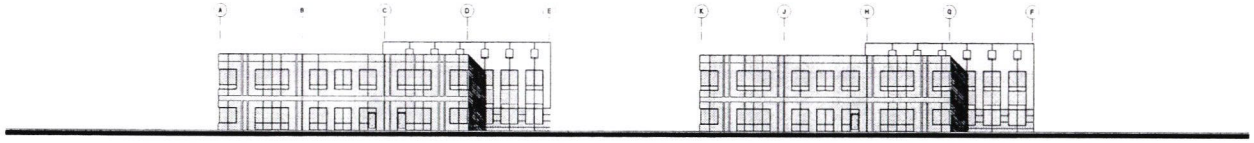
PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 1st day of August 2005.

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
KEN COOLEY, MAYOR of the
CITY OF RANCHO CORDOVA

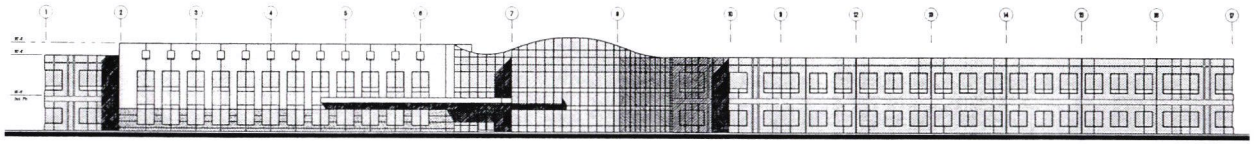
ATTEST:

_____
LILLIAN HARE
CITY CLERK

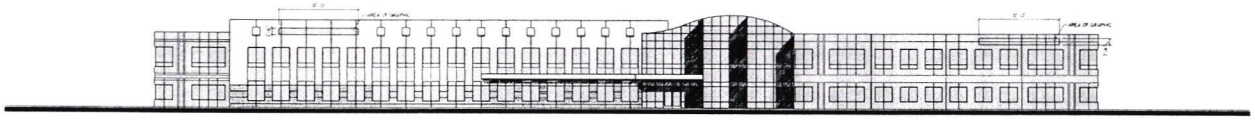


NORTH ELEVATION

SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION

FWA ARCHITECTURE
PLANNING
INTERIORS

FORRAR WILLIAMS ARCHITECTS
1418 20th St. Sacramento CA95814
Ph: 916.448.2724 Fx: 916.448.4991

LICENSE

CONSULTANT

NO.	DATE	DESCRIPTION
1	12/05/13	
2	04/15/14	

ISSUE

NO.	DATE	DESCRIPTION

REVISIONS

ELEVATONS

SHEET

STONE CREEK
OFFICE PARK
BLDG. 'A'

NELSON PROPERTIES (916) 379-4300
12921 TRADE CENTER DR. STE. 102
RANCHO CORDOVA, CA 95670
PROJECT

REF. NORTH

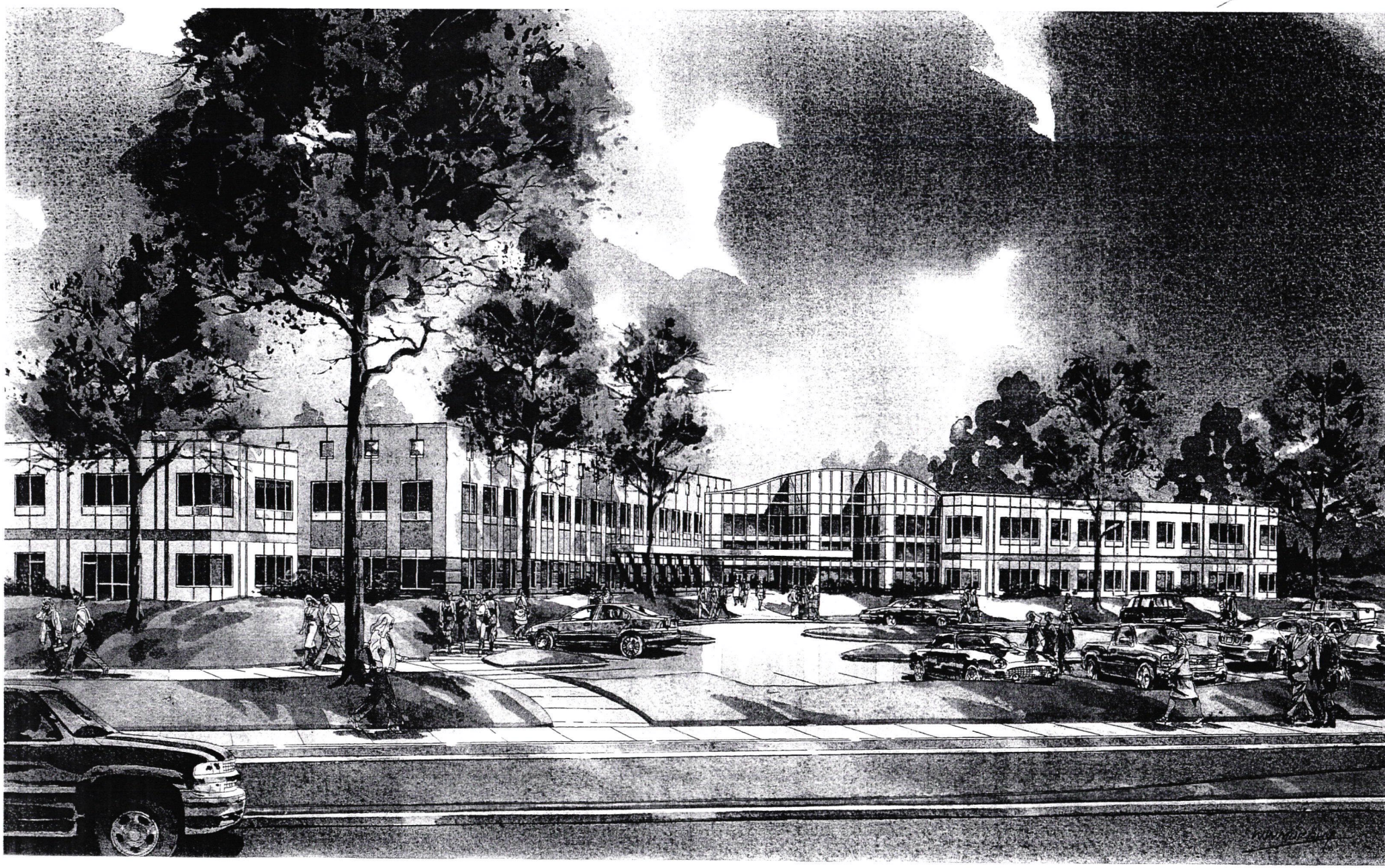
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JOB NO. NZD 03009

SHEET NO. **A3.1**

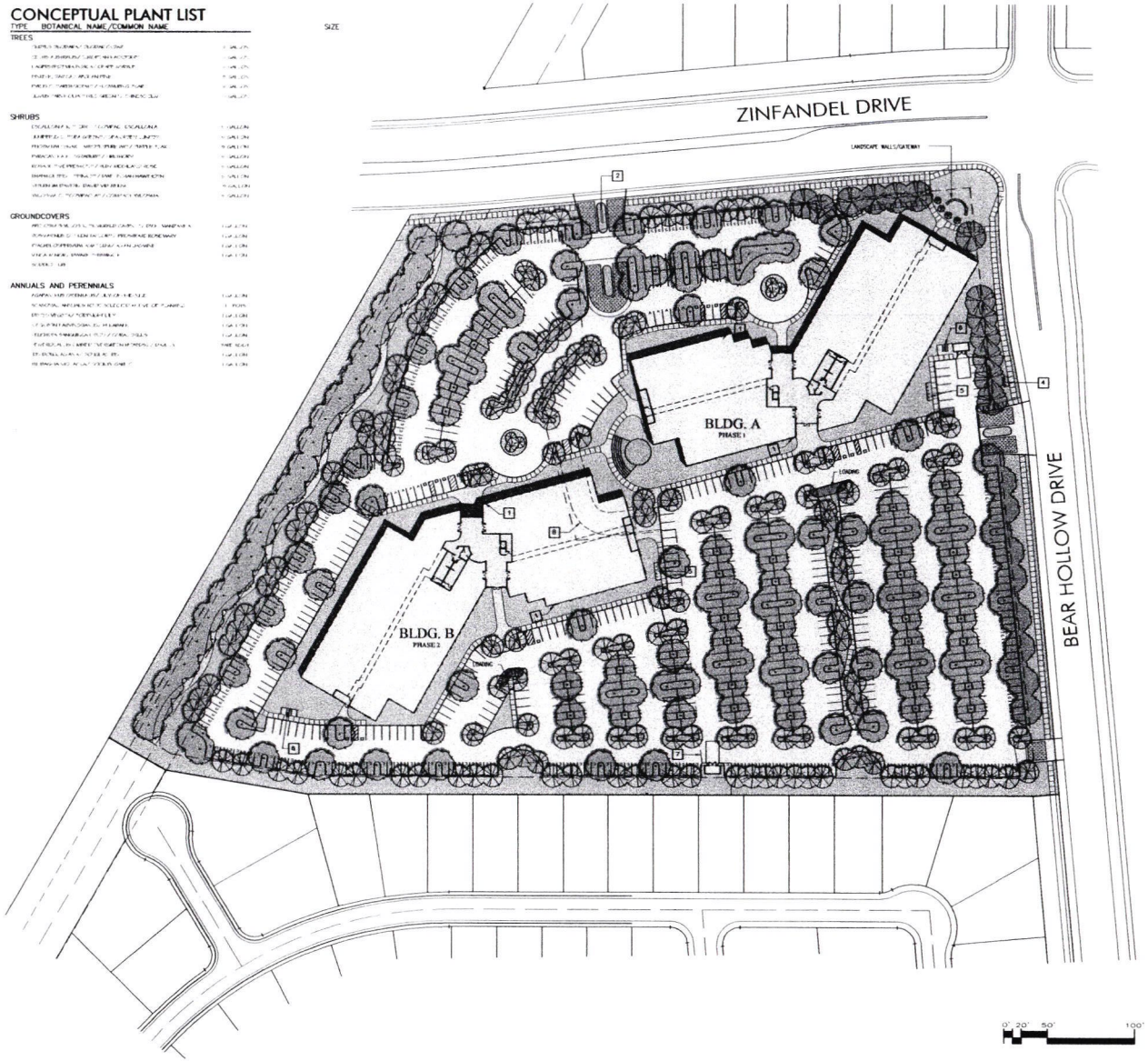
Exhibit A


STONE GREEN



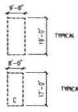
CONCEPTUAL PLANT LIST

TYPE	BOTANICAL NAME/COMMON NAME	SIZE
TREES		
		15 GALLON
		24" BOX
		15 GALLON
		15 GALLON
		15 GALLON
		15 GALLON
SHRUBS		
		5 GALLON
		5 GALLON
		5 GALLON
		5 GALLON
		5 GALLON
		5 GALLON
		5 GALLON
		5 GALLON
GROUNDCOVERS		
		1 GALLON
		1 GALLON
		1 GALLON
		1 GALLON
		1 GALLON
ANNUALS AND PERENNIALS		
		1 GALLON
		1 FLAT
		1 GALLON
		1 GALLON
		1 GALLON
		1 GALLON
		1 GALLON
		1 GALLON



GENERAL NOTES

A. ALL DIMENSIONS ARE TO FACE OF FINISH U.O.N.

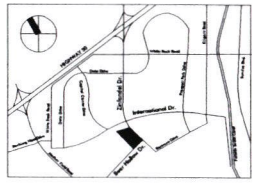


KEYNOTES

1. ADDRESS SIGN ON BUILDING
2. MONUMENT SIGN
3. V – INDICATES VISITOR PARKING
   C – INDICATES COMPACT STALL
4. US MAIL, FED EXPRESS / CONCRETE PAD AS REQUIRED
5. OPEN BIKE RACKS
6. BIKE LOCKERS
7. PHASE LINE
8. ACCESS DRIVE FOR PHASE 1

VICINITY MAP

NOT TO SCALE



SITE SUMMARY

ZONING: BP BUSINESS PROFESSIONAL
SITE ACREAGE TOTAL - 12.9

BUILDING COVERAGE	101,000 S.F. = 18%
PARKING COVERAGE	294,500 S.F. = 52%
LANDSCAPE COVERAGE	166424 S.F. = 30%

BLDG. A - 100,000 S.F. (2 STORY)	
BLDG. B - 100,000S.F. (2 STORY)	
TOTAL	200,000 S.F.

PARKING SUMMARY

HANDICAP	18 STALLS
STANDARD	530 STALLS
COMPACT	319 STALLS
TOTAL	867 STALLS

200 X .95 RENTABLE = 190,000
867 /190 = 4.56 / 1000

FWA | ARCHITECTURE
PLANNING
INTERIORS

FORRAR WILLIAMS ARCHITECTS
1418 20th St, Sacramento CA95814
Ph: 916.448.2724 Fx: 916.448.4991

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CONSULTANT

NO.	DATE	DESCRIPTION
1	12/05/03	
2	04/13/04	

ISSUE

NO.	DATE	DESCRIPTION

REVISIONS

SITE PLAN

SHEET

STONE CREEK OFFICE PARK BLDG. 'A'

NELSON PROPERTIES - (916) 635-4300
10933 TRADE CENTER DR. STE. 106
RANCHO CORDOVA, CA 95670
PROJECT

If this line is not 1" long, then these drawings is drawing that has been reproduced at a scale other than 1" to 1.

REF. NORTH

SCALE

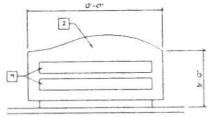
JOB NO. NZD 03009

SHEET NO. A1.1

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CONCEPTUAL PLANT LIST

TYPE	BOTANICAL NAME / COMMON NAME	SIZE
TREES		
		15 GALLON
		15 GALLON
		15 GALLON
		15 GALLON
		15 GALLON
		15 GALLON
SHRUBS		
		5 GALLON
		5 GALLON
		5 GALLON
		5 GALLON
		5 GALLON
		5 GALLON
		5 GALLON
GROUNDCOVERS		
		1 GALLON
		1 GALLON
		1 GALLON
		1 GALLON
ANNUALS AND PERENNIALS		
		1 GALLON
		4" POTS
		1 GALLON
		1 GALLON
		1 GALLON
		FLAT BOX
		1 GALLON
		1 GALLON

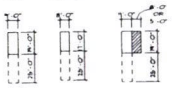


MONUMENT SIGN ELEVATION
TYPICAL OF 2

GENERAL NOTES

A. ALL DIMENSIONS ARE TO FACE OF FINISH WORK

TYPICAL PARKING DIMENSIONS

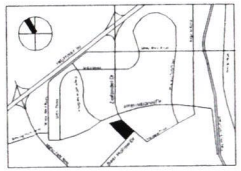


KEYNOTES

1. ADDRESS SIGN ON BUILDING
2. MONUMENT SIGN
3. V - HANDICAPPED VISITOR PARKING
C - HANDICAPPED COMPACT STALL
4. 48" WIDE, PEDESTRIAN / CONCRETE PAD AS REQUIRED
5. OPEN BIKE RACKS
6. BIKE LOCKERS
7. PHASE LINE
8. ACCESS DRIVE FOR PHASE 1
9. AREA OF GRAMMAR - 21 SQ. FT. EA. SIDE OF EA. SIGN
10. SIGN AREA - 8'-0" x 2'-6" - 40 SQ. FT. EACH

VICINITY MAP

NOT TO SCALE



SITE SUMMARY

ZONING: BP BUSINESS PROFESSIONAL
SITE ACREAGE TOTAL - 12.9

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INTERIORS

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2	04/13/04	

ISSUE

NO	DATE	DESCRIPTION

REVISIONS

SITE PLAN

SHEET

STONE CREEK OFFICE PARK BLDG. 'A'

NELSON PROPERTIES - (916) 635-4300
10923 TRADE CENTER DR. STE 106
RANCHO CORDOVA, CA 95670
PROJECT

ONE INCH

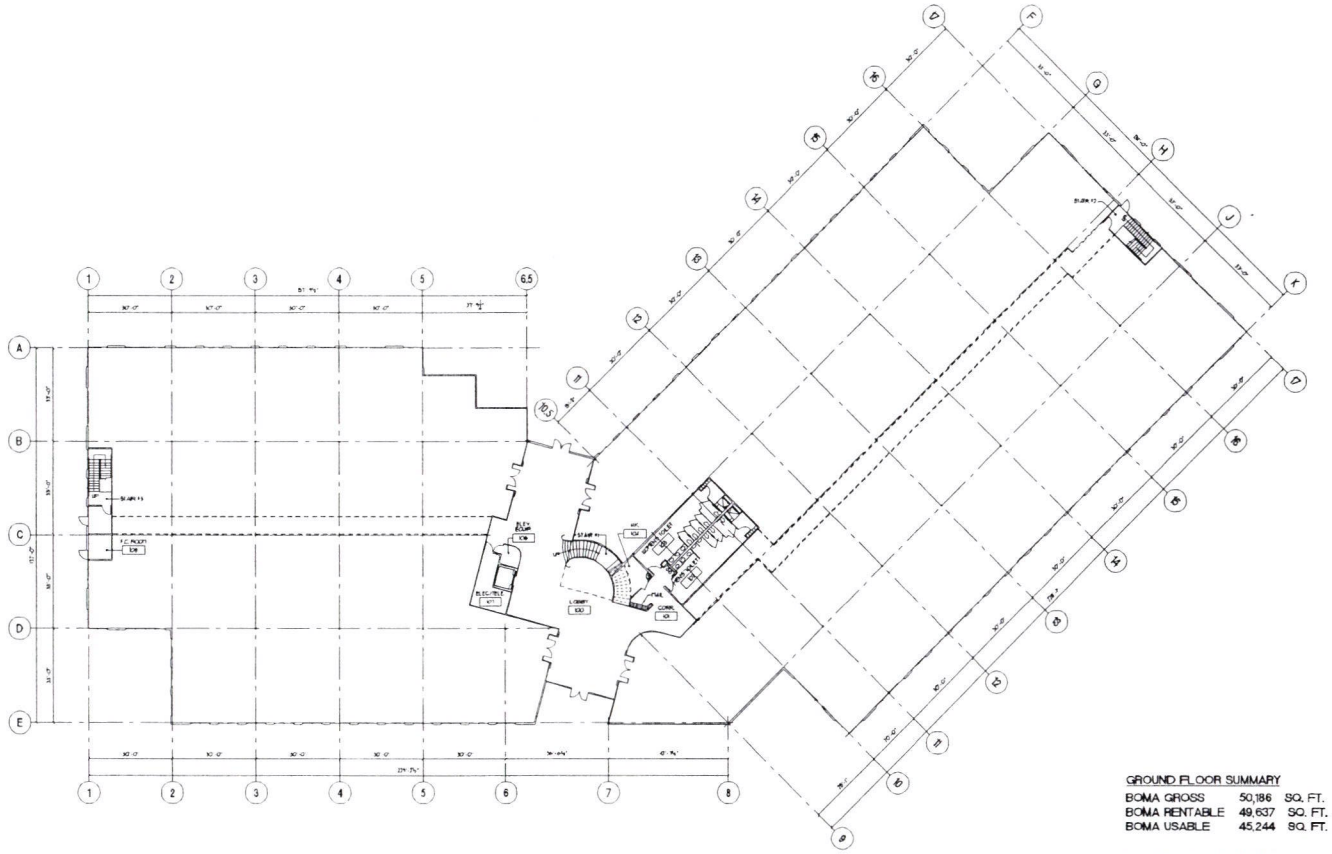
REF. NORTH

SCALE

JOB NO. NZD 03009

SHEET NO. A1.1

P:\Jobs\NZD\03009\Dwg 24 Feb 2004 8:54am



GROUND FLOOR SUMMARY			
BOMA GROSS	50,186	SQ. FT.	
BOMA RENTABLE	49,637	SQ. FT.	99%
BOMA USABLE	45,244	SQ. FT.	90%

SECOND FLOOR SUMMARY			
BOMA GROSS	49,814	SQ. FT.	
BOMA RENTABLE	48,104	SQ. FT.	99%
BOMA USABLE	47,106	SQ. FT.	95%

TOTAL BUILDING SUMMARY			
BOMA GROSS	100,000	SQ. FT.	
BOMA RENTABLE	97,741	SQ. FT.	97.7%
BOMA USABLE	92,350	SQ. FT.	92.4%

FWA ARCHITECTURE
PLANNING
INTERIORS

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2	04/13/04	

ISSUE

NO	DATE	DESCRIPTION

REVISIONS

GROUND FLOOR PLAN

SHEET

STONE CREEK OFFICE PARK BLDG. 'A'

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10833 TRADE CENTER DR. STE 106
RANCHO CORDOVA, CA 95670

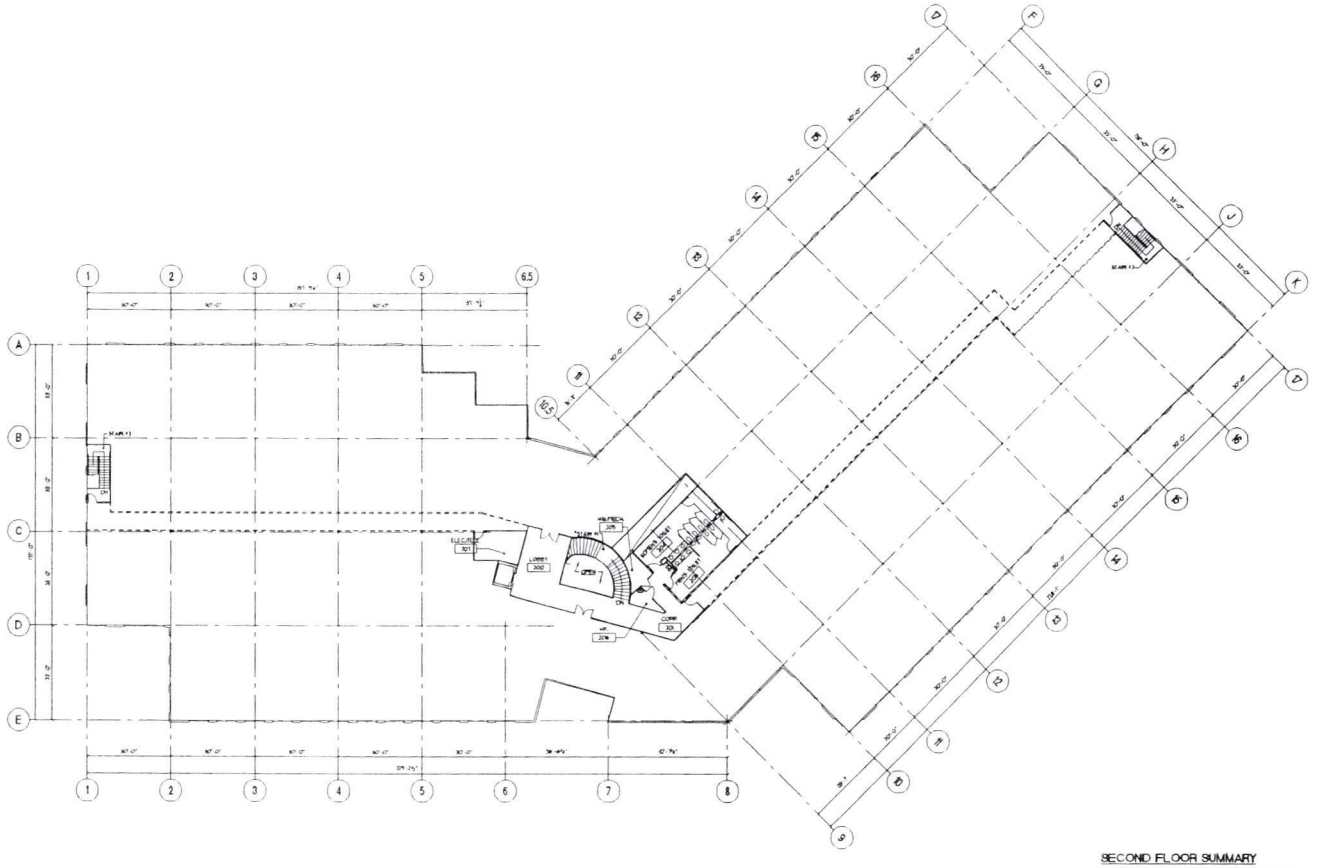
PROJECT

REF. NORTH

SCALE 1/16" = 1'-0"

JOB NO. NZD.03009

SHEET NO. A2.1



SECOND FLOOR SUMMARY		
BOMA GROSS	49,814	SQ. FT.
BOMA RENTABLE	48,904	SQ. FT.
BOMA USABLE	47,106	SQ. FT.

FWA | ARCHITECTURE
PLANNING
INTERIORS

FORRAR WILLIAMS ARCHITECTS
1418 20th St, Sacramento CA 95814
Ph: 916.448.2724 Fx: 916.448.4991

LICENSE

CONSULTANT

NO	DATE	DESCRIPTION
1	12/19/03	
2	04/13/04	

ISSUE

NO	DATE	DESCRIPTION

REVISIONS

SECOND FLOOR PLAN

SHEET

STONE CREEK OFFICE PARK BLDG. 'A'

NELSON PROPERTIES (916) 635-4300
10933 TRADE CENTER DR. STE 106
RANCHO CORDOVA, CA 95670

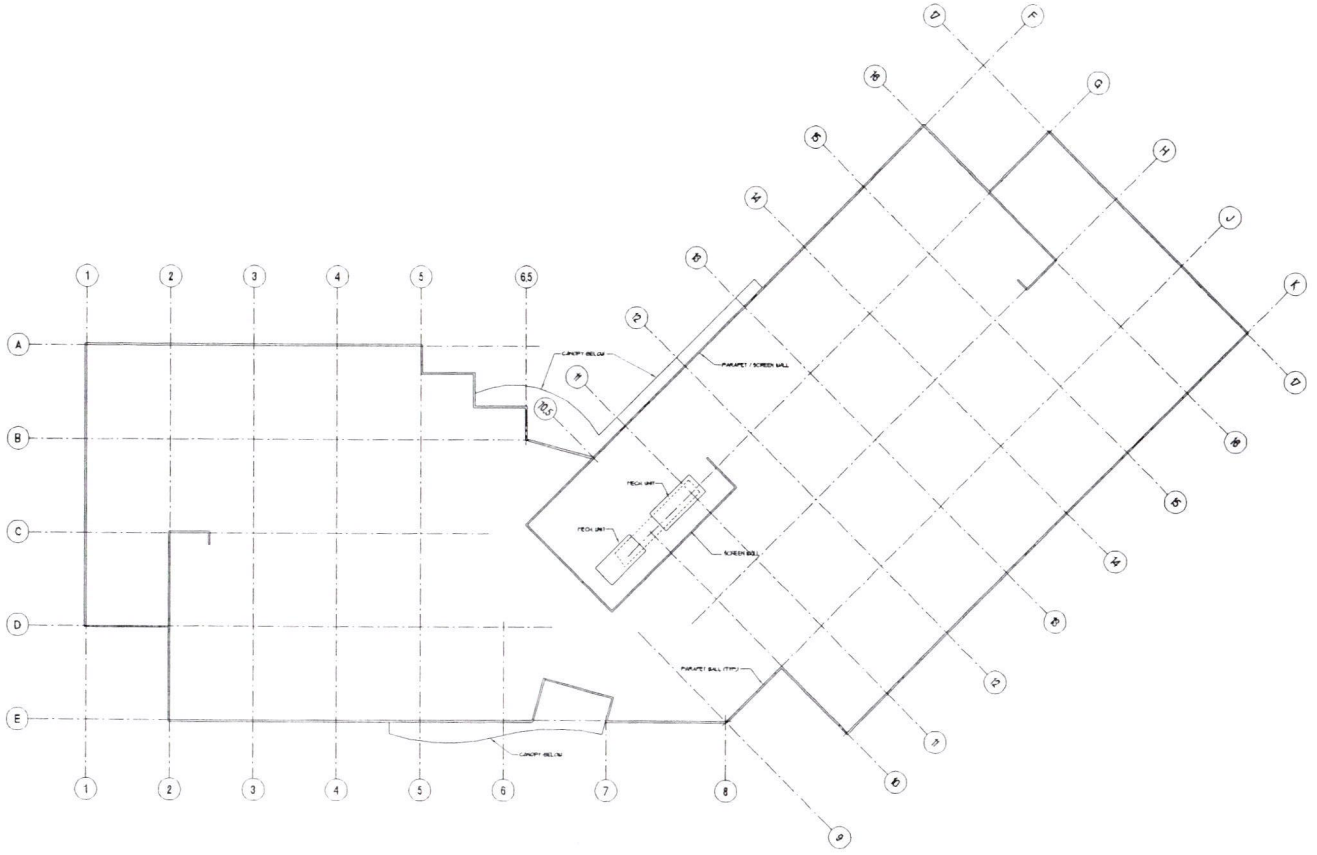
PROJECT

REF. NORTH

SCALE 1/16" = 1'-0"

JOB NO. NZD 03009

SHEET NO. **A2.2**



FWA | ARCHITECTURE

PLANNING

INTERIORS

FORMAR WILLIAMS ARCHITECTS
1418 20th St, Sacramento CA 95814
Ph: 916.448.2724 Fx: 916.448.4991

All drawings, representations, ideas, specifications, plans, schematics and designs shown on the drawings and any parts thereof are the property of the Architect and are not to be used in whole or part without the written consent of the Architect.

LICENSE

CONSULTANT

NO	DATE	DESCRIPTION
1	12/15/03	
2	04/13/04	

ISSUE

NO	DATE	DESCRIPTION

REVISIONS

THIRD FLOOR PLAN

SHEET

STONE CREEK OFFICE PARK BLDG. 'A'

NELSON PROPERTIES - (916) 635-4300
10933 TRADE CENTER DR. STE. 106
RANCHO CORDOVA, CA 95670

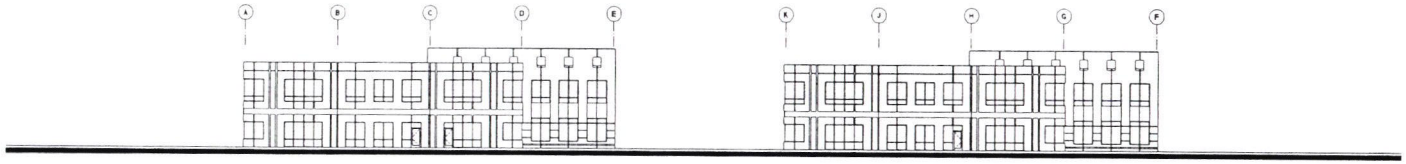
PROJECT

REF. NORTH

SCALE 1/16" = 1'-0"

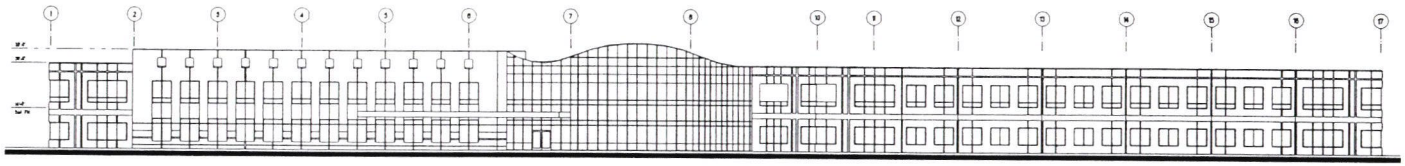
JOB NO. NZD 03009

SHEET NO. A2.3

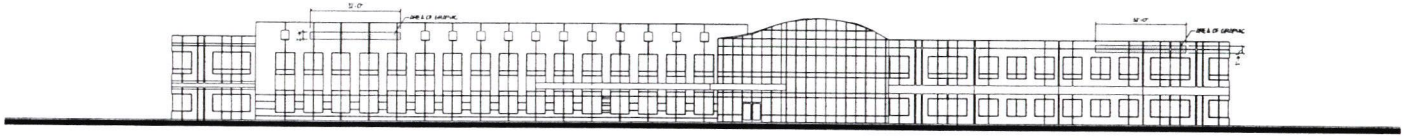


NORTH ELEVATION

SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION

FWA ARCHITECTURE
PLANNING
INTERIORS

FORRAR WILLIAMS ARCHITECTS
1418 20th St, Sacramento CA95814
Ph: 916.448.2724 Fx: 916.448.4991

LICENSE

CONSULTANT

NO	DATE	DESCRIPTION
1	12/05/03	
2	04/13/04	

ISSUE

NO	DATE	DESCRIPTION

REVISIONS

ELEVATONS

SHEET

STONE CREEK OFFICE PARK BLDG. 'A'

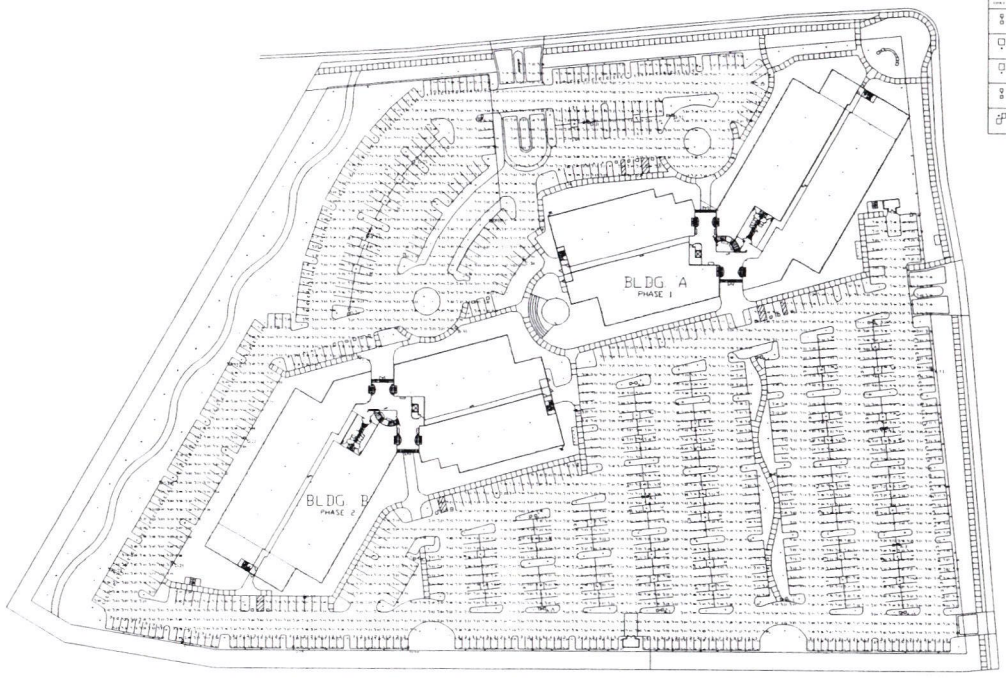
NELSON PROPERTIES (916) 635-4300
10933 TRADE CENTER DR, STE 100
RANCHO CORDOVA, CA 95670
PROJECT

REF. NORTH

SCALE 1/16" = 1'-0"

JOB NO. NZD.03009

SHEET NO. **A3.1**



LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	Filename	LLF	Wattage

STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min

LUMINAIRE LOCATIONS

No	Label	X	Y	Z	MH	Orientation	Tilt	X	Y	Z

STONE CREEK OFFICE PARK

RANCHO CORDOVA CA

SITE LIGHTING

Designer
JMD

Date
Jun 30 2005

Scale
1" = 40'

Drawing No
STNCRK1 VSL

1 of 1

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
1.	The project shall be constructed in substantial compliance with the approved plans adopted by the City Council.	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	
3.	The applicant shall comply with the applicable mitigation measures in the Mitigation Monitoring and Reporting Program adopted for the Villages of Zinfandel Special Planning Area, by Ordinance SZC-2002-0020.	On-Going	Planning	
	Prior to Issuance of Building Permits			
4.	The building shall be reviewed for architectural consistency with the approved plans by the Planning Director.	Prior to Building Permits	Planning	
5.	Final landscape plans shall be reviewed for consistency with the approved design package. All plant materials shall be reviewed and substitutions required where determined appropriate by the Planning Director.	Prior to Building Permits	Planning	
6.	Design plans shall be submitted for the corner of Bear Hollow and Zinfandel Drive that meet the following criteria: • Provide a pedestrian plaza with seating;	Prior to Building Permits	Planning	

Exhibit B

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	• Provide a shade structure that may be attached to the building façade or free-standing. • Improve the building façade facing the intersection of Bear Hollow and Zinfandel Drive to enhance the entry, with a building overhang, building articulation or other technique.			
7.	Provide a connection between the parking lot and the linear park at the north property line. The design and location of this connection shall be approved by the Cordova Recreation and Parks District and the Planning Director.	CRPD and Planning		
8.	Submit lighting plans that meet the following standards: • Provide a full complement of lighting fixtures with the same design theme including, parking lot lights, building lights, pedestrian lights, sign lighting. • The maximum height for internal parking lot lights shall be eighteen feet (18'-0"). • The maximum height for light adjacent to the residential property line shall be twelve feet (12'-0"). • Cut-off shields shall be used to that the light source is not visible from adjacent residential areas. • Light fixture bases shall be placed in landscaped areas where possible. Exposed concrete sonet tube bases should not be visible. • Lighting levels shall be at or close to zero (0) at the residential property line. •	Planning		

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
9.	Fire hydrant assemblies shall be located and installed on the approved improvement plans on file with the fire department.	Prior to Building Permits	Metro Fire	
10.	Fire District plan review is required and documents shall be submitted to the Fire District and Building Department Simultaneously. Pertinent architectural, site, fire sprinkler, fire alarm, cooking hood plans shall be provided.	Prior to Building Permits	Metro Fire	
11.	The applicant shall demonstrate to the satisfaction of the Public Works Department and Metro Fire that the minimum required fire flow is available to the project. The Uniform Fire Code, Table A-III-A-1 requires that commercial development have a minimum of 1500 gallons per minute at 20 pounds per square inch residual.	Prior to Building Permits	Metro Fire and Public Works	
	Prior to Issuance of Occupancy Permit			
12.	An inspection of the finished building and site plan changes shall be conducted by the Planning Director.	Prior to Final Inspection	Planning	
13.	Install final site landscaping, signage and lighting according to the approved plan. The total site landscaping shall be installed and accepted by the Planning Director, prior to occupancy of any building.	Prior to Final Inspection	Planning	
14.	Obtain appropriate permits from Public Works and provide adequate drain facilities into the established flood control system, in accordance with the Public Works Improvement Standards	Prior to Final Inspection	Public Works	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
15.	Addressing for the project's building shall be clearly displayed as required by the City. Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than six (6) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background.	Prior to Final Inspection	Metro Fire and 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. 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. (Metro Fire)

2. 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. (Metro Fire)

3. The installation of roadway gates, or devices that may impede fire district access to buildings or grounds will necessitate the installation "KNOX" access devices and plan submittal prior to installation (Metro Fire).

4. During construction phases of the project, District Rule 403 – Fugitive Dust will apply. The contractor is required to control dust emissions from earth moving activities, or any other construction activity to prevent airborne dust from leaving the project site.

ATTACHMENT 2

Reference to the Design Review Package consists of full size plans and color renderings identical to Exhibit A contained within Resolution No. 95-2005. This attachment is for review by staff and the Council members only.

MEMORANDUM

DATE: **August 1, 2005**

TO: **City Council Members**

FROM: **Kathleen Franklin, Assistant Planner**

SUBJECT: **SUMMERSET CONDOMINIUMS TENTATIVE SUBDIVISION MAP, SPECIAL DEVELOPMENT PERMIT AND DESIGN REVIEW**

OWNER / APPLICANT:	**REPRESENTATIVE:**
Gold River Ventures, LLC Chris Kraft/Rick Beasley 1543 E. Colonial Parkway Roseville, CA 95661	Gold River Ventures, LLC Chris Kraft/Rick Beasley 1543 E. Colonial Parkway Roseville, CA 95661

PROJECT:	Summerset Condominiums Tentative Subdivision Map, Special Development Permit, and Design Review
FILE:	RC-04-143
LOCATION:	Corner of Zinfandel and Vehicle Drive
APN:	058-0261-047
PLANNER:	Kathleen Franklin, Assistant Planner

REQUEST

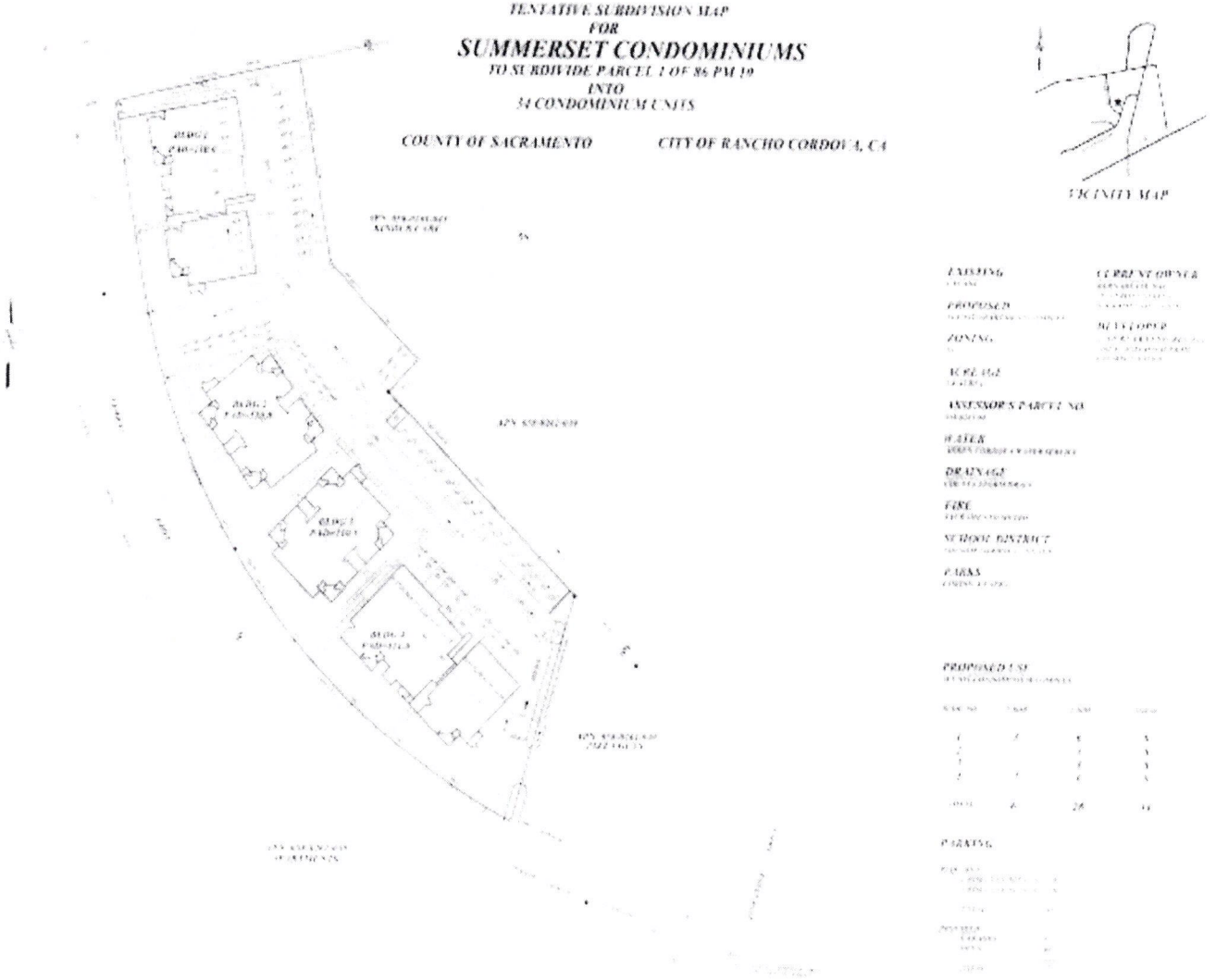
- Tentative Subdivision Map and Design Review for a 34 unit condominium complex consisting of four buildings and enclosed parking garages. Special Development Permit to allow a reduction in setbacks.

PLANNING COMMISSION RECOMMENDATION

Planning Commission forwards a recommendation to the City Council to find the project Categorically Exempt under Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA); and adopt Resolution No. 96-2005 approving a Tentative Subdivision Map and Design Review for 34 condominium units and a Special Development Permit to allow for a reduction in setbacks for Summerset Condominiums, Project No. RC-05-143, subject to the Findings, Design Review Package, and Conditions of Approval.

AGENDA ITEM # 13

FIGURE 1 – TENTATIVE SUBDIVISION MAP



ANALYSIS

The proposal is for the construction of a 34 unit condominium development on approximately 1.8 acres. The proposed project contains 4 buildings and 36 garage units. The four proposed buildings are two stories in height and contain 8 or 9 living units per building. The proposal includes 6 one bedroom units and 28 two bedroom units.

The applicant has prepared a Subdivision Map that will divide the building units into 34 separate ownership spaces, in which the units are located on an undivided parcel that is owned in common between the 34 owners of the units. A Home Owners Association is required and the applicant has been directed within the Conditions of Approval to draft covenants, conditions and restrictions (CC&R's) and submit them to the City Attorney for final review. The site will be held by an Association of owners of all the units and the Association is required to maintain the common ground (landscaping, road maintenance, building maintenance, etc). The Subdivision map will allow the owner to sell the individual units.

General Plan Consistency

The adopted General Plan Vision Book serves as an interim land use policy guide for the City until the General Plan is completed. The Vision Book Land Use Map has assigned this area the Sunrise Boulevard North Planning Area (SBNPA). The SBNPA encompasses the area directly west of Sunrise Boulevard and north of Highway 50. The Vision Book describes the conceptual land uses as follows: "While currently an older retail area with many existing offices, this area should be redesigned with more intensive mixed-use (retail, office, and residential) activities, including a Village Center serving adjacent neighborhoods to the west. Given the commercial concentration in this area, it is estimated that new residential development in the planning area will occur at an average of 14 units per acre."

The applicant's proposal is for 34 units on a parcel of 1.8 acres, which is approximately 18.8 units per acre. The applicant has designed the project to conform to the current LC (Limited Commercial) zoning standard, which allows a density of 20 units per acre. It is staff's opinion that the proposed density is an acceptable average of what is allowed by the Zoning Code and what has been proposed by the General Plan Vision Map. The project would provide affordable housing in an area close to many commercial uses and public transit with easy freeway access.

Consistency with Zoning Code Standards

Staff has reviewed the project against the multi-family development standards required by the City of Rancho Cordova Zoning Code Sections 305-10 thru 305-25. The project meets all the Multi-Family development standards with the exception of Section 305.12, setback from the public street and Section 305-14, Open Space Requirements. The applicant has requested a Special Development Permit to accommodate the reduction in setbacks and open space requirements. The staff report includes a subsequent section for the discussion of the Special Development Permit.

Tentative Subdivision Map

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:

1. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
2. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
3. That the site is not physically suitable for the type of development.
4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. 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.

Staff has reviewed the project and has determined the project meets all findings for the Tentative Map as follows: The proposed map is consistent with the density limits of the zoning in which it will be located; the design of improvements will be consistent with the City's General Plan; the site is physically suitable for the development and the proposed development; the project will not cause any environmental damage or substantially injure fish or wildlife or their habitat; there will be no health problems as a result of the design of the subdivision; and the subdivision will not conflict with any easements.

Special Development Permit

The applicant is requesting a Special Development Permit to vary from the minimum setback between the front of the project and the public street right-of-way and the distance between buildings 2 and 3 and buildings 3 and 4. The following matrix provides the existing requirements of the Zoning Code and the proposed setbacks for the Summerset Condominium project.

Setback Matrix for Required and Proposed Setbacks		
	Zoning Code Required	**Proposed**
Front Setback	20' front building	An average of 25' feet
Open Space Requirements	Two – Story Buildings – 15 feet (30 feet total between buildings)	7.5 feet (15 feet total between buildings 2 and 3) 10 feet (20 feet total between buildings 3 and 4)

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.

It is staff's opinion that the proposed project can meet the intent of the findings required by the City's Zoning Code. The proposed project carries out the intent of the General Plan for a multi-family residential designation. The project is surrounded by LC (Limited Commercial) zoning which allows multi-family development. The current uses which surround the development are commercial with multi-family residential on the west side of the project across Vehicle Drive. The multi-family use would comply with the intent of the adopted General Plan policies for the Sunrise Boulevard North Planning Area which states that the area should be redesigned with more intensive mixed-use (retail, office, and residential).

The requested deviations from the Zoning Code are minimal and are mitigated using either an average of the front yard setback, or individual open space for a majority of the proposed units. The front setback, between the buildings and back of sidewalk is at its closest point 20 feet, and at the most distant, 30 feet. The property frontage along Vehicle Drive is approximately 611 feet. Approximately one-third of the building set back is at 20 feet, one-third at 25 feet, and one-third at 30 feet, which would create an average of the required 25 feet. The City's Zoning Code Section 305-12(a) allows the averaging of the street frontage setback.

With regards to the issue of the required setback between the buildings, the open space between buildings 2 and 3 ranges from, fifteen feet at the "rear" corner of the building to thirty feet at "front" corner. The open space area between buildings 3 and 4 ranges from twenty feet at the "rear" corner to thirty feet at the "front" corner. It is staff's opinion the inclusion of open court yards for a majority of the proposed units will serve to mitigate the small amount of open space lost between the buildings described above.

Design Review

The City's Design Review process requires the following findings be made for residential multi-family development. The City encourages:

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.

The project has been designed to lessen the mass and scale of the project to the surrounding neighborhood. The building unit sizes vary slightly in size and mass to help mitigate the visual impact to Vehicle Drive. The building setbacks have been varied slightly to allow additional landscaping in areas across the street frontage. A multi-family development project exists directly across Vehicle Drive from the proposed project. The design features of the project include enhanced architectural treatments of the windows, balconies, decorative trims, color schemes and moldings to reduce the monotony of the large scale of this project. It is staff's opinion that the project design is adequate to meet the intent of the City's ordinance and will blend well with the architecture in the surrounding neighborhood.

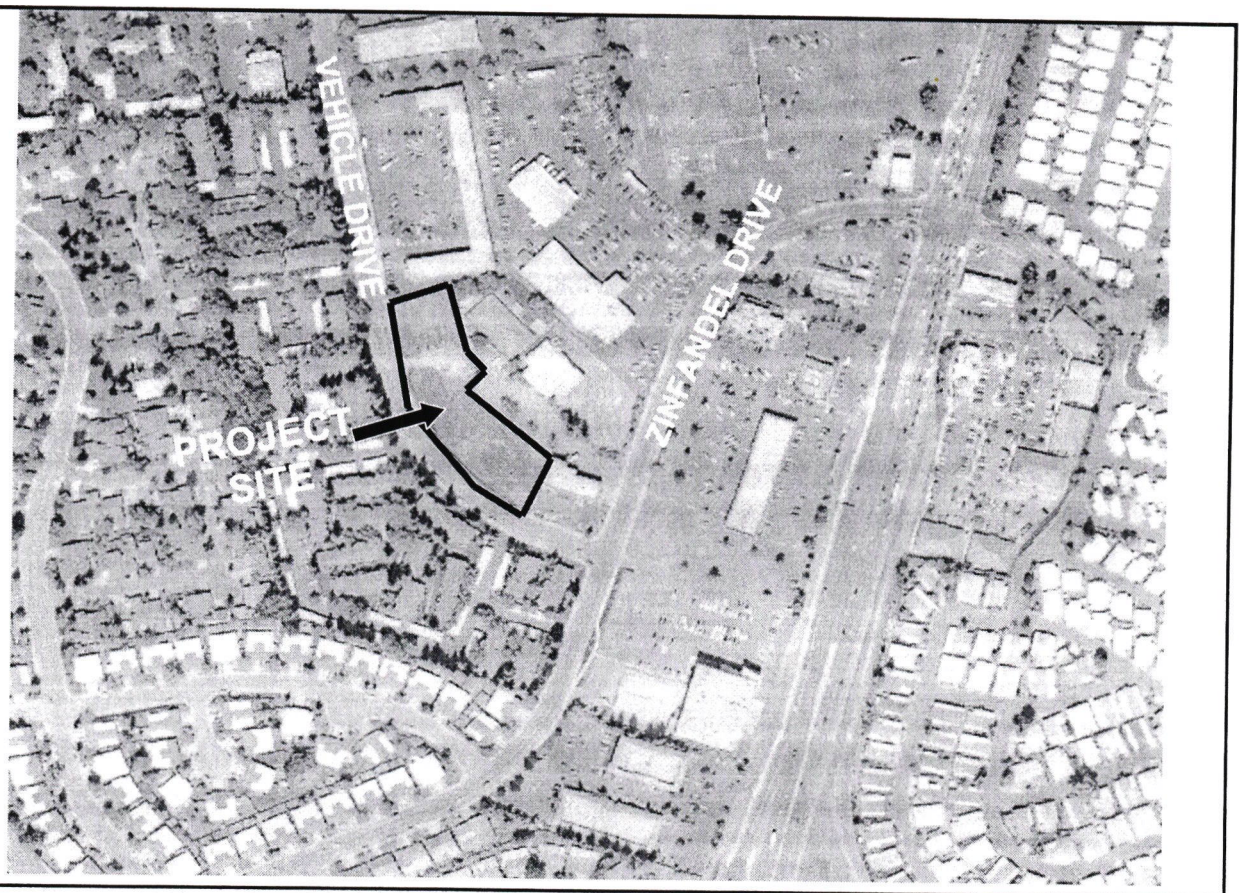


FIGURE 1 – SITE LOCATION

Land Use Relationships with Adjacent Properties:

	General Plan Land Use Designation	Zoning and Community Plan Designations	Existing Land Use
Subject Property	Sunrise Blvd. North Planning Area	LC	Vacant
North	Sunrise Blvd. North Planning Area	LC	Commercial
East	Sunrise Blvd. North Planning Area	LC	Child Care/Vacant
South	Sunrise Blvd. North Planning Area	LC	Commercial
West	Sunrise Blvd. North Planning Area	LC	Multi-Family

PLANNING COMMISSION DISCUSSION

The Planning Commission discussed the project at its July 14, 2005 meeting. When reviewed by the Commission, the applicant had not provided the "tot lot" as required by Section 305-16(c) of the Zoning Code. Staff had asked the Commission to review the entire project and make one of the following determinations:

- Continue the project to July 28, 2005 and instruct the applicant to submit an application for an Exception to allow the exclusion of the required tot lot.

- Instruct the applicant to include the required tot lot in the proposed Summerset Condominium project and forward a recommendation to the City Council to adopt a resolution approving the Tentative Subdivision Map, Design Review and Special Development Permit subject to the Findings and Conditions of Approval.

After much discussion (See Attachment 3) the Commission felt required "tot lot" should be included and instructed the applicant to add it to the project plans prior to review by the Council. The balance of the Commission's comments are attached (Attachment 3) for the Council's review. Following the public hearing the Planning Commission recommended the City Council approve the project with a 6-1 vote.

CONCLUSION:

The proposed project will be located in the LC (Limited Commercial) zoning which allows multi-family development with a density of 20 dwelling units per acre or less. The project as proposed will be developed at a density of 18.8 units per acre. The deviations in the required setbacks from Vehicle Drive and between buildings are minimal. With regards to the front setback along Vehicle Drive, the setback issue is mitigated by averaging the total setback on the street frontage. The Planning Commission agreed with staff's opinion the project would compliment the surrounding area and provide an affordable housing product within walking distance of commercial uses and public transportation; therefore the Planning Commission recommends approval of the project.

ENVIRONMENTAL ANALYSIS:

The proposed project site is within an urban area, surrounded by previously developed urban uses; therefore the project is considered Categorically Exempt under Section 15332 (In-Fill Development) of the California Environmental Quality Act.

FINANCIAL IMPLICATIONS TO CITY:

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

RECOMMENDED MOTIONS:

1. "I move City Council find the project is Categorically Exempt under Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA)Guidelines."

2. "I move the City Council adopt Resolution No. 96-2005 approving the Tentative Subdivision Map, Design Review and Special Development Permit for the Summerset Condominiums, Project No. RC-05-143, subject to the Findings, Project Plans, Conditions of Approval, and Special Development Permit Exhibit."

ATTACHMENTS:

1. Resolution 96-2005 with attached Tentative Subdivision Map (Exhibit A), Project Plans recommended the City Council approve the project with a 5-0 vote (Exhibit B), Special Development Permit Exhibit (Exhibit C), and Conditions of Approval (Exhibit D).
2. Agency Comment Letters
3. July 14, 2005 Planning Commission Minutes
4. Project Plans

RESOLUTION NO. 96-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING A TENTATIVE SUBDIVISION MAP, DESIGN REVIEW AND SPECIAL DEVELOPMENT PERMIT FOR SUMMERSET CONDOMINIUMS - ASSESSOR PARCEL NUMBER 058-0261-047, PROJECT NO. RC-04-143, SUBJECT TO THE FINDINGS AND CONDITIONS OF APPROVAL.

WHEREAS, Gold River Ventures, LLC (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for a Tentative Subdivision Map, Design Review and Special Development Permit; and

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

WHEREAS, it has been determined the project is Categorically Exempt under Section 15332 (In-Fill Development Project) of 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 August 1, 2005 pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing; and

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

Approve Tentative Subdivision Map (TSM) (Exhibit A), Design Review (Exhibit B) and Special Development Permit (Exhibit C) subject to the Conditions of Approval / MMRP (Exhibit D), as submitted in the Exhibits and based on the following findings:

A. California Environmental Quality Act

Finding:
The project is an in-fill project and is Categorically Exempt under Section 15332 of the California Environmental Quality Act (CEQA).

Evidence:
The project meets the Class 32 conditions of CEQA which state: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

The proposed project site is within an urban area and is surrounded by previously developed urban uses. The project proposes 34 condominium units and has been designed to meet all development standards of the City's Zoning Code.

B. General Plan and Zoning Code Consistency

The City has adopted Findings of General Plan Consistency for Pending Projects. The findings relevant to the Stone Creek Office Park are provided as follows:

a) The project as approved is consistent with the General Plan Vision Book, General Plan Land Use Map Book, General Plan Draft Circulation Plan and other policies that there is a reasonable probability will be adopted in the General Plan effort.
b) The project has been conditioned to provide all funding required for all operational costs that will be incurred by the City when providing services to the project. Such revenue contributions and municipal expenses must be considered at both the project level and in the context of the entire City.
c) The project has been conditioned to provide sufficient funding for park improvements, and on-going operation and maintenance of parks and open space, including without limitation, ongoing maintenance and operation of public facilities and project-related improvements, whether such facilities and improvements are located within or outside project boundaries.

C. Tentative Subdivision Map

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

1. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
2. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
3. That the site is not physically suitable for the type of development.
4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. 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 1 through 7 do not apply to the proposed Tentative Subdivision Map.

1. The proposed map is consistent with the density limits of the LC (Limited Commercial) zoning as specified in the Rancho Cordova Zoning Code. A total of 20 units per acre are allowed in this zoning with the project proposing 34 units for 1.8 acres, which is an average density of 18.8 du's/acre.
2. The design of improvements of the proposed subdivision is consistent with the Rancho Cordova General Plan with the approval of the Special Development Permit.
3. The site is physically suitable for the development. The applicant is proposing 34 condominium units on a total of 1.8 acres. The City's Zoning Code allows multi-family development within the LC (Limited Commercial) zoning with a density of

up to 20 dwelling units per acre which is within the parameters of the applicant's proposal. The project can be served by all necessary services, and has been conditioned to provide documentation of water service prior to Final Map.

4. The site is physically suitable for the proposed density of development. The zoning for the project site is LC (Limited Commercial). The Rancho Cordova Zoning Code allows multi-family development of up to 20 units per acre for this zoning. The project site is surrounded to the north, west and south by the LC zoning and across Vehicle Drive on the west by RD-30 (Residential) zoning.
5. The project is located within an urban setting and will be surrounded by previously developed urban uses. Therefore, the project is considered to be an in-fill project and is Categorically Exempt under Section 15332 of the California Environmental Quality Act and as such it is unlikely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. The project is Categorically Exempt under Section 15332 of the California Environmental Quality Act and no potential serious health problems were identified for the project.
7. No conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision, have been identified. A condition has been placed on the project that requires all cross-access and parking easements to be shown on the final map.

D. Design Review

Finding: The City's Design Review process requires the following findings be made:

1. Home designs incorporate authentic architectural styles. Particular attention has been paid to the design of all front and side elevations facing the street or open space. All other elevations interior to the lot include, at a minimum, the articulation of all windows and doors (e.g., three-dimensional trim.)
2. The project provides diversity of homes within the subdivision by size and mass, elevation, garage orientation, and setbacks to avoid repetition of floor plans and elevations on adjacent homes within each subdivision and/or unit within a master planned area. (The intent is to create sufficient variation among home plans to ensure visual interest along residential streets throughout each neighborhood.)
3. The project provides variety in mass and scale of homes that is visually appealing from the street.
4. The project provides landscape that softens the appearance of pavement and structures, and provides an eventual tree canopy along the street.
5. The project provides home designs with a wide range of pricing levels to accommodate all income levels within the City.

Evidence: The following evidence meets the findings above:

1. The project has been designed to lessen the mass and scale of the project to the surrounding neighborhood. The building unit sizes vary slightly in size and mass to help mitigate the visual impact to Vehicle Drive. The building setbacks have been varied slightly to allow additional landscaping in areas across the street frontage. A multi-family development project exists directly across Vehicle Drive from the proposed project.

2. The design features of the project include enhanced architectural treatments of the windows, balconies, decorative trims, color schemes and moldings to reduce the monotony of the large scale of this project.
3. The project site does not have significant natural features that required consideration in the placement of buildings within the site design.
4. The project is designed with a "Mediterranean" character. The buildings are well articulated and the use of stucco, veneers and color lend to the attractiveness of the project.
5. The project has significant street frontage along Vehicle Drive and a landscape plan has been developed to compliment the existing development along this street section. As shown in the project plans, the applicant is providing extensive landscaping to establish an appealing and continuous theme along Vehicle 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.
6. See (5) above
7. The proposed project is a market rate condominium complex which does not include any affordable rate units. The surrounding neighborhood provides an adequate supply of affordable rate units.

E. Special Development Permit

Findings: 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: It is staff's opinion that the proposed project can meet the intent of the findings as follows.

1. The proposed project carries out the intent of the General Plan for a multi-family residential designation. The project is surrounded by LC (Limited Commercial) zoning which allows multi-family development. The current uses which surround the development are commercial with multi-family residential on the west side of the project across Vehicle Drive. The multi-family use would comply with the intent of the adopted General Plan policies for the Sunrise Boulevard North

Planning Area which states that the area should be redesigned with more intensive mixed-use (retail, office, and residential).

2. The proposed project will provide an environment similar to a multi-family housing development; however, will provide for condominium ownership. There will be adequate living space; the parking will be adequate with both garage and open spaces provided; and the site provides some open space in the form of courtyards for a majority of the units, which would help to provide a desirable environment within the boundaries of the project development.
3. The proposed project is compatible with existing land uses in the surrounding areas. There is multi-family, RD-30, across Vehicle Drive to the west of the project site. The surrounding uses are a variety of commercial types such as restaurants, retail and child care, which compliment the proposed multi-family condominium use. It is staff's belief that allowing this multi-family residential use in this area would be appropriate given the other surrounding uses.
4. The requested deviations from the Zoning Code are minimal and are mitigated using either an average of the front yard setback, or individual open space for a majority of the proposed units. The front setback, between the buildings and back of sidewalk is at its closest point 20 feet, and at the most distant, 30 feet. The property frontage along Vehicle Drive is approximately 611 feet. Approximately one-third of the building set back is at 20 feet, one-third at 25 feet, and one-third at 30 feet, which would create an average of the required 25 feet. The City's Zoning Code Section 305-12(a) allows the averaging of the street frontage setback.

   With regards to the issue of the required setback between the buildings, the open space between buildings 2 and 3 ranges from, fifteen feet at the "rear" corner of the building to thirty feet at "front" corner. The open space area between buildings 3 and 4 ranges from twenty feet at the "rear" corner to thirty feet at the "front" corner. It is staff's opinion the inclusion of open court yards for a majority of the proposed units will serve to mitigate the small amount of open space lost between the buildings described above. Staff believes these reasons are justification for the use of a Special Development Permit for this project.
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.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on this 1st day of August, 2005.

AYES:
NOES:
ABSENT:
ABSTAIN:

KEN COOLEY, MAYOR of the
CITY OF RANCHO CORDOVA

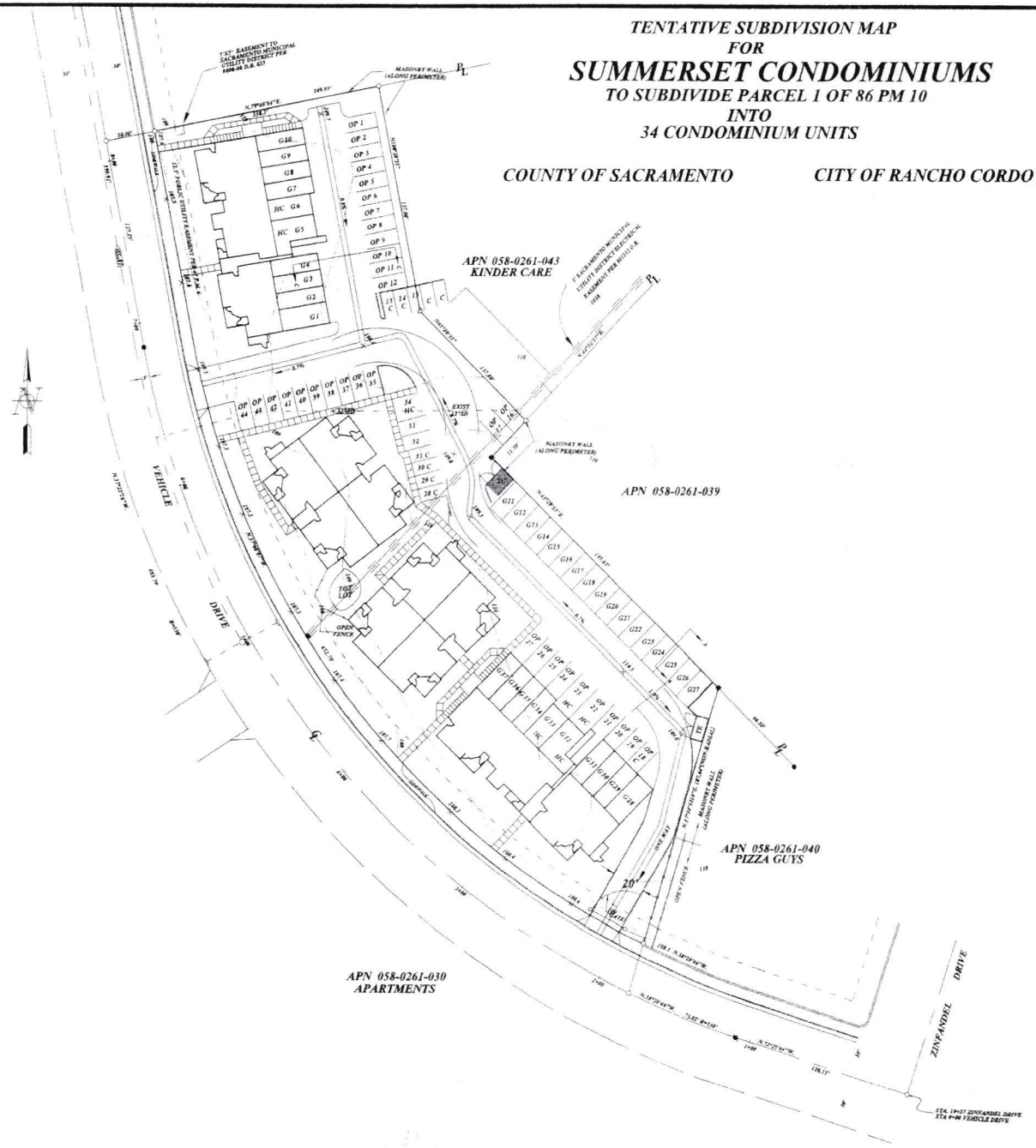
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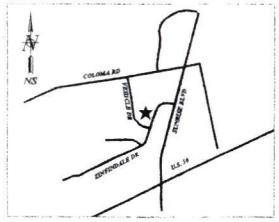
_____

LILLIAN HARE
CITY CLERK

TENTATIVE SUBDIVISION MAP
FOR
SUMMERSET CONDOMINIUMS
TO SUBDIVIDE PARCEL 1 OF 86 PM 10
INTO
34 CONDOMINIUM UNITS

COUNTY OF SACRAMENTO **CITY OF RANCHO CORDOVA, CA**





VICINITY MAP

EXISTING
VACANT

PROPOSED
34 UNIT CONDOMINIUM COMPLEX

ZONING
LC

ACREAGE
1.8 ACRES

ASSESSOR'S PARCEL NO.
058-0261-047

WATER
ADREN CORDOVA WATER SERVICE

DRAINAGE
COUNTY STORM DRAIN

FIRE
SACRAMENTO METRO

SCHOOL DISTRICT
FOLSOM CORDOVA UNIFIED

PARKS
CORDOVA PARKS

CURRENT OWNER
BERNADETTE DAY
1033 FRONT STREET
SACRAMENTO, CA 95814

DEVELOPER
GOLD RIVER VENTURES, LLC
3462 STAGECOACH TRAIL
LOOMIS, CA 95650

PROPOSED USE
34 UNIT CONDOMINIUM COMPLEX

BLDG NO.	1 BDR	2 BDR	TOTAL
1	3	6	9
2	-	8	8
3	-	8	8
4	3	6	9
TOTAL	6	28	34

PARKING

REQUIRED
1 BDR - 1.5/UNIT x 6 = 9
2 BDR - 2.0/UNIT x 28 = 56
TOTAL 65

PROVIDED
GARAGES 37
OPEN 44
TOTAL 81

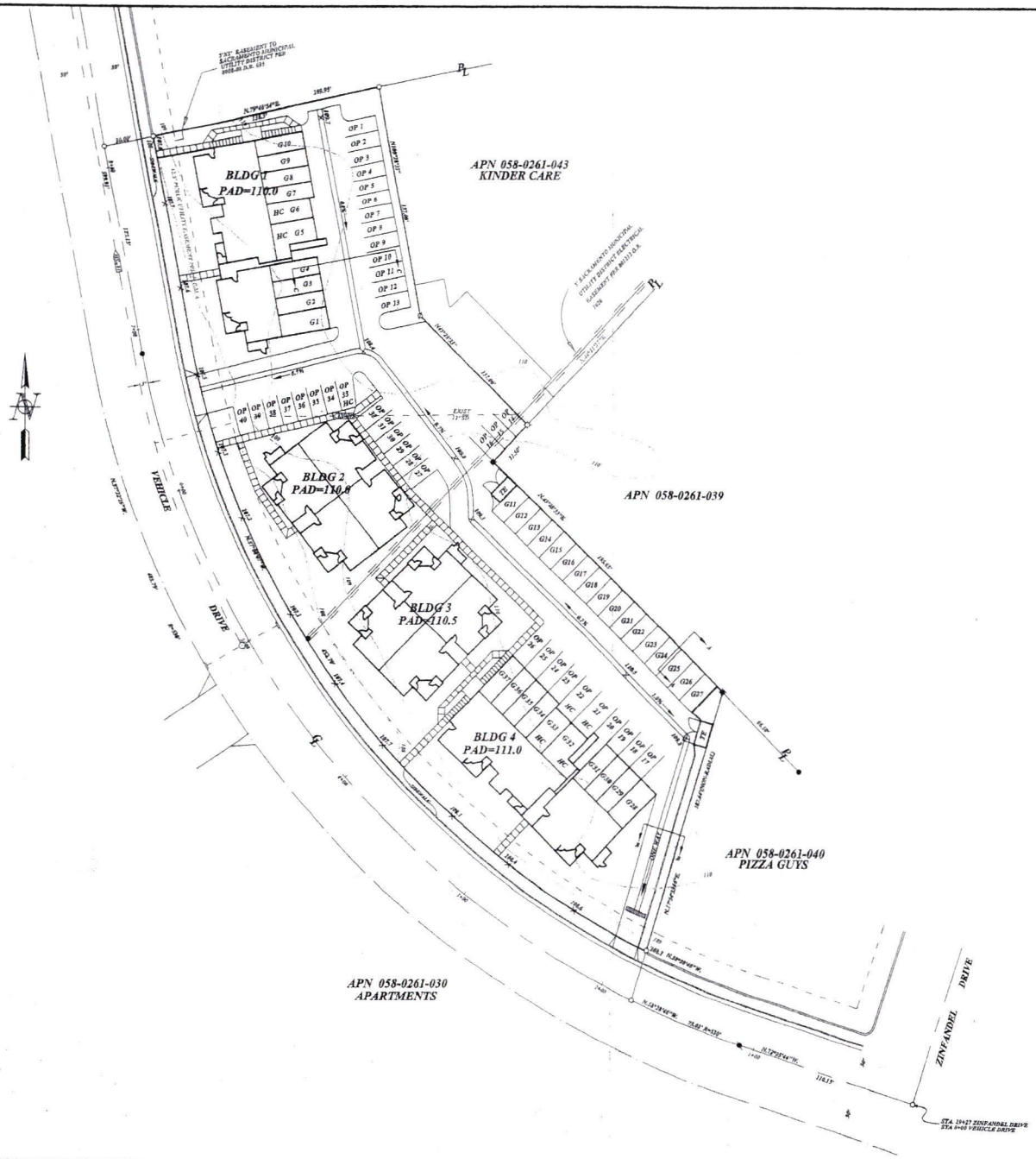
SUMMERSET CONDOS
TENTATIVE MAP

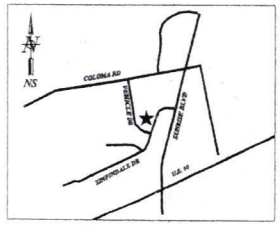
SCALE: 1"=30'
DATE: 07-18-2005
SHEET 1 of 1

RECEIVED
JUL 19 2005
RANCHO CORDOVA PLANNING

Exhibit A

Exhibit B





VICINITY MAP

EXISTING
VACANT

PROPOSED USE
34 UNIT CONDOMINIUM COMPLEX

ZONING
LC

ACREAGE
1.8 ACRES

LEGAL DESCRIPTION
PARCEL 1, 86 PM 10

WATER
ADREN CORDOVA WATER SERVICE

DRAINAGE
COUNTY STORM DRAIN

FIRE
SACRAMENTO METRO

SCHOOL DISTRICT
FOLSOM CORDOVA UNIFIED

PARKS
CORDOVA PARKS

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BERNADETTE DAY
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SACRAMENTO, CA 95814

DEVELOPER
GOLD RIVER VENTURES, LLC
3462 STAGECOACH TRAIL
LOOMIS, CA 95650

PROPOSED USE
34 UNIT CONDOMINIUM COMPLEX

BLDG NO.	1 BDR	2 BDR	TOTAL
1	3	6	9
2	-	8	8
3	-	8	8
4	3	6	9
TOTAL	6	28	34

PARKING

REQUIRED

1 BDR - 1.5/UNIT x 6 =	9
2 BDR - 2.0/UNIT x 28 =	56
TOTAL	65

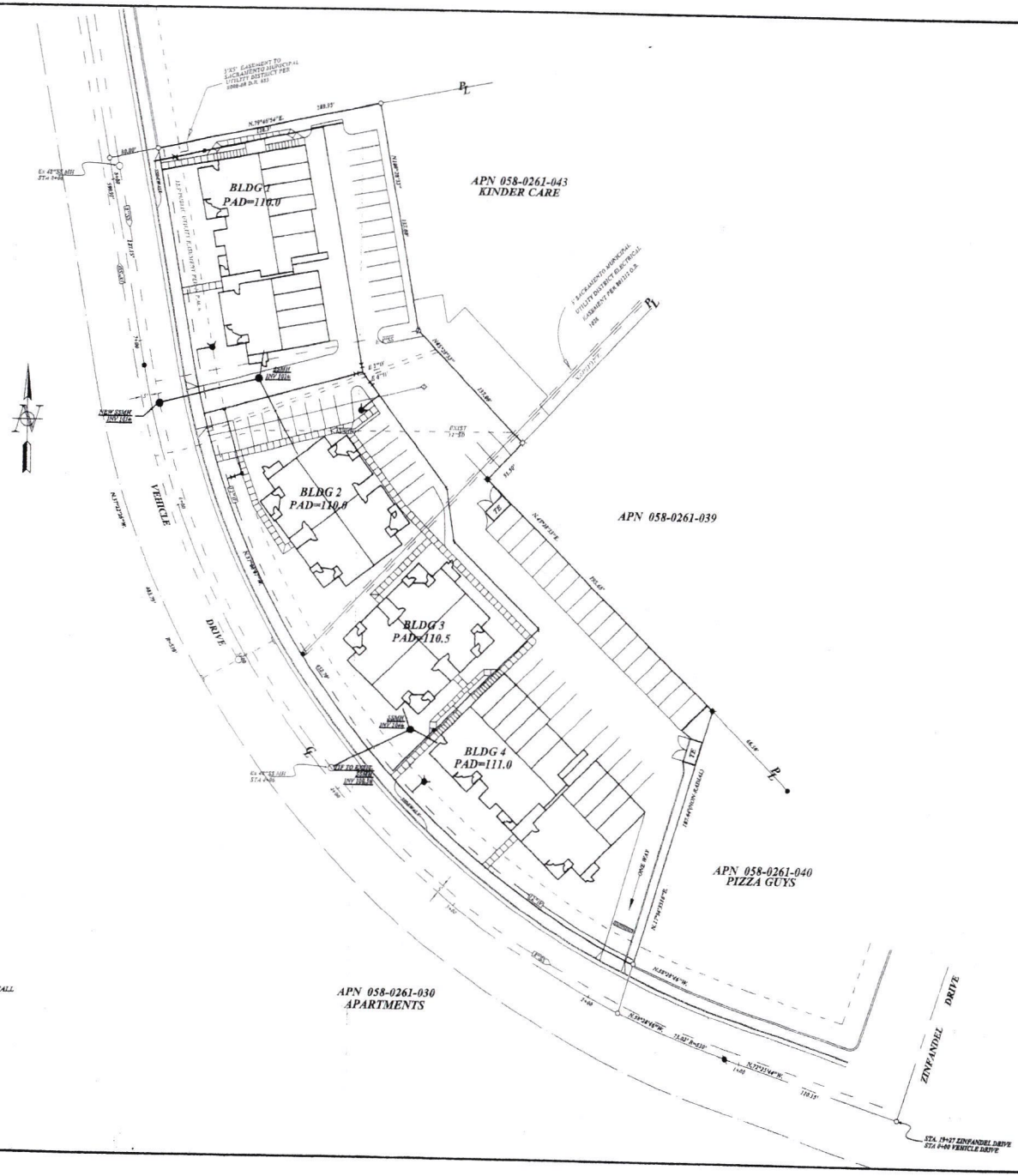
PROVIDED

GARAGES	37
OPEN	40
TOTAL	77

SUMMERSET CONDOS
SITE GRADING/DRAINAGE

SCALE: 1"-30'
DATE: 11-11-2004

SHEET 1 of 6

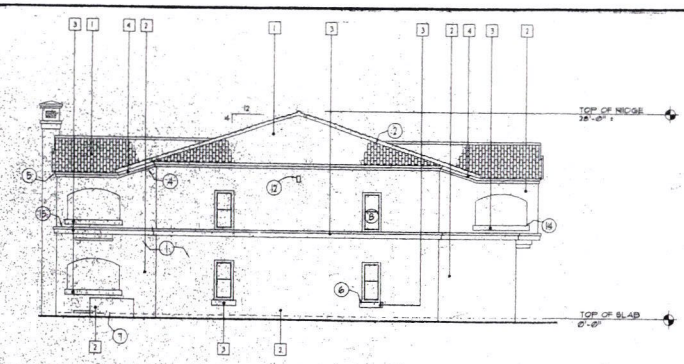


SUMMERSET CONDOS
UTILITY

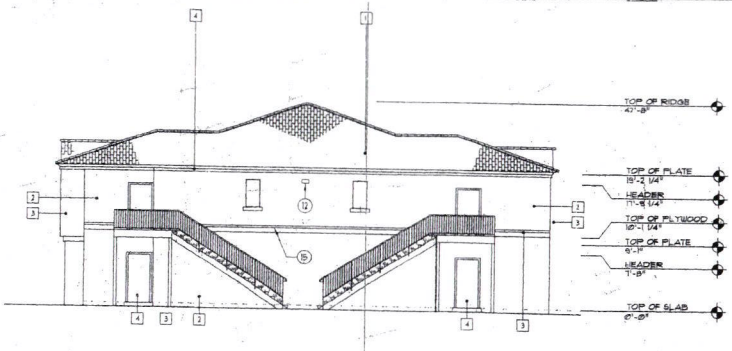
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DATE: 11-11-2004

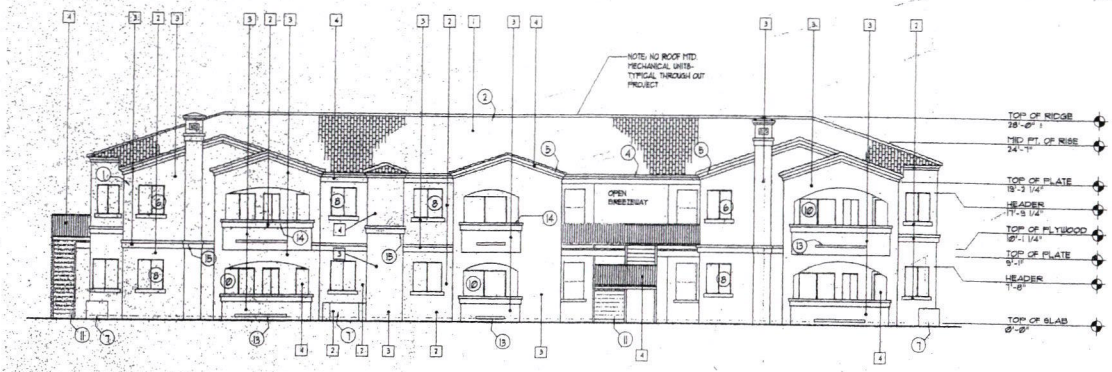
SHEET 2 of 6



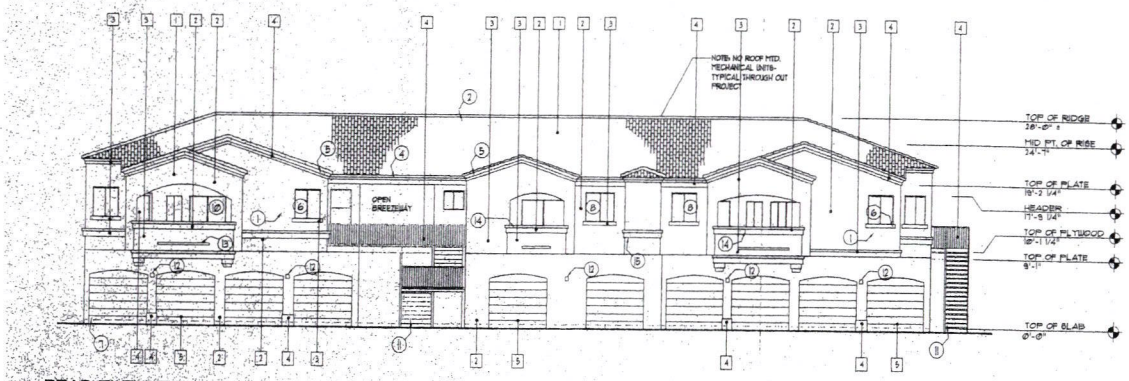
SIDE ELEVATION



SIDE ELEVATION



FRONT ELEVATION



REAR ELEVATION

FINISH LEGEND

ELEMENT	COLOR SCHEME
1 ROOF TILE	EAGLE ROOFING PRODUCTS LOW PROFILE MISSION STYLE MALIBU TERRA COTTA WITH CREAM STREAKS
2 STUCCO/BODY COLOR	PITTSBURGH PAINTS HAPPY TRAILS
3 STUCCO/ ARCHITECTURAL PROJECTIONS & POP OUTS	PITTSBURGH PAINTS SOURDOUGH
4 FASCIA/DOORS/IRON WORK	BENJAMIN MOORE MAYFLOWER RED
6 OVERHEAD DOORS	PRE-FINISHED BY MANUFACTURER OFF-WHITE

KEYED NOTES

1 STUCCO SYSTEM
2 CONCRETE ROOF TILE
3 STUCCO POP-OUTS
4 FACIA DETAIL AT EAVE
5 FACIA DETAIL AT GABLE END
6 STUCCO POP-OUT AT WINDOW SILL
7 30" HIGH STUCCO SCREEN WALL AT MECHANICAL UNITS
8 WINDOW - UNIT
9 DOOR
10 SLIDING GLASS DOOR
11 STAIRS
12 WALL MOUNTED LIGHT
13 DRAINAGE AT PATIO & BALCONY
14 LOW STUCCO WALL AT PATIO & BALCONY
15 STUCCO POP-OUT "BELLY BAND"

BUILDING ELEVATIONS

BUILDINGS 1 AND 4

1/8" = 1'-0"

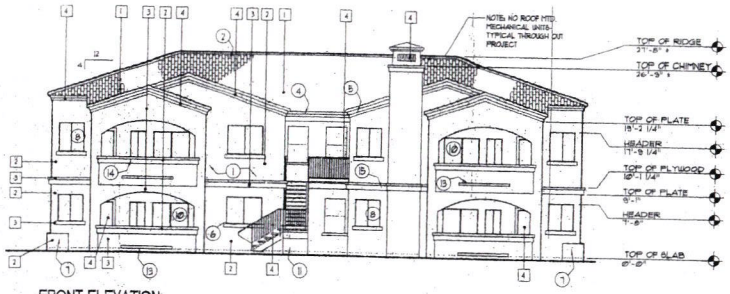
SUMMERSET CONDOS

ELEVATIONS

SCALE:

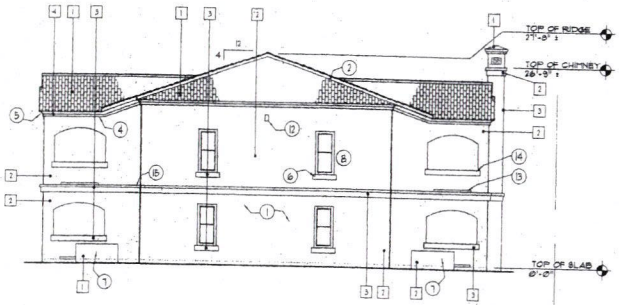
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SHEET 3 of 6



FRONT ELEVATION

TYPICAL BOTH SIDES

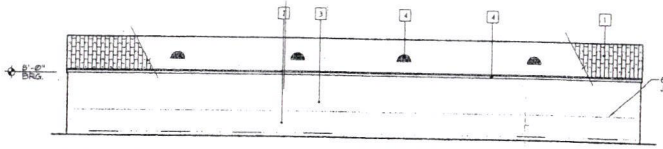


SIDE ELEVATION

TYPICAL BOTH SIDES

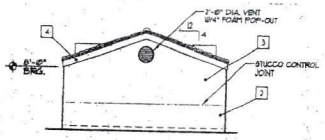
BUILDING ELEVATIONS BUILDINGS 2 AND 3

1/8" = 1'-0"



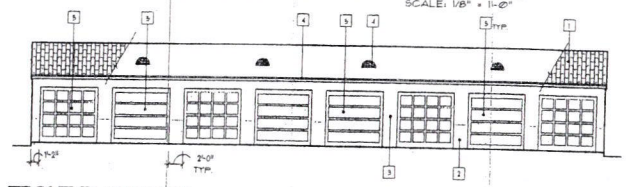
REAR ELEVATION

SCALE: 1/8" = 1'-0"



END ELEVATION

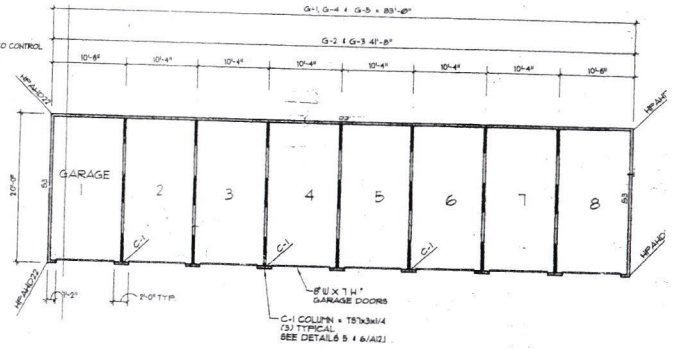
SCALE: 1/8" = 1'-0"



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

DETACHED GARAGE FLOOR PLAN



BUILDING PLAN

SCALE: 1/8" = 1'-0"

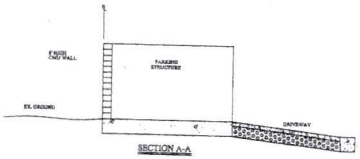
SUMMERSET CONDOS

ELEVATIONS

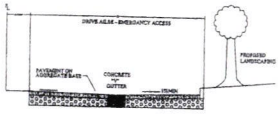
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DATE: 11-11-2004

SHEET 4 of 6



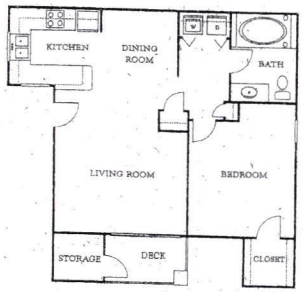
SECTION A-A



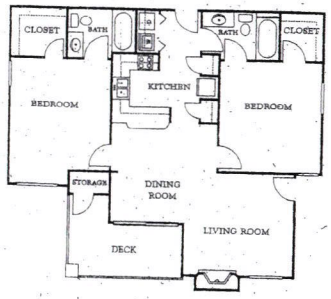
SECTION B-B



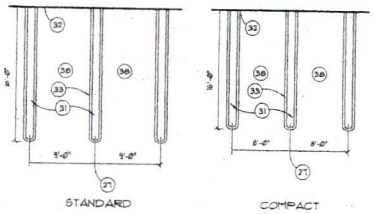
SECTION C-C



ONE BEDROOM - ONE BATH
758 SQUARE FEET

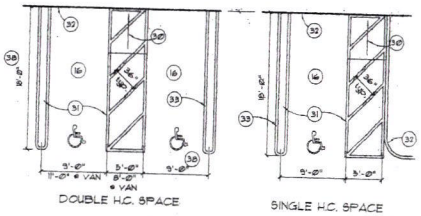


TWO BEDROOM - TWO BATH
1,057 SQUARE FEET



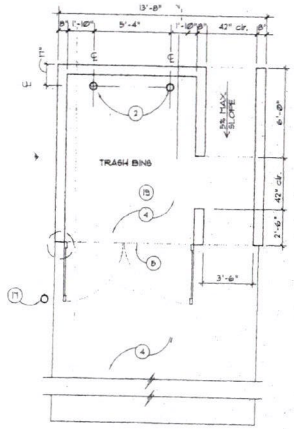
PARKING STALLS

SCALE: 1/8" = 1'-0"



ACCESSIBLE PARKING STALLS

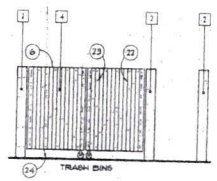
SCALE: 1/8" = 1'-0"



TRASH ENCLOSURE PLAN

TYP. OF 4 - SEE SITE PLAN FOR LOCATIONS

SCALE: 1/4" = 1'-0"



TRASH ENCLOSURE ELEVATION

SEE SITE PLAN FOR 4 LOCATIONS

SCALE: 1/4" = 1'-0"

KEYED NOTES

1	Not used
2	6" standard steel pipe set in concrete
3	Not used
4	6" thick concrete apron over 5" AB, with 6 x 6 w 2.1 x 2.1 WWM
5	1/2" expansion joint
6	Double 4'-0" w. x 5'-6" metal gates with cane bolt & wheels
7	Not used
8	Not used
9	Not used
10	Not used
11	Not used
12	Not used
13	Not used
14	Not used
15	Not used
16	Handicap parking areas and sidewalks shall have surface cross slopes not to exceed 2% per ADA, CAC-Title 24
17	Post as needed to keep gate from parking space
18	Not used
19	Sign required "FOR TRASH BINS ONLY" or "RECYCLE MATERIALS ONLY"
20	Not used
21	Not used
22	Corrugated metal--paint to match enclosure wall
23	Diagonal steel tension straps secured to 2 x 4 frame
24	Bottom of gates to be no more than 4" above grade
25	Not used
26	Not used
27	Center line of parking stall
28	Not used
29	Not used
30	Ramp up with slop not to exceed 5%
31	4" wide painted traffic strips. Two coats traffic line yellow
32	6" raised curb or concrete bumper
33	All parking stalls to be double striped
34	Not used
35	Not used
36	Not used
37	Not used
38	Parking stall minimum sizes as follows: Standard: 9' x 18' Compact: 8' x 16' Handicapped: 14' x 18' All permanent tenant stalls shall be double-striped

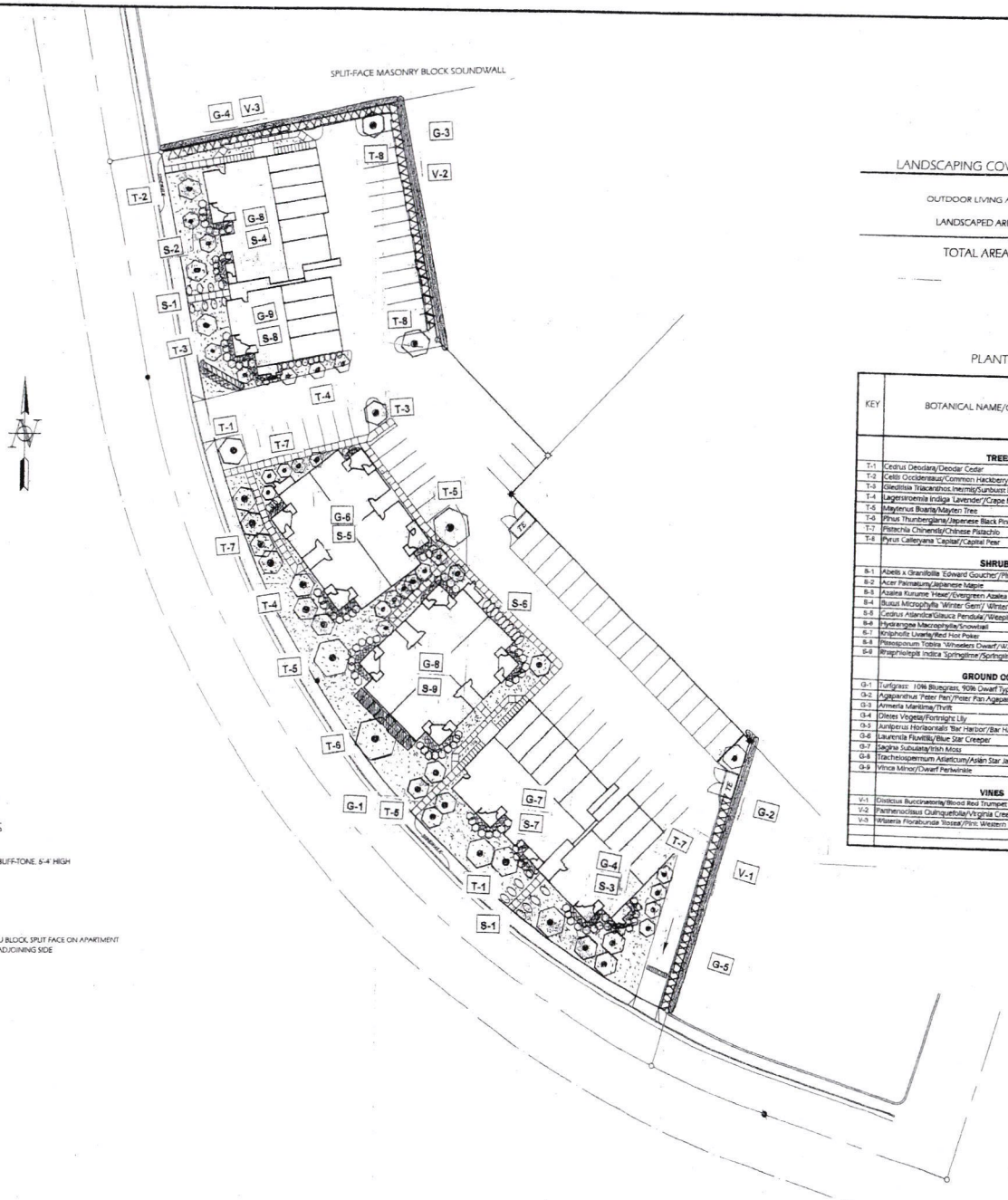
SUMMERSET CONDOS

DETAILS

SCALE:

DATE: 11-11-2004

SHEET 5 of 6

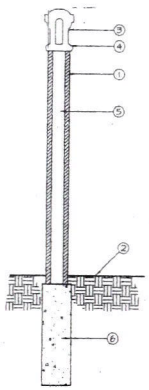


LANDSCAPING COVERAGES

OUTDOOR LIVING AREA	3,630	s.f.
LANDSCAPED AREA	23,550	s.f.
TOTAL AREA	27,180	s.f.

PLANT LIST

KEY	BOTANICAL NAME/COMMON NAME	SIZE	WATER REQTS.
	TREES		
T-1	Cedrus Deodara/Deodar Cedar	15 Gal.	Medium
T-2	Celtis Occidentalis/Common Hackberry	15 Gal.	Low
T-3	Gleditsia Triacanthos Inermis/Sunburst Locust	15 Gal.	Medium
T-4	Lagerstroemia Indiga 'Lavender'/Crape Myrtle	15 Gal.	Low
T-5	Maytenus Boaria/Mayten Tree	15 Gal.	Medium
T-6	Pinus Thunbergiana/Japanese Black Pine	15 Gal.	Medium
T-7	Pistachia Chinensis/Chinese Pistachio	15 Gal.	Low
T-8	Pyrus Calleryana 'Capital'/Capital Pear	15 Gal.	Medium
	SHRUBS		
B-1	Abelb x Grandiflolia 'Edward Goucher'/Pink Abelia	5 Gal.	Medium
B-2	Acer Palmatum/Japanese Maple	7 Gal.	Medium
B-3	Azalea Kurume 'Hino'/Evergreen Azalea	5 Gal.	Medium
B-4	Buxus Microphylla 'Winter Gem'/ Winter Gem Boxwood	5 Gal.	Medium
B-5	Cedrus Atlandica'Glauca Pendula'/Weeping Blue Atlas Cedar	5 Gal.	Low
B-6	Hydrangea Macrophylla/Snowball	7 Gal.	Medium
B-7	Kniphofia Uvaria/Red Hot Poker	1 Gal.	High
B-8	Pittosporum Tobira 'Wheelers Dwarf'/W.D. Tobira	1 Gal.	Low
B-9	Rhaphiolepis Indica 'Springtime'/Springtime India Hawthrone	5 Gal.	Medium
	GROUND COVER		
G-1	Turfgrass: 10% Bluegrass, 90% Dwarf Type Tall Fescue	Sod	High
G-2	Agapanthus 'Peter Pan'/Peter Pan Agapanthus	1 Gal.	Low
G-3	Armeria Maritima/Thrift	Flats	Medium
G-4	Dietes Vegeta/Fortnight Lily	1 Gal.	Low
G-5	Juniperus Horizontalis 'Bar Harbor'/Bar Harbor Juniper	Flats	Low
G-6	Laurentia Fluviitilis/Blue Star Creeper	Flats	Medium
G-7	Sagina Subulata/Irish Moss	1 Gal.	High
G-8	Trachelospermum Asiaticum/Asian Star Jasmine	1 Gal.	Medium
G-9	Vinca Minor/Dwarf Periwinkle	Flats	High
	VINES		
V-1	Distictus Buccinatoria/Blood Red Trumpet Vine	1 Gal.	Medium
V-2	Parthenocissus Quinquefolia/Virginia Creeper	1 Gal.	Medium
V-3	Wisteria Floribunda 'Rosea'/Pink Western Wisteria	1 Gal.	Low



KEYED NOTES

1. BASALITE PROTO II WALL,BUFF-TONE, 6'-4' HIGH
2. FINISH SURFACE
3. BASALITE REGAL CAP
4. GROUT CAP INTO PLACE
5. BASALITE 6" x 8" x 16" CMU BLOCK, SPLIT FACE ON APARTMENT SIDE, SMOOTH FACE ON ADJOINING SIDE
6. ENGINEERED FOOTING

PROTO II WALL

SUMMERSET CONDOS
LANDSCAPE

SCALE: 1"-30'
DATE: 11-11-2004

SHEET 6 of 6

Exhibit C

Special Development Permit RC-04-143

These development standards are to be used for the Summerset Condominiums – City of Rancho Cordova Project No. RC-04-143.

The project site is zoned LC – Limited Commercial. All multi-family development zoning standards shall be applicable except as modified below:

1. The setbacks between Buildings No. 2 and 3 shall be:

   - Buildings 2 and 3 – 15 +/- feet
   - Buildings 3 and 4 – 20 +/- feet

2. The front setback shall be 20 feet at the closest with an overall average of 25 feet.

Conditions of Approval

Exhibit D

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
1.	The development approved by this action is for a Tentative Subdivision Map for 1 lot for 34 Condominium Units, a Special Development Permit for reduced setbacks, as shown within the exhibits, and Design Review for the condominium complex.	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 City Council 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	
4.	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.	On-Going	Planning	
5.	If the project results in any public streets, alleys, or other paved areas to be maintained by the City, the property owner shall annex to the City's Road Maintenance Assessment District or financial mechanism to the satisfaction of the City to provide funding for the maintenance thereof.	On-Going	Public Works	
6.	If the project results in any landscaped areas not otherwise funded by an HOA, the property owner shall annex to the City's Landscape Maintenance Community Facilities District or other financial mechanism to the satisfaction of the City to provide funding for the maintenance thereof.	On-Going	Public Works	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	Prior to Grading or Improvement Plan Approval.			
7.	Applicant shall pay any outstanding staff costs associated with the preparation of the Tentative Map, Special Development Permit and Design Review.	Prior to Issuance of Improvement Plans or grading permit	Planning	
8.	Incorporate stormwater quality measures in conformance with applicable City ordinances 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", as adopted by the City of Rancho Cordova.	Prior to Improvement Plans	Water Resources	
9.	The applicant shall prepare a utility plan that will demonstrate all sewers are located 10 feet from other parallel utilities (water, drain, electrical, etc.).	Prior to Approval of Improvement Plans	CSD-1	
10.	CSD-1 will provide maintenance only in public right-of-ways and in minimum 20-foot wide easements dedicated to CSD-1 for the purpose of continuous access and maintenance.	Prior to Approval of Improvement Plans	CSD-1	
11.	All structures along private drives shall have a minimum 10-foot setback so that CSD-1 can properly maintain sewer services.	Prior to Approval of Improvement Plans	CSD-1	
12.	Private drives and parking areas over easements shall have structural street sections that meet City of Rancho Cordova Improvement Standards. This will prevent pavement damage by CSD-1 maintenance and repair operations.	Prior to Approval of Improvement Plans	CSD-1	
13.	Each lot and each building with a sewage source shall have a separate connection to CSD-1 sewer system.	Prior to Approval of Improvement Plans	CSD-1	
14.	The applicant shall install left turn pockets on Zinfandel Drive at Vehicle Drive.	Prior to Improvement Plans	Public Works	

15.	Provide drainage easements pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and City of Rancho Cordova Improvement Standards, including any fee required by the City's Water Agency Code.	Prior to Improvement Plans	Water Resources - Drainage	
16.	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.	At Improvement Plans/ grading permit issuance	Environmental Health	
17.	All parcels and subdivisions serviced by private roads shall have a road maintenance agreement (RMA) recorded with the Public Recorders Office having jurisdiction. The roadway maintenance agreement shall include the following: a. Provisions for the necessary repair and maintenance of the roadway surface b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13'6") or width of twenty feet (20') c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems	Prior to Improvement Plans	Fire	
18.	A copy of the road maintenance agreement shall be provided to the Fire District with the site improvement or Civil Engineering drawings upon submittal for review. If the roadway agreement is not provided with the site improvement or civil engineering drawings, it shall be presented to the Fire District prior to the issuance of any CORs (Certificates of Release) or construction permit cards.	Prior to Improvement Plans	Fire	
19.	The installation of approved traffic control equipment may be required on all signal lights installed or modified as a part of this project to allow emergency fire apparatus to activate the traffic signal	Prior to Improvement Plans	Fire	

20.	Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than six (6) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background. Where multiple occupancies are serviced by vehicular access to the rear of the building via any driveway, alleyway, or parking lot the numbers or addresses shall be displayed on the rear of the building.	Prior to Improvement Plans	Fire	
21.	Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located shall be located along the route of the fire apparatus access roadway. The required fire hydrants shall be installed and operational prior to any construction or on-site storage of combustible materials. The minimum required fire flow for the protection of residential developments with an area per building not exceeding 3,600 square feet is 1,000 gallons per minute (gpm) at a pressure of 20 pounds per square inch (psi) for a two-hour duration. Fire hydrant installations for the protection of residential projects shall comply with the following requirements: A. One fire hydrant shall be located 150 feet from the end of the access roadway. The required access roadway shall extend to within 150 feet of all portions of the structure. 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 fire hydrant requirements. C. Existing "wharf" type fire hydrants do not satisfy hydrant requirements for new construction. • Each approved fire hydrant shall have a minimum flow of 1,000 gallons per minute (gpm) for residential developments. Additional requirements apply to residential dwellings with building areas greater than or equal to 3,600 square feet.	Prior to Improvement Plans	Fire	

22.	Plans shall be submitted to the fire prevention bureau showing hydrant locations for review and approval prior to construction. ***Fire hydrant details and fire department notes shall be shown on the site plans or improvement drawings.***	Prior to Improvement Plans	Fire	
23.	Residences located within a high fire hazard severity zone are subject to more stringent requirements that may include wider access roadways, Class A roof coverings, fire sprinklers, and additional clearance from unimproved lands.	Prior to Improvement Plans	Fire	
24.	Residential roof coverings shall consist of materials having a minimum Class C rating.	Prior to Improvement Plans	Fire	
25.	Provide access roadways with all weather driving surfaces of not less than 20-feet of unobstructed width, 13-feet, 6-inches of vertical clearance, and turning radiuses of 40 feet inside and 60 feet outside dimension. The access roadways shall be capable of supporting the imposed loading of fire apparatus and shall extend to within 150 feet of all portions of the exterior walls of the first story of any proposed building. The required clear roadway width of 20 feet may be reduced to a minimum of 16 feet for roadways serving no more than 2 single-family dwellings. The required width of 20 feet shall not be reduced to the last 2 single-family dwellings on a roadway serving in total more than 2 single-family dwellings. ***The use of turf-block or grass-crete or similar alternate road surfaces is not approved for installation in fire apparatus access roadways.***	Prior to Improvement Plans	Fire	
26.	When the apparatus access roadway length exceeds 150 feet from the public way, an approved fire apparatus roadway conforming to SMFD Standard 444.302 shall be provided. The turn-around shall be located within 100 feet of the end of the access roadway. All parcels zoned as residential (RD) shall be provided with a finished road surface consisting of 2 inches of asphalt concrete (AC) over 6 inches of aggregate base (AB) or the equivalent in concrete or other approved surface. This requirement is applicable to existing gravel roadways.	Prior to Improvement Plans	Fire	
27.	The installation of security gates is regulated by the Sacramento County Fire Code, emergency access gates and barrier requirements. All proposed access gate installations shall comply with this regulation.	Prior to Improvement Plans	Fire	

28.	Vehicle parking is prohibited on any street less than 30 feet in width. Vehicle parking is permitted on both sides of streets 40 feet or more in width. Roadway width shall be measured between the gutter-line or edge of pavement on opposite sides of the road. Identification of fire apparatus access roadways may be required on private roads.	Prior to Improvement Plans	Fire	
	Prior to Recordation of the Subdivision Map			
29.	Developer shall show proof of adequate water supply from Southern California Water Company.	Prior to Recordation of the Subdivision Map	Water Supply	
30.	A reciprocal access agreement is required for access to the public road by both the condominium complex and the adjacent Kinder Care facility.	Prior to Recordation of the Subdivision Map	Fire District	
31.	Applicant shall prepare Covenants, Conditions and Restrictions (C C & R's) to include, but not limited to, the formulation of a Homeowner's Association, provide for maintenance of the common road system and the common landscape areas. Additional provisions may be included such as Design Review of exterior modification, visitation, parking, etc., at the developer's discretion.	Prior to Recordation of the Subdivision Map	Public Works	
32.	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 and a Parks Renovation Fee in the amount of $733.00 per residential unit. 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	Planning	
33.	In order to obtain sewer service, construction of CSD-1 sewer infrastructure will be required. An on-site sewer collection system for multiple buildings on one parcel will be required. All sewer lines with discharges from more than one building shall be 8-inch (Min.) collectors in public easements. City of Rancho Cordova Improvement Standards apply to any on-site sewer construction.	Prior to Recordation of the Subdivision Map	CSD-1	
34.	The subject project owner(s) shall be responsible for repair and/or replacement of all non-asphalt and/or enhanced surface treatments of streets and drives within these easements damaged by District	Prior to Recordation of the	CSD-1	

	maintenance and repair operations. This requirement shall be set forth in easement grant documents or shown on the final map and be a covenant running with the land, be responsibility of successors in interest in future land divisions or sales. It shall also be included in the Real Estate Commissioner's public report, all by language approved by the District.	Subdivision Map		
35.	Dedicate a standard 12.5-foot public utility easement (PUE) for underground facilities and appurtenances on all public street right of ways.	Prior to Recordation of the Subdivision Map	SMUD	
36.	Grant the City of Rancho Cordova right of way for Vehicle Drive, based on a 60 foot standard. .	Prior to Recordation of the Subdivision Map	Public Works	
37.	Record a maintenance agreement involving all of the parcels of the map, assuring timely maintenance of the private street.	Prior to Recordation of the Subdivision Map	Public Works	
38.	The final map shall show easements or other mapped provisions for the placement of centralized mail delivery units.	Prior to Recordation of the Subdivision Map	Public Works	
39.	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	
40.	Pay in lieu fees 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			
41.	Install public street improvements pursuant to the City of Rancho Cordova Improvement Standards.	Prior to the Issuance of Building Permits	Public Works	

42.	A final lighting plan for the project shall be reviewed and approved by the Police and Planning Department.	Prior to the Issuance of Building Permits	Police and Planning	
43.	Install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and City of Rancho Cordova Improvement Standards, including any fee required by the Sacramento County Water Agency Code.	Prior to the Issuance of Building Permits	Public Works	
44.	If the project results in any landscaped areas not otherwise funded by an HOA, the property owner shall annex to the City's Landscape Maintenance Community Facilities District or other financial mechanism to the satisfaction of the City to provide funding for the maintenance thereof.	Prior to Issuance of Building Permits	Public Works	
45.	If the project results in any public streets, alleys, or other paved areas to be maintained by the City, the property owner shall annex to the City's Road Maintenance Assessment District or financial mechanism to the satisfaction of the City to provide funding for the maintenance thereof.	Prior to Issuance of Building Permits	Public Works	
46.	Connection to the District's sewer system shall be required to the satisfaction of CSD-1. City of Rancho Cordova Improvement Standards apply to sewer construction.	Prior to the Issuance of Building Permits	CSD-1	
47.	Adequate fire department access is required at the southeast exit. The one-way directional exit is required to be a minimum of 20 feet wide with a turning radius of 40 feet inside and 60 feet outside.	Prior to the Issuance of Building Permits	Fire District	
48.	An additional fire hydrant is required along the southeast end of the fire department access road. Onsite fire hydrants shall have a maximum spacing of 300 feet on center.	Prior to Building Permits	Fire District	
	Prior to Certificate of Occupancy			
49.	An accessible path of travel is required from the public way to each building and between buildings.	Prior to C of O	Building	

50.	An NFPA 13 fire sprinkler system is required for this project. The following information pertains to that required fire sprinkler system: The following fire protection design shall apply to attached single-family dwellings: (1) Fire Sprinkler System will be NFPA 13 compliant. (2) System water supply and plan submittal requirements shall comply with SMFD commercial standards. (3) One fire department connection shall be provided for each building (4) An individual fire sprinkler riser with control valve and water flow switch will be installed in each dwelling unit. (5) Fire Alarm Control Panel for valve and water flow monitoring shall be located at the community building or, if no community building exists, mounted on the building or in a stand-alone weatherproof enclosure/cabinet in a location closest to the FDC. Separate zones shall be provided for each unit water flow and valve tamper. The fire alarm control panel shall identify and transmit dwelling unit specific water flow activation and control valve supervision to the monitoring agency. (6) Activation of the fire sprinkler system within an individual unit shall cause an alarm to be sounded throughout the building. (7) One exterior bell shall be provided per building for exterior notification/identification. (8) Each dwelling unit shall be equipped with an approved audible device for interior notification in the living space. Note: The square/footage/number of floors of the dwelling unit may require the installation of multiple audible devices. (9) System maintenance, inspection, and certification requirements shall be delineated in the development City Council & R's and shall be enforceable by the Home Owners Association.	Prior to C of O	Fire District	
51.	Final landscape plan shall be reviewed and approved by the Planning Director. The landscaping and hardscape improvements shall be installed according to the plan.	Prior to Final Inspection	Planning	

ADVISORY COMMENTS

Sacramento County Sheriff's Department

The Rancho Cordova Police Department requests that the following conditions be appended to the subject application:

1) LOCATION/STREET LAYOUT/ADDRESSING

a) All gates shall meet Sacramento County Fire Code specifications for accessibility, and be equipped with all access devices for public safety access.

b) Building numbers shall be posted on each building in locations and heights as to allow visibility by responding public safety personnel.
   i) A lighted monument sign shall be placed inside the main access gate identifying building numbers and corresponding apartment numbers located in that building.

c) All curbs shall be vertical in design. Rounded curbs shall be avoided whenever possible.

2) LANDSCAPING

a) 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.

b) The proposed tot-lot appears to be located in an area that has minimal natural surveillance. This lot shall be either:
   i) Moved to a more visible location within the property; or
   ii) Design the modesty walls of all facing apartments to allow for maximum visibility to the tot lot area.
   iii) Shared, community use areas need to have a sufficient amount of natural visibility in order to be safe for young children to play in.

3) FENCING/ACCESS CONTROL

a) 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.

4) LIGHTING

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

b) All lighting fixtures shall be of a type and kind to resist breakage and other vandalism.

c) 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.

5) BUILDING DESIGN

a) 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.

6) LAW ENFORCEMENT STAFFING

a) Based on City of Rancho Cordova residency estimates of 2.9 people per home, the Sheriff's Department will require an additional .10 officers to maintain the 1 to 1000 officer/population staffing level.

Sacramento Metropolitan Fire District

3012 Gold Canal Drive · Rancho Cordova, California 95670 · Phone (916) 942-3300 · Fax (916) 942-3400

RICK MARTINEZ
Fire Chief

21 June 2005

City of Rancho Cordova
Planning and Community Development
3121 Gold Canal Drive
Rancho Cordova, CA 95670

Attention: Kathleen Franklin (Project Manager)

RE: **Application Number: RC-04-143**
APN: 058-0261-047
Project Name: Summerset Condos
Project Location: 000 Vehicle Drive
Applicant's Name: Summerset
SMFD Project Number: 2005-1757

NOTE: THE FOLLOWING ITEMS ARE SPECIFIC TO THE STAFF REPORT FOR THIS PROJECT AND REQUIRE SPECIAL ATTENTION:

1. A reciprocal access agreement is required for access to the public road by both the condominium complex and the adjacent Kinder Care facility.

2. Adequate fire department access is required at the southeast exit. The one-way directional exit is required to be a minimum of 20' wide with a turning radius of 40' inside and 60' outside. In addition to inadequate roadway width, both a garage and an additional parking space hinder fire department access at that juncture.

3. An additional fire hydrant is required along the southeast end of the fire department access road. Onsite fire hydrants shall have a maximum spacing of 300' on center.

4. An NFPA 13 fire sprinkler system is required for this project. The following information pertains to that required fire sprinkler system:

   The following fire protection design shall apply to attached single-family dwellings:

   (1) Fire Sprinkler System will be NFPA 13 compliant

   (2) System water supply and plan submittal requirements shall comply with SMFD commercial standards

(3) One fire department connection shall be provided for each building.

(4) An individual fire sprinkler riser with control valve and water flow switch will be installed in each dwelling unit.

(5) Fire Alarm Control Panel for valve and water flow monitoring shall be located at the community building or, if no community building exists, mounted on the building or in a stand-alone weatherproof enclosure/cabinet in a location closest to the FDC. Separate zones shall be provided for each unit water flow and valve tamper. The fire alarm control panel shall identify and transmit dwelling unit specific water flow activation and control valve supervision to the monitoring agency.

(6) Activation of the fire sprinkler system within an individual unit shall cause an alarm to be sounded throughout the building.

(7) One exterior bell shall be provided per building for exterior notification/identification

(8) Each dwelling unit shall be equipped with an approved audible device for interior notification in the living space. Note: The square footage/number of floors of the dwelling unit may require the installation of multiple audible devices.

(9) System maintenance, inspection, and certification requirements shall be delineated in the development CC&Rs and shall be enforceable by the Home Owners Association.

Per Chief Dobson
6-2-05

NOTE: THE FOLLOWING INFORMATION IS FOR THE APPLICANTS/ENGINEER'S REVIEW PRIOR TO SUBMITTAL OF SITE IMPROVEMENT DRAWINGS:

Applicant: It is highly recommended that specific requirements for your project be obtained from the Fire District during the pre-construction planning stage. Specific requirements for bridges, fire hydrants, entry gates, and access roadways must be clearly understood and complied with. It is advisable to schedule a design review conference with the Fire District to provide any necessary requirement clarification.

If there are no immediate plans for construction or the on-site storage of combustible construction materials, the requirements applicable to construction may be held in abeyance until such time that construction occurs. If this property is sold prior to development, the seller must disclose the above requirements to the buyer.

1. All parcels and subdivisions serviced by private roads shall have a road maintenance agreement (RMA) recorded with the Public Recorders Office having jurisdiction. The roadway maintenance agreement shall include the following:

a. Provisions for the necessary repair and maintenance of the roadway surface
b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13'6") or width of twenty feet (20')
c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping

d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems

2. A copy of the road maintenance agreement shall be provided to the Fire District with the site improvement or Civil Engineering drawings upon submittal for review. If the roadway agreement is not provided with the site improvement or civil engineering drawings, it shall be presented to the Fire District prior to the issuance of any CORs (Certificates of Release) or construction permit cards.

3. The installation of approved traffic control equipment may be required on all signal lights installed or modified as a part of this project to allow emergency fire apparatus to activate the traffic signal.

4. Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than six (6) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background. Where multiple occupancies are serviced by vehicular access to the rear of the building via any driveway, alleyway, or parking lot the numbers or addresses shall be displayed on the rear of the building.

5. Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located shall be located along the route of the fire apparatus access roadway. The required fire hydrants shall be installed and operational prior to any construction or on-site storage of combustible materials. The minimum required fire flow for the protection of residential developments with an area per building not exceeding 3,600 square feet is 1,000 gallons per minute (gpm) at a pressure of 20 pounds per square inch (psi) for a two-hour duration. Fire hydrant installations for the protection of residential projects shall comply with the following requirements:

A. One fire hydrant shall be located 150 feet from the end of the access roadway. The required access roadway shall extend to within 150 feet of all portions of the structure.

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 fire hydrant requirements.

C. Existing "wharf" type fire hydrants do not satisfy hydrant requirements for new construction.

D. Each approved fire hydrant shall have a minimum flow of 1,000 gallons per minute (gpm) for residential developments. Additional requirements apply to residential dwellings with building areas greater than or equal to 3,600 square feet.

6. Plans shall be submitted to the fire prevention bureau showing hydrant locations for review and approval prior to construction. ***Fire hydrant details and fire department notes shall be shown on the site plans or improvement drawings.***

7. Residences located within a high fire hazard severity zone are subject to more stringent requirements that may include wider access roadways, Class A roof coverings, fire sprinklers, and additional clearance from unimproved lands.

8. Residential roof coverings shall consist of materials having a minimum Class C rating.

9. Provide access roadways with all weather driving surfaces of not less than 20-feet of unobstructed width, 13-feet, 6-inches of vertical clearance, and turning radiuses of 40 feet inside and 60 feet outside dimension. The access roadways shall be capable of supporting the imposed loading of fire apparatus and shall extend to within 150 feet of all portions of the exterior walls of the first story of any proposed building. The required clear roadway width of 20 feet may be reduced to a minimum of 16 feet for roadways serving no more than 2 single-family dwellings. The required width of 20 feet shall not be reduced to the last 2 single-family dwellings on a roadway serving in total more than 2 single-family dwellings. ***The use of turf-block or grass-crete or similar alternate road surfaces is not approved for installation in fire apparatus access roadways.***

10. When the apparatus access roadway length exceeds 150 feet from the public way, an approved fire apparatus roadway conforming to SMFD Standard 444.302 shall be provided. The turn-around shall be located within 100 feet of the end of the access roadway. All parcels zoned as residential (RD) shall be provided with a finished road surface consisting of 2 inches of asphalt concrete (AC) over 6 inches of aggregate base (AB) or the equivalent in concrete or other approved surface. This requirement is applicable to existing gravel roadways.

11. Vehicle parking is prohibited on any street less than 30 feet in width. Vehicle parking is permitted on both sides of streets 40 feet or more in width. Roadway width shall be measured between the gutter-line or edge of pavement on opposite sides of the road. Identification of fire apparatus access roadways may be required on private roads.

12. The installation of security gates is regulated by the Sacramento County Fire Code, emergency access gates and barrier requirements. All proposed access gate installations shall comply with this regulation.

Sacramento Metropolitan Fire District requirements are not to be construed as abrogating more restrictive requirements by other agencies having jurisdiction. Final acceptance is subject to field approval and completion of required tests.

If I may answer any questions or be of any assistance, please feel free to contact me at (916) 942-3335

Sincerely:

Diana E. Schmidt, Fire Inspector II

RANCHO CORDOVA POLICE DEPARTMENT

Thomas McMahon
Chief of Police

10361 Rockingham Drive
Sacramento, California 95827

916.875.9600 – Main
916.875.8673 – Fax

www.RanchoCordovaPD.com

RECEIVED
MAY 19 2005
RANCHO CORDOVA
PLANNING

May 16, 2005

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

RE: 04-143 SUMMERSET CONDOMINIUMS

Dear Kathleen:

The Rancho Cordova Police Department requests that the following conditions be appended to the subject application:

1) LOCATION/STREET LAYOUT/ADDRESSING

a) All gates shall meet Sacramento County Fire Code specifications for accessibility, and be equipped with all access devices for public safety access.

b) Building numbers shall be posted on each building in locations and heights as to allow visibility by responding public safety personnel.
   i) A lighted monument sign shall be placed inside the main access gate identifying building numbers and corresponding apartment numbers located in that building.

c) All curbs shall be vertical in design. Rounded curbs shall be avoided whenever possible.

d) A maintenance agreement shall be developed and signed by all owners to ensure the timely repair and maintenance of private roadways and public spaces within the facility.

e) When developed, the "tot-lot" shall be located in a central, high visibility location to encourage legitimate uses and discourage loitering and other undesirable activities.
   i) The Police Department requests inclusion in the tot-lot location and use planning.

2) LANDSCAPING

a) 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.

3) FENCING/ACCESS CONTROL

a) 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.

4) LIGHTING

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

b) All lighting fixtures shall be of a type and kind to resist breakage and other vandalism.

c) 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.

5) BUILDING DESIGN

a) 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.

6) LAW ENFORCEMENT STAFFING

a) Based on City of Rancho Cordova residency estimates of 2.9 people per home, the Sheriff's Department will require an additional .10 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 876-7599.

Very Truly Yours,

CSS III Jeffrey Rodrigues
Crime Prevention Specialist
Rancho Cordova Police Department/Sacramento Sheriff's Department

/

CITY OF RANCHO CORDOVA

3121 Gold Canal Drive • RANCHO CORDOVA, California 95670
Tel: 916.942.0222 • Fax: 916.853.1680 • www.cityofranchocordova.org
Planning (916) 942-0283

MAY 19 2005
RANCHO CORDOVA
PLANNING

*********PREVIOUSLY ROUTED PROJECT – NEW SUBMITTAL**********

Routing / Comment Sheet

Date: Wednesday, May 11, 2005

City Departments

- ☒ Building Insp. – Tom Trimberger
- ☐ City Attorney – Adam Lindgren
- ☒ City Attorney – Steve Berninger
- ☒ Public Works – Cyrus Abhar
- ☒ Public Works – Tony Santiago*
- ☒ Public Works – Elizabeth Sparkman*
- ☒ Sanitation District – Wendy Haggard*
- ☒ Drainage – Mark Rains*
- ☐ Landscape Design/Trees - Jim Schubert*
- ☐ Water Supply – Darrell Eck
- ☐ Infrastructure Finance – Richard Blackmarr
- ☐ Transportation – Dan Shoeman
- ☐ Finance – Bill Thomas
- ☐ Comm. Enhance – Yvonne DeHaan
- ☒ Econ. Development – Curt Haven
- ☒ Police Dept. – Jeff Rodrigues*

requests full size maps

Cordova Recreation and Parks District

- ☐ Parks – Greg Foell*

Metro Fire

- ☒ Fire – Steve Trout*

Sacramento County

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

State Agencies

- ☐ CRWQCB
- ☐ CALTRANS - Katherine Eastham
- ☐ Dept. of Conservation
- ☐ Dept. of Fish & Game
- ☐ State Historic Preservation Office – Dr. Knox Mellon

Other Agencies

- ☐ CA American Water Co. – Margaret DiGenova
- ☒ Southern CA Water Co. – Paul Schubert
- ☒ FCUSD – Geri Wickham
- ☐ EGUSD – Kim Williams*
- ☐ SCUSD – Jim Dobson
- ☐ Regional Transit – Robert Hendrix
- ☐ SACOG - Ken Hough
- ☐ SACOG, ALUC – Greg Chew
- ☐ SBC – Cheryl Summers
- ☐ PG&E – Steven Jones
- ☐ SMAQMD – Jeane Borkenhagen
- ☒ SMUD – Larry Lagomarsino*
- ☐ U.S. Army Corp. of Engineers – William Ness
- ☐ U.S. Fish and Wildlife Service – Adam Zerener

Project Description

The following application has been submitted to the Planning Department:

Application Number:	RC-04-143
Application Title:	Summerset Condominiums
Application Type:	Tentative Subdivision Map and Design Review
Assessor's Parcel Number:	058-0261-047
Property Address/Location:	Vehicle Drive, near the corner of Zinfandel Drive
Project Description:	**THIS PROJECT WAS ORIGINALLY ROUTED AS DESIGN REVIEW FOR 34 APARTMENT UNITS – THE APPLICANT HAS NOW SUBMITTED A SUBDIVISION MAP AND IS PROPOSING TO BUILD CONDOMINIUMS**

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 **MAY 27, 2005**. **(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@cityofranchocorrdova.org)
Rancho Cordova Planning

Comments are: ☒ Attached ☐ No comment

5-18-05
Signature, date

JEFFREY ROGERS
Print Name and Title

Memorandum

Date: June 29, 2005

To: Kathleen Franklin

From: John Samuelson

Subject: Gold River Apartments App No. RC 04-143

After reviewing the plans, we require left turn pockets be installed on Zinfandel Drive at Vehicle Drive to the satisfaction on Public Works.

If you have any questions, please contact me at (916) 942-0285.

COUNTY OF SACRAMENTO
INTER-DEPARTMENT CORRESPONDENCE
DEPARTMENT OF WATER RESOURCES

MEMORANDUM

Date: June 27, 2005

TO: Kathleen Franklin

Applicant:

FROM: Mark Rains

PROJECT NAME: **Sommerset Condminiums Tentative Subdivision Map and Design Review**

CONTROL NUMBER: **RC 04-143**

A.P.N.: **058-0261-047**

COMMENTS SECTION:

1. FEMA Flood Zone: x
   Panel No. 060262-0210
   Date: 7/6/1998

2. Watershed: Morrison Creek

CONDITIONS OF APPROVAL:

If the project is approved, the subject applicationshould 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.

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"

P:\Planning Files\Projects - Development\Projects RC-04 (141-145)\143 Summerset Condominiums DR\Agency e-comments\Drainage RC 04-143 Summerset Condominiums TSM and Design Review.doc

City of Rancho Cordova
Inter-Correspondence

May 27, 2005

To: Kathleen Franklin
Planning Department

From: Tony Santiago ABS
Public Works

Subject:

Application Number:	**RC 05-143**
Application Title:	**Summerset Condominiums**
APN:	**058-0261-047**

We have reviewed the subject application and request the following conditions be incorporated into the project Conditions of Approval:

1. ✓ Grant the City of Rancho Cordova right of way for Vehicle Drive, based on a 60' standard and install public street improvements pursuant to the City Improvement Standards. ✓

2. ✓ Prior to recordation of the final map, pay in lieu fees 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 City Code

Note: On-site drainage shall be installed pursuant to the City Improvement Standards. Concentrated overland flow will not be permitted.

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

CSD-1
COUNTY SANITATION DISTRICT 1
Wastewater Conveyance For a Growing Sacramento

10545 Armstrong Avenue
Mather
California
95655
Tele: [916] 876-6000
Fax: [916] 876-6160
www.csd-1.com

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Marcia Maurer
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Wendell H. Kido
District Manager
Mary K. Snyder
Collection Systems Manager

June 9, 2005
E225.000

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

RECEIVED
JUN 14 2005
RANCHO CORDOVA
PLANNING

Subject: **Summerset Condominiums-TSM**
APN: 058-0261-047
Control No. RC-04-143

Dear Ms. Franklin:

Both the County Sanitation District 1 (CSD-1) and the Sacramento Regional County Sanitation District (SRCSD) reviewed the subject documents and have the following comments.

CSD-1 Conditions:

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

Each lot and each building with a sewage source shall have a separate connection to the CSD-1 sewer system.

In order to obtain sewer service, construction of CSD-1 sewer infrastructure will be required. An on-site sewer collection system for multiple buildings on one parcel will be required. All sewer lines with discharges from more than one building shall be 8-inch (Min.) collectors in public easements.

CSD-1 will provide maintenance only in public right-of-ways and in minimum 20-foot wide easements dedicated to CSD-1 for the purpose of continuous access and maintenance.

The subject project owner(s) shall be responsible for repair and/or replacement of all non-asphalt and/or enhanced surface treatments of streets and drives within these easements damaged by District maintenance and repair operations. This requirement shall be set forth in easement grant documents or shown on the final map and be a covenant running with the land, be responsibility of successors in interest in future land divisions or sales. It shall also be included in the Real Estate Commissioners' public report, all by language approved by the District.

CSD-1 requires their sewers to be located 10 feet from other parallel utilities (water, drain, electrical, etc.). Prior to recording the Final Map, the applicant shall prepare a utility plan that will demonstrate that this condition is met.

All structures along private drives shall have a minimum 10-foot setback so that CSD-1 can properly maintain sewer services.

Private drives and parking areas over easements shall have structural street sections that meet County of Sacramento Improvement Standards. This will prevent pavement damage by CSD-1 maintenance and repair operations.

CSD-1 Advisories:

Developing this property will require the payment of sewer impact fees. Impact fees for CSD-1 shall be paid prior to filing and recording the Final Map or issuance of Building Permits, which ever is first. Applicant should contact the Fee Quote Desk at (916) 876-6100 for sewer impact fee information.

If you have any questions regarding these comments, please call Stephen Moore at (916) 876-6296 or myself at (916) 876-6094.

Sincerely,

Wendy Haggard

Wendy Haggard, P.E.
Department of Water Quality
Development Services

WH/JRO: cc

cc: Maria Cablao
Amber Schalansky
Gold River Ventures, LLC
3462 Stagecoach Trail
Loomis, CA 95650

CSD-1
COUNTY SANITATION DISTRICT 1
Wastewater Conveyance For a Growing Sacramento

10545 Armstrong Avenue
Mather
California
95655
Tele: [916] 876-6000
Fax: [916] 876-6160
www.csd-1.com

January 24, 2005
E225.000

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

RECEIVED
JAN 25 2005
RANCHO CORDOVA
PLANNING

Dear Ms. Franklin:

Subject: **Gold River Apartments**
APN: 058-0261-047
Control No.: RC-04-143

Both the County Sanitation District 1 (CSD-1) and the Sacramento Regional County Sanitation District (SRCSD) reviewed the subject documents and have the following comments.

CSD-1 Conditions:
Connection to the District's sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.

Each lot and each building with a sewage source shall have a separate connection to the CSD-1 sewer system.

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

CSD-1 Advisories:
Developing this property will require the payment of 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,

Wendy Haggard

Wendy Haggard, P.E.
Department of Water Quality
Development Services

WH/SM: cc

cc: Maria Cablao
Chris Kraft / Rick Beasley
Gold River Venture, LLC
1543 E. Colonial Pkwy
Roseville, CA 95661

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Chief Financial Officer
Wendell H. Kido
District Manager
Mary K. Snyder
Collection Systems Manager

Kathleen Franklin

From: Tom Trimberger

Sent: Tuesday, June 21, 2005 2:26 PM

To: Kathleen Franklin

Subject: rc05-181

An accessible path of travel is required from the public way to each building and between buildings.

Thomas L. Trimberger P.E. C.B.O.
Chief Building Official, City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

Motion: Commissioner Konarski moved, seconded by Commissioner Wentz, to recommend the Planning Commission find the Negative Declaration previously adopted for the project adequately addresses any impacts associated with the proposed change and adopt Resolution No. 40-2005 approving the amendment to the Conditional Use Permit for the Stone Creek Water Storage Tank, project No. RC-04-107, subject to the findings and amended Conditions of Approval increasing the wall height from 8 feet to 10 feet.

Vote on the Motion:

AYES:	Burke, Konarski, Moe, Savorn, Smith, Vance, Wentz
NOES:	NONE
ABSTAIN:	NONE
ABSENT:	NONE

There being 7 Ayes, 0 Noes, 0 Abstains and 0 Absentees, the motion is hereby declared to be passed.

F. **Consideration of the Tentative Subdivision Map for SUMMERSET CONDOMINIUMS – RC-04-143.**

Request: Applicant is requesting a Tentative Subdivision Map and Design Review for a proposed 34 unit condominium complex consisting of four buildings and enclosed parking garages on a 1.8 acre parcel. Special Development Permit to allow a reduction in setbacks.
Project Applicant: Gold River Ventures, LLC, 1543 E. Colonial Parkway, Roseville, CA, 95661
Project Location: APN: 058-0261-047, corner of Zinfandel Drive and Vehicle Drive

Assistant Planner Kathleen Franklin presented the staff report and recommended the Planning Commission consider the application in its entirety and make one of the following decisions: Instruct the applicant to include the required tot lot and forward to the City Council for consideration; or continue the project to the next Planning Commission Meeting (July 28, 2005) and instruct the applicant to submit an application for an Exception to allow the exclusion of the required tot lot. Chair Smith opened the public hearing and took testimony from Rick Beasley, project applicant.

The Commissioners had the following concerns and comments:

- Where is the nearest park to the project? Dave Roberts Park, on the other side of Mitchell Elementary School.
- Where would the tot lot go? There's a possibility of reducing the parking to allow for the inclusion of the tot lot.
- Is there a size requirement for the tot lot? No, there are no standards, so it could be small.
- Is there on-street parking? No.
- What will prevent vehicles from entering onto the one-way drive at the south end of the project? A spike strip will be installed.

- Commissioner Burke commented that a gate may be a better idea than a spike strip.
- Commissioner Burke would like staff to address public works to install a signal light at Zinfandel and Vehicle Drive. The project has already been reviewed by Public Works and a traffic light was not recommended, rather a left turn pocket.
- Will there be speed bumps? No.
- Will there be a reciprocal agreement with Kindercare? That has not been proposed.
- Chair Smith suggested a tot lot be installed similar to the lot installed at the SunRiver Church on Trinity River Drive and Sunrise Blvd..
- Where are the dumpsters proposed? How many and are they hidden? Two dumpsters, located at the end exits.
- What will the cost of the condos be? Mid $200,000.
- Will there be an HOA? Yes.
- Will the HOA require the units to be owner occupied only? It's not sure if it is legal for the commission to place that on as a condition. Staff will consult with the City attorney on this issue.

The Commissioners felt staff and the representatives adequately addressed the above concerns and comments.

Action:

Motion: Commissioner Wentz moved, seconded by Commissioner Konarski, to instruct the applicant to include the required tot lot, remove the spike strip on the one way exit at the southern end of the property exiting onto Vehicle Drive and forward to the City Council for consideration of approval of the Tentative Subdivision Map, Design Review, and Special Development Permit, subject to the Findings and Conditions of Approval.

Vote on the Motion:

AYES:	Burke, Konarski, Moe, Savorn, Smith, Wentz
NOES:	Vance
ABSTAIN:	NONE
ABSENT:	NONE

There being 6 Ayes, 1 Noes, 0 Abstains and 0 Absentees, the motion is hereby declared to be passed.

4. REGULAR CALENDAR

A. Planning Commission Training

1. Presentation from Commissioner Wentz on information learned from the Smart Growth Workshop.

B. Discussion and Review of Development Projects

1. Bill Campbell, Principal Planner, addressed the Commission in regards to the Target Design Review project.

ATTACHMENT 4

Reference to the Project Plans consists of full size plans and color renderings identical to Exhibits A & B contained within Resolution No. 96-2005. This attachment is for review by staff and Council members only.

MEMORANDUM

DATE: August 1, 2005

TO: Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: **PUBLIC HEARING ON THE SUNRISE DOUGLAS COMMUNITY PLAN DEVELOPMENT IMPACT FEE PROGRAM NEXUS STUDY UPDATE, REVISED CAPITAL IMPROVEMENT PROGRAM, AND FEE INCREASE**

RECOMMENDATIONS

1. Approve Resolution No. 93-2005 Adopting the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study Update, Including a Revised Capital Improvement Program, and Increased Development Impact Fees for Sewer, Off-Site Water, and Roadway Facilities;
2. Approve Resolution No. 94-2005 Providing Conceptual Approval of a Sunrise Douglas Community Plan Development Impact Fee Program Credit/Reimbursement Agreement

BACKGROUND

The Update of the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study ("Nexus Study Update") dated July 22, 2005, see **Attachment 1**, is an update of selected portions of the Nexus Study and Fee Program adopted by the Council on June 21, 2004. The Nexus Study Update revises the facilities costs and fees of three components of the SDCP Development Impact Fee Program, including the roadway, supplemental offsite water, and interim sewer fees. The Nexus Study Update discusses revised development fee rates required in association with adjustments to the Sunrise Douglas Community Plan Capital Improvement Program (CIP) and the remaining development fee revenue base.

The Nexus Study Update is in response to a request by the master developer in the Sunridge Specific Plan Area to make adjustments to the CIP based on bid estimates recently received for the Anatolia Major Roads I and Chrysanthy Boulevard construction projects. The bid estimates received were significantly higher than the project cost estimates contained with the CIP adopted in June 2004.

AGENDA ITEM # 14

FEE INCREASES

Table 1 shows the existing and proposed fee rates and percentage change for each of the SDCP development fee components. The main changes proposed which affect all three components include updated and increased unit cost assumptions to reflect construction in new (Greenfield) versus traffic impacted areas and increased construction costs in response to recent bid awards.

The Roadway fee is proposed to increase by approximately 22%. This increase is primarily due to increased costs of roadway facilities plus a 1% increase in soft cost estimate for working on projects with existing roadway impacts and the inclusion of a five percent (5%) floating contingency.

The Interim Sewer fee is proposed to increase by approximately 46.3%. No new sewer projects were added, but based on a recent bid award the unit cost assumptions for the 6" and 8" force main tripled, primarily to account for working on roads with existing traffic impact (Douglas and Kiefer). In addition, the cost estimates to deliver the lift stations were significantly higher.

Cost estimates for the Offsite Supplemental Water component of the CIP increased to approximately $10.1 million, a 132% increase from the 2004 Nexus Study facilities cost of $4.3 million, resulting in a fee increase of 145%. About 40% of the increase is a result of higher costs estimates for the Vineyard Well Fields, the Anatolia Groundwater Treatment Plant construction, and the Excelsior raw water line. However, the most significant factor, 60% of the increase, was the inclusion of land acquisition costs for the Vineyard Well Field, the Anatolia Groundwater Treatment Plant, and the North Douglas Water Tank site.

TABLE 1
SUNRISE DOUGLAS COMMUNITY PLAN FEE PROGRAM
PROPOSED FEE RATES COMPATED TO EXISTING FEE RATES

Fee Component	Fee per Dwelling Unit Equivalent		Percentage Change
	Existing SDCP Fee Rate	Proposed SDCP Fee Rate [1,2]	
Roadway Fee	$ 9,592	$ 11,687	21.8%
Offsite Supplemental Water Fee	$ 464	$ 1,137	145%
Interim Sewer Fee	$ 534	$ 784	46.3%

[1] The SDCP Roadway Fee component of the SDCP Fee Program, its associated facilities and fee fund balance will be administratively transferred to the SDCP Transportation Impact Fee component of the Rancho Cordova Transportation Impact Fee Program.
[2] The Nexus Study Update established non-residential rates at significantly higher than the rates proposed to be adopted by Resolution 93-2005. Staff recommended that reduced rates be collected on an interim basis until the final nexus study for the Rancho Cordova Transportation Impact Fee be completed.

DEVELOPMENT ASSUMPTIONS APPROACHING BUILDOUT

The land use assumptions incorporated into the 2004 Nexus Study regarding the estimated total number of dwelling units and building square footage for non-residential land uses have not changed. However, the Updated Nexus Study assumes that a total of 1,200 permits will have been issued by the time the updated fees go into effect. A summary of the existing and remaining land uses for the SRSP are contained in Table A-3 of the Updated Nexus Study.

PUBLIC NOTICE/OUTREACH

Notice of today's Hearing was published in accordance with the law. Public Works Department staff has been meeting with representatives of the master developer and the Sunridge Owner's Group to review and discuss the proposed changes to the CIP. The proposed roadway fees have been presented to the Building Industry Association and to the Chamber of Commerce.

ENVIRONMENTAL DOCUMENT

This project is statutorily exempt from the California Environmental Quality Act (CEQA) under Pub. Res. Code Section 21080(b)(8)(D) and CEQA Guidelines Section 15273(a)(4) because it involves the establishment of a public agency fee for the purpose of obtaining funds for capital projects necessary to maintain service within the City's existing service area.

EFFECTIVE DATE OF INCREASES

The Council may approve the Nexus Study Update and Fee Increase by adopting **Resolution No. 93-2005** attached. The resolution provides for the changes in the SDCP fee rates specified in the Nexus Study Update to take effect 60 days after its adoption, which would be September 30, 2005, should you decide to adopt the resolution today. The exception to the 60 days would be the roadway fee which is proposed under a separate action to be incorporated into and collected as part of the interim Citywide transportation impact fee effective immediately. The Nexus Study Update established non-residential rates at significantly higher rates than being proposed for collection as part of the Citywide transportation impact fee. Staff recommends the reduced rates be collected on an interim basis until the final Nexus Study for the Citywide Transportation Impact Fee is completed.

REIMBURSEMENT/CREDIT AGREEMENT

Also attached to the staff report is a resolution to approve a template agreement that is related to the collection of the SDCP Roadway Fee. Ordinance No. 24-2004, the governing Ordinance for the SDCP Fee Program contains provisions for credit of construction of roadway facilities, or portions thereof, in lieu of the payment of the roadway development impact fee. The Ordinance also contains provisions for reimbursement of roadway facilities from the Roadway Fund upon acceptance of the facility when funds are available. **Resolution No. 94-2005,** and the attachment thereto, approves a template to be used for the Sunrise Douglas Community Plan Development Impact Fee Program Credit/Reimbursement Agreement. Prior to any credit for fees or

reimbursements from the Fee Program under the terms of the governing Ordinance, an agreement based on the attached template will need to be entered into.

CONCLUSION:
After conducting the public hearing, it is recommended the Council approve Resolution No. 93-2005 Adopting the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study Update, revised Capital Improvement Program and Fee Increase, and adopt Resolution No. 94-2005 Providing Conceptual Approval of the Draft Sunrise Douglas Community Plan Development Impact Fee Program Credit/Reimbursement Agreement.

Attachments:
1. Update of the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study, dated July 22, 2005
2. Resolution No. 93-2005
3. Resolution No. 94-2005

ATTACHMENT 1

UPDATE OF THE SUNRISE DOUGLAS COMMUNITY PLAN DEVELOPMENT IMPACT FEE PROGRAM NEXUS STUDY

Includes an Update of the Supplemental Offsite Water, Interim Sewer, and Roadway Fee Components of the Sunrise Douglas Community Plan Development Impact Fee Program

Original SDCP Development Impact Fee Program Nexus Study Was Adopted By The Rancho Cordova City Council On June 21, 2004

July 22, 2005

UPDATE OF THE SUNRISE DOUGLAS COMMUNITY PLAN DEVELOPMENT IMPACT FEE PROGRAM NEXUS STUDY

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IV.	Infrastructure and Public Facilities	7
V.	Roadway Facilities and Fee Component	8
VI.	Supplemental Offsite Water Facilities and Fee Component	11
VII.	Interim Sewer Facilities and Fee Component	13
VIII.	Fee Program Summary	15

APPENDIX

Appendix A - 2005 SDCP Fee Program Calculations

Appendix B - Roadway, Offsite Water, and Interim Sewer Facility Costs Summaries

Appendix C - Detailed Roadway and Land Acquisition Costs

EXECUTIVE SUMMARY

INTRODUCTION

The Sunrise Douglas Community Plan ("SDCP") area is generally bordered by Sunrise Boulevard, Douglas Road, Grant Line Road, and Jackson Highway in the City of Rancho Cordova (the "City"). The City is located in the eastern central portion of Sacramento County along Highway 50 neighboring the cities of Sacramento and Folsom. The SDCP consists of approximately 6,100 acres for residential and commercial development, of which approximately 43 percent or 2,632 acres fall within the Sunridge Specific Plan ("SRSP") area. This study incorporates only the land uses and facilities necessary to develop the SRSP area. As development plans and the necessary facilities for the remainder of the SDCP area are identified, the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study will be updated to incorporate all SDCP land uses and facilities. At that time, the City will adopt a consolidated fee program for the entire SDCP area.

Certain infrastructure and facilities, such as roadway improvements, transit shuttle service, offsite water facilities, interim sewer facilities, park facilities, and library facilities, will be required to develop the SRSP area. Much of the funding for these facilities will come from development impact fees. Since such facilities are needed as a result of development in the SRSP area, the cost of these facilities should be borne by development in the SRSP area. The Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study ("2004 Nexus Study"), which discussed impact fees that would apply to SRSP development for the facilities mentioned above, was adopted by the City of Rancho Cordova City Council on June 21, 2004. It was noted in the 2004 Nexus Study and applies to this update of the 2004 Nexus Study that as other areas in the SDCP develop, those areas and their required infrastructure facilities will be consolidated with those associated with the SRSP area and revised impact fees will be calculated.

PURPOSE OF STUDY

The Update of the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study ("2005 Updated Study") updates the facilities costs and fees of three components of the SDCP Development Impact Fee Program. The 2005 Updated Study contains the following changes to the 2004 Nexus Study:

- Roadway facilities costs and fees increase
- Supplemental offsite water facilities costs and fees increase
- Interim sewer facilities costs and fees increase
- Transfer of the Roadway Fee component of the SDCP Development Impact Fee Program ("SDCP Fee Program") and its associated facilities and fee fund balance into the SDCP Transportation Fee component of the Rancho Cordova Citywide Transportation Impact Fee Program. It should be noted that the transfer of this fee component to the Citywide Transportation Impact Fee Program is an effort by the City to consolidate transportation capital improvement plans and fees. The administration and policies applicable to the

current SDCP Roadway Fee component will not be affected by the transfer of this SDCP fee to the Citywide Transportation Impact Fee Program.

Goodwin Consulting Group, Inc. has prepared this 2005 Updated Study, which is compliant with the regulations set forth in AB 1600 and ensures that a rational nexus exists between future development in the SDCP area and the use and need of the proposed facilities. This 2005 Updated Study will also demonstrate that a reasonable relationship exists between the amount of each impact fee component and the cost of the facilities attributable to the type of development that will be required to pay the impact fees.

LIST OF FEES INCLUDED IN THE 2005 UPDATED STUDY

The 2004 Nexus Study established development impact fees for roadway, transit, supplemental offsite water, interim sewer, park, library, and fee program update costs. The fees were established to mitigate the impacts on the City from future development in the SRSP. Cost increases as well as the addition of some new facilities to the SDCP Capital Improvement Program ("SDCP CIP") have created the need to update the 2004 Nexus Study; however, not all of the facilities included in the 2004 Nexus Study have had cost increases beyond the typical annual inflation adjustment. The 2005 Updated Study establishes revised development impact fees for the following facilities:

- Roadway Facilities
- Supplemental Offsite Water Facilities
- Interim Sewer Facilities

FACILITIES AND COSTS

The SRSP area will fund various types of infrastructure and public facilities that will serve future development in this area. The table below summarizes the roadway, water, and sewer components of the SDCP CIP and shows the portion of the costs that will be funded with the fees presented in this report. Infrastructure costs have been primarily developed by Wood Rodgers and details of these facilities and their itemized costs are shown in Appendices B and C of this report. The remainder of the costs will be funded through various sources including:

- Existing SDCP Fee Program revenues
- Sacramento County Transportation Improvement Program (District 3)
- Measure A Sales Tax and Development Fees from areas outside of the SDCP area
- Mather Field Transportation Improvement Program
- Vineyard Capital Improvement Program
- Development fees from the SDCP area that lie outside of the SRSP area, and other participating areas

SDCP Capital Improvement Plan		
Facilities	**Total SDCP CIP**	**2005 SDCP Fee-Funded Costs**
Roadway Improvements *	$165,103,761	$116,536,474
Supplemental Offsite Water	$10,076,922	$9,479,110
Interim Sewer	$7,016,173	$6,328,183
SDCP Facilities Cost	**$182,196,856**	**$132,343,767**

* The Roadway Fee Component of the SDCP Fee Program will be transferred to the Citywide Transportation Impact Fee Program.

The infrastructure and costs listed in the table above are not a complete list of the facilities that will be funded by SDCP development but only those that are included in the 2005 Updated Study. The SDCP area will be required to contribute fees toward facilities that are either included in the 2004 Nexus Study and do not require the fees to be updated at this time or will be included in a separate nexus study. SDCP Fee Program components not updated in this 2005 Updated Study include transit shuttle facilities, park facilities, library facilities, and fee program updates. A separate nexus study to update the park fee for SDCP is currently underway. The SDCP area will also be required to pay fees or construct infrastructure for permanent water, sewer, drainage, fire, and schools facilities; however, the fees and costs associated with these facilities are not within the City's jurisdiction and therefore, are not part of the SDCP Fee Program. This report will address the individual facilities listed in the table above and the associated 2005 SDCP Fee components.

SUMMARY OF THE 2005 SDCP FEES

The table below summarizes the water and sewer fee components in the SDCP Fee Program and the SDCP roadway fee component that will be transferred to the Citywide Transportation Impact Fee Program.

	Transportation (Roadways)	Supplemental Offsite Water	Interim Sewer	Total
Residential Development				
Single Family	$11,687	$1,137	$784	**$13,608**
Multifamily	$7,693	$853	$588	**$9,134**
Non-Residential Development				
Office	$13.36	$0.35	$0.16	**$13.87**
Commercial	$19.36	$0.42	$0.08	**$19.86**

* The City applies a 3.75% administration fee to the fees in the SDCP Fee Program that the City will administer.

These impact fees will be adjusted in future years to reflect inclusion of the remaining future development and infrastructure for the SDCP area, revised facility standards, receipt of funding from alternative sources (i.e., state or federal grants), revised facilities costs, or changes in demographics or the SDCP development land use plan. In addition to such adjustments, the fees will be inflated each year by a predetermined index.

I. INTRODUCTION

The Sunrise Douglas Community Plan ("SDCP") area is generally bordered by Sunrise Boulevard, Douglas Road, Grant Line Road, and Jackson Highway in the City of Rancho Cordova (the "City"). The City is located in the eastern central portion of Sacramento County along Highway 50 neighboring the cities of Sacramento and Folsom. The SDCP consists of approximately 6,100 acres for residential and commercial development, of which approximately 43 percent or 2,632 acres fall within the Sunridge Specific Plan ("SRSP") area. This study incorporates only the land uses and facilities necessary to develop the SRSP area. As development plans and the necessary facilities for the remainder of the SDCP area are identified, the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study will be updated to incorporate all SDCP land uses and facilities. At that time, the City will adopt a consolidated fee program for the entire SDCP area.

Certain infrastructure and facilities, such as roadway improvements, transit shuttle service, offsite water facilities, interim sewer facilities, park facilities, and library facilities, will be required to develop the SRSP area. Much of the funding for these facilities will come from development impact fees. Since such facilities are needed as a result of development in the SRSP area, the cost of these facilities should be borne by development in the SRSP area. The Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study ("2004 Nexus Study"), which discussed impact fees that would apply to SRSP development for the facilities mentioned above, was adopted by the City of Rancho Cordova City Council on June 21, 2004.

PURPOSE OF STUDY

The Update of the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study ("2005 Updated Study") updates the facilities costs and fees of three components of the SDCP Development Impact Fee Program. The 2005 Updated Study contains the following changes to the 2004 Nexus Study:

- Roadway facilities costs and fees increase
- Supplemental offsite water facilities costs and fees increase
- Interim sewer facilities costs and fees increase
- Transfer of the Roadway Fee component of the SDCP Development Impact Fee Program ("SDCP Fee Program") and its associated facilities and fee fund balance into the SDCP Transportation Fee component of the Rancho Cordova Citywide Transportation Impact Fee Program. It should be noted that the transfer of this fee component to the Citywide Transportation Impact Fee Program is an effort by the City to consolidate transportation capital improvement plans and fees. The administration and policies applicable to the current SDCP Roadway Fee component will not be affected by the transfer of this SDCP fee to the Citywide Transportation Impact Fee Program.

Goodwin Consulting Group, Inc. has prepared this 2005 Updated Study, which is compliant with the regulations set forth in AB 1600 and ensures that a rational nexus exists between future development in the SDCP area and the use and need of the proposed facilities. This 2005 Updated Study will also demonstrate that a reasonable relationship exists between the amount of each impact fee component and the cost of the facilities attributable to the type of development that will be required to pay the impact fees.

AB 1600 Nexus Requirements

Assembly Bill (AB) 1600, which was enacted by the State of California in 1987, created Section 66000 et. seq. of the Government Code. AB 1600, also referred to as the Mitigation Fee Act, requires that all public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of approval for a development project:

1. Identify the purpose of the fee

2. Identify the use to which the fee will be put

3. Determine how there is a reasonable relationship between:
    A. The fee's use and the type of development project on which the fee is imposed

    B. The need for the public facility and the type of development project on which the fee is imposed.

    C. The amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

As stated above, the purpose of this 2005 Updated Study is to demonstrate that the fees included in this 2005 Updated Study comply with AB 1600. The assumptions, methodology, facility standards, costs, and cost allocation factors that were used to establish the nexus between the fees established in the 2005 Updated Study ("SDCP Fees") and the development on which they will be levied are summarized in the subsequent sections of this report.

ORGANIZATION OF REPORT

The remainder of this report has been organized into the following sections:

Section II	Provides a general explanation of the methodology used to calculate the fee components in the SDCP Fee Program and the Citywide Transportation Impact Fee Program included in this report.
Section III	Defines the land use categories to be used in the application of the fees as well as remaining land uses within the SRSP area.
Section IV	Defines the infrastructure categories and costs in the SDCP capital improvement plan
Sections V-VII	Provides the details of the individual fee component calculations for roadway, water, and interim sewer fees.
Section VIII	Provides a summary of the impact fee components calculated in this report and addresses future fee adjustments, credit/reimbursement policies, fee implementation issues and administrative duties for the fee program.

II. FEE METHODOLOGY

When an impact fee is calculated, an analysis must be presented in enough detail to demonstrate that a logical and thorough consideration was applied in the process of determining how the fee relates to the impacts from new development. Various findings must be made to ensure that there is a reasonable relationship between the use, need and amount of an impact fee and the type of development on which that impact fee will be levied. Following is the methodology used to calculate impact fees in this report.

FEE CALCULATION

The steps to calculate each fee component of the SDCP Fee are as follows:

Step 1. Identify and estimate future development and growth projections in the area

Step 2. Determine the facilities and improvements needed to serve the development

Step 3. Estimate the gross cost of facilities needed to serve the future development and determine the cost of facilities for which future growth will be responsible

Step 4. Subtract revenues available from alternative funding sources as well as existing fee revenues, if any, to identify a net facilities cost that will be allocated to future development

Step 5. Subtract the cost of any facilities that are included in the facilities plan to cure an existing deficiency in service

Step 6. Identify the demand variable (i.e. trips generated, gallons/day, persons served, net acres etc.) that will be used to allocate facility costs on a benefit rationale basis to each future land use category; apply demand variable rates or Equivalent Dwelling Units ("EDU") to individual land uses based on service demand

Step 7. Estimate the total amount of the EDUs that will be generated by all future development land use categories by multiplying the land uses by their assigned EDU factor

Step 8. Divide the net facilities cost allocated to future development by the total EDUs to determine the impact fee per EDU

Step 9. Determine the fee for each land use category by multiplying the assigned EDU for each land use category by the fee per EDU calculated in the Step 8

III. LAND USE CATEGORIES

LAND USE CATEGORIES

The Mitigation Fee Act requires that a reasonable relationship exist between the need for public facilities and the type of development on which an impact fee is imposed. The need for public facilities is related to the level of service demanded, which varies in proportion to the number of residents or employees generated by a particular development type. Therefore, land use categories have been defined in order to distinguish between relative impacts on facilities. All fee components of the SDCP Fee have been calculated on a per-dwelling unit basis for residential land use categories and on a per-building square foot basis for non-residential land use categories.

The following land use categories are identified for purposes of the SDCP Fee:

Single Family: means all single family residential development categories which include single family detached and attached homes with two or less units

Multi-Family: means all multi-family residential development categories, including condominiums, apartments and residential buildings with three or more units

Office: means buildings constructed for the purpose of occupancy by predominantly business and professional office uses located on sites zoned BP Business and Professional Office in accord with the City of Rancho Cordova Zoning Code

Commercial: means buildings constructed for the purpose of occupancy by retail, services, and other predominantly non-office businesses located on sites zoned SC Shopping Center, LC Limited Commercial, TC Travel Commercial, AC Auto Commercial, or GC General Commercial in accord with the City of Rancho Cordova Zoning Code or designated Commercial or Commercial Mixed Use (CMU) by the Sunridge Specific Plan or other specific plan. Residential dwellings constructed on sites designated CMU or another commercial zone are residential development rather than commercial development

The City will make the final determination as to which land use category a particular development will be assigned. City staff will determine the land use category that corresponds most directly to the land use. Alternatively, the City can determine that no land use category adequately corresponds to the development in question and may work in conjunction with the City planning director to determine the applicable ad hoc impact fees.

LAND USE QUANTITIES

Development and financing plans for the SRSP area show an estimated development of 9,886 residential units, of which, 8,600 are projected to be single family and 1,286 are multi-family units. The SRSP area also includes 89.5 acres zoned for an office/employment center and 54.1 acres of neighborhood commercial development. As in the 2004 Nexus Study, the 2005 Updated Study includes a land use adjustment to address the potential loss of development to wetland mitigation issues. The calculations used in this report reduce total development projections by 5.0% from those used in the SRSP development and financing plans. Development projections will be updated in future revisions to the 2005 Updated Study as they become available and more certain. Table A-2 in Appendix A shows the residential and non-residential development projections reduced by the 5.0% for the SRSP area. Table A-3 shows the estimated number of building permits issued in SRSP through August 2005 as well as the remaining development.

IV. INFRASTRUCTURE AND PUBLIC FACILITIES

The SRSP area will fund various types of infrastructure and public facilities that will serve future development in this area. The table below summarizes the roadway, water, and sewer components of the SDCP Capital Improvement Program ("SDCP CIP") and shows the portion of the costs that will be funded with the SDCP Fee. Infrastructure costs have been primarily developed by Wood Rodgers and details of these facilities and their itemized costs are shown in Appendices B and C of this report. The remainder of the costs will be funded through various sources including:

- Existing SDCP Fee Program revenues
- Sacramento County Transportation Improvement Program (District 3)
- Measure A Sales Tax and Development Fees from areas outside of the SDCP area
- Mather Field Transportation Improvement Program
- Vineyard Capital Improvement Program
- Development fees from the SDCP area that lie outside of the SRSP area, and other participating areas

SDCP Capital Improvement Plan		
Facilities	**Total SDCP CIP**	**2005 SDCP Fee-Funded Costs**
Roadway Improvements *	$165,103,761	$116,536,474
Supplemental Offsite Water	$10,076,922	$9,479,110
Interim Sewer	$7,016,173	$6,328,183
SDCP Facilities Cost	**$182,196,856**	**$132,343,767**

* The Roadway Fee Component of the SDCP Fee Program will be transferred to the Citywide Transportation Impact Fee Program.

The infrastructure and costs listed in the table above are not a complete list of the facilities that will be funded by SDCP development but only those that are included in the 2005 Updated Study. The SDCP area will be required to contribute fees toward facilities that are either included in the 2004 Nexus Study and do not require the fees to be updated at this time or will be included in a separate nexus study. SDCP Fee Program components not updated in this 2005 Updated Study include transit shuttle facilities, park facilities, library facilities, and fee program updates. A separate nexus study to update the park fee for SDCP is currently underway. The SDCP area will also be required to pay fees or construct infrastructure for permanent water, sewer, drainage, fire, and schools facilities; however, the fees and costs associated with these facilities are not within the City's jurisdiction and therefore, are not part of the SDCP Fee Program. This report will address the individual facilities listed in the table above and the associated 2005 SDCP Fee components.

V. *ROADWAY FACILITIES AND FEE COMPONENT*

Roadway facilities and improvements for the SRSP area include construction and widening of roads, intersection signalization, median improvements, drainage improvements and road landscaping. The need for these roadway facilities is triggered by the increase in traffic that will be generated by future development in SRSP, and therefore, these improvements will be included in the SDCP roadway fee component, which the City will transfer from the SDCP Fee Program to the a newly established Citywide Transportation Impact Fee Program. The roadway fee component of the SDCP Fee Program and subsequently the Citywide Transportation Impact Fee Program meets the AB 1600 nexus requirements, as outlined in the table below.

AB 1600 Nexus Test for the Roadway Fee Component of the 2005 SDCP Fee	
Identify Purpose of Fee	To construct roads, intersections, and other roadway improvements in the SDCP CIP needed to mitigate the impacts of new development within the SRSP area.
Identify Use of Fee	2005 SDCP Fee revenue will fund the improvement and construction of roads, intersections, and other roadway facilities identified in the SDCP CIP and detailed in Appendices B and C of this report
Determine how there is a reasonable relationship between the 1) need for the public facility, 2) the use of the fee, and 3) the amount of the fee, and the type of development project on which the fee is imposed.	New residential and non-residential development will generate additional residents and employees in the SRSP area that will create demand for adequate roadway facilities to serve the new development areas. Existing roadway facilities are adequate to serve the City's existing population but cannot provide adequate circulation for the increased population and employment that will be generated by the SRSP area. Therefore, new roadway facilities must be constructed. New development will be allocated a fair share of the cost based on the trips generated by each development type

CHANGES IN THE ROADWAY FEE COMPONENT OF THE SDCP CIP

The City will transfer the roadway fee component of SDCP Fee Program to the City's newly established Citywide Transportation Impact Fee Program. This effort will consolidate the City's roadway/transportation fees into one fee program. The existing revenue in the SDCP roadway fee fund as well as policies regarding credits and reimbursements will also transfer and be applicable in the Citywide Transportation Impact Fee Program. This transfer of the road fee component from one

fee program to another in no way affects the calculation of or nexus issues related to the roadway fee component of the 2005 SDCP Fee. No additional roadway facilities have been added to the SDCP CIP as a result of this change.

In addition to the change mentioned above, increases in roadway costs require that the roadway fee be updated. The engineering firm of Wood Rogers updated the roadway component of the SDCP CIP. The total updated roadway facilities cost is approximately $165.1 million, an $18.8 million increase from the 2004 Nexus Study roadway facilities cost of $146.3 million. The total increase is due mainly to increased costs of roadway facilities planned for the SDCP area; however, three new temporary transition roadway segments have been added to the roadway component of the SDCP CIP. These segments create a temporary transition from a partially completed intersection to an existing roadway segment. One temporary transition will be located at the Douglas Road/Sunrise Boulevard intersection ($365,763) and the remaining two transitions will be located at the Sunrise Boulevard/Kiefer Boulevard intersection ($347,010).

Finally, a five percent floating contingency has been applied to the total roadway cost amount minus funding from alternate sources. The floating contingency will be collected, in addition to the ten percent project specific contingency, to avoid a shortage of funds being available for the SDCP road fee component. This contingency will avoid costly updates to the Citywide Transportation Impact Fee Program to adjust for minor cost increases or additions to the facilities being funded through the fee program.

Future Facility Requirements and Costs

Table B-1 of Appendix B identifies 103 roadway projects in the SDCP CIP and Table C-1 in Appendix C shows the detailed costs of these projects. The projects include construction and widening of major on-site and off-site roadway segments, intersection improvements and signalization, median improvements, drainage culverts, landscaping, and right of way land acquisition. The SDCP CIP assumes a right of way land acquisition cost for agricultural land of $20,000 per acre plus an additional $20,000 per acre as a cost contingency. This cost assumption will be revisited and adjusted, if necessary, after right-of-way (ROW) land purchases are made. The SDCP CIP also includes the Alta Sunrise reliever, which will stretch from Douglas Road to US 50. The total cost of these roadway facilities is approximately $165.1 million; however, funding for $43.2 million of the total cost will come from sources other than the SRSP Fee Program (see Table A-4 of Appendix A). The amount of the total roadway facilities cost that will be funded by the SRSP area through the SDCP road fee component of the Citywide Transportation Impact Fee Program is approximately $121.9 million. After adjusting for the additional five percent contingency and an estimated balance of $11.4 million in the SDCP Fee fund, remaining development in the SRSP will fund $116,536,474 of roadway facilities. The alternate funding sources include the following:

- Sacramento County Transportation Improvement Program (District 3)
- Measure A Sales Tax and Development Fees from areas outside of the SDCP area
- Funding from the Mather Field Transportation Improvement Program

- Funding from the Vineyard Capital Improvement Program
- Development fees from the SDCP area that lie outside of the SRSP area, and other participating areas

The Alta Sunrise reliever, which has an estimated $26.4 million cost, will be completely funded through alternate funding sources, much of it is expected to come from development fees from future development in SDCP, outside of SRSP area.

ROADWAY FEE COMPONENT

The roadway facilities in the SDCP CIP are required to serve future development in the SRSP area; there are no facilities in this CIP that will cure existing roadway deficiencies in the City. The expected increases in traffic resulting from development of the SRSP area will trigger the need for these roadway facilities. As a result, the cost of roadway facilities, net of funds from the SDCP roadway fee account and funds to be received from alternate funding sources, will be allocated to future development in the SRSP. As the City adopts future specific plans within the SDCP, the roadway costs for those areas will be combined with the roadway costs for the SRSP to arrive at a combined roadway cost and subsequent fee for the entire SDCP area.

Table A-6 in Appendix A shows the calculation of the updated roadway fee component. The $116.5 million net roadway cost is allocated to future land uses in SRSP based on the equivalent dwelling units (EDUs) factors used in the *Public Facilities Financing Plan For the SunRidge Specific Plan* (the "SRSP Finance Plan"). The SRSP Finance Plan identifies the *Elk Grove/West Vineyard Public Facilities Financing Plan Development Fee Program* (the "EG/WV PFFP") as the source of the EDU factors used its report. A review of the EG/WV PFFP roadway EDU calculation showed that the EDUs were based on peak hour trip rates adjusted for zoning category and development density. This is a reasonable approach for comparing the level of trips generated by different land use categories and therefore, it was used to allocate the cost of roadway facilities in this Nexus Study. The EDU factor for Single Family Residential ("SFR") units, used in this report, is a blended rate based on the weighted average of the EDU factors in the EG/WV PFFP for RD-5 and RD-7 zoning. The Multifamily Residential ("MFR") category is assigned the RD-20 EDU rate and the Office and Commercial categories are assigned the BP and GC zoning EDU factors from that report.

Table A-6 shows that utilizing the assigned EDU factors to allocate the $116.5 million net roadway cost to the remaining land uses within the SRSP yields roadway fees of $11,687 per SFR, $7,693 per MFR, and $13.36 and $19.36 per building square foot for Office and Commercial land uses, respectively.

VI. SUPPLEMENTAL OFFSITE WATER FACILITIES & FEE COMPONENT

The supplemental offsite water facilities component of the 2005 SDCP Fee calculated in this section of the report meets the AB 1600 nexus requirements, as outlined in the table below.

AB 1600 Nexus Test for the Supplemental Offsite Water Component of the SDCP Fee	
Identify Purpose of Fee	Funding water improvements to serve the SRSP area
Identify Use of Fee	Fee revenue will fund offsite water improvements that are part of the SDCP CIP as identified in Table B-3 of Appendix B of this report
Determine how there is a reasonable relationship between the 1) need for the public facility, 2) the use of the fee, and 3) the amount of the fee, and the type of development project on which the fee is imposed.	New residential and commercial development will generate residents and employees in the SRSP that will create a demand for water service. Fees collected through the SDCP Fee Program from new development will be used to fund offsite water facilities' that will serve the SRSP area. New development will be allocated a fair share of the cost based on the assignment of water EDUs for each development type.

CHANGES IN THE OFFSITE WATER COMPONENT OF THE SDCP CIP

Wood Rogers also updated the supplemental offsite water component of the SDCP CIP. The total updated offsite water facilities cost that is reimbursable to developers who construct offsite water facilities but for which they are not expected to receive reimbursement from the Zone 40 Water District is approximately $10.1 million. This is a 132 percent increase from the 2004 Nexus Study water facilities cost of $4.3 million. Approximately forty percent of the total increase is due to increased costs of the water facilities in the existing SDCP CIP, while the remaining sixty percent of the total cost increase is due to the addition of land costs. The additional expenditures include estimated land costs for the seven Vineyard well fields ($140,000), the Anatolia groundwater treatment plant ($2,237,662), and the North Douglas water tank and booster pump station ($969,000).

FUTURE FACILITY REQUIREMENTS AND COSTS

Supplemental offsite water facilities include a groundwater treatment plant, a raw water line along Excelsior Road, seven Vineyard well fields, the Folsom South canal crossing, the cost of water

studies, as well as land costs for the water treatment plant, the water tank and booster pump station, and the seven well fields. The total cost for these facilities is $36.2 million; however, the Sacramento County Water Agency (SCWA) will not reimburse the full cost to the developer who constructs these facilities. Woods Rodgers estimates that SCWA Zone 40 will reimburse approximately $26.1 million of this total amount from SCWA fee revenue. The remainder, approximately $10.1 million, will be funded through the SDCP Supplemental Offsite Water Fee.

After adjusting for an estimated balance of $597,812 in the SDCP supplemental offsite water fee fund, the remaining development in the SRSP area will fund $9,479,110 of the water facilities cost through the SDCP Fee Program. The City will collect the SDCP water fee and use it to reimburse the developer(s) who constructs theses facilities. The $9.5 million cost is allocated to remaining development in SRSP based on a fair share allocation to all remaining development in the SRSP area.

Since the entire SRSP area primarily benefits from these water improvements, the cost for these facilities and land will be allocated based on EDUs developed for the Sacramento County Water Agency's (SCWA) water development fee program. Table B-2 in Appendix B identifies the water facilities and the portion of the cost that will not be reimbursed by the SCWA Zone 40 fee program.

SUPPLEMENTAL OFFSITE WATER FEE COMPONENT

Table A-7 in Appendix A shows the calculation of the supplemental offsite water fee component of the SDCP Fee. The $9.5 million cost is allocated to future land uses in the SRSP area based on the equivalent dwelling units (EDUs) factors used by the SCWA development fee program. That fee program assigns EDU factors based on service demand reflected in the size of the water meter of a typical development type. This is a reasonable approach for comparing the estimated level of water demand generated by different land use categories and therefore, it was used to allocate the cost of water facilities in this Nexus Study. For residential development, an EDU factor of 1.0 is assigned to a SFR unit and 0.75 EDU for a MFR unit. Office and Commercial development are assigned 4.0 EDUs per acre.

Utilizing the EDU factors to allocate the $9.5 million cost to the remaining land uses within the SRSP area yields residential fees of $1,137 per SFR unit, $853 per MFR unit, and $0.35 and $0.42 per building square foot for Office and Commercial land uses, respectively.

VII. INTERIM SEWER FACILITIES AND FEE COMPONENT

Interim sewer improvements include the construction of force mains and lift stations for the SRSP area. The need for the interim sewer facilities is a direct result of future development in the SRSP area, and therefore, the costs of these improvements will be allocated to future development through the SDCP Fee. The interim sewer facilities component of the SDCP Fee Program calculated in this section of the report meets the AB 1600 nexus requirements, as outlined in the table below.

AB 1600 Nexus Test for the Interim Sewer Facilities Component of the SDCP Fee	
Identify Purpose of Fee	Funding for the interim sewer facilities to serve the SRSP area
Identify Use of Fee	Fee revenue will fund the construction of force mains and lift stations that are included in the SDCP CIP
Determine how there is a reasonable relationship between the 1) need for the public facility, 2) the use of the fee, and 3) the amount of the fee, and the type of development project on which the fee is imposed.	New residential and commercial development will generate residents and employees in SDCP that will create a demand for sewer facilities. This will necessitate the need for force mains and lift stations. Impact fees collected through the SDCP Fee Program from new development will be used to fund these facilities. New development will be allocated a fair share of the cost based on the assignment of sewer EDUs for each development type.

CHANGES IN THE SEWER COMPONENT OF THE SDCP CIP

Wood Rogers updated the interim sewer component of the SDCP CIP. The total updated sewer facilities cost is approximately $7.0 million, a $2.2 million increase from the 2004 Nexus Study sewer facilities cost of $4.8 million. The total increase is due mainly to increased costs associated with sewer facilities included in the SDCP CIP. While the 2004 Nexus Study costs were based on developer's estimates, a majority of the updated SDCP CIP sewer facility costs are based on current bid amounts.

FUTURE FACILITY REQUIREMENTS AND COSTS

The demand for sewer facilities is a direct result of development within the SDCP area. These facilities will primarily benefit future residents and employees in the SRSP area and therefore, the

cost of these facilities is allocated among future residents and employees only; existing development in Rancho Cordova will not be required to fund any portion of these new facilities. The proposed interim sewer facilities include lift stations at Chrysanthy Boulevard, Douglas Boulevard, and Kiefer Boulevard, force mains, the Folsom South canal crossing, the Chrysanthy Boulevard trunk sewer and sewer studies. The total cost for these facilities is $15.4 million; however, Sacramento County Sanitation District 1 (CSD-1) will not reimburse the full amount to the developer who constructs these facilities. Woods Rodgers estimates that $8.4 million of this total amount will be reimbursed by CSD-1. The remainder, approximately $7.0 million, will be funded through the SDCP interim sewer fee. After applying an estimated balance of $687,990 in the SDCP interim sewer fee fund, remaining SRSP development will fund $6,328,183 of the interim sewer facilities cost through the SDCP Fee Program. The SDCP interim sewer fees will be collected by the City and used to reimburse the developer(s) who constructs theses facilities. The cost of these facilities is allocated on a fair-share basis to all development in the SRSP area.

Since the entire SRSP area primarily benefits from these sewer improvements, the interim sewer facilities cost will be allocated based on the EDU factors established in the Sacramento Regional County Sanitation District of Sacramento County (SRCSD) ordinance SRSD-0093. This ordinance establishes EDUs (or equivalent single family dwellings, ESDs, as shown in the ordinance) for the SRCSD sewer impact fee program. Table B-3 in Appendix B identifies the sewer facilities and the portion of the cost that will not be reimbursed by CSD-1.

INTERIM SEWER FEE COMPONENT

Table A-8 in Appendix A shows the calculation of the interim sewer fee component of the SDCP Fee. The $6.3 million cost is allocated to future land uses in the SRSP area based on the equivalent dwelling units (EDUs) factors established in the SRCSD ordinance for its impact fee program. That fee program assigns EDU factors based on service demand reflected in estimated sewage discharges for various development categories. This is a reasonable approach for comparing the estimated level of sewage generated by different land use categories and therefore, it was used to allocate the cost of sewer facilities in this 2005 Updated Study. For residential development, an EDU factor of 1.0 is assigned to a SFR unit and a 0.75 EDU for a MFR unit. Office and Commercial development are assigned 0.2 and 0.1 EDUs per 1,000 square feet of building space, pursuant to the units in the ordinance, and were subsequently converted to the per-acre EDU factors shown in Table A-8.

Utilizing the EDU factors to allocate the $6.3 million cost to the remaining land uses within the SRSP yields residential fees of $784 per SFR unit, $588 per MFR unit, and $0.16 and $0.08 per building square foot for Office and Commercial land uses, respectively.

VIII. FEE PROGRAM SUMMARY

The table below summarizes the water and sewer fee components in the SDCP Fee Program and the SDCP roadway fee component that will be transferred to the Citywide Transportation Impact Fee Program.

	Transportation (Roadways)	Supplemental Offsite Water	Interim Sewer	Total
Residential Development				
Single Family	$11,687	$1,137	$784	**$13,608**
Multifamily	$7,693	$853	$588	**$9,134**
Non-Residential Development				
Office	$13.36	$0.35	$0.16	**$13.87**
Commercial	$19.36	$0.42	$0.08	**$19.86**

* The City applies a 3.75% administration fee to the fees in the SDCP Fee Program that the City will administer.

ADMINISTRATION FEE

To defray the City's costs associated with administering the SDCP Fee Program, tracking fee credits and reimbursements, and other related program costs, the City will charge an administration fee equal to 3.75% of the total fees that the City will administer. The fee components that the City will administer include the SDCP roadway fee, transit shuttle, supplemental offsite water, interim sewer, and the fee program update fees. The park and library fee components will be collected by the City and passed through to the relevant public agencies that will utilize these fees. The administration fee must be paid at the time of building permit issuance, or as designated by the City, and cannot be credited against through a fee credit or reimbursement agreement.

FEE ADJUSTMENTS

The SDCP Fees may be adjusted in future years to reflect revised facility costs or standards, receipt of funding from alternative sources (i.e., state or federal grants), or changes in demographics or the land use plan. In addition to such adjustments, on March 1 of each year no later than March 15, the City's public works director shall authorize the adjustment of the SDCP Fees for each type of development in each fee category as follows:

Step 1 - A "mean" index will be computed by averaging the index for 20 U.S. cities with the index for San Francisco by resort to the January issue of the Engineering News Record magazine Construction Cost Index of the year in which the calculation is being made.

Step 2 - An adjustment factor shall be computed by dividing the "mean" index by the "mean" index for the previous January; however, the March 2006 adjustment factor shall be computed by dividing the "mean" index as calculated in Step 1 by the "mean" index for April 2005, and, if a new 2005 SDCP Fee has been adopted after January of the previous year, the adjustment factor shall use the "mean" index from the month that the fee was adopted.

Step 3 - The new 2005 SDCP Fee shall be calculated by multiplying the adjustment factor, as calculated in Step 2 by the SDCP Fee in place prior to the annual adjustment.

FEE CREDIT AND REIMBURSEMENT POLICIES

As a new City, Rancho Cordova will now be required to levy, collect, and credit impact fees and process reimbursements to certain developers who build oversized facilities. In the current market, growth is anticipated to occur quite rapidly within the City, and a number of builders and developers will be constructing homes and non-residential buildings within the next several years. The City has developed a number of fee credit and reimbursement policies to prepare for this growth and to establish a set of procedures to guide implementation of the City's new impact fee program. These policies will be codified in the ordinance adopted by the City Council to set the fees in place, and the policies will be restated as part of individual fee credit and reimbursement agreements with developers who build facilities that are included in the City fee program.

Following is a general summary of the policies that will be adopted by the City Council as part of the impact fee ordinance. For purposes of this summary, "facility" means either a completed facility or a component thereof that has been built by a developer seeking fee credits or reimbursement.

Policy 1. Fee credits and reimbursements will be granted to a developer who builds a public improvement based on the actual cost of the improvement, up to the cost that had been programmed into the fee program for that facility. City staff will review invoices, receipts, cancelled checks and other documentation to determine the actual cost incurred for a particular facility.

1.1 The 10% cost contingency built into the programmed costs will be considered part of the programmed cost for which a developer can receive fee credits or reimbursements; the contingency will not be considered a cost overrun for purposes of applying these policies.

1.2 The City will not be required to track soft costs, such as design, engineering, and inspection, specifically related to a particular facility. Instead, the City will multiply the net construction cost of the facility (i.e., not including the 10% cost contingency) by 21% to determine the soft costs that will be

included in a fee credit or reimbursement. If the full construction cost of a facility does not qualify for credits or reimbursements, the 21% soft cost component will be multiplied by the net construction costs that do qualify for credit or reimbursement.

1.3 In conjunction with this policy, the City will update the fee program at least once each year to ensure that facility and land costs remain current and to reduce any disparity between programmed costs and actual costs. Fee updates may occur more than once a year if needed because of cost overruns (as discussed further below) or other changes that are needed to the fee program. In calculating the updated fee, the City will estimate and include the number of units that will not have building permits issued at the time the increased fee comes into effect.

1.4 The City will track cost savings for facilities that are built for less than the programmed cost. The cumulative amount of such cost savings will be available to offset future cost overruns that the City approves for reimbursement, as discussed further below.

1.5 The City reserves the right to make exceptions to this policy if there is a cost overrun that is outside the control of the City or the developer responsible for building the facility. Such a cost overrun may occur because of a new state or federal mandate, an increase in unit costs or land costs, increased City standards, or other reasons. For example, if a new state mandate results in an increase in the cost of a particular facility, the City may agree to enter into a fee credit/reimbursement agreement with the developer for the full cost of the facility. In doing so, the City will first determine whether there is a balance from cost savings on other facilities and apply the balance of such cost savings against the cost overrun. If such cost savings are insufficient to offset the cost overrun, the City will update the fee program and revise the programmed cost to correspond with the increased actual cost. In deciding whether to update the impact fees because of a cost overrun, the City will consider both the reason for the overrun and the impact on future development if the increased cost is fully incorporated in the updated fees.

1.6 If a developer requests a fee update to cover a cost overrun for a facility that he/she constructed, the credit/reimbursement agreement for the developer will state that the total cost paid for the facility (either through fee credits or reimbursements) will be reduced by an amount determined as follows:

P * (NF – OF) = Reduction to fee credit/reimbursement amount, where:

P = Number of permits issued on the developer's property after the request is made to process a fee update and prior to the new fee becoming effective

NF = Amount of new fee adopted by Council after fee update

OF = Amount of old fee in place prior to the fee update

This calculation, in effect, subjects the developer's property to the new fees adopted by the Council as a result of the cost overrun.

Policy 2. Prior to a developer commencing work on a facility that qualifies for fee credits or reimbursement, the developer will enter into a fee credit/reimbursement agreement with the City. Upon execution of the agreement, the developer will be granted fee credits equal to 80% of the programmed cost of the facility covered by the agreement. After acceptance by the City and reconciliation of the final facility cost, the remaining amount of fee credit will be granted to the developer. Unless the City makes an exception as discussed above, the remaining credit will be equal to the lesser of (i) the actual cost of the facility minus the credit already granted, or (ii) the remaining 20% of the programmed cost.

2.1 If a developer uses up the initial 80% fee credit component prior to the City accepting the facility for which such credits were granted, the developer will be required to start paying fees on additional units for which building permits are issued. The City will hold the fee revenues on deposit for a period of one year after the first fees were paid by the developer. If the facility is completed and accepted by the City within one year, the developer will be paid up to the actual cost of the facility out of the fee revenues the City had collected from the developer; any remaining balance in the fee account will be used to offset future cost overruns. If the facility is not completed and accepted by the City within one year, the City will not be obligated to reimburse the developer for the remaining facility costs. At such time, revenues that had been deposited in the fee account will be available to apply to any authorized fee program costs.

Policy 3. Fee credits will be issued to developers as an identified credit balance that can be applied as the developer chooses within a particular project. For example, if a developer that is building 500 residential units is granted a fee credit balance of $1 million for constructing a roadway facility, the developer can take a $2,000 credit against each of the 500 lots or a $4,000 credit against the first 250 lots for which permits are issued.

A form will be used to track the assignment and transfer of fee credits among builders and developers. A developer will submit a completed form to the City, and such form will (i) reference the credit/reimbursement agreement pursuant to which the fee credits being applied were granted, (ii) identify the developer and assignee if the credits are being assigned to a builder or other party, (iii) identify the number of lots against which the credits will be applied, (iv) identify the fee credit balance before and after the transfer, and (v) include a map that identifies the lots against

which the fee credits will be applied. The form will be signed by the developer, City, and any assignees that are part of the transaction and will be kept on file at the City to assist in tracking fee credits that have been applied.

Policy 4. No inter-fund borrowing will be permitted. For example, if a developer qualifies for fee credits for constructing a roadway improvement, such credit will only be applied against the roadway impact fee. If the facility cost exceeds the roadway fees against which the developer can receive credits, the remaining balance will be reimbursed pursuant to Policy 5 below.

Policy 5. The priority of reimbursements will directly correspond to a facility priority list that will be adopted by the City Council prior to the first fee credit/reimbursement agreement being executed by a developer in the Sunrise Douglas Community Plan. The facility priority list will likely have priority categories, within which multiple facilities will be at an equal priority with other facilities in that category. Within a particular category, reimbursements will be paid on a first-in/first-paid basis based on the date on which the City accepts each facility. Staff may amend the facility priority list in future years at the direction of the City engineer.

Policy 6. As discussed in this report, an administrative fee will be collected by the City prior to issuance of a building permit for the unit. In addition, a Fee Program Update fee has been calculated to cover costs associated with updating the fees. No credits will be issued against the administrative fee or the Fee Program Update fee.

The policies set forth above are intended to establish guidelines, while allowing flexibility for the City to respond to unique situations on a case-by-case basis. The policies may be updated over time if the City determines that changes are warranted to facilitate administration of the program or improve the overall distribution of facility costs among landowners. Ultimately, the policies are intended to ensure that funding for public facilities is provided in a timely manner and costs are fairly allocated among property owners that are conditioned to provide the improvements.

FEE IMPLEMENTATION

According to California Government Code, prior to levying a new fee or increasing an existing fee, an agency must hold at least one open and public meeting. At least 10 days prior to this meeting, the agency must make data on infrastructure costs and funding sources available to the public. Notice of the time and place of the meeting, and a general explanation of the matter, are to be published in accordance with Section 6062a of the Government Code, which states that publication of notice shall occur, for 10 days in a newspaper regularly published once a week or more. The City may then adopt the new fees at the second reading.

The 2005 Updated Study and relevant fees established herein will be adopted through either a City ordinance or resolution. Once the updated 2005 SDCP Fee is adopted by the City Council, it shall become effective no sooner than sixty days later, unless an urgency measure is adopted. An urgency

measure is an interim authorization that waives the sixty-day waiting period and allows the new fees to be collected immediately if a finding of a current and immediate threat to the public health, welfare and safety can be demonstrated. The interim authorization requires a four-fifths vote of the City Council and stays in effect for thirty days; no more than two extensions of the authorization can be granted.

ANNUAL ADMINISTRATIVE DUTIES

The Government Code requires the City to report, every year and every fifth year, certain financial information regarding the impact fees. Within 180 days after the last day of each fiscal year the City must make the following information available for the past fiscal year:

(a) A brief description of the type of fee in the account or fund
(b) The amount of fee revenue
(c) The beginning and ending balance of the account or fund
(d) The amount of fee revenue collected and interest earned
(e) An identification of each public improvement on which fees were expended and the amount of expenditures on each improvement, including the total percentage of the cost of public improvement that was funded with fees
(f) An identification of an approximate date by which time construction on the improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement
(g) A description of each interfund transfer or loan made from the account or fund, when it will be repaid and at what interest rate
(h) The amount of any refunds made once it is determined that sufficient monies have been collected to fund all projects

The City must make this information available for public review and must also present it at the next regularly scheduled public meeting not less than 15 days after this information is made available to the public.

FIFTH-YEAR ADMINISTRATIVE DUTIES

For the fifth year following the first deposit into the fee account and every five years thereafter, the City must make the following findings with respect to any remaining funds in the fee accounts:

(a) Identify the purpose to which the fee is to be put
(b) Demonstrate a reasonable relationship between the fee and the purpose for which it is charged
(c) Identify all sources and amounts of funding anticipated to complete financing incomplete improvements
(d) Designate the approximate dates on which funding is expected to be deposited into the appropriate accounts or funds

As with the annual report, the five-year report must be made public within 180 days after the end of the City's fiscal year and must be reviewed at the next regularly scheduled public meeting. The City must make these findings; otherwise the law states that the City must refund the fee revenue to the then current owners of the development project.

APPENDIX A

Sunrise Douglas Community Plan Fee Program Calculations

Table A-1
Comparison of SDCP Fee-Funded Costs

Capital Facility	2004 SDCP Fee-Funded Costs	2005 SDCP Fee-Funded Costs (1)	Difference	Percentage Change
Roadway Improvements	$104,185,163	$127,984,098 (2)	$23,798,935	22.84%
Supplemental Offsite Water	$4,348,346	$10,076,922	$5,728,576	131.74%
Interim Sewer	$4,864,819	$7,016,173	$2,151,354	44.22%
Total Cost	**$113,398,328**	**$145,077,193**	**$31,678,865**	**27.94%**

(1) Total 2005 SDCP Fee-funded costs prior to any adjustments for balances in existing SDCP Fee funds.
(2) Includes an additional 5.0% floating contingency that has been added to the roadway fee component of the 2005 SDCP Fee-funded costs.

Source: Wood Rogers; Goodwin Consulting Group, Inc.

Table A-2
Land Uses and Demographics For the SunRidge Specific Plan Area

Residential Land Uses	Gross Acres	Adjusted Gross Acres (1)	Dwelling Units	Population per Household	Total Population
Single Family Residential	1,727.0	1,640.7	8,170	2.88	23,530
Multifamily Residential	75.0	71.3	1,222	2.25	2,749
Total	1,802.0	1,711.9	9,392		26,279

Non-Residential Land Uses	Building Intensity (Avg FAR)	Gross Acres	Adjusted Gross Acres (1)	Building Square Footage	Employees per Acre	Total Employees
Office	0.30	89.5	85.0	1,111,107	37.3	3,175
Commercial	0.25	54.1	51.4	559,692	21.8	1,119
Total		143.6	136.4	1,670,798		4,294

(1) Developable acreage, dwelling units and building square footage have been reduced by 5.0% from the amounts in the Public Facilities Financing Plan for the Sunridge Specific Plan to account for the potential loss due to wetland mitigation.

Source: Sunridge Specific Plan Public Facilities Financing Plan; Goodwin Consulting Group, Inc.

Table A-3
Summary of Existing and Remaining Development in SunRidge Specific Plan

		Total SRSP		Est. Development Through August 1, 2005		Remaining SRSP	
Residential Land Uses		**Adjusted Gross Acres (1)**	**Dwelling Units (1)**	**Gross Acres (2)**	**Dwelling Units**	**Gross Acres**	**Dwelling Units**
Single Family Residential		1,640.7	8,170	241.0	1,200	1,399.7	6,970
Multifamily Residential		71.3	1,222	0.0	0	71.3	1,222
Total		1,711.9	9,392	241.0	1,200	1,470.9	8,192
Non-Residential Land Uses	**Building Intensity (Avg FAR)**	**Adjusted Gross Acres (1)**	**Building Square Footage (1)**	**Gross Acres**	**Building Square Footage**	**Gross Acres**	**Building Square Footage**
Office	0.30	85.0	1,111,107	0.0	0	85.0	1,111,107
Commercial	0.25	51.4	559,692	0.0	0	51.4	559,692
Total		136.4	1,670,798	0.0	0	136.4	1,670,798

(1) Developable acreage, dwelling units and building square footage have been reduced by 5.0% from the amounts in the Public Facilities Financing Plan
(2) for the Sunridge Specific Plan to account for the potential loss due to wetland mitigation.
Assumes an average density of 5 units per acre for single family residential property.

Source: City of Rancho Cordova; Goodwin Consulting Group, Inc.

Table A-4
Infrastructure Costs and Funding Sources

	Roadway	Supplemental Offsite Water	Interim Sewer	Total Costs
Total Facilities Cost	**$165,103,761**	**$10,076,922**	**$7,016,173**	**$182,196,856**
Less: Other Funding Sources				
Sacramento County TIP	($2,896,682)	n/a	n/a	($2,896,682)
Mather TIP	($2,111,130)	n/a	n/a	($2,111,130)
Vineyard CIP	($690,923)	n/a	n/a	($690,923)
Development Fee/ Measure A	($11,112,409)	n/a	n/a	($11,112,409)
Future SDCP Development	($26,403,000)	n/a	n/a	($26,403,000)
Subtotal Other Funding Sources	($43,214,144)	$0	$0	($43,214,144)
SDCP Fee Funded Costs	$121,889,617	$10,076,922	$7,016,173	$138,982,712
Add: Contingency for Roadway Facilities (1)	$6,094,481	n/a	n/a	$6,094,481
Total SDCP Fee Funded Costs	$127,984,098	$10,076,922	$7,016,173	$145,077,193
Less: SDCP Fee Fund Balance (2)	($11,447,624)	($597,812)	($687,990)	($12,733,426)
Remaining SDCP Fee-Funded Costs	**$116,536,474**	**$9,479,110**	**$6,328,183**	**$132,343,767**

(1) Includes an additional 5.0% contingency that has been added to the SDCP road fee component of the 2005 SDCP Fee-funded costs.

(2) Estimated SDCP Fee fund balance as of the date that the new fees are expected to take effect.

Source: Wood Rogers; City of Rancho Cordova; Goodwin Consulting Group, Inc.

Table A-5
Estimated SDCP Fee Fund Balance

	Roadway	Supplemental Offsite Water	Interim Sewer
Development thru February 28, 2005			
SDCP Fee per SFR unit	$9,326	$451	$519
SFR Units	236	236	236
Subtotal SDCP Fee Balance	$2,200,936	$106,436	$122,484
Development from March 1, 2005 thru Effective Date of New Fee			
SDCP Fee per SFR unit (1)	$9,592	$464	$534
Estimated SFR Units	964	1,059	1,059
Subtotal SDCP Fee Balance	$9,246,688	$491,376	$565,506
Total Development thru Estimated Effective Date of New Fee			
Estimated SFR Units	**1,200**	**1,295**	**1,295**
Estimated SDCP Fee Fund Balance	**$11,447,624**	**$597,812**	**$687,990**

(1) Inflationary fee increase effective March 1, 2005.

Source: City of Rancho Cordova; Goodwin Consulting Group, Inc.

Table A-6
SDCP Roadway Fee Calculation

Net Roadway Cost:	**$116,536,474**

Land Use	**Remaining Acres (1)**	**Remaining Units (1)**	**EDU Factor (2)**	**Total EDUs**	**Percent Allocation**	**Cost Allocation**	**SDCP Roadway Fee (4)**
Residential			*per acre*				*per unit*
Single Family Residential	1,399.7	6,970	4.50	6,299	69.9%	$81,458,239	$11,687
Multifamily Residential	71.3	1,222	10.20	727	8.1%	$9,398,983	$7,693
Nonresidential		*Bldg SF (3)*	*per acre*				*per Bldg SF*
Office	85.0	1,111,107	13.50	1,148	12.7%	$14,844,865	$13.36
Commercial	51.4	559,692	16.30	838	9.3%	$10,834,386	$19.36
Total	1,607.3	-	-	9,011	100.0%	$116,536,474	-

(1) Remaining developable acreage, dwelling units, and building square footage have been reduced by: (1) 5.0% from the amounts in the Public Facilities Financing Plan for the Sunridge Specific Plan to account for the potential loss due to wetland mitigation, and (2) anticipated development through the estimated date that the Road fee will take effect.

(2) EDU factors are based on the Sacramento County's Elk Grove/West Vineyard Public Facilities Financing Plan Development Fee Program.

(3) Assumes floor-to-area ratios of 0.30 for Office and 0.25 for Commercial land uses.

(4) The SDCP Roadway Fee component will be transferred from the SDCP Fee Program to the Citywide Transportation Impact Fee Program.

Source: Goodwin Consulting Group, Inc.

Table A-7
SDCP Supplemental Offsite Water Fee Calculation

Net Offsite Water Cost:	**$9,479,110**

Land Use	Remaining Acres (1)	Remaining Units (1)	EDU Factor (2)	Total EDUs	Percent Allocation	Cost Allocation	SDCP Offsite Water Fee
Residential			*per unit*				*per unit*
Single Family Residential	1,380.6	6,875	1.00	6,875	82.5%	$7,816,869	$1,137
Multifamily Residential	71.3	1,222	0.75	916	11.0%	$1,041,804	$853
Nonresidential		*Bldg SF (3)*	*per acre*				*per Bldg SF*
Office	85.0	1,111,107	4.00	340	4.1%	$386,693	$0.35
Commercial	51.4	559,692	4.00	206	2.5%	$233,744	$0.42
Total	1,588.3	-	-	8,337	100.0%	$9,479,110	-

(1) Remaining developable acreage, dwelling units, and building square footage have been reduced by: (1) 5.0% from the amounts in the Public Facilities Financing Plan for the Sunridge Specific Plan to account for the potential loss due to wetland mitigation, and (2) anticipated development through the estimated date that the Water fee will take effect.

(2) EDU factors are based on the Sacramento County Water Agency Zone 40 fee program.

(3) Assumes floor-to-area ratios of 0.30 for Office and 0.25 for Commercial land uses.

Source: Goodwin Consulting Group, Inc.

Table A-8
SDCP Interim Sewer Fee Calculation

Net Interim Sewer Cost:	**$6,328,183**

Land Use	Remaining Acres (1)	Remaining Units (1)	EDU Factor (2)	Total EDUs	Percent Allocation	Cost Allocation	SDCP Interim Sewer Fee
Residential			*per unit*				*per unit*
Single Family Residential	1,380.6	6,875	1.00	6,875	85.2%	$5,391,467	$784
Multifamily Residential	71.3	1,222	0.75	916	11.4%	$718,555	$588
Nonresidential		*Bldg SF (3)*	*per acre*				*per Bldg SF*
Office	85.0	1,111,107	2.61	222	2.8%	$174,269	$0.16
Commercial	51.4	559,692	1.09	56	0.7%	$43,892	$0.08
Total	1,588.3	-	-	8,069	100.0%	$6,328,183	-

(1) Remaining developable acreage, dwelling units, and building square footage have been reduced by: (1) 5.0% from the amounts in the Public Facilities Financing Plan for the Sunridge Specific Plan to account for the potential loss due to wetland mitigation, and (2) anticipated development through the estimated date that the Sewer fee will take effect.

(2) EDU factors are based on SRCSD fee program.

(3) Assumes floor-to-area ratios of 0.30 for Office and 0.25 for Commercial land uses.

Source: Goodwin Consulting Group, Inc.

APPENDIX B

Facilities Cost Summaries

TABLE B-1
ROADWAY IMPROVEMENTS
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	ROADWAY SEGMENT / ITEM	PROJECT DESCRIPTION	ON-SITE or OFF-SITE	QUANTITY	UNITS	UNIT COST	TOTAL ESTIMATED COST	% FUNDED BY OTHERS	FUNDING SOURCE	REIMBURSEMENT AVAILABLE	NET COST	CUMULATIVE TOTAL COST
1.	Douglas Road: Sunrise Boulevard to Jaeger Road	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	4,475	LF	$777	$3,475,293			$0	$3,475,293	$3,475,293
2.	Douglas Road: Jaeger Road to Americanos Road	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	5,405	LF	$736	$3,975,541			$0	$3,975,541	$7,450,833
3.	Douglas Road: Americanos Boulevard to Grantline Road	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	3,355	LF	$756	$2,535,646			$0	$2,535,646	$9,986,479
4.	Douglas Road at Sunrise Boulevard	6x6 lane 4-way intersection widening and signalization: Anatolia MRI portion	ON	1	LS	$2,055,181	$2,055,181			$0	$2,055,181	$12,041,660
4A.	Douglas Road at Sunrise Boulevard; Portion Remaining after Anatolia MRI	6x6 lane 4-way intersection widening and signalization: remaining portion	ON	1	LS	$1,135,331	$1,135,331			$0	$1,135,331	$13,176,991
4B.	Douglas Road at Sunrise Boulevard: Westerly Temporary transition	Transition from partially completed intersection west to existing 2-lane road	ON	1	LS	$365,763	$365,763			$0	$365,763	$13,542,754
5.	Douglas Road at Americanos Boulevard	6x4 lane 4-way intersection widening and signalization	ON	1	LS	$2,986,731	$2,986,731			$0	$2,986,731	$16,529,485
6.	Douglas Road at Jaeger Road: Portion Remaining After Anatolia MRI	6x4 lane 3-way intersection widening and signalization: remaining portion	ON	1	LS	$2,070,817	$2,070,817			$0	$2,070,817	$18,600,302
6A.	Douglas Road at Jaeger Road: Portion included in Anatolia MRI	6x4 lane 3-way intersection widening and signalization: Anatolia MRI portion	ON	1	LS	$225,454	$225,454			$0	$225,454	$18,825,757
7.	Douglas Road at Grantline Road	6x6 lane 3-way intersection widening and signalization	ON	1	LS	$1,565,684	$1,565,684			$0	$1,565,684	$20,391,440
8.	Douglas Road at Zinfandel	Add through lanes on north and southbound approaches	OFF	1	LS	$141,120	$141,120			$0	$141,120	$20,532,560
9.	Sunrise Boulevard: Douglas Road to Chrysanthy Boulevard	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	3,100	LF	$717	$2,224,182	15%	County TIP	$333,627	$1,890,554	$22,423,115
10.	Sunrise Boulevard: Pyramid Road to Kiefer Boulevard	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	7,400	LF	$746	$5,517,806	15%	County TIP	$827,671	$4,690,135	$27,113,250
11.	Sunrise Boulevard: Kiefer Boulevard to SR 16	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	5,950	LF	$801	$4,768,187	15%	County TIP	$715,228	$4,052,959	$31,166,209
12.	Sunrise Boulevard at Chrysanthy Boulevard: Anatolia MRI Portion	6x4 lane 3-way intersection widening and signalization: Anatolia MRI portion	ON	1	LS	$1,251,227	$1,251,227			$0	$1,251,227	$32,417,435
12A.	Sunrise Boulevard at Chrysanthy Boulevard: Anatolia Chrysanthy Boulevard Portion	6x4 lane 3-way intersection widening and signalization: Anatolia Chry. Blvd. portion	ON	1	LS	$393,377	$393,377			$0	$393,377	$32,810,813
12B.	Sunrise Boulevard at Chrysanthy Boulevard: Remaining Portion	6x4 lane 3-way intersection widening and signalization: remaining portion	ON	1	LS	$922,049	$922,049			$0	$922,049	$33,732,862
13.	Sunrise Boulevard at Kiefer Boulevard	6x4 lane 4-way intersection widening and signalization	ON	1	LS	$1,749,487	$1,749,487	FLAT	Mather Field Tip	$98,550	$1,650,937	$35,383,798
13A.	Sunrise Boulevard at Kiefer Boulevard: Southerly Temporary Transition	Transition from partially completed intersection south to existing 2-lane road	ON	1	LS	$259,229	$259,229			$0	$259,229	$35,643,027
13B.	Sunrise Boulevard at Kiefer Boulevard: Westerly Temporary Transition	Transition from partially completed intersection west to existing 2-lane road	ON	1	LS	$87,781	$87,781			$0	$87,781	$35,730,808
14.	Sunrise Boulevard at SR 16	6x6 lane 4-way intersection widening and signalization	OFF	1	LS	$575,000	$575,000	FLAT ($86,250 Mather)	Dev. Fee Meas. A, Mather CIP	$575,000	$0	$35,730,808
15.	Sunrise Boulevard at Grant Line Road	6x6 lane 3-way intersection widening and signalization (incl. 2 lane stub to south)	OFF	1	LS	$1,870,989	$1,870,989	FLAT	Vineyard CIP	$690,923	$1,180,066	$36,910,874
16.	Sunrise Boulevard at Folsom Boulevard	Add free right-turn lane on eastbound approach	OFF	1	LS	$134,400	$134,400			$0	$134,400	$37,045,274
17.	Grantline Road: Douglas Road to Chrysanthy Boulevard	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	4,300	LF	$697	$2,997,748			$0	$2,997,748	$40,043,021
18.	Grantline Road: Chrysanthy Boulevard to Kiefer Boulevard	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	8,500	LF	$709	$6,028,132			$0	$6,028,132	$46,071,153
19.	Grantline Road: Kiefer Boulevard to SR 16	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	8,650	LF	$626	$5,418,441			$0	$5,418,441	$51,489,594
20.	Grantline Road at Chrysanthy Boulevard	6x4 lane 3-way intersection widening and signalization	ON	1	LS	$1,309,358	$1,309,358			$0	$1,309,358	$52,798,951

Source: Wood Rogers

05/18/2005

TABLE B-1
ROADWAY IMPROVEMENTS
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	ROADWAY SEGMENT / ITEM	PROJECT DESCRIPTION	ON-SITE or OFF-SITE	QUANTITY	UNITS	UNIT COST	TOTAL ESTIMATED COST	% FUNDED BY OTHERS	FUNDING SOURCE	REIMBURSEMENT AVAILABLE	NET COST	CUMULATIVE TOTAL COST
21.	Grantline Road at Kiefer Boulevard	6x4x2 lane 4-way intersection widening and signalization	ON	1	LS	$1,039,818	$1,039,818			$0	$1,039,818	$53,838,770
22.	Grantline Road at SR 16	6x4 lane 4-way intersection widening and signalization	OFF	1	LS	$1,707,218	$1,707,218	100%	Dev. Fee Meas. A	$1,707,218	$0	$53,838,770
23.	Grantline Road at White Rock Road	Add additional exclusive left turn lane (White Rock Road) and signalization	OFF	1	LS	$257,681	$257,681			$0	$257,681	$54,096,450
24.	Chrysanthy Boulevard: Sunrise Boulevard to Jaeger Boulevard	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	4,550	LF	$459	$2,090,112			$0	$2,090,112	$56,186,562
25.	Chrysanthy Boulevard: Jaeger Road to Americanos Boulevard	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	4,980	LF	$459	$2,287,640			$0	$2,287,640	$58,474,202
26.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	4,387	LF	$459	$2,012,837			$0	$2,012,837	$60,487,039
27.	Chrysanthy Boulevard at Jaeger Road	4x4 lane 4-way intersection widening and signalization	ON	1	LS	$1,988,151	$1,988,151			$0	$1,988,151	$62,475,190
28.	Chrysanthy Boulevard at Americanos Boulevard	4x4 lane 4-way intersection widening and signalization	ON	1	LS	$1,561,544	$1,561,544			$0	$1,561,544	$64,036,735
29.	Americanos Boulevard: North Panhandle, CP Boundary to SP Boundary	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	2,430	LF	$446	$1,083,536			$0	$1,083,536	$65,120,271
30.	Americanos Boulevard: North Panhandle, SP Boundary to Douglas Road	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	4,130	LF	$550	$2,271,571			$0	$2,271,571	$67,391,842
31.	Americanos Boulevard: South of Douglas Road to SP Boundary	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	2,450	LF	$459	$1,125,413			$0	$1,125,413	$68,517,255
32.	Americanos Boulevard: SP Boundary to Chrysanthy Boulevard	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	2,100	LF	$459	$964,679			$0	$964,679	$69,481,934
33.	Americanos Boulevard: Chrysanthy Boulevard to Kiefer Boulevard	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	6,060	LF	$455	$2,756,192			$0	$2,756,192	$72,238,126
34.	Kiefer Boulevard: Sunrise Boulevard to Jaeger Road	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	4,410	LF	$456	$2,012,383			$0	$2,012,383	$74,250,510
35.	Kiefer Boulevard: Jaeger Road to Americanos Boulevard	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	4,350	LF	$483	$2,101,514			$0	$2,101,514	$76,352,023
36.	Kiefer Boulevard: Americanos Boulevard to Grantline Road	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	800	LF	$482	$385,581			$0	$385,581	$76,737,604
37.	Kiefer Boulevard at Jaeger Road	4x4 lane 4-way intersection widening and signalization	ON	1	LS	$1,660,958	$1,660,958			$0	$1,660,958	$78,398,563
38.	Kiefer Boulevard at Americanos Boulevard	4x4 lane 4-way intersection widening and signalization	OFF	1	LS	$1,229,949	$1,229,949			$0	$1,229,949	$79,628,512
39.	Jaeger Road: Chrysanthy Blvd. to Wetland Preserve	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	1,550	LF	$459	$711,983			$0	$711,983	$80,340,495
40.	Jaeger Road: Adjacent to the Wetland Preserve	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	2,831	LF	$453	$1,281,380			$0	$1,281,380	$81,621,874
41.	Jaeger Road: Wetland Preserve to Kiefer Boulevard	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	3,738	LF	$459	$1,717,111			$0	$1,717,111	$83,338,985
42.	Jaeger Road: Douglas Road to Chrysanthy Blvd.	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	2,387	LF	$459	$1,096,481			$0	$1,096,481	$84,435,466

Source: Wood Rogers

TABLE B-1
ROADWAY IMPROVEMENTS
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	ROADWAY SEGMENT / ITEM	PROJECT DESCRIPTION	ON-SITE or OFF-SITE	QUANTITY	UNITS	UNIT COST	TOTAL ESTIMATED COST	% FUNDED BY OTHERS	FUNDING SOURCE	REIMBURSEMENT AVAILABLE	NET COST	CUMULATIVE TOTAL COST
43.	Sunrise Boulevard: Southerly Mather Boundary to Chrysanthy Boulevard	Westerly frontage Improvements (adjacent to canal): 11' pavement, curb, gutter, and sidewalk.	OFF	1,480	LF	$280	$415,015	15%	County TIP	$62,252	$352,763	$84,788,229
44.	Sunrise Boulevard: Chrysanthy Boulevard to southerly Anatolia II boundary	Westerly frontage Improvements (adjacent to canal): 11' pavement, curb, gutter, and sidewalk.	OFF	7,419	LF	$280	$2,080,447	15%	County TIP	$312,067	$1,768,380	$86,556,609
45.	Sunrise Boulevard: Southerly Anatolia II boundary to Kiefer Boulevard	Easterly frontage Improvements (adjacent to preserve): 11' pavement, curb, gutter, and sidewalk.	ON	3,667	LF	$280	$1,028,331			$0	$1,028,331	$87,584,940
46.	Kiefer Boulevard: Sunrise Boulevard to Jaeger Boulevard	Northerly frontage Improvements (adjacent to preserve): 11' pavement, curb, gutter, and sidewalk.	ON	1,590	LF	$236	$375,814			$0	$375,814	$87,960,754
47.	Jaeger Boulevard: Frontage adjacent to preserve	Westerly frontage Improvements: 11' pavement, curb, gutter, and sidewalk.	ON	2,831	LF	$236	$669,165			$0	$669,165	$88,629,919
48.	Chrysanthy Boulevard: Adjacent to Laguna Creek (Cost contained in Improvement 20)	Northerly frontage Improvements: 11' pavement, curb, gutter, and sidewalk.	ON	359	LF	$0	$0			$0	$0	$88,629,919
49.	Grantline Road: Adjacent to Laguna Creek (450' contained in Improvement 20)	Westerly frontage Improvements: 11' pavement, curb, gutter, and sidewalk.	ON	450	LF	$243	$109,539			$0	$109,539	$88,739,458
50a.	Sunrise Boulevard: Sunrise Park Road to Douglas Boulevard	Outside Travel Lanes	OFF	4,200	LF	$518	$2,176,046			$0	$2,176,046	$90,915,504
50b.	Folsom South Canal Trail Access	Connect bike trail at Douglas Boulevard and install pedestrian signal at Sunrise Boulevard	OFF	1	LS	$200,000	$200,000			$0	$200,000	$91,115,504
50c.	Folsom South Canal Trail Access	Connect bike trail at Kiefer Boulevard and install pedestrian signal at Sunrise Boulevard	OFF	1	LS	$200,000	$200,000			$0	$200,000	$91,315,504
51.	Douglas Boulevard: 1500' East of Sunrise Blvd. to Sunrise Blvd.	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	1,050	LF	$745	$781,852			$0	$781,852	$92,097,356
52.	SR 16 at Bradshaw Road	6x4 lane 4-way intersection widening and signalization	OFF	1	LS	$1,714,063	$1,714,063			$0	$1,714,063	$93,811,419
53.	SR 16 at Eagle's Nest Road	6x4 lane 4-way intersection widening and signalization	OFF	1	LS	$1,587,561	$1,587,561			$0	$1,587,561	$95,398,980
54.	SR 16 at Excelsior Road	6x4 lane 4-way intersection widening and signalization	OFF	1	LS	$1,590,206	$1,590,206			$0	$1,590,206	$96,989,186
55.	Mather Field at Folsom Boulevard	Add Eastbound through-lane and dual exclusive left-turn lanes on N & S approaches.	OFF	1	LS	$431,200	$431,200			$0	$431,200	$97,420,386
56.	Sunrise Boulevard at Florin Road	Intersection widening and signalization (incl. Protected left-turn lanes on Sunrise)	OFF	1	LS	$645,837	$645,837	100%	County TIP	$645,837	$0	$97,420,386
57.	Sunrise Boulevard: Douglas Road to Kiefer Boulevard	Signalization at local collectors (1 3-way intersection), Herodian Drive	ON	1	LS	$202,200	$202,200			$0	$202,200	$97,622,586
57A.	Sunrise Boulevard: Douglas Road to Kiefer Boulevard	Signalization at local collectors (1 3-way intersection) Bosporous Drive	ON	1	LS	$202,200	$202,200			$0	$202,200	$97,824,786
58.	Douglas Road: Sunrise Boulevard to Grantline Road	Signalization at local collectors (3 3-way intersections)	ON	1	LS	$606,600	$606,600			$0	$606,600	$98,431,386
59.	Jaeger Road: Douglas Road to Kiefer	Signalization at local collectors (2 3-way & 2 4-way intersections)	ON	1	LS	$847,360	$847,360			$0	$847,360	$99,278,746
60.	Americanos Boulevard: Douglas Road to Kiefer Boulevard	Signalization at local collectors (3 3-way & 1 4-way intersections)	ON	1	LS	$820,880	$820,880			$0	$820,880	$100,099,626
61.	Grantline Road: Douglas Road to Chrysanthy Boulevard	Signalization at local collectors (2 3-way intersections)	ON	1	LS	$404,400	$404,400			$0	$404,400	$100,504,026
62.	Chrysanthy Boulevard: Sunrise Boulevard to Grantline Road	Signalization at local collectors (2 3-way & 2 4-way intersections)	ON	1	LS	$847,360	$847,360			$0	$847,360	$101,351,386
63a.	Americanos Boulevard: Northern Pan Handle to Chrysanthy Boulevard	Drainage Culverts over existing water courses	ON	98	LF	$2,660	$260,680			$0	$260,680	$101,612,066
63b.	Americanos Boulevard: Northern Pan Handle to Chrysanthy Boulevard	Drainage Culverts over existing water courses	ON	98	LF	$404	$39,581			$0	$39,581	$101,651,647
63c.	Americanos Boulevard: Northern Pan Handle to Chrysanthy Boulevard	Drainage Culverts over existing water courses	ON	98	LF	$808	$79,162			$0	$79,162	$101,730,810

Source: Wood Rogers

05/18/2005

TABLE B-1
ROADWAY IMPROVEMENTS
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	ROADWAY SEGMENT / ITEM	PROJECT DESCRIPTION	ON-SITE or OFF-SITE	QUANTITY	UNITS	UNIT COST	TOTAL ESTIMATED COST	% FUNDED BY OTHERS	FUNDING SOURCE	REIMBURSEMENT AVAILABLE	NET COST	CUMULATIVE TOTAL COST
64.	Americanos Boulevard: Chrysanthy Boulevard to Kiefer Boulevard	Drainage Culverts over existing water courses	OFF	98	LF	$2,693	$263,875			$0	$263,875	$101,994,685
65a.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road	Drainage Culverts over existing water courses	ON	98	LF	$808	$79,162			$0	$79,162	$102,073,847
65b.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road	Drainage Culverts over existing water courses	ON	98	LF	$404	$39,581			$0	$39,581	$102,113,428
65c.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road	Drainage Culverts over existing water courses	ON	98	LF	$404	$39,581			$0	$39,581	$102,153,010
65d.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road	Drainage Culverts over existing water courses	ON	98	LF	$2,693	$263,875			$0	$263,875	$102,416,884
66.	Chrysanthy Boulevard: Jaeger Road to Americanos Boulevard	Drainage Culverts over existing water courses	OFF	98	LF	$2,693	$263,875			$0	$263,875	$102,680,759
67a.	Jaeger Road: Chrysanthy Blvd. to Kiefer Boulevard	Drainage Culverts over existing water courses	OFF	98	LF	$808	$79,162			$0	$79,162	$102,759,922
67b.	Jaeger Road: Chrysanthy Blvd. to Kiefer Boulevard	Drainage Culverts over existing water courses	OFF	98	LF	$404	$39,581			$0	$39,581	$102,799,503
67c.	Jaeger Road: Chrysanthy Blvd. to Kiefer Boulevard	Drainage Culverts over existing water courses	OFF	98	LF	$2,693	$263,875			$0	$263,875	$103,063,378
67d.	Jaeger Road: Chrysanthy Blvd. to Kiefer Boulevard	Drainage Culverts over existing water courses	OFF	98	LF	$2,693	$263,875			$0	$263,875	$103,327,252
70a.	SR 16: Bradshaw Road to Excelsior Road	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	21,100	LF	$396	$8,360,937	76%	Dev. Fee, Meas. A	$6,354,312	$2,006,625	$105,333,877
70b.	SR 16: Excelsior Road to Sunrise Boulevard	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	14,150	LF	$847	$11,981,798	FLAT	Mather Field CIP	$554,580	$11,427,218	$116,761,096
70c.	SR 16: Sunrise to Grantline Road	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	4,700	LF	$814	$3,824,072	67%	Dev. Fee, Meas. A	$2,562,128	$1,261,944	$118,023,039
71.	Kiefer Boulevard: Eagles Nest to Sunrise	Widen 2-lane arterial	OFF	4,650	LF	$295	$1,371,750	FLAT	Mather Field CIP	$1,371,750	$0	$118,023,039
72a.	Alta Sunrise reliever: Douglas Road to US 50 - Initial planning and environmental work	Initial planning and environmental work	OFF	1	LS	$1,000,000	$1,000,000			$0	$1,000,000	$119,023,039
72b.	Alta Sunrise reliever: Douglas Road to US 50	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	20,200	LF	$1,307	$26,403,000	100%	Others	$26,403,000	$0	$119,023,039
73.	Zinfandel Drive at International Drive	Intersection Signalization - 4-way Signalization	OFF	1	LS	$232,985	$232,985			$0	$232,985	$119,256,024
74a.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	118	LF	$2,693	$317,727			$0	$317,727	$119,573,751
74b.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	118	LF	$808	$95,318			$0	$95,318	$119,669,069
74c.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	98	LF	$808	$79,162			$0	$79,162	$119,748,231
74d.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	118	LF	$2,693	$317,727			$0	$317,727	$120,065,958
74e.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	118	LF	$2,693	$317,727			$0	$317,727	$120,383,685
74f.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	118	LF	$808	$95,318			$0	$95,318	$120,479,003
74g.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	118	LF	$404	$47,659			$0	$47,659	$120,526,662
74h.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	98	LF	$2,693	$263,875			$0	$263,875	$120,790,537
76a.	SR16: Bradshaw Road to Grantline Road	Drainage Culverts over existing water courses	OFF	118	LF	$3,105	$366,360			$0	$366,360	$121,156,897
76b.	SR16: Bradshaw Road to Grantline Road	Drainage Culverts over existing water courses	OFF	118	LF	$3,105	$366,360			$0	$366,360	$121,523,257
76c.	SR16: Bradshaw Road to Grantline Road	Drainage Culverts over existing water courses	OFF	118	LF	$3,105	$366,360			$0	$366,360	$121,889,617
	5% Floating Contingency										$6,094,481	$127,984,098
	Total Roadway Program Cost											**$127,984,098**

Source: Wood Rogers

TABLE B-2
OFFSITE WATER
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

	Improvement	Quantity	Unit	Unit Cost	Total Cost
1.	**Vineyard Well Field (Wells 1-3)**				
	Quantity: Lump Sum				
	Well Field Cost[1]	1	LS	$2,640,000.00	$2,640,000
	Total Cost				**$2,640,000**
	Zone 40 Reimbursement (Developer reported amount)				$2,367,491
	Total Funded Cost				**$272,509**
2.	**Vineyard Well Field (Wells 4-7)**				
	Quantity: Lump Sum				
	Well Field Cost	1	LS	$3,520,000.00	$3,520,000
	Total Cost				**$3,520,000**
	Zone 40 Reimbursement (Developer reported amount)				$3,168,000
	Total Funded Cost				**$352,000**
3.	**Vineyard Well Field Land Cost (Wells 1-7)**				
	Quantity: Lump Sum				
	Well Field Cost	7	LS	$20,000.00	$140,000
	Total Cost				**$140,000**
	Zone 40 Reimbursement (Estimated amount)				$0
	Total Funded Cost				**$140,000**
4.	**Excelsior Raw Water Line**				
	Quantity: Lump Sum				
	Raw Water Line Cost[1]	1	LS	$9,985,525.00	$9,985,525
	Total Cost				**$9,985,525**
	Zone 40 Reimbursement (Developer reported amount)				$6,902,997
	Total Funded Cost				**$3,082,528**
5.	**Anatolia Groundwater Treatment Plant**				
	Quantity: Lump Sum				
	Treatment Plant Cost[1]	1	LS	$13,703,250.00	$13,703,250
	Total Cost				**$13,703,250**
	Zone 40 Reimbursement (Developer reported amount)				$11,229,861
	Total Funded Cost				**$2,473,389**
6.	**Anatolia Groundwater Treatment Plant Land**				
	Quantity: Lump Sum				
	Treatment Plant Cost[1]	1	LS	$3,037,662.00	$3,037,662
	Total Cost				**$3,037,662**
	Zone 40 Reimbursement (Estimated amount)				$800,000
	Total Funded Cost				**$2,237,662**

TABLE B-2
OFFSITE WATER
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

	Improvement	Quantity	Unit	Unit Cost	Total Cost
7.	**Folsom South Canal Crossing: Water Costs**				
	Quantity: Lump Sum				
	Construction Costs (Based on Bid)	1	LS	$1,186,805.00	$1,186,805
	Subtotal				$1,186,805
	Storm Water Pollution Prevention, 2%				$23,736
	Engineering, Staking and Construction Management, 20%				$237,361
	Cost Contingency, 10%				$118,681
	Total Cost				**$1,566,583**
	Zone 40 Reimbursement (Estimated amount)				$1,281,749
	Total Funded Cost				**$284,834**
8.	**Water Studies**				
	Quantity: Lump Sum				
	Water Study Cost[1]	1	LS	$265,000.00	$265,000
	Total Cost				**$265,000**
9.	**North Douglas Tank Site Land**				
	Quantity: Lump Sum				
	Tank Site land Cost (2)	1	LS	$1,386,000.00	$1,386,000
	Total Cost				**$1,386,000**
	Zone 40 Reimbursement (2)				$417,000
	Total Funded Cost				**$969,000**
	Total Offsite Water Improvements				
1.	Vineyard Well Field (Wells 1-3)				$272,509
2.	Vineyard Well Field (Wells 4-7)				$352,000
3.	Vineyard Well Field Land Cost (Wells 1-7)				$140,000
4.	Excelsior Raw Water Line				$3,082,528
5.	Anatolia Groundwater Treatment Plant				$2,473,389
6.	Anatolia Groundwater Treatment Plant Land				$2,237,662
7.	Folsom South Canal Crossing: Water Costs				$284,834
8.	Water Studies				$265,000
9.	North Douglas Tank Site Land				$969,000
	Total Cost				**$10,076,922**

Notes:
1. Based on developer reported actual costs.
2. Based on developer reported estimated cost. The site is 2.78 acres. Developer estimate of actual is $498,500 per acre. Developer estimate of anticipated reimbursement is $150,000 per acre.

TABLE B-3
INTERIM SEWER
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

	Improvement	Quantity	Unit	Unit Cost	Total Cost
1.	**8" Sewer Force Main: Kiefer Boulevard lift station to Chrysanthy Boulevard outfall**				
	Quantity: 11,200 LF				
	8" Sewer Force Main (Based on Wood Rodgers Est.)	14,090	LF	$95.00	$1,338,550
	Subtotal				$1,338,550
	Storm Water Pollution Prevention, 2%				$26,771
	Engineering, Staking and Construction Management, 20%				$267,710
	Cost Contingency, 10%				$133,855
	Total Cost				**$1,766,886**
2.	**Kiefer Boulevard Lift Station: 0.94 MGD capacity**				
	Quantity: Lump Sum				
	Lift Station (Based on Bid)	1	LS	$1,084,303.00	$1,084,303
	Subtotal				$1,084,303
	Storm Water Pollution Prevention, 2%				$21,686
	Engineering, Staking and Construction Management, 20%				$216,861
	Cost Contingency, 10%				$108,430
	Total Cost				**$1,431,280**
3.	**18" Sewer Force Main: Chrysanthy Boulevard lift station to Mayhew Road outfall**				
	Quantity: Lump Sum				
	Force Main Cost (Based on Bid, Includes 32% soft costs)	1	LS	$5,802,192.00	$5,802,192
	Total Cost				**$5,802,192**
	CSD-1 Reimbursement				$4,811,000
	Total Funded Cost				**$991,192**
4.	**Chrysanthy Boulevard Lift Station: 5.75 MGD capacity**				
	Quantity: Lump Sum				
	Lift Station Cost (Based on Bid, includes 32% soft cost)	1	LS	$1,466,569.00	$1,466,569
	Total Cost				**$1,466,569**
	CSD-1 Reimbursement				$1,239,000
	Total Funded Cost				**$227,569**
5.	**6" Sewer Force Main: Douglas Boulevard lift station to Chrysanthy Boulevard outfall**				
	Quantity: 5,100 LF				
	6" Sewer Force Main (Based on Bid)	5,268	LF	$95.00	$500,460
	Subtotal				$500,460
	Storm Water Pollution Prevention, 2%				$10,009
	Engineering, Staking and Construction Management, 20%				$100,092
	Cost Contingency, 10%				$50,046
	Total Cost				**$660,607**

TABLE B-3
INTERIM SEWER
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

	Improvement	Quantity	Unit	Unit Cost	Total Cost
6.	**Douglas Boulevard Lift Station: 0.28 MGD capacity**				
	Quantity: Lump Sum				
	Lift Station (Based on Wood Rodgers Estimate)	1	LS	$900,000.00	$900,000
	Subtotal				$900,000
	Storm Water Pollution Prevention, 2%				$18,000
	Engineering, Staking and Construction Management, 20%				$180,000
	Cost Contingency, 10%				$90,000
	Total Cost				**$1,188,000**
7.	**Folsom South Canal Crossing: Sewer Costs**				
	Quantity: Lump Sum				
	Construction Costs (Based on Bid)	1	LS	$1,171,205.00	$1,171,205
	Subtotal				$1,171,205
	Storm Water Pollution Prevention, 2%				$23,424
	Engineering, Staking and Construction Management, 20%				$234,241
	Cost Contingency, 10%				$117,121
	Total Cost				**$1,545,991**
	CSD-1 Reimbursement				$1,247,333
	Total Funded Cost				**$298,658**
8.	**Chrysanthy Boulevard Trunk Sewer**				
	Quantity: Lump Sum				
	Trunk Sewer Costs (Based on Bid)	1	LS	$1,141,330.00	$1,141,330
	Subtotal				$1,141,330
	Storm Water Pollution Prevention, 2%				$22,827
	Engineering, Staking and Construction Management, 20%				$228,266
	Cost Contingency, 10%				$114,133
	Total Cost				**$1,506,556**
	CSD-1 Reimbursement				$1,084,574
	Total Funded Cost				**$421,982**
9.	**Sewer Studies**				
	Quantity: Lump Sum				
	Sewer Studies	1	LS	$30,000.00	$30,000
	Total Cost				**$30,000**
	Total Offsite Interim Sewer Improvements				
1.	Kiefer 8" Sewer Force Main				$1,766,886
2.	Kiefer Boulevard Lift Station				$1,431,280
3.	18" Sewer Force Main				$991,192
4.	Chrysanthy Boulevard Lift Station				$227,569
5.	Sunrise 6" Force Main				$660,607
6.	Douglas Boulevard Lift Station				$1,188,000
7.	Folsom South Canal Crossing (Sewer)				$298,658
8.	Chrysanthy Trunk Sewer				$421,982
9.	Sewer Studies				$30,000
	Total Cost				**$7,016,173**

Notes:
1. Based on developer estimate, cost includes anticipated soft costs.

APPENDIX C

Detailed Roadway and Land Acquisition Costs

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
1.	Douglas Road: Sunrise Boulevard to Jaeger Road (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement With Existing Roadway Impacts Quantity: 4,475 LF				
	Intersection Signalization (Fire Station Signal)	1	LS	$170,000.00	$170,000
	Clearing and Grubbing	296,028	SF	$0.30	$88,808
	Traffic Signal Interconnect	4,475	LF	$10.00	$44,750
	Roadway Excavation	21,928	CY	$20.00	$438,560
	Curb (Type 5)	8,950	LF	$13.00	$116,350
	6" Asphalt Concrete	9,746	TON	$52.00	$506,792
	16" Aggregate Base	25,988	TON	$23.00	$597,724
	Striping	4,475	LF	$8.00	$35,800
	Median Landscape (11' Corridor)	49,225	SF	$7.00	$344,575
	Pavement Removal	98,450	SF	$1.50	$147,675
	Roadside Ditch	8,950	LF	$5.00	$44,750
	Construction Subtotal				$2,535,784
	Right of Way Acquisition				$0
	Traffic Control and Staging, 4%				$101,431
	Storm Water Pollution Prevention, 1% (field work)				$25,358
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$559,140
	Contingency, 10%				$253,578
	Total Cost				**$3,475,293**
2.	Douglas Road: Jaeger Road to Americanos Road (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement with Existing Roadway Impacts Quantity: 5,405 LF				
	Clearing and Grubbing	357,548	SF	$0.30	$107,264
	Traffic Signal Interconnect	5,405	LF	$10.00	$54,050
	Roadway Excavation	26,485	CY	$20.00	$529,700
	Curb (Type 5)	10,810	LF	$13.00	$140,530
	6" Asphalt Concrete	11,771	TON	$52.00	$612,092
	16" Aggregate Base	31,389	TON	$23.00	$721,947
	Striping	5,405	LF	$8.00	$43,240
	Median Landscape (11' Corridor)	59,455	SF	$7.00	$416,185
	Pavement Removal	135,125	SF	$1.50	$202,688
	Roadside Ditch	10,810	LF	$5.00	$54,050
	Construction Subtotal				$2,881,746
	Right of Way Acquisition				$26,108
	Traffic Control and Staging, 4%				$115,270
	Storm Water Pollution Prevention, 1% (field work)				$28,817
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$635,425
	Contingency, 10%				$288,175
	Total Cost				**$3,975,541**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
3.	Douglas Road: Americanos Boulevard to Grantline Road (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement with Existing Roadway Impacts Quantity: 3,355 LF				
	Clearing and Grubbing	228,140	SF	$0.30	$68,442
	Traffic Signal Interconnect	3,355	LF	$10.00	$33,550
	Roadway Excavation	16,899	CY	$20.00	$337,980
	Curb (Type 5)	6,710	LF	$13.00	$87,230
	6" Asphalt Concrete	7,306	TON	$52.00	$379,912
	16" Aggregate Base	19,484	TON	$23.00	$448,132
	Striping	3,355	LF	$8.00	$26,840
	Median Landscape (11' Corridor)	36,905	SF	$7.00	$258,335
	Pavement Removal	80,520	SF	$1.50	$120,780
	Roadside Ditch	6,710	LF	$5.00	$33,550
	Construction Subtotal				$1,794,751
	Right of Way Acquisition				$75,939
	Traffic Control and Staging, 4%				$71,790
	Storm Water Pollution Prevention, 1% (field work)				$17,948
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$395,743
	Contingency, 10%				$179,475
	Total Cost				**$2,535,646**
4.	Douglas Road at Sunrise Boulevard (including 450' center and frontage roadway improvements) 6x6 lane 4-way intersection widening and signalization Anatolia MRI Portion Only Private Improvement With Existing Roadway Impacts Quantity: Lump Sum				
	Intersection Signalization	1.00	LS	$170,000.00	$170,000
	Traffic Signal Interconnect	1,332	LF	$10.00	$13,320
	Clearing and Grubbing	291,627	SF	$0.30	$87,488
	Roadway Excavation	19,125	CY	$20.00	$382,500
	Curb (Type 5)	2,321	LF	$13.00	$30,173
	Curb (Type 3)	1,233	LF	$13.00	$16,029
	Curb & Gutter (Type 2)	1,233	LF	$20.00	$24,660
	2" AC Overlay	453	TON	$75.00	$33,975
	6" Asphalt Concrete	4,365	TON	$52.00	$226,980
	16" Aggregate Base	11,639	TON	$23.00	$267,697
	Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,332	LF	$50.00	$66,600
	Striping & Signage	0.74	LS	$21,600.00	$15,984
	Sidewalk (6' wide)	7,397	SF	$4.75	$35,136
	Bus Pads	1	EA	$5,000.00	$5,000
	Street Lighting	0.74	LS	$22,500.00	$16,650
	Frontage Landscaping (29' corridor)	0	SF	$7.00	$0
	Median Landscaping (corridor varies)	0	SF	$7.00	$0
	Pavement Removal	41,245	SF	$1.50	$61,868
	Roadside Ditch	1,074	LF	$5.00	$5,370
	Construction Subtotal				$1,459,429
	Right of Way Acquisition				$55,033
	Traffic Control and Staging, 4%				$58,377
	Storm Water Pollution Prevention, 1% (field work)				$14,594
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$321,804
	Contingency, 10%				$145,943
	Total Cost				**$2,055,181**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
4A. Douglas Road at Sunrise Boulevard (including 450' center and frontage roadway improvements)				
6x6 lane 4-way intersection widening and signalization - Portion Remaining After Anatolia MRI				
Private Improvement With Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	0.00	LS	$170,000.00	$0
Traffic Signal Interconnect	468	LF	$10.00	$4,680
Clearing and Grubbing	102,463	SF	$0.30	$30,739
Roadway Excavation	6,719	CY	$20.00	$134,380
Curb (Type 5)	815	LF	$13.00	$10,595
Curb (Type 3)	433	LF	$13.00	$5,629
Curb & Gutter (Type 2)	433	LF	$20.00	$8,660
2" AC Overlay	159	TON	$75.00	$11,925
6" Asphalt Concrete	1,533	TON	$52.00	$79,716
16" Aggregate Base	4,089	TON	$23.00	$94,047
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	468	LF	$50.00	$23,400
Striping & Signage	0.26	LS	$21,600.00	$5,616
Sidewalk (6' wide)	2,599	SF	$4.75	$12,345
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	0.26	LS	$22,500.00	$5,850
Frontage Landscaping (29' corridor)	45,205	SF	$7.00	$316,435
Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
Pavement Removal	14,491	SF	$1.50	$21,737
Roadside Ditch	378	LF	$5.00	$1,890
Construction Subtotal				$822,820
Right of Way Acquisition				$7,657
Traffic Control and Staging, 4%				$32,913
Storm Water Pollution Prevention, 1% (field work)				$8,228
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$181,432
Contingency, 10%				$82,282
Total Cost				**$1,135,331**
4B. Douglas Road Transition to Existing Roadway				
Road Transition from Ultimate 6-lane Road at Sta 17+34 to Match Existing 2-lane Road at Sta 7+00				
Private Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Clearing and Grubbing	47,000	SF	$0.30	$14,100
Roadway Excavation	1,900	CY	$20.00	$38,000
6" Asphalt Concrete	1,554	TON	$52.00	$80,808
16" Aggregate Base	3,825	TON	$23.00	$87,975
Striping & Signage	1	LS	$6,000.00	$6,000
Pavement Removal	20,000	SF	$1.50	$30,000
Roadside Ditch	2,000	LF	$5.00	$10,000
Construction Subtotal				$266,883
Right of Way Acquisition				$0
Traffic Control and Staging, 4%				$10,675
Storm Water Pollution Prevention, 1% (field work)				$2,669
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$58,848
Contingency, 10%				$26,688
Total Cost				**$365,763**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
5. Douglas Road at Americanos Boulevard (including 450' center and frontage roadway improvements) 6x4 lane 4-way intersection widening and signalization Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Traffic Signal Interconnect	1,350	LF	$10.00	$13,500
Clearing and Grubbing	256,513	SF	$0.30	$76,954
Roadway Excavation	12,117	CY	$20.00	$242,340
Curb (Type 5)	3,136	LF	$13.00	$40,768
Curb (Type 3)	2,392	LF	$13.00	$31,096
Curb & Gutter (Type 2)	2,392	LF	$20.00	$47,840
6" Asphalt Concrete	5,217	TON	$52.00	$271,284
14" Aggregate Base	4,689	TON	$23.00	$107,847
16" Aggregate Base	8,551	TON	$23.00	$196,673
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	3,600	LF	$50.00	$180,000
Striping & Signage	1	LS	$27,000.00	$27,000
Soundwall (6' high at single family and multi-family)	726	LF	$90.00	$65,340
Sidewalk (6' wide)	14,754	SF	$4.75	$70,082
Bus Pads	4	EA	$5,000.00	$20,000
Street Lighting	1	LS	$45,000.00	$45,000
Frontage Landscaping (19' corridor)	14,809	SF	$7.00	$103,663
Frontage Landscaping (29' corridor)	45,205	SF	$7.00	$316,435
Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
Pavement Removal	22,500	SF	$1.50	$33,750
Construction Subtotal				$2,109,747
Right of Way Acquisition				$95,322
Traffic Control and Staging, 4%				$84,390
Storm Water Pollution Prevention, 1% (field work)				$21,097
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$465,199
Contingency, 10%				$210,975
Total Cost				**$2,986,731**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
6. Douglas Road at Jaeger Road (including 450' center and partial frontage roadway improvements) 6x4 lane 3-way intersection widening and signalization - Portion remaining After Anatolia MRI Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	1	LS	$150,000.00	$150,000
Traffic Signal Interconnect	1,350	LF	$10.00	$13,500
Clearing and Grubbing	135,635	SF	$0.30	$40,691
Roadway Excavation	7,946	CY	$20.00	$158,928
Curb (Type 5)	2,352	LF	$13.00	$30,576
Curb (Type 3)	1,666	LF	$13.00	$21,658
Curb & Gutter (Type 2)	1,666	LF	$20.00	$33,320
6" Asphalt Concrete	3,451	TON	$75.00	$258,840
14" Aggregate Base	2,573	TON	$23.00	$59,179
16" Aggregate Base	6,329	TON	$23.00	$145,562
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,800	LF	$50.00	$90,000
Striping & Signage	1	LS	$17,100.00	$17,100
Soundwall (6' high at single family and multi-family)	1,452	LF	$90.00	$130,680
Sidewalk (6' wide)	9,996	SF	$4.75	$47,481
Bus Pads	2	EA	$5,000.00	$10,000
Street Lighting	1	LS	$33,750.00	$33,750
Frontage Landscaping (19' corridor)	29,621	SF	$7.00	$207,347
Median Landscaping (corridor varies)	5,376	SF	$7.00	$37,632
Pavement Removal	13,500	SF	$1.50	$20,250
Roadside Ditch	900	LF	$5.00	$4,500
Construction Subtotal				$1,510,994
Right of Way Acquisition				$0
Traffic Control and Staging, 4%				$60,440
Storm Water Pollution Prevention, 1% (field work)				$15,110
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$333,174
Contingency, 10%				$151,099
Total Cost				**$2,070,817**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
6A. Douglas Road at Jaeger Road (including 450' center and partial frontage roadway improvements) 6x4 lane 3-way intersection widening and signalization - Portion Included in Anatolia MRI Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	0	LS	$150,000.00	$0
Traffic Signal Interconnect	0	LF	$10.00	$0
Clearing and Grubbing	33,909	SF	$0.30	$10,173
Roadway Excavation	1,987	CY	$20.00	$39,732
Curb (Type 5)	0	LF	$13.00	$0
Curb (Type 3)	0	LF	$13.00	$0
Curb & Gutter (Type 2)	0	LF	$20.00	$0
6" Asphalt Concrete	863	TON	$75.00	$64,710
14" Aggregate Base	0	TON	$23.00	$0
16" Aggregate Base	1,582	TON	$23.00	$36,391
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	0	LF	$50.00	$0
Striping & Signage	0	LS	$17,100.00	$0
Soundwall (6' high at single family and multi-family)	0	LF	$90.00	$0
Sidewalk (6' wide)	0	SF	$4.75	$0
Bus Pads	0	EA	$5,000.00	$0
Street Lighting	0	LS	$33,750.00	$0
Frontage Landscaping (19' corridor)	0	SF	$7.00	$0
Median Landscaping (corridor varies)	0	SF	$7.00	$0
Pavement Removal	9,000	SF	$1.50	$13,500
Roadside Ditch	0	LF	$5.00	$0
Construction Subtotal				$164,505
Right of Way Acquisition				$0
Traffic Control and Staging, 4%				$6,580
Storm Water Pollution Prevention, 1% (field work)				$1,645
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$36,273
Contingency, 10%				$16,451
Total Cost				**$225,454**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
7.	Douglas Road at Grantline Road (including 450' center and partial frontage roadway improvements) 6x6 lane 3-way intersection widening and signalization Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
	Intersection Signalization	1	LS	$150,000.00	$150,000
	Traffic Signal Interconnect	1,350	LF	$10.00	$13,500
	Clearing and Grubbing	106,469	SF	$0.30	$31,941
	Roadway Excavation	6,791	CY	$20.00	$135,820
	Curb (Type 5)	2,352	LF	$13.00	$30,576
	Curb (Type 3)	832	LF	$13.00	$10,816
	Curb & Gutter (Type 2)	832	LF	$20.00	$16,640
	2" AC Overlay	256	TON	$75.00	$19,200
	6" Asphalt Concrete	3,036	TON	$52.00	$157,872
	16" Aggregate Base	8,089	TON	$23.00	$186,047
	Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	900	LF	$50.00	$45,000
	Striping & Signage	1	LS	$14,400.00	$14,400
	Soundwall (6' high at single family and multi-family)	726	LF	$90.00	$65,340
	Sidewalk (6' wide)	4,994	SF	$4.75	$23,722
	Bus Pads	1	EA	$5,000.00	$5,000
	Street Lighting	1	LS	$11,250.00	$11,250
	Frontage Landscaping (19' corridor)	14,801	SF	$7.00	$103,607
	Median Landscaping (corridor varies)	5,376	SF	$7.00	$37,632
	Pavement Removal	7,184	SF	$1.50	$10,776
	Construction Subtotal				$1,069,138
	Right of Way Acquisition				$100,430
	Traffic Control and Staging, 4%				$42,766
	Storm Water Pollution Prevention, 1% (field work)				$10,691
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$235,745
	Contingency, 10%				$106,914
	Total Cost				**$1,565,684**
8.	Douglas Road at Zinfandel Add through lanes on north and southbound approaches Private Improvement				
	Improvements	1	LS	$141,120.00	$141,120
	Total Cost (flat carry over from EPS PFFP)				**$141,120**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
9.	Sunrise Boulevard: Douglas Road to Chrysanthy Boulevard (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement with Existing Roadway Impacts Quantity: 3,100 LF				
	Traffic Signal Interconnect	3,100	LF	$10.00	$31,000
	Clearing and Grubbing	210,800	SF	$0.30	$63,240
	Roadway Excavation	15,615	CY	$20.00	$312,300
	Curb (Type 5)	6,200	LF	$13.00	$80,600
	6" Asphalt Concrete	6,028	TON	$52.00	$313,456
	16" Aggregate Base	16,074	TON	$23.00	$369,702
	Striping	3,100	LF	$8.00	$24,800
	Median Landscape (11' Corridor)	34,100	SF	$7.00	$238,700
	Pavement Removal	105,400	SF	$1.50	$158,100
	Roadside Ditch	6,200	LF	$5.00	$31,000
	Construction Subtotal				$1,622,898
	Traffic Control and Staging, 4%				$64,916
	Storm Water Pollution Prevention, 1% (field work)				$16,229
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$357,849
	Contingency, 10%				$162,290
	Total Cost				**$2,224,182**
	Portion Funded By Others (15% County TIP)				$333,627
	Total Funded Cost				**$1,890,554**
10.	Sunrise Boulevard: Chrysanthy Boulevard to Kiefer Boulevard (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement with Existing Roadway Impacts Quantity: 7,400 LF				
	Traffic Signal Interconnect	7,400	LF	$10.00	$74,000
	Clearing and Grubbing	489,510	SF	$0.30	$146,853
	Roadway Excavation	36,260	CY	$20.00	$725,200
	Curb (Type 5)	14,800	LF	$13.00	$192,400
	6" Asphalt Concrete	16,116	TON	$52.00	$838,032
	16" Aggregate Base	42,975	TON	$23.00	$988,425
	Striping	7,400	LF	$8.00	$59,200
	Median Landscape (11' Corridor)	81,400	SF	$7.00	$569,800
	Pavement Removal	266,400	SF	$1.50	$399,600
	Roadside Ditch	3,283	LF	$5.00	$16,415
	Construction Subtotal				$4,009,925
	Right of Way Acquisition				$22,204
	Traffic Control and Staging, 4%				$160,397
	Storm Water Pollution Prevention, 1% (field work)				$40,099
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$884,188
	Contingency, 10%				$400,993
	Total Cost				**$5,517,806**
	Portion Funded By Others (15% County TIP)				$827,671
	Total Funded Cost				**$4,690,135**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
11.	Sunrise Boulevard: Kiefer Boulevard to SR 16 (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement with Existing Roadway Impacts Quantity: 6,230 LF				
	Traffic Signal Interconnect	6,230	LF	$10.00	$62,300
	Clearing and Grubbing	423,640	SF	$0.30	$127,092
	Roadway Excavation	31,380	CY	$20.00	$627,600
	Curb (Type 5)	12,460	LF	$13.00	$161,980
	6" Asphalt Concrete	13,568	TON	$52.00	$705,536
	16" Aggregate Base	36,180	TON	$23.00	$832,140
	Striping	6,230	LF	$8.00	$49,840
	Median Landscape (11' Corridor)	68,530	SF	$7.00	$479,710
	Pavement Removal	224,280	SF	$1.50	$336,420
	Roadside Ditch	12,460	LF	$5.00	$62,300
	Construction Subtotal				$3,444,918
	Right of Way Acquisition				$46,927
	Traffic Control and Staging, 4%				$137,797
	Storm Water Pollution Prevention, 1% (field work)				$34,449
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$759,604
	Contingency, 10%				$344,492
	Total Cost				**$4,768,187**
	Portion Funded By Others (15% County TIP)				$715,228
	Total Funded Cost				**$4,052,959**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
12. Sunrise Boulevard at Chrysanthy Boulevard (including 450' center and frontage roadway improvements) 6x4 lane 3-way intersection widening and signalization - Portion included with Anatolia MRI Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	1	LS	$150,000.00	$150,000
Signal Interconnector	851	LF	$10.00	$8,505
Clearing and Grubbing	127,854	SF	$0.30	$38,356
Roadway Excavation	6,236	CY	$20.00	$124,715
Curb (Type 5)	1,482	LF	$13.00	$19,263
Curb (Type 3)	1,549	LF	$13.00	$20,139
Curb & Gutter (Type 2)	1,549	LF	$20.00	$30,983
6" Asphalt Concrete	2,742	TON	$52.00	$142,604
14" Aggregate Base	1,685	TON	$23.00	$38,746
16" Aggregate Base	5,387	TON	$23.00	$123,904
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,701	LF	$50.00	$85,050
Striping & Signage	0.63	LS	$20,700.00	$13,041
Soundwall (6' high at single family and multi-family)	0	LF	$90.00	$0
Sidewalk (6' wide meandering)	9,295	SF	$4.75	$44,151
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	0.63	LS	$33,750.00	$21,263
Frontage Landscaping (19' corridor)	0	SF	$7.00	$0
Frontage Landscaping (29' corridor)	0	SF	$7.00	$0
Median Landscaping (corridor varies)	0	SF	$7.00	$0
Pavement Removal	31,500	SF	$1.50	$47,250
Construction Subtotal				$912,971
Traffic Control and Staging, 4%				$36,519
Storm Water Pollution Prevention, 1% (field work)				$9,130
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$201,310
Contingency, 10%				$91,297
Total Cost				**$1,251,227**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
12A. Sunrise Boulevard at Chrysanthy Boulevard (including 450' center and frontage roadway improvements)				
6x4 lane 3-way intersection widening and signalization - Portion included with the Chrysanthy Boulevard plans				
Private Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	0	LS	$150,000.00	$0
Signal Interconnector	338	LF	$10.00	$3,375
Clearing and Grubbing	50,736	SF	$0.30	$15,221
Roadway Excavation	2,475	CY	$20.00	$49,490
Curb (Type 5)	588	LF	$13.00	$7,644
Curb (Type 3)	615	LF	$13.00	$7,992
Curb & Gutter (Type 2)	615	LF	$20.00	$12,295
6" Asphalt Concrete	1,088	TON	$52.00	$56,589
14" Aggregate Base	669	TON	$23.00	$15,376
16" Aggregate Base	2,138	TON	$23.00	$49,168
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	675	LF	$50.00	$33,750
Striping & Signage	0.25	LS	$20,700.00	$5,175
Soundwall (6' high at single family and multi-family)	0	LF	$90.00	$0
Sidewalk (6' wide meandering)	3,689	SF	$4.75	$17,520
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	0.25	LS	$33,750.00	$8,438
Frontage Landscaping (19' corridor)	0	SF	$7.00	$0
Frontage Landscaping (29' corridor)	0	SF	$7.00	$0
Median Landscaping (corridor varies)	0	SF	$7.00	$0
Pavement Removal	0	SF	$1.50	$0
Construction Subtotal				$287,032
Traffic Control and Staging, 4%				$11,481
Storm Water Pollution Prevention, 1% (field work)				$2,870
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$63,291
Contingency, 10%				$28,703
Total Cost				**$393,377**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
12B. Sunrise Boulevard at Chrysanthy Boulevard (including 450' center and frontage roadway improvements) 6x4 lane 3-way intersection widening and signalization - Portion remaining after Anatolia MRI and Chrysanthy Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	0	LS	$150,000.00	$0
Signal Interconnector	162	LF	$10.00	$1,620
Clearing and Grubbing	24,353	SF	$0.30	$7,306
Roadway Excavation	1,188	CY	$20.00	$23,755
Curb (Type 5)	282	LF	$13.00	$3,669
Curb (Type 3)	295	LF	$13.00	$3,836
Curb & Gutter (Type 2)	295	LF	$20.00	$5,902
6" Asphalt Concrete	522	TON	$23.00	$12,014
14" Aggregate Base	321	TON	$23.00	$7,380
16" Aggregate Base	1,026	TON	$23.00	$23,601
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	324	LF	$50.00	$16,200
Striping & Signage	0.12	LS	$20,700.00	$2,484
Soundwall (6' high at single family and multi-family)	726	LF	$90.00	$65,340
Sidewalk (6' wide meandering)	1,770	SF	$4.75	$8,410
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	0.12	LS	$33,750.00	$4,050
Frontage Landscaping (19' corridor)	14,809	SF	$7.00	$103,663
Frontage Landscaping (29' corridor)	48,703	SF	$7.00	$340,921
Median Landscaping (corridor varies)	5,376	SF	$7.00	$37,632
Pavement Removal	0	SF	$1.50	$0
Construction Subtotal				$672,783
Traffic Control and Staging, 4%				$26,911
Storm Water Pollution Prevention, 1% (field work)				$6,728
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$148,349
Contingency, 10%				$67,278
Total Cost				**$922,049**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
13. Sunrise Boulevard at Kiefer Boulevard (including 450' center and partial frontage roadway improvements)				
6x4 lane 4-way intersection widening and signalization				
Private Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	144,606	SF	$0.30	$43,382
Roadway Excavation	10,290	CY	$20.00	$205,800
Curb (Type 5)	3,136	LF	$13.00	$40,768
Curb & Gutter (Type 2)	1,302	LF	$20.00	$26,040
6" Asphalt Concrete	4,820	TON	$52.00	$250,640
14" Aggregate Base	4,001	TON	$23.00	$92,023
16" Aggregate Base	7,467	TON	$23.00	$171,741
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,350	LF	$50.00	$67,500
Striping & Signage	1	LS	$16,200.00	$16,200
Sidewalk (6' wide)	7,812	SF	$4.75	$37,107
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	1	LS	$16,875.00	$16,875
Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
Pavement Removal	31,500	SF	$1.50	$47,250
Roadside Ditch	2,178	LF	$5.00	$10,890
Construction Subtotal				$1,269,392
Right of Way Acquisition				$9,785
Traffic Control and Staging, 4%				$50,776
Storm Water Pollution Prevention, 1% (field work)				$12,694
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$279,901
Contingency, 10%				$126,939
Total Cost				**$1,749,487**
Portion Funded By Others (Mather Field TIP)				$98,550
Total Funded Cost				**$1,650,937**
13A. Sunrise Boulevard Transition to Existing Roadway South of Kiefer Road				
Road Transition from Permanent Road, Estimate 630 lf				
Private Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Clearing and Grubbing	19,000	SF	$0.30	$5,700
Roadway Excavation	860	CY	$20.00	$17,200
6" Asphalt Concrete	1,173	TON	$52.00	$60,996
16" Aggregate Base	2,889	TON	$23.00	$66,447
Striping & Signage	1	LS	$1,900.00	$1,900
Pavement Removal	22,824	SF	$1.50	$34,236
Roadside Ditch	534	LF	$5.00	$2,670
Construction Subtotal				$189,149
Right of Way Acquisition				$0
Traffic Control and Staging, 4%				$7,566
Storm Water Pollution Prevention, 1% (field work)				$1,891
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$41,707
Contingency, 10%				$18,915
Total Cost				**$259,229**

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ROADWAY IMPROVEMENT COST ESTIMATES
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BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
13B. Kiefer Road Transition to Existing Roadway west of Sunrise Boulevard				
Road Transition from Permanent Road, Estimate 210 lf				
Private Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Clearing and Grubbing	6,300	SF	$0.30	$1,890
Roadway Excavation	290	CY	$20.00	$5,800
6" Asphalt Concrete	390	TON	$52.00	$20,280
16" Aggregate Base	960	TON	$23.00	$22,080
Striping & Signage	1	LS	$600.00	$600
Pavement Removal	7,600	SF	$1.50	$11,400
Roadside Ditch	400	LF	$5.00	$2,000
Construction Subtotal				$64,050
Right of Way Acquisition				$0
Traffic Control and Staging, 4%				$2,562
Storm Water Pollution Prevention, 1% (field work)				$641
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$14,123
Contingency, 10%				$6,405
Total Cost				**$87,781**
14. Sunrise Boulevard at SR 16 (including 450' center roadway improvements)				
6x6 lane 4-way intersection widening and signalization				
Public Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Improvements	1	LS	$575,000.00	$575,000
Total Cost (flat carry over from EPS PFFP)				**$575,000**
Portion Funded By Others (Development Fee Measure A/Mather CIP)				$575,000
Total Funded Cost				**$0**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
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BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
15.	Sunrise Boulevard at Grant Line Road (including 450' center roadway improvements) 6x6 lane 3-way intersection widening and signalization (incl. 2 lane stub to the south) Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
	Intersection Signalization	1	LS	$170,000.00	$170,000
	Signal Interconnector	1,350	LF	$10.00	$13,500
	Clearing and Grubbing	80,095	SF	$0.30	$24,029
	Roadway Excavation	4,242	CY	$20.00	$84,840
	Curb (Type 5)	2,352	LF	$13.00	$30,576
	Curb (Type 3)	214	LF	$13.00	$2,782
	Curb & Gutter (Type 2)	214	LF	$20.00	$4,280
	2" AC Overlay	801	TON	$75.00	$60,075
	6" Asphalt Concrete	2,152	TON	$52.00	$111,904
	16" Aggregate Base	5,738	TON	$23.00	$131,974
	Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	2,700	LF	$50.00	$135,000
	Striping & Signage	1	LS	$10,800.00	$10,800
	Sidewalk (6' wide meandering)	1,284	SF	$4.75	$6,099
	Median Landscaping (corridor varies)	5,376	SF	$7.00	$37,632
	Pavement Removal	12,428	SF	$1.50	$18,642
	Roadside Ditch	2,178	LF	$5.00	$10,890
	Construction Subtotal				$853,023
	Interim Improvements (Vineyard CIP)				$690,923
	Right of Way Acquisition				$54,847
	Traffic Control and Staging, 4%				$27,637
	Storm Water Pollution Prevention, 1% (field work)				$6,909
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$152,349
	Contingency, 10%				$85,302
	Total Cost				**$1,870,989**
	Portion Funded By Others (Vineyard CIP)				$690,923
	Total Funded Cost				**$1,180,066**
16.	Sunrise Boulevard at Folsom Boulevard Add free right-turn lane on eastbound approach Private Improvement Quantity: Lump Sum				
	Improvements	1	LS	$134,400.00	$134,400
	Total Cost (flat carry over from EPS PFFP)				**$134,400**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
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BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
17.	Grantline Road: Douglas Road to Chrysanthy Boulevard (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement with Existing Roadway Impacts Quantity: 4,300 LF				
	Signal Interconnector	4,300	LF	$10.00	$43,000
	Clearing and Grubbing	258,000	SF	$0.30	$77,400
	Roadway Excavation	19,111	CY	$20.00	$382,220
	Curb (Type 5)	8,600	LF	$13.00	$111,800
	2" AC Overlay	780	TON	$75.00	$58,500
	6" Asphalt Concrete	8,027	TON	$52.00	$417,404
	16" Aggregate Base	21,404	TON	$23.00	$492,292
	Striping	4,300	LF	$8.00	$34,400
	Median Landscape (11' Corridor)	47,300	SF	$7.00	$331,100
	Pavement Removal	68,800	SF	$1.50	$103,200
	Roadside Ditch	8,150	LF	$5.00	$40,750
	Construction Subtotal				$2,092,066
	Right of Way Acquisition				$130,571
	Traffic Control and Staging, 4%				$83,683
	Storm Water Pollution Prevention, 1% (field work)				$20,921
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$461,301
	Contingency, 10%				$209,207
	Total Cost				**$2,997,748**
18.	Grantline Road: Chrysanthy Boulevard to Kiefer Boulevard (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement with Existing Roadway Impacts Quantity: 9,500 LF				
	Signal Interconnector	9,500	LF	$10.00	$95,000
	Clearing and Grubbing	541,500	SF	$0.30	$162,450
	Roadway Excavation	38,000	CY	$20.00	$760,000
	Curb (Type 5)	19,000	LF	$13.00	$247,000
	2" AC Overlay	1,724	TON	$75.00	$129,300
	6" Asphalt Concrete	15,517	TON	$52.00	$806,884
	16" Aggregate Base	41,378	TON	$23.00	$951,694
	Striping	9,500	LF	$8.00	$76,000
	Median Landscape (11' Corridor)	104,500	SF	$7.00	$731,500
	Pavement Removal	152,000	SF	$1.50	$228,000
	Roadside Ditch	19,000	LF	$5.00	$95,000
	Construction Subtotal				$4,282,828
	Right of Way Acquisition				$158,516
	Traffic Control and Staging, 4%				$171,313
	Storm Water Pollution Prevention, 1% (field work)				$42,828
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$944,364
	Contingency, 10%				$428,283
	Total Cost				**$6,028,132**

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ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
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	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
19.	Grantline Road: Kiefer Boulevard to SR 16 (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement with Existing Roadway Impacts Quantity: 8,275 LF				
	Signal Interconnector	8,275	LF	$10.00	$82,750
	Clearing and Grubbing	446,850	SF	$0.30	$134,055
	Roadway Excavation	33,100	CY	$20.00	$662,000
	Curb (Type 5)	16,550	LF	$13.00	$215,150
	2" AC Overlay	1,502	TON	$75.00	$112,650
	6" Asphalt Concrete	13,516	TON	$52.00	$702,832
	16" Aggregate Base	36,042	TON	$23.00	$828,966
	Striping	8,275	LF	$8.00	$66,200
	Median Landscape (11' Corridor)	91,025	SF	$7.00	$637,175
	Pavement Removal	132,384	SF	$1.50	$198,576
	Roadside Ditch	16,550	LF	$5.00	$82,750
	Construction Subtotal				$3,723,104
	Right of Way Acquisition				$315,927
	Traffic Control and Staging, 4%				$148,924
	Storm Water Pollution Prevention, 1% (field work)				$37,231
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$820,944
	Contingency, 10%				$372,310
	Total Cost				**$5,418,441**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
20. Grantline Road at Chrysanthy Boulevard (including 450' center and partial frontage roadway improvements) 6x4 lane 3-way intersection widening and signalization Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	1	LS	$150,000.00	$150,000
Signal Interconnector	1,350	LF	$10.00	$13,500
Clearing and Grubbing	94,297	SF	$0.30	$28,289
Roadway Excavation	6,559	CY	$20.00	$131,180
Curb (Type 5)	2,352	LF	$13.00	$30,576
Curb (Type 3)	100	LF	$13.00	$1,300
Curb & Gutter (Type 2)	833	LF	$20.00	$16,660
2" AC Overlay	163	TON	$75.00	$12,225
6" Asphalt Concrete	3,094	TON	$52.00	$160,888
14" Aggregate Base	2,225	TON	$23.00	$51,175
16" Aggregate Base	5,704	TON	$23.00	$131,192
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	900	LF	$50.00	$45,000
Striping & Signage	1	LS	$11,700.00	$11,700
Soundwall (6' high at single family and multi-family)	100	LF	$90.00	$9,000
Sidewalk (6' wide)	4,998	SF	$4.75	$23,741
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	1	LS	$11,250.00	$11,250
Frontage Landscaping (19' corridor)	1,900	SF	$7.00	$13,300
Median Landscaping (corridor varies)	5,376	SF	$7.00	$37,632
Pavement Removal	7,184	SF	$1.50	$10,776
Roadside Ditch	1,626	LF	$5.00	$8,130
Construction Subtotal				$902,514
Right of Way Acquisition				$72,463
Traffic Control and Staging, 4%				$36,101
Storm Water Pollution Prevention, 1% (field work)				$9,025
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$199,004
Contingency, 10%				$90,251
Total Cost				**$1,309,358**

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ROADWAY IMPROVEMENT COST ESTIMATES
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
21. Grantline Road at Kiefer Boulevard (including 450' center roadway improvements)				
6x4x2 lane 4-way intersection widening and signalization				
Private Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	74,832	SF	$0.30	$22,450
Roadway Excavation	5,312	CY	$20.00	$106,240
Curb (Type 5)	2,352	LF	$13.00	$30,576
Curb & Gutter (Type 2)	214	LF	$20.00	$4,280
2" AC Overlay	247	TON	$75.00	$18,525
6" Asphalt Concrete	2,654	TON	$52.00	$138,008
14" Aggregate Base	3,037	TON	$23.00	$69,851
16" Aggregate Base	3,607	TON	$23.00	$82,961
Striping & Signage	1	LS	$12,600.00	$12,600
Sidewalk (6' wide)	1,284	SF	$4.75	$6,099
Median Landscaping (corridor varies)	5,376	SF	$7.00	$37,632
Pavement Removal	10,408	SF	$1.50	$15,612
Roadside Ditch	2,904	LF	$5.00	$14,520
Construction Subtotal				$747,354
Right of Way Acquisition				$15,570
Traffic Control and Staging, 4%				$29,894
Storm Water Pollution Prevention, 1% (field work)				$7,474
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$164,791
Contingency, 10%				$74,735
Total Cost				**$1,039,818**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
22. Grantline Road at SR 16 (including 450' center roadway improvements)				
6x6 lane 4-way intersection widening and signalization				
Public Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	119,958	SF	$0.30	$35,987
Roadway Excavation	6,203	CY	$25.00	$155,075
Curb (Type 5)	3,136	LF	$25.00	$78,400
Curb & Gutter (Type 2)	214	LF	$24.00	$5,136
2" AC Overlay	493	TON	$85.00	$41,905
6" Asphalt Concrete	3,207	TON	$62.00	$198,834
16" Aggregate Base	8,553	TON	$23.00	$196,719
Striping & Signage	1	LS	$14,400.00	$14,400
Sidewalk (6' wide)	1,284	SF	$6.00	$7,704
Median Landscaping (corridor varies)	7,168	SF	$10.00	$71,680
Pavement Removal	15,760	SF	$1.50	$23,640
Roadside Ditch	2,904	LF	$5.00	$14,520
Construction Subtotal				$1,032,000
Right of Way Acquisition				$83,912
Traffic Control and Staging, 4%				$41,280
Storm Water Pollution Prevention, 1% (field work)				$10,320
CEQA Environmental Document				$10,000
CalTrans Study				$31,250
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$498,456
Total Cost				**$1,707,218**
Portion Funded By Others (100% Development Fee Measure A)				$1,707,218
Total Funded Cost				**$0**
23. Grantline Road at White Rock Road				
Add additional exclusive left turn lane (White Rock Road) and signalization				
Private Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$100,000.00	$100,000
Clearing and Grubbing	5,015	SF	$0.30	$1,505
Roadway Excavation	356	CY	$20.00	$7,120
Curb (Type 5)	800	LF	$13.00	$10,400
2" AC Overlay	254	TON	$75.00	$19,050
6" Asphalt Concrete	173	TON	$52.00	$8,996
14" Aggregate Base	403	TON	$23.00	$9,269
Striping & Signage	1	LS	$10,800.00	$10,800
Street Lighting	1	LS	$18,900.00	$18,900
Roadside Ditch	396	LF	$5.00	$1,980
Construction Subtotal				$188,020
Traffic Control and Staging, 4%				$7,521
Storm Water Pollution Prevention, 1% (field work)				$1,880
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$41,458
Contingency, 10%				$18,802
Total Cost				**$257,681**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
24. Chrysanthy Boulevard: Sunrise Boulevard to Jaeger Boulevard				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 4,550 LF				
Signal Interconnector	4,550	LF	$10.00	$45,500
Clearing and Grubbing	218,400	SF	$0.20	$43,680
Roadway Excavation	14,830	CY	$15.00	$222,450
Curb (Type 5)	9,100	LF	$13.00	$118,300
6" Asphalt Concrete	6,016	TON	$52.00	$312,832
14" Aggregate Base	14,038	TON	$23.00	$322,874
Striping	4,550	LF	$6.00	$27,300
Median Landscape (13' Corridor)	59,150	SF	$7.00	$414,050
Roadside Ditch	9,100	LF	$5.00	$45,500
Construction Subtotal				$1,552,486
Traffic Control and Staging, 2%				$31,050
Storm Water Pollution Prevention, 1% (field work)				$15,525
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$335,803
Contingency, 10%				$155,249
Total Cost				**$2,090,112**
25. Chrysanthy Boulevard: Jaeger Road to Americanos Boulevard (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 4,980 LF				
Signal Interconnector	4,980	LF	$10.00	$49,800
Clearing and Grubbing	239,040	SF	$0.20	$47,808
Roadway Excavation	16,231	CY	$15.00	$243,465
Curb (Type 5)	9,960	LF	$13.00	$129,480
6" Asphalt Concrete	6,585	TON	$52.00	$342,420
14" Aggregate Base	15,364	TON	$23.00	$353,372
Striping	4,980	LF	$6.00	$29,880
Median Landscape (13' Corridor)	64,740	SF	$7.00	$453,180
Roadside Ditch	9,960	LF	$5.00	$49,800
Construction Subtotal				$1,699,205
Traffic Control and Staging, 2%				$33,984
Storm Water Pollution Prevention, 1% (field work)				$16,992
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$367,538
Contingency, 10%				$169,921
Total Cost				**$2,287,640**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
26. Chrysanthy Boulevard: Americanos Boulevard to Grantline Road (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 4,387 LF				
Signal Interconnector	4,387	LF	$10.00	$43,870
Clearing and Grubbing	210,576	SF	$0.20	$42,115
Roadway Excavation	14,298	CY	$15.00	$214,470
Curb (Type 5)	8,774	LF	$13.00	$114,062
6" Asphalt Concrete	5,801	TON	$52.00	$301,652
14" Aggregate Base	13,535	TON	$23.00	$311,305
Striping	4,387	LF	$6.00	$26,322
Median Landscape (13' Corridor)	57,031	SF	$7.00	$399,217
Roadside Ditch	8,415	LF	$5.00	$42,075
Construction Subtotal				$1,495,088
Traffic Control and Staging, 2%				$29,902
Storm Water Pollution Prevention, 1% (field work)				$14,951
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$323,388
Contingency, 10%				$149,509
Total Cost				**$2,012,837**
27. Chrysanthy Boulevard at Jaeger Road (including 450' center and partial frontage roadway improvements)				
4x4 lane 4-way intersection widening and signalization				
Private Improvement without Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	166,230	SF	$0.20	$33,246
Roadway Excavation	9,276	CY	$15.00	$139,140
Curb (Type 5)	3,136	LF	$13.00	$40,768
Curb (Type 3)	1,666	LF	$13.00	$21,658
Curb & Gutter (Type 2)	1,666	LF	$20.00	$33,320
6" Asphalt Concrete	4,426	TON	$52.00	$230,152
14" Aggregate Base	10,327	TON	$23.00	$237,521
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,800	LF	$40.00	$72,000
Striping & Signage	1	LS	$18,000.00	$18,000
Soundwall (6' high at single family and multi-family)	1,452	LF	$90.00	$130,680
Sidewalk (6' wide)	9,996	SF	$4.00	$39,984
Bus Pads	2	EA	$2,500.00	$5,000
Street Lighting	1	LS	$22,500.00	$22,500
Frontage Landscaping (19' corridor)	29,621	SF	$7.00	$207,347
Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
Roadside Ditch	1,452	LF	$5.00	$7,260
Construction Subtotal				$1,476,752
Traffic Control and Staging, 2%				$29,535
Storm Water Pollution Prevention, 1% (field work)				$14,768
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$319,421
Contingency, 10%				$147,675
Total Cost				**$1,988,151**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
28. Chrysanthy Blvd at Americanos Blvd (including 450' center and partial frontage roadway improvements)				
4x4 lane 4-way intersection widening and signalization				
Private Improvement				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	137,037	SF	$0.20	$27,407
Roadway Excavation	8,300	CY	$15.00	$124,500
Curb (Type 5)	3,136	LF	$13.00	$40,768
Curb (Type 3)	940	LF	$13.00	$12,220
Curb & Gutter (Type 2)	940	LF	$20.00	$18,800
6" Asphalt Concrete	4,083	TON	$52.00	$212,316
14" Aggregate Base	9,528	TON	$23.00	$219,144
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	900	LF	$40.00	$36,000
Striping & Signage	1	LS	$14,400.00	$14,400
Soundwall (6' high at single family and multi-family)	726	LF	$90.00	$65,340
Sidewalk (6' wide)	5,640	SF	$4.00	$22,560
Bus Pads	1	EA	$2,500.00	$2,500
Street Lighting	1	LS	$11,250.00	$11,250
Frontage Landscaping (19' corridor)	14,801	SF	$7.00	$103,607
Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
Roadside Ditch	2,178	LF	$5.00	$10,890
Construction Subtotal				$1,159,878
Traffic Control and Staging, 2%				$23,198
Storm Water Pollution Prevention, 1% (field work)				$11,599
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$250,882
Contingency, 10%				$115,988
Total Cost				**$1,561,544**
29. Americanos Boulevard: North Panhandle, CP Boundary to SP Boundary (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway impacts				
Quantity: 2,430 LF				
Clearing and Grubbing	116,640	SF	$0.20	$23,328
Roadway Excavation	7,920	CY	$15.00	$118,800
Curb (Type 5)	4,860	LF	$13.00	$63,180
6" Asphalt Concrete	3,213	TON	$52.00	$167,076
14" Aggregate Base	7,497	TON	$23.00	$172,431
Striping	2,430	LF	$6.00	$14,580
Median Landscape (13' Corridor)	31,590	SF	$7.00	$221,130
Roadside Ditch	4,860	LF	$5.00	$24,300
Construction Subtotal				$804,825
Right of Way Acquisition				$0
Traffic Control and Staging, 2%				$16,097
Storm Water Pollution Prevention, 1% (field work)				$8,048
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$174,084
Contingency, 10%				$80,483
Total Cost				**$1,083,536**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
30. Americanos Boulevard: North Panhandle, SP Boundary to Douglas Road (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 4,130 LF				
Clearing and Grubbing	198,240	SF	$0.20	$39,648
Roadway Excavation	13,461	CY	$15.00	$201,915
Curb (Type 5)	8,260	LF	$13.00	$107,380
6" Asphalt Concrete	5,461	TON	$52.00	$283,972
14" Aggregate Base	12,742	TON	$23.00	$293,066
Striping	4,130	LF	$6.00	$24,780
Median Landscape (13' Corridor)	53,690	SF	$7.00	$375,830
Roadside Ditch	8,260	LF	$5.00	$41,300
Construction Subtotal				$1,367,891
Right of Way Acquisition				$429,980
Traffic Control and Staging, 2%				$27,358
Storm Water Pollution Prevention, 1% (field work)				$13,679
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$295,875
Contingency, 10%				$136,789
Total Cost				**$2,271,571**
31. Americanos Boulevard: South of Douglas Road to SP Boundary (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 2,450 LF				
Signal Interconnector	2,450	LF	$10.00	$24,500
Clearing and Grubbing	117,600	SF	$0.20	$23,520
Roadway Excavation	7,985	CY	$15.00	$119,775
Curb (Type 5)	4,900	LF	$13.00	$63,700
6" Asphalt Concrete	3,239	TON	$52.00	$168,428
14" Aggregate Base	7,559	TON	$23.00	$173,857
Striping	2,450	LF	$6.00	$14,700
Median Landscape (13' Corridor)	31,850	SF	$7.00	$222,950
Roadside Ditch	4,900	LF	$5.00	$24,500
Construction Subtotal				$835,930
Traffic Control and Staging, 2%				$16,719
Storm Water Pollution Prevention, 1% (field work)				$8,359
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$180,812
Contingency, 10%				$83,593
Total Cost				**$1,125,413**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
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BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
32. Americanos Boulevard: SP Boundary to Chrysanthy Boulevard (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 2,100 LF				
Signal Interconnector	2,100	LF	$10.00	$21,000
Clearing and Grubbing	100,800	SF	$0.20	$20,160
Roadway Excavation	6,844	CY	$15.00	$102,660
Curb (Type 5)	4,200	LF	$13.00	$54,600
6" Asphalt Concrete	2,777	TON	$52.00	$144,404
14" Aggregate Base	6,479	TON	$23.00	$149,017
Striping	2,100	LF	$6.00	$12,600
Median Landscape (13' Corridor)	27,300	SF	$7.00	$191,100
Roadside Ditch	4,200	LF	$5.00	$21,000
Construction Subtotal				$716,541
Traffic Control and Staging, 2%				$14,331
Storm Water Pollution Prevention, 1% (field work)				$7,165
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$154,988
Contingency, 10%				$71,654
Total Cost				**$964,679**
33. Americanos Boulevard: Chrysanthy Boulevard to Kiefer Boulevard (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 6,060 LF				
Signal Interconnector	6,060	LF	$10.00	$60,600
Clearing and Grubbing	290,880	SF	$0.20	$58,176
Roadway Excavation	19,751	CY	$15.00	$296,265
Curb (Type 5)	12,120	LF	$13.00	$157,560
6" Asphalt Concrete	8,013	TON	$52.00	$416,676
14" Aggregate Base	17,806	TON	$23.00	$409,538
Striping	6,060	LF	$6.00	$36,360
Median Landscape (13' Corridor)	78,780	SF	$7.00	$551,460
Roadside Ditch	12,120	LF	$5.00	$60,600
Construction Subtotal				$2,047,235
Traffic Control and Staging, 2%				$40,945
Storm Water Pollution Prevention, 1% (field work)				$20,472
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$442,817
Contingency, 10%				$204,724
Total Cost				**$2,756,192**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
34. Kiefer Boulevard: Sunrise Boulevard to Jaeger Road (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 4,410 LF				
Signal Interconnector	4,410	LF	$10.00	$44,100
Clearing and Grubbing	211,680	SF	$0.20	$42,336
Roadway Excavation	14,373	CY	$15.00	$215,595
Curb (Type 5)	8,820	LF	$13.00	$114,660
6" Asphalt Concrete	5,831	TON	$52.00	$303,212
14" Aggregate Base	13,606	TON	$23.00	$312,938
Median Landscape (13' Corridor)	57,330	SF	$7.00	$401,310
Striping	4,410	LF	$6.00	$26,460
Roadside Ditch	6,828	LF	$5.00	$34,140
Construction Subtotal				$1,494,751
Traffic Control and Staging, 2%				$29,895
Storm Water Pollution Prevention, 1% (field work)				$14,948
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$323,315
Contingency, 10%				$149,475
Total Cost				**$2,012,383**
35. Kiefer Boulevard: Jaeger Road to Americanos Boulevard (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 4,350 LF				
Signal Interconnector	4,350	LF	$10.00	$43,500
Clearing and Grubbing	208,800	SF	$0.20	$41,760
Roadway Excavation	14,178	CY	$15.00	$212,670
Curb (Type 5)	8,700	LF	$13.00	$113,100
6" Asphalt Concrete	5,752	TON	$52.00	$299,104
14" Aggregate Base	13,421	TON	$23.00	$308,683
Striping	4,350	LF	$6.00	$26,100
Median Landscape (13' Corridor)	56,550	SF	$7.00	$395,850
Roadside Ditch	8,700	LF	$5.00	$43,500
Construction Subtotal				$1,484,267
Right of Way Acquisition				$103,245
Traffic Control and Staging, 2%				$29,685
Storm Water Pollution Prevention, 1% (field work)				$14,843
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$321,047
Contingency, 10%				$148,427
Total Cost				**$2,101,514**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
36. Kiefer Boulevard: Americanos Boulevard to Grantline Road (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 800 LF				
Signal Interconnector	800	LF	$10.00	$8,000
Clearing and Grubbing	38,400	SF	$0.20	$7,680
Roadway Excavation	2,607	CY	$15.00	$39,105
Curb (Type 5)	1,600	LF	$13.00	$20,800
6" Asphalt Concrete	1,058	TON	$52.00	$55,016
14" Aggregate Base	2,468	TON	$23.00	$56,764
Striping	800	LF	$6.00	$4,800
Median Landscape (13' Corridor)	10,400	SF	$7.00	$72,800
Roadside Ditch	1,600	LF	$5.00	$8,000
Construction Subtotal				$272,965
Right of Way Acquisition				$18,088
Traffic Control and Staging, 2%				$5,459
Storm Water Pollution Prevention, 1% (field work)				$2,730
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$59,042
Contingency, 10%				$27,297
Total Cost				**$385,581**
37. Kiefer Boulevard at Jaeger Road (including 450' center and partial frontage roadway improvements)				
4x4 lane 4-way intersection widening and signalization				
Private Improvement without Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	137,037	SF	$0.20	$27,407
Roadway Excavation	8,300	CY	$15.00	$124,500
Curb (Type 5)	3,136	LF	$13.00	$40,768
Curb (Type 3)	940	LF	$13.00	$12,220
Curb & Gutter (Type 2)	940	LF	$20.00	$18,800
6" Asphalt Concrete	4,083	TON	$52.00	$212,316
14" Aggregate Base	9,528	TON	$23.00	$219,144
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	900	LF	$40.00	$36,000
Striping & Signage	1	LS	$14,400.00	$14,400
Soundwall (6' high at single family and multi-family)	726	LF	$90.00	$65,340
Sidewalk (6' wide)	5,640	SF	$4.00	$22,560
Bus Pads	1	EA	$2,500.00	$2,500
Street Lighting	1	LS	$11,250.00	$11,250
Frontage Landscaping (19' corridor)	14,801	SF	$7.00	$103,607
Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
Roadside Ditch	2,178	LF	$5.00	$10,890
Easterly Leg Traffic Control	1	LS	$50,000.00	$50,000
Construction Subtotal				$1,209,878
Right of Way Acquisition				$32,099
Traffic Control and Staging, 2%				$24,198
Storm Water Pollution Prevention, 1% (field work)				$12,099
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$261,697
Contingency, 10%				$120,988
Total Cost				**$1,660,958**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
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BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
38. Kiefer Boulevard at Americanos Boulevard (including 450' center roadway improvements)				
4x4 lane 4-way intersection widening and signalization				
Private Improvement without Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	106,902	SF	$0.20	$21,380
Roadway Excavation	9,034	CY	$15.00	$135,510
Curb (Type 5)	3,136	LF	$13.00	$40,768
Curb & Gutter (Type 2)	214	LF	$20.00	$4,280
6" Asphalt Concrete	3,741	TON	$52.00	$194,532
14" Aggregate Base	8,730	TON	$23.00	$200,790
Striping & Signage	1	LS	$10,800.00	$10,800
Sidewalk (6' wide)	1,284	SF	$4.00	$5,136
Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
Roadside Ditch	2,904	LF	$5.00	$14,520
Construction Subtotal				$865,892
Right of Way Acquisition				$64,198
Traffic Control and Staging, 2%				$17,318
Storm Water Pollution Prevention, 1% (field work)				$8,659
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$187,293
Contingency, 10%				$86,589
Total Cost				**$1,229,949**
39. Jaeger Road: Chrysanthy Boulevard to Wetland Preserve (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 1,550 LF				
Signal Interconnector	1,550	LF	$10.00	$15,500
Clearing and Grubbing	74,400	SF	$0.20	$14,880
Roadway Excavation	5,052	CY	$15.00	$75,780
Curb (Type 5)	3,100	LF	$13.00	$40,300
6" Asphalt Concrete	2,049	TON	$52.00	$106,548
14" Aggregate Base	4,782	TON	$23.00	$109,986
Median Landscape (13' Corridor)	20,150	SF	$7.00	$141,050
Striping	1,550	LF	$6.00	$9,300
Roadside Ditch	3,100	LF	$5.00	$15,500
Construction Subtotal				$528,844
Traffic Control and Staging, 2%				$10,577
Storm Water Pollution Prevention, 1% (field work)				$5,288
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$114,389
Contingency, 10%				$52,884
Total Cost				**$711,983**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
40.	Jaeger Road: Adjacent to the Wetland Preserve (excluding 450' @ intersections) 4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement without Existing Roadway Impacts Quantity: 2,831 LF				
	Signal Interconnector	2,831	LF	$10.00	$28,310
	Clearing and Grubbing	135,888	SF	$0.20	$27,178
	Roadway Excavation	9,227	CY	$15.00	$138,405
	Curb (Type 5)	5,662	LF	$13.00	$73,606
	6" Asphalt Concrete	3,743	TON	$52.00	$194,636
	14" Aggregate Base	8,734	TON	$23.00	$200,882
	Median Landscape (13' Corridor)	36,803	SF	$7.00	$257,621
	Striping	2,831	LF	$6.00	$16,986
	Roadside Ditch	2,831	LF	$5.00	$14,155
	Construction Subtotal				$951,779
	Traffic Control and Staging, 2%				$19,036
	Storm Water Pollution Prevention, 1% (field work)				$9,518
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$205,870
	Contingency, 10%				$95,178
	Total Cost				**$1,281,380**
41.	Jaeger Road: Wetland Preserve to Kiefer Boulevard (excluding 450' @ intersections) 4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement without Existing Roadway Impacts Quantity: 3,738 LF				
	Signal Interconnector	3,738	LF	$10.00	$37,380
	Clearing and Grubbing	179,424	SF	$0.20	$35,885
	Roadway Excavation	12,183	CY	$15.00	$182,745
	Curb (Type 5)	7,476	LF	$13.00	$97,188
	6" Asphalt Concrete	4,942	TON	$52.00	$256,984
	14" Aggregate Base	11,534	TON	$23.00	$265,282
	Median Landscape (13' Corridor)	48,594	SF	$7.00	$340,158
	Striping	3,738	LF	$6.00	$22,428
	Roadside Ditch	7,476	LF	$5.00	$37,380
	Construction Subtotal				$1,275,430
	Traffic Control and Staging, 2%				$25,509
	Storm Water Pollution Prevention, 1% (field work)				$12,754
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$275,875
	Contingency, 10%				$127,543
	Total Cost				**$1,717,111**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
42. Jaeger Road: Douglas Road to Chrysanthy Boulevard (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 2,387 LF				
Signal Interconnector	2,387	LF	$10.00	$23,870
Clearing and Grubbing	114,576	SF	$0.20	$22,915
Roadway Excavation	7,780	CY	$15.00	$116,700
Curb (Type 5)	4,774	LF	$13.00	$62,062
6" Asphalt Concrete	3,156	TON	$52.00	$164,112
14" Aggregate Base	7,364	TON	$23.00	$169,372
Striping & Signage	2,387	LF	$6.00	$14,322
Median Landscaping (13' corridor)	31,031	SF	$7.00	$217,217
Roadside Ditch	4,774	LF	$5.00	$23,870
Construction Subtotal				$814,440
Traffic Control and Staging, 2%				$16,289
Storm Water Pollution Prevention, 1% (field work)				$8,144
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$176,163
Contingency, 10%				$81,444
Total Cost				**$1,096,481**
43. Sunrise Boulevard: SP Boundary to Chrysanthy Boulevard (excluding 450' @ intersections)				
Westerly frontage Improvements (adjacent to canal): 11' pavement, curb, gutter, and sidewalk.				
Private Improvement with Existing Roadway Impacts				
Quantity: 1,480 LF				
Clearing and Grubbing	29,600	SF	$0.30	$8,880
Roadway Excavation	2,193	CY	$20.00	$43,860
Curb & Gutter (Type 2)	1,480	LF	$20.00	$29,600
6" Asphalt Concrete	633	TON	$52.00	$32,916
16" Aggregate Base	1,688	TON	$23.00	$38,824
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,480	LF	$50.00	$74,000
Sidewalk (6' wide meandering)	8,880	SF	$4.75	$42,180
Striping & Signage	1,480	LF	$4.00	$5,920
Street Lighting	1,480	LF	$18.00	$26,640
Construction Subtotal				$302,820
Traffic Control and Staging, 4%				$12,113
Storm Water Pollution Prevention, 1% (field work)				$3,028
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$66,772
Contingency, 10%				$30,282
Total Cost				**$415,015**
Portion Funded By Others (15% County TIP)				$62,252
Total Funded Cost				**$352,763**

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ROADWAY IMPROVEMENT COST ESTIMATES
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
44. Sunrise Boulevard: Chrysanthy Boulevard to Kiefer Boulevard (excluding 450' @ intersections) Westerly frontage Improvements (adjacent to canal): 11' pavement, curb, gutter, and sidewalk. Private Improvement with Existing Roadway Impacts Quantity: 7,419 LF				
Clearing and Grubbing	148,380	SF	$0.30	$44,514
Roadway Excavation	10,991	CY	$20.00	$219,820
Curb & Gutter (Type 2)	7,419	LF	$20.00	$148,380
6" Asphalt Concrete	3,174	TON	$52.00	$165,048
16" Aggregate Base	8,463	TON	$23.00	$194,649
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	7,419	LF	$50.00	$370,950
Sidewalk (6' wide meandering)	44,514	SF	$4.75	$211,442
Striping & Signage	7,419	LF	$4.00	$29,676
Street Lighting	7,419	LF	$18.00	$133,542
Construction Subtotal				$1,518,021
Traffic Control and Staging, 4%				$60,721
Storm Water Pollution Prevention, 1% (field work)				$15,180
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$334,724
Contingency, 10%				$151,802
Total Cost				**$2,080,447**
Portion Funded By Others (15% County TIP)				$312,067
Total Funded Cost				**$1,768,380**
45. Sunrise Boulevard: Southerly Anatolia II boundary to Kiefer Boulevard (excluding 450' @ intersections) Private Improvement with Existing Roadway Impacts Private Improvement Quantity: 3,667 LF				
Clearing and Grubbing	73,340	SF	$0.30	$22,002
Roadway Excavation	5,433	CY	$20.00	$108,660
Curb & Gutter (Type 2)	3,667	LF	$20.00	$73,340
6" Asphalt Concrete	1,569	TON	$52.00	$81,588
16" Aggregate Base	4,183	TON	$23.00	$96,209
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	3,667	LF	$50.00	$183,350
Sidewalk (6' wide meandering)	22,002	SF	$4.75	$104,510
Striping & Signage	3,667	LF	$4.00	$14,668
Street Lighting	3,667	LF	$18.00	$66,006
Construction Subtotal				$750,333
Traffic Control and Staging, 4%				$30,013
Storm Water Pollution Prevention, 1% (field work)				$7,503
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$165,448
Contingency, 10%				$75,033
Total Cost				**$1,028,331**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
46. Kiefer Boulevard: Sunrise Boulevard to Anatolia III Boundary (excluding 450' @ intersections)				
Northerly frontage Improvements (adjacent to preserve): 11' pavement, curb, gutter, and sidewalk.				
Private Improvement without Existing Roadway Impacts				
Quantity: 1,590 LF				
Clearing and Grubbing	31,800	SF	$0.20	$6,360
Roadway Excavation	2,159	CY	$15.00	$32,385
Curb & Gutter (Type 2)	1,590	LF	$20.00	$31,800
6" Asphalt Concrete	680	TON	$52.00	$35,360
14" Aggregate Base	1,587	TON	$23.00	$36,501
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,590	LF	$40.00	$63,600
Sidewalk (6' wide meandering)	9,540	SF	$4.00	$38,160
Striping & Signage	1,590	LF	$4.00	$6,360
Street Lighting	1,590	LF	$18.00	$28,620
Construction Subtotal				$279,146
Traffic Control and Staging, 2%				$5,583
Storm Water Pollution Prevention, 1% (field work)				$2,791
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$60,379
Contingency, 10%				$27,915
Total Cost				**$375,814**
47. Jaeger Boulevard: Frontage adjacent to preserve (excluding 450' @ intersections)				
Westerly frontage Improvements: 11' pavement, curb, gutter, and sidewalk.				
Private Improvement without Existing Roadway Impacts				
Quantity: 2,831 LF				
Clearing and Grubbing	56,620	SF	$0.20	$11,324
Roadway Excavation	3,844	CY	$15.00	$57,660
Curb & Gutter (Type 2)	2,831	LF	$20.00	$56,620
6" Asphalt Concrete	1,211	TON	$52.00	$62,972
14" Aggregate Base	2,826	TON	$23.00	$64,998
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	2,831	LF	$40.00	$113,240
Sidewalk (6' wide meandering)	16,986	SF	$4.00	$67,944
Striping & Signage	2,831	LF	$4.00	$11,324
Street Lighting	2,831	LF	$18.00	$50,958
Construction Subtotal				$497,040
Traffic Control and Staging, 2%				$9,941
Storm Water Pollution Prevention, 1% (field work)				$4,970
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$107,510
Contingency, 10%				$49,704
Total Cost				**$669,165**
48. Pyramid Boulevard: Adjacent to Laguna Creek				
Northerly frontage Improvements: 11' pavement, curb, gutter, and sidewalk.				
IN PYRAMID AT GRANTLINE ROADWAY IMPROVEMENT 20				

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
49. Grantline Road: Adjacent to Laguna Creek				
Westerly frontage Improvements: 11' pavement, curb, gutter, and sidewalk.				
Private Improvement with Existing Roadway Impacts				
Quantity: 450 LF				
Clearing and Grubbing	9,000	SF	$0.20	$1,800
Roadway Excavation	667	CY	$15.00	$10,005
Curb & Gutter (Type 2)	450	LF	$20.00	$9,000
6" Asphalt Concrete	193	TON	$52.00	$10,036
16" Aggregate Base	514	TON	$23.00	$11,822
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	450	LF	$40.00	$18,000
Sidewalk (6' wide meandering)	2,700	SF	$4.00	$10,800
Striping & Signage	450	LF	$4.00	$1,800
Street Lighting	450	LF	$18.00	$8,100
Construction Subtotal				$81,363
Traffic Control and Staging, 2%				$1,627
Storm Water Pollution Prevention, 1% (field work)				$814
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$17,599
Contingency, 10%				$8,136
Total Cost				**$109,539**
50a. Sunrise Boulevard: Sunrise Park Road to Douglas Boulevard				
Outside Travel Lanes				
Private Improvement with Existing Roadway Impacts				
Quantity: 4,200 LF				
Intersection Signalization (Monier Intersection Signal)	1	LS	$170,000.00	$170,000
Clearing and Grubbing	134,400	SF	$0.30	$40,320
Roadway Excavation	9,956	CY	$20.00	$199,120
Curb & Gutter (Type 2)	8,400	LF	$20.00	$168,000
2" AC Overlay	2,940	TON	$75.00	$220,500
6" Asphalt Concrete	2,287	TON	$52.00	$118,924
16" Aggregate Base	6,097	TON	$23.00	$140,231
Striping & Signage	4,200	LF	$16.00	$67,200
Sidewalk (6' wide)	50,400	SF	$4.75	$239,400
Street Lighting	4,200	LF	$36.00	$151,200
Pavement Removal	16,800	SF	$1.50	$25,200
Roadside Ditch	8,400	LF	$5.00	$42,000
Construction Subtotal				$1,582,095
Right of Way Acquisition				$7,785
Traffic Control and Staging, 4%				$63,284
Storm Water Pollution Prevention, 1% (field work)				$15,821
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$348,852
Contingency, 10%				$158,210
Total Cost				**$2,176,046**
50b. Folsom South Canal Trail Access				
Connect bike trail at Douglas Boulevard and install pedestrian signal at Sunrise Boulevard				
Private Improvement				
Quantity: Lump Sum				
Improvements	1	LS	$200,000.00	$200,000
Total Cost (flat carry over from EPS PFFP)				**$200,000**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
50c. Folsom South Canal Trail Access				
Connect bike trail at Kiefer Boulevard and install pedestrian signal at Sunrise Boulevard				
Private Improvement				
Quantity: Lump Sum				
Improvements	1	LS	$200,000.00	$200,000
Total Cost (flat carry over from EPS PFFP)				**$200,000**
51. Douglas Boulevard: 1500' East of Sunrise Blvd. to Sunrise Blvd. (excl. 450' @ intersections)				
6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement with Existing Roadway Impacts				
Quantity: 1,050 LF				
Signal Interconnector	1,050	LF	$10.00	$10,500
Clearing and Grubbing	63,000	SF	$0.30	$18,900
Roadway Excavation	4,667	CY	$20.00	$93,340
Curb (Type 5)	2,100	LF	$13.00	$27,300
6" Asphalt Concrete	1,960	TON	$52.00	$101,920
16" Aggregate Base	5,227	TON	$23.00	$120,221
Striping	1,050	LF	$8.00	$8,400
Median Landscape (11' Corridor)	11,550	SF	$7.00	$80,850
Pavement Removal	22,050	SF	$1.50	$33,075
Roadside Ditch	2,100	LF	$5.00	$10,500
Construction Subtotal				$505,006
Right of Way Acquisition				$89,741
Traffic Control and Staging, 4%				$20,200
Storm Water Pollution Prevention, 1% (field work)				$5,050
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$111,354
Contingency, 10%				$50,501
Total Cost				**$781,852**

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ROADWAY IMPROVEMENT COST ESTIMATES
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	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
52.	SR 16 at Bradshaw Road 6x4 lane 4-way intersection widening and signalization Public Improvement with Existing Roadway Impacts Quantity: Lump Sum				
	Intersection Signalization	1	LS	$170,000.00	$170,000
	Signal Interconnector	1,800	LF	$10.00	$18,000
	Clearing and Grubbing	90,828	SF	$0.30	$27,248
	Roadway Excavation	4,448	CY	$25.00	$111,200
	Curb (Type 5)	3,136	LF	$25.00	$78,400
	Curb & Gutter (Type 2)	214	LF	$24.00	$5,136
	2" AC Overlay	620	TON	$85.00	$52,700
	6" Asphalt Concrete	2,328	TON	$62.00	$144,336
	14" Aggregate Base	1,896	TON	$23.00	$43,608
	16" Aggregate Base	4,041	TON	$23.00	$92,943
	Striping & Signage	1	LS	$12,600.00	$12,600
	Sidewalk (6' wide)	1,284	SF	$6.00	$7,704
	Median Landscaping (corridor varies)	7,168	SF	$10.00	$71,680
	Pavement Removal	15,712	SF	$1.50	$23,568
	Roadside Ditch	2,904	LF	$5.00	$14,520
	Construction Subtotal				$873,643
	Right of Way Acquisition				$179,710
	Traffic Control and Staging, 4%				$34,946
	Storm Water Pollution Prevention, 1% (field work)				$8,736
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$192,638
	CalTrans Study				$31,250
	Engineering, Inspection, Testing, Surveying, and Cost Contingency, 45%				$393,140
	Total Cost				**$1,714,063**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
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	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
53.	SR 16 at Eagle's Nest Road 6x4 lane 4-way intersection widening and signalization Public Improvement with Existing Roadway Impacts Quantity: Lump Sum				
	Intersection Signalization	1	LS	$170,000.00	$170,000
	Signal Interconnector	1,800	LF	$10.00	$18,000
	Clearing and Grubbing	108,230	SF	$0.30	$32,469
	Roadway Excavation	5,760	CY	$25.00	$144,000
	Curb (Type 5)	3,136	LF	$25.00	$78,400
	Curb & Gutter (Type 2)	214	LF	$24.00	$5,136
	2" AC Overlay	317	TON	$85.00	$26,945
	6" Asphalt Concrete	3,080	TON	$62.00	$190,960
	14" Aggregate Base	3,649	TON	$23.00	$83,927
	16" Aggregate Base	4,041	TON	$23.00	$92,943
	Striping & Signage	1	LS	$12,600.00	$12,600
	Sidewalk (6' wide)	1,284	SF	$6.00	$7,704
	Median Landscaping (corridor varies)	7,168	SF	$10.00	$71,680
	Pavement Removal	25,264	SF	$1.50	$37,896
	Roadside Ditch	2,904	LF	$5.00	$14,520
	Construction Subtotal				$987,180
	Right of Way Acquisition				$55,669
	Traffic Control and Staging, 4%				$39,487
	Storm Water Pollution Prevention, 1% (field work)				$9,872
	CEQA Environmental Document				$10,000
	CalTrans Study				$31,250
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$454,103
	Total Cost				**$1,587,561**

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	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
54.	SR 16 at Excelsior Road 6x4 lane 4-way intersection widening and signalization Public Improvement with Existing Roadway Impacts Quantity: Lump Sum				
	Intersection Signalization	1	LS	$170,000.00	$170,000
	Signal Interconnector	1,800	LF	$10.00	$18,000
	Clearing and Grubbing	108,230	SF	$0.30	$32,469
	Roadway Excavation	5,760	CY	$25.00	$144,000
	Curb (Type 5)	3,136	LF	$25.00	$78,400
	Curb & Gutter (Type 2)	214	LF	$24.00	$5,136
	2" AC Overlay	317	TON	$85.00	$26,945
	6" Asphalt Concrete	3,080	TON	$62.00	$190,960
	14" Aggregate Base	3,649	TON	$23.00	$83,927
	16" Aggregate Base	4,041	TON	$23.00	$92,943
	Striping & Signage	1	LS	$12,600.00	$12,600
	Sidewalk (6' wide)	1,284	SF	$6.00	$7,704
	Median Landscaping (corridor varies)	7,168	SF	$10.00	$71,680
	Pavement Removal	25,264	SF	$1.50	$37,896
	Roadside Ditch	2,904	LF	$5.00	$14,520
	Construction Subtotal				$987,180
	Right of Way Acquisition				$58,314
	Traffic Control and Staging, 4%				$39,487
	Storm Water Pollution Prevention, 1% (field work)				$9,872
	CEQA Environmental Document				$10,000
	CalTrans Study				$31,250
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$454,103
	Total Cost				**$1,590,206**
55.	Mather Field at Folsom Boulevard Add Eastbound through-lane and dual exclusive left-turn lanes on N & S approaches. Private Improvement Quantity: Lump Sum				
	Improvements	1	LF	$431,200.00	$431,200
	Total Cost (flat carry over from EPS PFFP)				**$431,200**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
56.	Sunrise Boulevard at Florin Road				
	Intersection widening and signalization (incl. Protected left-turn lanes on Sunrise)				
	Private Improvement				
	Quantity: Lump Sum				
	Improvements	1	LF	$645,836.80	$645,837
	Total Cost (flat carry over from EPS PFFP)				**$645,837**
	Portion Funded By Others (100% County TIP)				$645,837
	Total Funded Cost				**$0**
57.	Sunrise Boulevard: Douglas Road to Kiefer Boulevard				
	Signalization at local collectors (2 3-way intersections) - Herodian drive Signal included with Anatolia MRI				
	Private Improvement with Existing Roadway Impacts				
	Quantity: Lump Sum				
	Intersection Signalization	1	LS	$150,000.00	$150,000
	Construction Subtotal				$150,000
	Traffic Control and Staging, 4%				$6,000
	Engineering, Inspection, Testing, Surveying, and Bonding 20%				$31,200
	Contingency, 10%				$15,000
	Total Cost				**$202,200**
57A.	Sunrise Boulevard: Douglas Road to Kiefer Boulevard				
	Signalization at local collectors (2 3-way intersections) - Bosporous Dr. signal remaining after Anatolia MRI				
	Private Improvement with Existing Roadway Impacts				
	Quantity: Lump Sum				
	Intersection Signalization	1	LS	$150,000.00	$150,000
	Construction Subtotal				$150,000
	Traffic Control and Staging, 4%				$6,000
	Engineering, Inspection, Testing, Surveying, and Bonding 20%				$31,200
	Contingency, 10%				$15,000
	Total Cost				**$202,200**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
58.	Douglas Road: Sunrise Boulevard to Grantline Road Signalization at local collectors (3 3-way intersections) Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
	3-way Intersection Signalization	3	LS	$150,000.00	$450,000
	Construction Subtotal				$450,000
	Traffic Control and Staging, 4%				$18,000
	Engineering, Inspection, Testing, Surveying, and Bonding 20%				$93,600
	Contingency, 10%				$45,000
	Total Cost				**$606,600**
59.	Jaeger Road: Douglas Road to Kiefer Signalization at local collectors (2 3-way & 2 4-way intersections) Private Improvement without Existing Roadway Impacts Quantity: Lump Sum				
	3-way Intersection Signalization	2	LS	$150,000.00	$300,000
	4-way Intersection Signalization	2	LS	$170,000.00	$340,000
	Construction Subtotal				$640,000
	Traffic Control and Staging, 2%				$12,800
	Engineering, Inspection, Testing, Surveying, and Bonding 20%				$130,560
	Contingency, 10%				$64,000
	Total Cost				**$847,360**
60.	Americanos Boulevard: Douglas Road to Kiefer Boulevard Signalization at local collectors (3 3-way & 1 4-way intersections) Private Improvement without Existing Roadway Impacts Quantity: Lump Sum				
	3-way Intersection Signalization	3	LS	$150,000.00	$450,000
	4-way Intersection Signalization	1	LS	$170,000.00	$170,000
	Construction Subtotal				$620,000
	Traffic Control and Staging, 2%				$12,400
	Engineering, Inspection, Testing, Surveying, and Bonding 20%				$126,480
	Contingency, 10%				$62,000
	Total Cost				**$820,880**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
61.	Grantline Road: Douglas Road to Chrysanthy Boulevard				
	Signalization at local collectors (2 3-way intersections)				
	Private Improvement without Existing Roadway Impacts				
	Quantity: Lump Sum				
	3-way Intersection Signalization	2	LS	$150,000.00	$300,000
	Construction Subtotal				$300,000
	Traffic Control and Staging, 4%				$12,000
	Engineering, Inspection, Testing, Surveying, and Bonding 20%				$62,400
	Contingency, 10%				$30,000
	Total Cost				**$404,400**
62.	Chrysanthy Boulevard: Sunrise Boulevard to Grantline Road				
	Signalization at local collectors (2 3-way & 2 4-way intersections)				
	Private Improvement without Existing Roadway Impacts				
	Quantity: Lump Sum				
	3-way Intersection Signalization	2	LS	$150,000.00	$300,000
	4-way Intersection Signalization	2	LS	$170,000.00	$340,000
	Subtotal				$640,000
	Traffic Control and Staging, 2%				$12,800
	Engineering, Inspection, Testing, Surveying, and Bonding 20%				$130,560
	Contingency, 10%				$64,000
	Total Cost				**$847,360**
63a.	Americanos Boulevard: Northern Pan Handle to Chrysanthy Boulevard				
	Drainage Culverts over existing water courses				
	Private Improvement without Existing Roadway Impacts				
	Quantity: 98 LF				
	Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
	Construction Subtotal				$196,000
	Traffic Control and Staging, 2%				$3,920
	Storm Water Pollution Prevention, 2% (1% office, 1% field)				$1,960
	Engineering, Inspection, Testing, Surveying, and Bonding 20%				$39,200
	Contingency, 10%				$19,600
	Total Cost				**$260,680**
63b.	Americanos Boulevard: Northern Pan Handle to Chrysanthy Boulevard				
	Drainage Culverts over existing water courses				
	Private Improvement without Existing Roadway Impacts				
	Quantity: 98 LF				
	Drainage Culvert (<100 CFS, incl. Headwall)	98	LF	$300.00	$29,400
	Construction Subtotal				$29,400
	Traffic Control and Staging, 2%				$588
	Storm Water Pollution Prevention, 1% (field work)				$294
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$6,359
	Contingency, 10%				$2,940
	Total Cost				**$39,581**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
63c.	Americanos Boulevard: Northern Pan Handle to Chrysanthy Boulevard				
	Drainage Culverts over existing water courses				
	Private Improvement without Existing Roadway Impacts				
	Quantity: 98 LF				
	Drainage Culvert (200> x >100 CFS, incl. Headwall)	98	LF	$600.00	$58,800
	Construction Subtotal				$58,800
	Traffic Control and Staging, 2%				$1,176
	Storm Water Pollution Prevention, 1% (field work)				$588
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$12,718
	Contingency, 10%				$5,880
	Total Cost				**$79,162**
64.	Americanos Boulevard: Chrysanthy Boulevard to Kiefer Boulevard				
	Drainage Culverts over existing water courses				
	Private Improvement without Existing Roadway Impacts				
	Quantity: 98 LF				
	Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
	Construction Subtotal				$196,000
	Traffic Control and Staging, 2%				$3,920
	Storm Water Pollution Prevention, 1% (field work)				$1,960
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$42,395
	Contingency, 10%				$19,600
	Total Cost				**$263,875**
65a.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road				
	Drainage Culverts over existing water courses				
	Private Improvement without Existing Roadway Impacts				
	Quantity: 98 LF				
	Drainage Culvert (200> x >100 CFS, incl. Headwall)	98	LF	$600.00	$58,800
	Construction Subtotal				$58,800
	Traffic Control and Staging, 2%				$1,176
	Storm Water Pollution Prevention, 1% (field work)				$588
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$12,718
	Contingency, 10%				$5,880
	Total Cost				**$79,162**
65b.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road				
	Drainage Culverts over existing water courses				
	Private Improvement without Existing Roadway Impacts				
	Quantity: 98 LF				
	Drainage Culvert (<100 CFS, incl. Headwall)	98	LF	$300.00	$29,400
	Construction Subtotal				$29,400
	Traffic Control and Staging, 2%				$588
	Storm Water Pollution Prevention, 1% (field work)				$294
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$6,359
	Contingency, 10%				$2,940
	Total Cost				**$39,581**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
65c.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road				
	Drainage Culverts over existing water courses				
	Private Improvement without Existing Roadway Impacts				
	Quantity: 98 LF				
	Drainage Culvert (<100 CFS, incl. Headwall)	98	LF	$300.00	$29,400
	Construction Subtotal				$29,400
	Traffic Control and Staging, 2%				$588
	Storm Water Pollution Prevention, 1% (field work)				$294
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$6,359
	Contingency, 10%				$2,940
	Total Cost				**$39,581**
65d.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road				
	Drainage Culverts over existing water courses				
	Private Improvement without Existing Roadway Impacts				
	Quantity: 98 LF				
	Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
	Construction Subtotal				$196,000
	Traffic Control and Staging, 2%				$3,920
	Storm Water Pollution Prevention, 1% (field work)				$1,960
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$42,395
	Contingency, 10%				$19,600
	Total Cost				**$263,875**
66.	Chrysanthy Boulevard: Jaeger Road to Americanos Boulevard				
	Drainage Culverts over existing water courses				
	Private Improvement without Existing Roadway Impacts				
	Quantity: 98 LF				
	Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
	Construction Subtotal				$196,000
	Traffic Control and Staging, 2%				$3,920
	Storm Water Pollution Prevention, 1% (field work)				$1,960
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$42,395
	Contingency, 10%				$19,600
	Total Cost				**$263,875**
67a.	Jaeger Road: Chrysanthy Boulevard to Kiefer Boulevard				
	Drainage Culverts over existing water courses				
	Private Improvement without Existing Roadway Impacts				
	Quantity: 98 LF				
	Drainage Culvert (200> x >100 CFS, incl. Headwall)	98	LF	$600.00	$58,800
	Construction Subtotal				$58,800
	Traffic Control and Staging, 2%				$1,176
	Storm Water Pollution Prevention, 1% (field work)				$588
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$12,718
	Contingency, 10%				$5,880
	Total Cost				**$79,162**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
67b. Jaeger Road: Chrysanthy Boulevard to Kiefer Boulevard				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (<100 CFS, incl. Headwall)	98	LF	$300.00	$29,400
Construction Subtotal				$29,400
Traffic Control and Staging, 2%				$588
Storm Water Pollution Prevention, 1% (field work)				$294
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$6,359
Contingency, 10%				$2,940
Total Cost				**$39,581**
67c. Jaeger Road: Chrysanthy Boulevard to Kiefer Boulevard				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
Construction Subtotal				$196,000
Traffic Control and Staging, 2%				$3,920
Storm Water Pollution Prevention, 1% (field work)				$1,960
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$42,395
Contingency, 10%				$19,600
Total Cost				**$263,875**
67d. Jaeger Road: Chrysanthy Boulevard to Kiefer Boulevard				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
Construction Subtotal				$196,000
Traffic Control and Staging, 2%				$3,920
Storm Water Pollution Prevention, 1% (field work)				$1,960
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$42,395
Contingency, 10%				$19,600
Total Cost				**$263,875**

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ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
70a. SR 16: Bradshaw Road to Excelsior Road (excluding 1000' @ Bradshaw/SR16 intersection)				
6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)				
Public Improvement with existing roadway impacts				
Quantity: 10,250 LF				
Signal Interconnector	10,250	LF	$10.00	$102,500
Clearing and Grubbing	492,000	SF	$0.30	$147,600
Roadway Excavation	36,444	CY	$25.00	$911,100
Curb (Type 5)	20,500	LF	$25.00	$512,500
2" AC Overlay	2,657	TON	$85.00	$225,845
6" Asphalt Concrete	14,350	TON	$62.00	$889,700
16" Aggregate Base	38,267	TON	$23.00	$880,141
Striping	10,250	LF	$8.00	$82,000
Median Landscape (11' Corridor)	112,750	SF	$10.00	$1,127,500
Pavement Removal	164,000	SF	$1.50	$246,000
Roadside Ditch	20,500	LF	$5.00	$102,500
Construction Subtotal				$5,227,386
Right of Way Acquisition				$426,334
Traffic Control and Staging, 4%				$209,095
Storm Water Pollution Prevention, 1% (field work)				$52,274
CEQA Environmental Document				$10,000
CalTrans Study				$31,250
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$2,404,598
Total Cost				**$8,360,937**
Portion Funded By Others (76% Development Fee Measure A)				$6,354,312
Total Funded Cost				**$2,006,625**
70b. SR 16: Excelsior Road to Sunrise Boulevard (excluding 450' @ Eagles Nest/Sunrise intersections)				
6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)				
Public Improvement with existing roadway impacts				
Quantity: 14,700 LF				
Signal Interconnector	14,700	LF	$10.00	$147,000
Clearing and Grubbing	705,600	SF	$0.30	$211,680
Roadway Excavation	52,267	CY	$25.00	$1,306,675
Curb (Type 5)	29,400	LF	$25.00	$735,000
2" AC Overlay	3,811	TON	$85.00	$323,935
6" Asphalt Concrete	20,580	TON	$62.00	$1,275,960
16" Aggregate Base	54,880	TON	$23.00	$1,262,240
Striping	14,700	LF	$8.00	$117,600
Median Landscape (11' Corridor)	161,700	SF	$10.00	$1,617,000
Pavement Removal	235,200	SF	$1.50	$352,800
Roadside Ditch	29,400	LF	$5.00	$147,000
Construction Subtotal				$7,496,890
Right of Way Acquisition				$620,244
Traffic Control and Staging, 4%				$299,876
Storm Water Pollution Prevention, 1% (field work)				$74,969
CEQA Environmental Document				$10,000
CalTrans Study				$31,250
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$3,448,569
Total Cost				**$11,981,798**
Portion Funded By Others (Mather Field CIP)				$554,580
Total Funded Cost				**$11,427,218**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
70c. SR 16: Sunrise to Grantline Road (excluding 450' @ intersections)				
6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)				
Public Improvement with existing roadway impacts				
Quantity: 4,700 LF				
Signal Interconnector	4,700	LF	$10.00	$47,000
Clearing and Grubbing	225,600	SF	$0.30	$67,680
Roadway Excavation	16,711	CY	$25.00	$417,775
Curb (Type 5)	9,400	LF	$25.00	$235,000
2" AC Overlay	1,219	TON	$85.00	$103,615
6" Asphalt Concrete	6,580	TON	$62.00	$407,960
16" Aggregate Base	17,547	TON	$23.00	$403,581
Striping & Signage	4,700	LF	$8.00	$37,600
Median Landscape (11' Corridor)	51,700	SF	$10.00	$517,000
Pavement Removal	84,600	SF	$1.50	$126,900
Roadside Ditch	9,400	LF	$5.00	$47,000
Construction Subtotal				$2,411,111
Right of Way Acquisition				$142,044
Traffic Control and Staging, 4%				$96,444
Storm Water Pollution Prevention, 1% (field work)				$24,111
CEQA Environmental Document				$10,000
CalTrans Study				$31,250
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$1,109,111
Total Cost				**$3,824,072**
Portion Funded By Others (67% Development Fee Measure A)				$2,562,128
Total Funded Cost				**$1,261,944**
71. Kiefer Boulevard: Eagles Nest to Sunrise (excluding 450' @ intersections)				
Widen 2-lane arterial				
Private Improvement				
Quantity: 4,650 LF				
Improvements	1	LS	$1,371,750.00	$1,371,750
Total Cost (flat carry over from EPS PFFP)				**$1,371,750**
Portion Funded By Others (Mather Field CIP)				$1,371,750
Total Funded Cost				**$0**
72a. Alta Sunrise reliever: Douglas Road to US 50 - Initial planning and environmental work				
Public Improvement				
Quantity: 20,200 LF				
Initial Planning and environmental work	1	LS	$1,000,000.00	$1,000,000
Total Cost (flat carry over from EPS PFFP)				**$1,000,000**
72b. Alta Sunrise reliever: Douglas Road to US 50				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement				
Quantity: 20,200 LF				
Improvements	1	LS	$26,403,000.00	$26,403,000
Total Cost (flat carry over from EPS PFFP)				**$26,403,000**
Portion Funded By Others (100% Others)				$26,403,000
Total Funded Cost				**$0**

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ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
73.	Zinfandel Drive at International Drive Intersection Signalization - 4-way Signalization Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
	Intersection Signalization	1	LS	$170,000.00	$170,000
	Construction Subtotal				$170,000
	Traffic Control and Staging, 4%				$6,800
	Storm Water Pollution Prevention, 1% (field work)				$1,700
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$37,485
	Contingency, 10%				$17,000
	Total Cost				**$232,985**
74a.	Remaining Culverts Across Major Roads Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 118 LF				
	Drainage Culvert (>200 CFS, incl. Headwall)	118	LF	$2,000.00	$236,000
	Construction Subtotal				$236,000
	Traffic Control and Staging, 2%				$4,720
	Storm Water Pollution Prevention, 1% (field work)				$2,360
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$51,047
	Contingency, 10%				$23,600
	Total Cost				**$317,727**
74b.	Remaining Culverts Across Major Roads Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 118 LF				
	Drainage Culvert (200> x >100 CFS, incl. Headwall)	118	LF	$600.00	$70,800
	Construction Subtotal				$70,800
	Traffic Control and Staging, 2%				$1,416
	Storm Water Pollution Prevention, 1% (field work)				$708
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$15,314
	Contingency, 10%				$7,080
	Total Cost				**$95,318**
74c.	Remaining Culverts Across Major Roads Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 98 LF				
	Drainage Culvert (200> x >100 CFS, incl. Headwall)	98	LF	$600.00	$58,800
	Construction Subtotal				$58,800
	Traffic Control and Staging, 2%				$1,176
	Storm Water Pollution Prevention, 1% (field work)				$588
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$12,718
	Contingency, 10%				$5,880
	Total Cost				**$79,162**

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ROADWAY IMPROVEMENT COST ESTIMATES
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
74d. Remaining Culverts Across Major Roads Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 118 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	118	LF	$2,000.00	$236,000
Construction Subtotal				$236,000
Traffic Control and Staging, 2%				$4,720
Storm Water Pollution Prevention, 1% (field work)				$2,360
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$51,047
Contingency, 10%				$23,600
Total Cost				**$317,727**
74e. Remaining Culverts Across Major Roads Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 118 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	118	LF	$2,000.00	$236,000
Construction Subtotal				$236,000
Traffic Control and Staging, 2%				$4,720
Storm Water Pollution Prevention, 1% (field work)				$2,360
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$51,047
Contingency, 10%				$23,600
Total Cost				**$317,727**
74f. Remaining Culverts Across Major Roads Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 118 LF				
Drainage Culvert (200> x >100 CFS, incl. Headwall)	118	LF	$600.00	$70,800
Construction Subtotal				$70,800
Traffic Control and Staging, 2%				$1,416
Storm Water Pollution Prevention, 1% (field work)				$708
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$15,314
Contingency, 10%				$7,080
Total Cost				**$95,318**
74g. Remaining Culverts Across Major Roads Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 118 LF				
Drainage Culvert (<100 CFS, incl. Headwall)	118	LF	$300.00	$35,400
Construction Subtotal				$35,400
Traffic Control and Staging, 2%				$708
Storm Water Pollution Prevention, 1% (field work)				$354
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$7,657
Contingency, 10%				$3,540
Total Cost				**$47,659**

TABLE C-1
ROADWAY IMPROVEMENT COST ESTIMATES
FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
74h. Remaining Culverts Across Major Roads				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 118 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
Construction Subtotal				$196,000
Traffic Control and Staging, 2%				$3,920
Storm Water Pollution Prevention, 1% (field work)				$1,960
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$42,395
Contingency, 10%				$19,600
Total Cost				**$263,875**
76a. SR16: Bradshaw Road to Grantline Road				
Drainage Culverts over existing water courses				
Public Improvement with Existing Roadway Impacts				
Quantity: 118 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	118	LF	$2,000.00	$236,000
Construction Subtotal				$236,000
Traffic Control and Staging, 4%				$9,440
Storm Water Pollution Prevention, 1% (field work)				$2,360
CEQA Environmental Document				$10,000
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$108,560
Total Cost				**$366,360**
76b. SR16: Bradshaw Road to Grantline Road				
Drainage Culverts over existing water courses				
Public Improvement with Existing Roadway Impacts				
Quantity: 118 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	118	LF	$2,000.00	$236,000
Construction Subtotal				$236,000
Traffic Control and Staging, 4%				$9,440
Storm Water Pollution Prevention, 1% (field work)				$2,360
CEQA Environmental Document				$10,000
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$108,560
Total Cost				**$366,360**
76c. SR16: Bradshaw Road to Grantline Road				
Drainage Culverts over existing water courses				
Public Improvement with Existing Roadway Impacts				
Quantity: 118 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	118	LF	$2,000.00	$236,000
Construction Subtotal				$236,000
Traffic Control and Staging, 4%				$9,440
Storm Water Pollution Prevention, 1% (field work)				$2,360
CEQA Environmental Document				$10,000
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$108,560
Total Cost				**$366,360**

TABLE C-2
LAND ACQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
1.	**Douglas Road**									
	072-037-071	SPA Special Planning Area (Elliott)	40	14	1,497	0.48	$0	N/A	$0	$0
	072-037-070	SPA Special Planning Area (Aerojet)	40	14	2,978	0.96	$0	N/A	$0	$0
					TOTAL =	**1.44**				**$0**
2.	**Douglas Road**									
	072-037-070	SPA Special Planning Area (Aerojet)	40	14	2,432	0.78	$0	N/A	$0	$0
	072-037-075	SPA Special Planning Area (Vacant/Industrial)	40	14	577	0.19	$130,000	N/A	$2,000	$26,108
					TOTAL =	**0.97**				**$26,108**
3.	**Douglas Road**									
N	067-004-003	AG80 Permanent Agriculture (Pasture)	30	24	3,355	1.85	$20,000	$20,000	$2,000	$75,939
					TOTAL =	**1.85**				**$75,939**
4.	**Douglas Road/Sunrise Boulevard**									
NE	072-037-071	SPA Special Planning Area (Elliott)	40	14	450	0.14	$0	N/A	$0	$0
NW	067-003-002	MI Light Industrial (Special District)	20	34	450	0.35	$130,000	N/A	$2,000	$47,661
	067-003-002	MI Light Industrial (Special District)	50	4	450	0.04	$130,000	N/A	$2,000	$7,372
					TOTAL =	**0.54**				**$55,033**
5.	**Douglas Road/Americanos Boulevard**									
NW	072-037-075	SPA Special Planning Area (Vacant/Industrial)	0	44	450	0.45	$130,000	N/A	$2,000	$61,091
	072-037-075	SPA Special Planning Area (Vacant/Industrial)	30	24	450	0.25	$130,000	N/A	$2,000	$34,231
					TOTAL =	**0.70**				**$95,322**
6.	**Douglas Road/Jaeger Road**									
	072-037-070	SPA Special Planning Area (Aerojet)	40	14	900	0.29	$0	N/A	$0	$0
					TOTAL =	**0.29**				**$0**
7.	**Douglas Road/Grantline Road**									
NE	073-001-007	AG80 Permanent Agriculture (Pasture)	20	34	450	0.35	$20,000	$20,000	$2,000	$16,050
	073-001-007	AG80 Permanent Agriculture (Pasture)	0	54	450	0.56	$20,000	$20,000	$2,000	$24,314
SE	073-001-007	AG80 Permanent Agriculture (Pasture)	20	34	450	0.35	$20,000	$20,000	$2,000	$16,050
	073-001-007	AG80 Permanent Agriculture (Pasture)	0	54	450	0.56	$20,000	$20,000	$2,000	$24,314
NW	067-004-003	AG80 Permanent Agriculture (Pasture)	40	14	450	0.14	$20,000	$20,000	$2,000	$7,785
	067-004-003	AG80 Permanent Agriculture (Pasture)	30	24	450	0.25	$20,000	$20,000	$2,000	$11,917
					TOTAL =	**2.21**				**$100,430**

Source: Wood Rogers

TABLE C-2
LAND ACQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
10.	**Sunrise Boulevard**									
	067-009-028	O Recreation (Federal Use)	42	12	3,667	1.01	$20,000	N/A	$2,000	$22,204
					TOTAL =	**1.01**				**$22,204**
11.	**Sunrise Boulevard**									
W	067-009-018	O Recreation (Federal Use)	40	14	4,772	1.53	$20,000	N/A	$2,000	$32,674
	067-012-018	O Recreation (Federal Use)	40	14	761	0.24	$20,000	N/A	$2,000	$6,892
	067-012-059	AG20 Permanent Agriculture (Ind/Min)	40	14	417	0.13	$20,000	$20,000	$2,000	$7,361
					TOTAL =	**1.91**				**$46,927**
13.	**Sunrise Boulevard/Kiefer Boulevard**									
SW	067-009-018	O Recreation (Federal Use)	40	14	450	0.14	$20,000	N/A	$2,000	$4,893
	067-009-018	O Recreation (Federal Use)	30	14	450	0.14	$20,000	N/A	$2,000	$4,893
					TOTAL =	**0.29**				**$9,785**
15.	**Sunrise Boulevard/Grantline Road**									
NE	126-031-004	A2 Agriculture, Interim/Obsolete (Single Family Rural)	40	14	132	0.04	$20,000	$20,000	$2,000	$3,697
	126-031-003	A2 Agriculture, Interim/Obsolete (Single Family Rural)	40	14	290	0.09	$20,000	$20,000	$2,000	$5,728
	126-031-002	A2 Agriculture, Interim/Obsolete (Single Family Rural)	40	14	28	0.01	$20,000	$20,000	$2,000	$2,360
SE	126-031-028	A2 Agriculture, Interim/Obsolete (Single Family Rural)	40	14	440	0.14	$20,000	$20,000	$2,000	$7,657
SW	067-012-051	AG160 Permanent Agriculture (Pasture)	40	14	900	0.29	$20,000	$20,000	$2,000	$13,570
NW	067-012-015	AG160 Permanent Agriculture (Pasture)	30	24	900	0.50	$20,000	$20,000	$2,000	$21,835
					TOTAL =	**1.07**				**$54,847**
17.	**Grantline Road**									
E	073-001-007	AG80 Permanent Agriculture (Pasture)	20	34	1,555	1.21	$20,000	$20,000	$2,000	$50,549
	073-004-021	AG80 Permanent Agriculture (Vacant/Residential)	20	34	2,499	1.95	$20,000	$20,000	$2,000	$80,022
					TOTAL =	**3.16**				**$130,571**

Source: Wood Rogers

TABLE C-2
LAND ACQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
18.	**Grantline Road**									
E	067-010-003	AG80 Permanent Agriculture (County Use)	40	14	1,256	0.40	$0	N/A	$0	$0
	067-010-009	AG80 Permanent Agriculture (County Use)	40	14	4,407	1.42	$0	N/A	$0	$0
	067-010-010	AG20 Permanent Agriculture (County Use)	40	14	2,275	0.73	$0	N/A	$0	$0
W	073-004-023	AG80 Permanent Agriculture (Vacant/Residential)	20	34	2,683	2.09	$20,000	$20,000	$2,000	$85,767
	073-004-006	AG80 Permanent Agriculture (Pasture)	20	34	72	0.06	$20,000	$20,000	$2,000	$4,248
	073-004-013	AG80 Permanent Agriculture (Vacant/Residential)	20	34	2,130	1.66	$20,000	$20,000	$2,000	$68,501
	126-009-001	AG80 Permanent Agriculture (County Use)	20	34	2,241	1.75	$0	N/A	$0	$0
	126-009-016	AG80 Permanent Agriculture (County Use)	20	34	929	0.73	$0	N/A	$0	$0
	126-009-017	AG80 Permanent Agriculture (County Use)	20	34	467	0.36	$0	N/A	$0	$0
	126-009-018	AG80 Permanent Agriculture (County Use)	20	34	507	0.40	$0	N/A	$0	$0
	126-009-019	AG80 Permanent Agriculture (County Use)	20	34	560	0.44	$0	N/A	$0	$0
	126-009-020	AG80 Permanent Agriculture (County Use)	20	34	633	0.49	$0	N/A	$0	$0
	126-009-021	AG80 Permanent Agriculture (County Use)	20	34	868	0.68	$0	N/A	$0	$0
					TOTAL =	**11.21**				**$158,516**
19.	**Grantline Road**									
E	067-010-008	AG80 Permanent Agriculture (Pasture)	40	14	1,370	0.44	$20,000	$20,000	$2,000	$19,612
	067-010-005	AG80 Permanent Agriculture (Field Crop)	40	14	3,161	1.02	$20,000	$20,000	$2,000	$42,637
	067-012-064	AG80 Permanent Agriculture (Pasture)	40	14	4,650	1.49	$20,000	$20,000	$2,000	$61,780
	067-013-015	AG160 Permanent Agriculture (Pasture)	30	24	2,354	1.30	$20,000	$20,000	$2,000	$53,879
	067-013-014	AG160 Permanent Agriculture (Pasture)	30	24	1,683	0.93	$20,000	$20,000	$2,000	$39,091
	067-014-002	AG160 Permanent Agriculture (Pasture)	30	24	2,696	1.49	$20,000	$20,000	$2,000	$61,416
	067-012-015	AG160 Permanent Agriculture (Pasture)	30	24	407	0.22	$20,000	$20,000	$2,000	$10,970
W	126-008-002	AG80 Permanent Agriculture (County Use)	20	34	3,555	2.77	$0	N/A	$0	$0
	126-008-022	AG80 Permanent Agriculture (County Use)	20	34	3,034	2.37	$0	N/A	$0	$0
	126-007-009	A2 Agriculture, Interim/Obsolete (Single Family Rural)	20	34	361	0.28	$20,000	$20,000	$2,000	$13,271
	126-007-010	A2 Agriculture, Interim/Obsolete (Single Family Rural)	20	34	361	0.28	$20,000	$20,000	$2,000	$13,271
					TOTAL =	**12.59**				**$315,927**

TABLE C-2
LAND ACQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
20.	**Grantline Road/Chrysanthy Boulevard**									
NE	073-004-021	AG80 Permanent Agriculture (Vacant/Residential)	20	34	450	0.35	$20,000	$20,000	$2,000	$16,050
	073-004-021	AG80 Permanent Agriculture (Vacant/Residential)	0	44	450	0.45	$20,000	$20,000	$2,000	$20,182
SE	073-004-023	AG80 Permanent Agriculture (Vacant/Residential)	20	34	450	0.35	$20,000	$20,000	$2,000	$16,050
	073-004-023	AG80 Permanent Agriculture (Vacant/Residential)	0	44	450	0.45	$20,000	$20,000	$2,000	$20,182
					TOTAL =	**1.61**				**$72,463**
21.	**Grantline Road/Kiefer Boulevard**									
NW	067-010-010	AG20 Permanent Agriculture (County Use)	40	14	450	0.14	$0	N/A	$0	$0
	067-010-010	AG20 Permanent Agriculture (County Use)	30	14	450	0.14	$0	N/A	$0	$0
SW	067-010-008	AG80 Permanent Agriculture (Pasture)	40	14	450	0.14	$20,000	$20,000	$2,000	$7,785
	067-010-008	AG80 Permanent Agriculture (Pasture)	30	14	450	0.14	$20,000	$20,000	$2,000	$7,785
NE	126-009-021	AG80 Permanent Agriculture (County Use)	20	34	450	0.35	$0	N/A	$0	$0
	126-009-021	AG80 Permanent Agriculture (County Use)	30	14	450	0.14	$0	N/A	$0	$0
SE	126-008-002	AG80 Permanent Agriculture (County Use)	20	34	450	0.35	$0	N/A	$0	$0
	126-008-002	AG80 Permanent Agriculture (County Use)	30	14	450	0.14	$0	N/A	$0	$0
					TOTAL =	**1.57**				**$15,570**
22.	**Grantline Road/SR 16**									
NE	126-007-085	A2 Agriculture, Interim/Obsolete (Single Family Rural)	30	24	374	0.21	$20,000	$20,000	$6,000	$14,242
	126-007-087	A2 Agriculture, Interim/Obsolete (State Use)	30	24	80	0.04	$0	N/A	$0	$0
	126-007-087	A2 Agriculture, Interim/Obsolete (State Use)	30	24	450	0.25	$0	N/A	$0	$0
SE	126-006-038	AG20 Permanent Agriculture (State Use)	30*	14	450	0.14	$0	N/A	$0	$0
	126-006-039	AG20 Permanent Agriculture (Pasture)	30*	10	450	0.10	$20,000	$20,000	$6,000	$10,132
	126-006-039	AG20 Permanent Agriculture (Pasture)	30	24	450	0.25	$20,000	$20,000	$6,000	$15,917
NW	067-012-064	AG80 Permanent Agriculture (Pasture)	40	14	450	0.14	$20,000	$20,000	$6,000	$11,785
	067-012-065	AG80 Permanent Agriculture (State Use)	30	24	450	0.25	$0	N/A	$0	$0
SW	067-013-015	AG160 Permanent Agriculture (Pasture)	30	24	450	0.25	$20,000	$20,000	$6,000	$15,917
	067-013-015	AG160 Permanent Agriculture (Pasture)	30	24	450	0.25	$20,000	$20,000	$6,000	$15,917
					TOTAL =	**1.88**				**$83,912**

TABLE C-2
LAND ACQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
29.	**Americanos Boulevard**									
W	072-037-070	SPA Special Planning Area (Aerojet)	0	44	2,430	2.45	$0	N/A	$0	$0
					TOTAL =	**2.45**				**$0**
30.	**Americanos Boulevard**									
W	072-037-070	SPA Special Planning Area (Aerojet)	0	44	886	0.89	$0	N/A	$0	$0
	072-037-075	SPA Special Planning Area (Vacant/Industrial)	0	44	2,819	2.85	$130,000	N/A	$2,000	$372,172
	067-004-004	Z00 Multiple Zone Combination (Pasture)	0	44	425	0.43	$130,000	N/A	$2,000	$57,808
					TOTAL =	**4.17**				**$429,980**
35.	**Kiefer Boulevard**									
S	067-010-005	AG80 Permanent Agriculture (Field Crop)	20	24	4,594	2.53	$20,000	$20,000	$2,000	$103,245
					TOTAL =	**2.53**				**$103,245**
36.	**Kiefer Boulevard**									
N	067-010-010	AG20 Permanent Agriculture (County Use)	42	2	730	0.03	$0	N/A	$0	$0
S	067-010-008	AG80 Permanent Agriculture (Pasture)	20	24	730	0.40	$20,000	$20,000	$2,000	$18,088
					TOTAL =	**0.44**				**$18,088**
37.	**Kiefer Boulevard/Jaeger Road**									
SE	067-010-005	AG80 Permanent Agriculture (Field Crop)	20	24	450	0.25	$20,000	$20,000	$2,000	$11,917
	067-010-005	AG80 Permanent Agriculture (Field Crop)	0	44	450	0.45	$20,000	$20,000	$2,000	$20,182
					TOTAL =	**0.70**				**$32,099**

TABLE C-2
LAND ACQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
38.	**Kiefer Boulevard/Americanos Boulevard**									
SE	067-010-008	AG80 Permanent Agriculture (Pasture)	20	24	450	0.25	$20,000	$20,000	$2,000	$11,917
	067-010-008	AG80 Permanent Agriculture (Pasture)	0	44	450	0.45	$20,000	$20,000	$2,000	$20,182
SW	067-010-005	AG80 Permanent Agriculture (Field Crop)	20	24	450	0.25	$20,000	$20,000	$2,000	$11,917
	067-010-005	AG80 Permanent Agriculture (Field Crop)	0	44	450	0.45	$20,000	$20,000	$2,000	$20,182
					TOTAL =	**1.40**				**$64,198**
50a.	**Sunrise Boulevard**									
	072-037-009	O Recreation (Federal Use)	40	14	900	0.29	$20,000	N/A	$2,000	$7,785
					TOTAL =	**0.29**				**$7,785**
51.	**Douglas Road**									
N	067-003-002	MI Light Industrial (Special District)	Varies	Varies	1,050	0.67	$130,000	N/A	$2,000	$89,741
					TOTAL =	**0.67**				**$89,741**
52.	**SR 16/Bradshaw Road**									
SE	063-020-001	GC General Commercial (Service Station)	40	14	185	0.06	$500,000	N/A	$6,000	$35,729
	063-020-001	GC General Commercial (Service Station)	30	14	185	0.06	$500,000	N/A	$6,000	$35,729
	063-020-002	GC General Commercial (Vacant/Office Site)	40	14	258	0.08	$300,000	N/A	$6,000	$30,876
	063-020-002	GC General Commercial (Vacant/Office Site)	38	6	258	0.04	$300,000	N/A	$6,000	$16,661
NE	063-004-057	Z00 Multiple Zone Combination (Service Station)	44	0	324	0.00	$500,000	N/A	$0	$0
NW	063-003-005	IR Industrial Reserve (Two Single Family Units)	40	4	185	0.02	$40,000	N/A	$6,000	$6,680
	063-003-012	IR Industrial Reserve (Vacant/Retail Site)	40	4	88	0.01	$40,000	N/A	$6,000	$6,323
	063-003-013	IR Industrial Reserve (SFR, Non-Subdivision)	40	4	12	0.00	$40,000	N/A	$6,000	$6,044
	063-003-006	IR Industrial Reserve (Vacant/Industrial)	40	14	230	0.07	$40,000	N/A	$6,000	$8,957
	063-003-007	IR Industrial Reserve (Vacant/Office Site)	40	14	180	0.06	$40,000	N/A	$6,000	$8,314
SW	063-007-007	GC General Commercial (Agriculture)	40	4	173	0.02	$300,000	N/A	$6,000	$10,766
	063-007-008	GC General Commercial (Vacant/Retail Site)	40	4	277	0.03	$300,000	N/A	$6,000	$13,631
					TOTAL =	**0.44**				**$179,710**

TABLE C-2
LAND ACQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
53.	**SR 16/Eagle's Nest Road**									
NW	067-011-067	AG160 Permanent Agriculture (State Use)	30	24	450	0.25	$0	N/A	$0	$0
	067-011-067	AG160 Permanent Agriculture (State Use)	30	14	230	0.07	$0	N/A	$0	$0
	067-011-066	AG160 Permanent Agriculture (Industrial/Mining)	30	14	220	0.07	$20,000	$20,000	$6,000	$8,828
SW	067-011-068	AG160 Permanent Agriculture (State Use)	30	24	450	0.25	$0	N/A	$0	$0
	067-011-068	AG160 Permanent Agriculture (State Use)	30	14	402	0.13	$0	N/A	$0	$0
	067-011-069	AG160 Permanent Agriculture (Industrial/Mining)	30	14	48	0.02	$20,000	$20,000	$6,000	$6,617
NE	067-012-066	AG160 Permanent Agriculture (State Use)	30	14	72	0.02	$0	N/A	$0	$0
	067-012-067	AG160 Permanent Agriculture (Industrial/Mining)	30	14	285	0.09	$20,000	$20,000	$6,000	$9,664
	067-009-021	AG160 Permanent Agriculture (Pasture)	30	14	93	0.03	$20,000	$20,000	$6,000	$7,196
	067-012-066	AG160 Permanent Agriculture (State Use)	30	24	72	0.04	$0	N/A	$0	$0
	067-012-067	AG160 Permanent Agriculture (Industrial/Mining)	30	24	378	0.21	$20,000	$20,000	$6,000	$14,331
SE	067-012-068	AG160 Permanent Agriculture (State Use)	30	24	450	0.25	$0	N/A	$0	$0
	067-012-068	AG160 Permanent Agriculture (State Use)	30	14	214	0.07	$0	N/A	$0	$0
	067-012-069	AG160 Permanent Agriculture (Industrial/Mining)	30	14	236	0.08	$20,000	$20,000	$6,000	$9,034
					TOTAL =	**1.57**				**$55,669**
54.	**SR 16/Excelsior Road**									
NE	067-006-004	AG80 Permanent Agriculture (Vacant/Residential)	40	4	450	0.04	$20,000	$20,000	$6,000	$7,653
	067-006-004	AG80 Permanent Agriculture (Vacant/Residential)	40	14	450	0.14	$20,000	$20,000	$6,000	$11,785
SE	067-005-039	AG160 Permanent Agriculture (Single Family Rural)	40	4	450	0.04	$20,000	$20,000	$6,000	$7,653
	067-005-039	AG160 Permanent Agriculture (Single Family Rural)	40	14	450	0.14	$20,000	$20,000	$6,000	$11,785
SW	063-015-028	AG160 Permanent Agriculture (Single Family Rural)	40	4	450	0.04	$20,000	$20,000	$6,000	$7,653
	063-005-028	AG160 Permanent Agriculture (Single Family Rural)	40	14	450	0.14	$20,000	$20,000	$6,000	$11,785
					TOTAL =	**0.56**				**$58,314**

TABLE C-2
LAND ACQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
70a.	**SR 16**									
S	063-019-039	MI Light Industrial (Vacant/Industrial)	50	4	633	0.06	$130,000	N/A	$6,000	$13,556
	063-019-027	AG160 Permanent Agriculture (Pasture)	50	4	690	0.06	$20,000	$20,000	$6,000	$8,534
	063-017-020	AG160 Permanent Agriculture (Vacant/Industrial)	40	14	1,899	0.61	$20,000	$20,000	$6,000	$30,413
	063-017-009	AG160 Permanent Agriculture (Vacant/Residential)	40	14	308	0.10	$20,000	$20,000	$6,000	$9,960
	063-017-008	AG80 Permanent Agriculture (Single Family Rural)	40	14	413	0.13	$20,000	$20,000	$6,000	$11,309
	063-017-007	AG160 Permanent Agriculture (Vacant/Residential)	40	14	469	0.15	$20,000	$20,000	$6,000	$12,029
	063-017-006	AG160 Permanent Agriculture (Vacant/Residential)	40	14	520	0.17	$20,000	$20,000	$6,000	$12,685
	063-017-005	AG160 Permanent Agriculture (Residential/Mobilehome)	40	14	392	0.13	$20,000	$20,000	$6,000	$11,039
	063-015-024	AG160 Permanent Agriculture (Single Family Rural)	40	14	765	0.25	$20,000	$20,000	$6,000	$15,835
	063-015-009	AG160 Permanent Agriculture (Pasture)	40	14	938	0.30	$20,000	$20,000	$6,000	$18,059
	063-015-028	AG160 Permanent Agriculture (Single Family Rural)	40	14	509	0.16	$20,000	$20,000	$6,000	$12,544
N	063-004-057	Z00 Multiple Zone Combination (Auto Yard)	40	14	716	0.23	$130,000	N/A	$6,000	$35,916
	063-004-060	Z00 Multiple Zone Combination (Light Industrial)	40	14	50	0.02	$130,000	N/A	$6,000	$8,089
	063-004-038	IR Industrial Reserve (Two Single Family Units)	40	14	777	0.25	$40,000	N/A	$6,000	$15,989
	063-004-037	IR Industrial Reserve (Vacant/Recreational)	40	14	208	0.07	$40,000	N/A	$6,000	$8,674
	063-004-070	Z00 Multiple Zone Combination (Industrial/Mining)	40	14	63	0.02	$130,000	N/A	$6,000	$8,632
	063-004-018	IR Industrial Reserve (Industrial/Mining)	40	14	488	0.16	$40,000	N/A	$6,000	$12,274
	063-004-067	M2 Heavy Industrial (Industrial/Mining)	40	14	1,281	0.41	$130,000	N/A	$6,000	$59,522
	063-017-001	AG80 Permanent Agriculture (Industrial/Mining)	40	14	2,042	0.66	$20,000	$20,000	$6,000	$32,252
	063-017-018	AG80 Permanent Agriculture (Cemetery)	40	14	150	0.05	$20,000	$20,000	$6,000	$7,928
	063-017-019	AG80 Permanent Agriculture (Cemetery)	40	14	150	0.05	$20,000	$20,000	$6,000	$7,928
	063-017-012	AG80 Permanent Agriculture (Cemetery)	40	14	577	0.19	$20,000	$20,000	$6,000	$13,418
	063-017-014	AG80 Permanent Agriculture (Cemetery)	40	14	95	0.03	$20,000	$20,000	$6,000	$7,221
	063-017-018	AG80 Permanent Agriculture (Cemetery)	40	14	514	0.17	$20,000	$20,000	$6,000	$12,608

TABLE C-2
LAND ACQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
	063-017-003	AG80 Permanent Agriculture (Cemetery)	40	14	266	0.09	$20,000	$20,000	$6,000	$9,420
	063-017-004	AG80 Permanent Agriculture (Vacant/Industrial)	40	14	1,100	0.35	$20,000	$20,000	$6,000	$20,141
	063-015-013	AG80 Permanent Agriculture (Light Industrial)	40	14	339	0.11	$20,000	$20,000	$6,000	$10,358
					TOTAL =	**4.95**				**$426,334**
70b.	**SR 16**									
S	067-005-039	AG160 Permanent Agriculture (Single Family Rural)	40	14	336	0.11	$20,000	$20,000	$6,000	$10,320
	067-005-040	AG160 Permanent Agriculture (Single Family Rural)	40	14	6,194	1.99	$20,000	$20,000	$6,000	$85,629
	067-005-035	AG160 Permanent Agriculture (Single Family Rural)	40	14	2,436	0.78	$20,000	$20,000	$6,000	$37,317
	067-005-037	AG160 Permanent Agriculture (Vacant/Residential)	40	14	616	0.20	$20,000	$20,000	$6,000	$13,919
	067-005-050	AG160 Permanent Agriculture (Vacant/Residential)	40	14	620	0.20	$20,000	$20,000	$6,000	$13,971
	067-011-061	AG160 Permanent Agriculture (Single Family Rural)	30*	14	150	0.05	$20,000	$20,000	$6,000	$7,928
	067-011-060	AG160 Permanent Agriculture (State Use)	30*	10	150	0.03	$0	N/A	$0	$0
	067-011-056	AG160 Permanent Agriculture (Single Family Residential)	30*	14	200	0.06	$20,000	$20,000	$6,000	$8,571
	067-011-057	AG160 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	200	0.05	$20,000	$20,000	$6,000	$7,837
	067-011-071	AG160 Permanent Agriculture (Single Family Rural)	30*	14	194	0.06	$20,000	$20,000	$6,000	$8,494
	067-011-070	AG160 Permanent Agriculture (State Use)	30*	10	194	0.04	$0	N/A	$0	$0
	067-011-052	AG20 Permanent Agriculture (Pasture)	30*	14	1,661	0.53	$20,000	$20,000	$6,000	$27,354
	067-011-053	AG20 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	1,661	0.38	$20,000	$20,000	$6,000	$21,253
	067-011-065	AG20 Permanent Agriculture (Industrial/Mining)	30*	14	522	0.17	$20,000	$20,000	$6,000	$12,711
	067-011-063	AG20 Permanent Agriculture (State Use)	30*	10	522	0.12	$0	N/A	$0	$0
	067-011-062	AG20 Permanent Agriculture (Industrial/Mining)	30*	14	559	0.18	$20,000	$20,000	$6,000	$13,186
	067-011-064	AG20 Permanent Agriculture (State Use)	30*	10	559	0.13	$0	N/A	$0	$0
	067-011-058	AG160 Permanent Agriculture (Industrial/Mining)	30*	14	357	0.11	$20,000	$20,000	$6,000	$10,590
	067-011-059	AG160 Permanent Agriculture (State Use)	30*	10	357	0.08	$0	N/A	$0	$0

TABLE C-2
LAND ACQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
	067-011-068	AG160 Permanent Agriculture (State Use)	40	14	657	0.21	$0	N/A	$0	$0
	067-012-068	AG160 Permanent Agriculture (State Use)	30	24	3,950	2.18	$0	N/A	$0	$0
	067-012-069	AG160 Permanent Agriculture (Industrial/Mining)	30	24	600	0.33	$20,000	$20,000	$6,000	$19,223
	067-012-042	O Recreation (Federal Use)	30	24	250	0.14	$20,000	N/A	$6,000	$8,755
	067-012-049	AG160 Permanent Agriculture (Industrial/Mining)	30	24	50	0.03	$20,000	$20,000	$6,000	$7,102
N	067-006-004	AG80 Permanent Agriculture (Vacant/Residential)	40	14	491	0.16	$20,000	$20,000	$6,000	$12,312
	067-006-005	AG80 Permanent Agriculture (SFR, Non-Subdivision)	40	14	252	0.08	$20,000	$20,000	$6,000	$9,240
	067-005-027	AG80 Permanent Agriculture (Pasture)	40	14	500	0.16	$20,000	$20,000	$6,000	$12,428
	067-005-028	AG80 Permanent Agriculture (Vacant/Residential)	40	14	650	0.21	$20,000	$20,000	$6,000	$14,356
	067-005-029	AG80 Permanent Agriculture (Single Family Rural)	40	14	468	0.15	$20,000	$20,000	$6,000	$12,017
	067-005-051	AG80 Permanent Agriculture (Pasture/Field Crop)	40	14	2,291	0.74	$20,000	$20,000	$6,000	$35,453
	067-007-002	AG80 Permanent Agriculture (SFR, Non-Subdivision)	40	14	492	0.16	$20,000	$20,000	$6,000	$12,325
	067-008-061	AG80 Permanent Agriculture (Single Family Rural)	40	14	221	0.07	$20,000	$20,000	$6,000	$8,841
	067-008-032	AG80 Permanent Agriculture (Single Family Rural)	40	14	300	0.10	$20,000	$20,000	$6,000	$9,857
	067-008-052	AG80 Permanent Agriculture (State Use)	30*	10	110	0.03	$0	N/A	$0	$0
	067-008-048	AG80 Permanent Agriculture (SFR, Non-Subdivision)	30*	14	110	0.04	$20,000	$20,000	$6,000	$7,414
	067-008-053	AG80 Permanent Agriculture (State Use)	30*	10	135	0.03	$0	N/A	$0	$0
	067-008-049	AG80 Permanent Agriculture (Vacant/Residential)	30*	14	135	0.04	$20,000	$20,000	$6,000	$7,736
	067-008-054	AG80 Permanent Agriculture (State Use)	30*	10	55	0.01	$0	N/A	$0	$0
	067-008-050	AG80 Permanent Agriculture (Vacant/Residential)	30*	14	55	0.02	$20,000	$20,000	$6,000	$6,707
	067-008-055	AG80 Permanent Agriculture (Private Road)	30*	10	195	0.04	$20,000	$20,000	$6,000	$7,791
	067-008-051	AG80 Permanent Agriculture (Vacant/Residential)	30*	14	195	0.06	$20,000	$20,000	$6,000	$8,507

Source: Wood Rogers

TABLE C-2
LAND ACQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
	067-008-058	AG80 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	171	0.04	$20,000	$20,000	$6,000	$7,570
	067-008-059	AG80 Permanent Agriculture (Single Family Rural)	30*	14	171	0.05	$20,000	$20,000	$6,000	$8,198
	067-008-038	AG80 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	159	0.04	$20,000	$20,000	$6,000	$7,460
	067-008-039	AG80 Permanent Agriculture (Single Family Rural)	30*	14	159	0.05	$20,000	$20,000	$6,000	$8,044
	067-008-041	AG80 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	512	0.12	$20,000	$20,000	$6,000	$10,702
	067-008-040	AG80 Permanent Agriculture (Single Family Rural)	30*	14	512	0.16	$20,000	$20,000	$6,000	$12,582
	067-008-056	AG80 Permanent Agriculture (State Use)	30*	10	330	0.08	$0	N/A	$0	$0
	067-008-057	AG80 Permanent Agriculture (Two Single Family Units)	30*	14	330	0.11	$20,000	$20,000	$6,000	$10,242
	067-008-043	AG80 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	37	0.01	$20,000	$20,000	$6,000	$6,340
	067-008-042	AG80 Permanent Agriculture (Single Family Rural)	30*	14	37	0.01	$20,000	$20,000	$6,000	$6,476
	067-008-044	AG80 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	988	0.23	$20,000	$20,000	$6,000	$15,073
	067-008-045	AG80 Permanent Agriculture (Single Family Rural)	30*	14	988	0.32	$20,000	$20,000	$6,000	$18,702
	067-008-046	AG80 Permanent Agriculture (State Use)	30*	10	208	0.05	$0	N/A	$0	$0
	067-008-047	AG80 Permanent Agriculture (Four Single Family Units)	30*	14	208	0.07	$20,000	$20,000	$6,000	$8,674
	067-011-067	AG160 Permanent Agriculture (State Use)	30*	10	1,170	0.27	$0	N/A	$0	$0
	067-011-066	AG160 Permanent Agriculture (Industrial/Mining)	30*	14	1,170	0.38	$20,000	$20,000	$6,000	$21,041
					TOTAL =	**12.23**				**$620,244**
70c.	**SR 16**									
S	067-013-014	AG160 Permanent Agriculture (Pasture)	40	14	882.00	0.28	$20,000	$20,000	$6,000	$17,339
	067-013-015	AG160 Permanent Agriculture (Pasture)	30	24	1,993	1.10	$20,000	$20,000	$6,000	$49,923
N	067-012-063	AG80 Permanent Agriculture (Pasture)	30	24	3,121	1.72	$20,000	$20,000	$6,000	$74,782
	063-012-065	AG80 Permanent Agriculture (State Use)	30	24	1,579	0.87	$0	N/A	$0	$0
					TOTAL =	**3.97**				**$142,044**

OVERALL = **$3,491,006**

Source: Wood Rogers

05/18/2005

CITY OF RANCHO CORDOVA

RESOLUTION NO. 93-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA ADOPTING THE SUNRISE DOUGLAS COMMUNITY PLAN DEVELOPMENT IMPACT FEE PROGRAM NEXUS STUDY UPDATE, INCLUDING A REVISED CAPITAL IMPROVEMENT PROGRAM AND INCREASED DEVELOPMENT IMPACT FEES FOR SEWER, OFF-SITE WATER, AND ROADWAY FACILITIES

WHEREAS, on July 17, 2002, the Board of Supervisors of the County of Sacramento approved the General Plan Amendment for the Sunridge Specific Plan by Resolution No. 2002-0900, approved the Sunridge Specific Plan and amended the Cordova and Southeast (Consumnes) Community Plans by Resolution No. 2002-0901, adopted the Sunridge zoning conditions by Ordinance No SCZ-2002-0014, incorporated the provisions of the Sunridge Specific Plan into Title VI of the Sacramento County Zoning Code by Ordinance No. SZC-2002-0015, and approved the Public Facilities Financing Plan for the Sunridge Specific Plan (the "Financing Plan"); and

WHEREAS, the Board of Supervisors of the County of Sacramento also certified as adequate and complete a Final Environmental Impact Report (Control No's. 93-SFB-GPB-CZB-0243 and 97-SDB-0037) for the Sunrise Douglas Community Plan ("SDCP") and Sunridge Specific Plan on June 19, 2002; and

WHEREAS, the City Council approved Resolution No. 79-2004 on June 7, 2004, for the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study that contains the required nexus findings for utilizing a development impact fee program to finance the required roadway, transit shuttle, supplemental offsite water, interim sewer, park, and library facilities in the Sunridge Specific Plan ("SRSP") area; and

WHEREAS, Section 12 of the SDCP Impact Fee Program Nexus Study permits the City to adjust fees to reflect revised facility costs or standards, changes in demographics or the land use plan, receipt of funding from alternative sources, and adjustments based on annual changes in the Engineering News Record magazine Construction Cost Index; and

WHEREAS, the City Council adopted Ordinance No. 24-2004 on June 21, 2004, adding Chapter 16.83 to Title 16 of the Rancho Cordova City Code Relating to the Establishment of Development Impact Fees to Finance the Cost of Public Facilities within the SDCP Area; and

WHEREAS, City Code Section 16.83.175 allows property owners to apply for updates of the SDCP Impact Fee Program to cover cost overruns for public facilities in excess of current programmed costs; and

WHEREAS, a master develop in the Sunridge Specific Plan area has requested that the City update the SDCP Impact Fee Program to reflect increased cost estimates for the roadway, interim sewer, offsite water, and park improvements; and

WHEREAS, in response to this request, the City's consultant prepared a report entitled "Update of the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study" (SDCP Nexus Study Update), which contains an updated Capital Improvement Program for the SRSP area and proposes increases to the roadway, sewer, and offsite water fees; and

WHEREAS, this resolution addresses only proposed increases to roadway, sewer and off-site water fees in the SRSP area because a separate nexus study has been prepared to analyze proposed increases to the park facility fees; and

WHEREAS, the roadway fee increase has also been incorporated into proposed Urgency Resolution No. 92-2005 (also scheduled for public hearing on August 1) and the permanent Citywide Transportation Impact Fee Program currently under study;

WHEREAS, Government Code Sections 66000, *et. seq.*, requires that a local agency hold a noticed public hearing, at which oral or written presentations can be made, prior to the adoption of a Capital Improvement Program or an increase to an existing fee; and

WHEREAS, public notice was provided as required by law and a public hearing was held on August 1, 2005, so that the City Council could consider all written and oral testimony prior to taking action on this matter;

NOW, THEREFORE, The City Council of the City of Rancho Cordova does hereby adopt the findings in Section 1 below, and take the actions innumerated under Section 2 below.

Section 1. Findings

1. The foregoing recitals and the accompanying Staff Report dated August 1, 2005, are true and correct, and are hereby incorporated by reference.

2. The purpose of the SDCP Impact Fee Program is to ensure that development within the Sunrise Douglas Community Plan, including the Sunridge Specific Plan Area, is capable of being provided, within a reasonable period of time, with adequate levels of roadway, transit shuttle, supplemental offsite water, interim sewer, park, and library facilities and improvements.

3. The SDCP interim sewer, off-site water, and roadway impact fees will be used to fund sewer, water, and roadway facilities identified in the Sunridge Specific Plan, the Financing Plan, and the revised Capital Improvement Program contained in the SDCP Nexus Study Update, all

of which are hereby incorporated by reference. These facilities are necessary to meet the demand of, and to offset the environmental impacts associated with, new residential and commercial development in the Sunridge Specific Plan area.

4. There is a reasonable relationship between the use of the SDCP sewer, off-site water, and roadway impact fees and the type of development projects on which the fees are imposed because fee revenues collected from residential and nonresidential land uses will be used to fund a fair-share portion of the cost to construct and/or acquire sewer, off-site water, and roadway facilities that will benefit and serve the SDCP area.

5. There is a reasonable relationship between the need for the public facilities to be financed by the SDCP sewer, off-site water, and roadway impact fees and the type of development on which the fees are imposed because residential and non-residential development in the SDCP area will generate new residents and employees who will need adequate sewer, water, and roadway facilities serving the SDCP area.

6. There is a reasonable relationship between the amount of the SDCP sewer, off-site water, and roadway impact fees and the cost of identified public facilities or portions thereof attributable to the development on which the fees are imposed, because the cost of the facilities or portion of the facilities benefiting future development are allocated proportionately based on Dwelling Unit Equivalents that in turn, are calculated based on the benefit received by the various land use categories that will develop in the SDCP. The fair-share cost allocation calculated for sewer, off-site water, and roadway facilities for each land use is the fee amount of each land use.

7. The increased SDCP impact fees for sewer, off-site water, and roadway facilities do not exceed the estimated reasonable cost of providing such facilities. The increased fees are the result of increased cost estimates in an updated CIP prepared by engineers for the master developer and reflect increased unit prices based on bid estimates recently received for two major road projects, which are on file with the City.

8. The revised Capital Improvement Program is consistent with the provision of public facilities contemplated by the Sunrise Douglas Community Plan and Sunridge Specific Plan.

9. This project is statutorily exempt from the California Environmental Quality Act (CEQA) under Pub. Res. Code Section 21080(b)(8)(D) and CEQA Guidelines Section 15273(a)(4) because it involves the establishment of a public agency fee for the purpose of obtaining funds

for capital projects necessary to maintain services that are already planned for the Sunridge Specific Plan area, which is within the City's existing service area. The nature of the water facilities now planned as part of the revised Capital Improvement Program were addressed in the Sunridge Specific Plan Final Environmental Impact Report certified by the County of Sacramento Board of Supervisors on June 19, 2002 (Control No's. 93-SFB-GPB-CZB-0243 and 97-SDB-0037). Additional environmental review will be required for those projects subject to CEQA when site-specific plans are prepared.

Section 2. Action

The City of Rancho Cordova, by a majority vote of its City Council, does hereby approve and adopt the following:

1. The "Update of the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study" (SDCP Nexus Study Update), dated July 22, 2005.

2. A revised Capital Improvement Program for the Sunridge Specific Plan Area as shown in the SDCP Nexus Study Update, and attached as Exhibit A.

3. Revised sewer, off-site water, and roadway facility impact fees as shown in the SDCP Nexus Study Update, and attached as Exhibit B. The fees shall go into effect on September 30, 2005, as authorized by Gov. Code Section 66017(a); provided, however, the roadway fees shall become effectively immediately if Urgency Resolution No. 92-2005 addressing interim Transportation Impact Fees is also adopted by the City Council on Aug. 1.

Section 3. Severability

All portions of this Resolution are severable. Should any individual component or any portion of this Resolution be found invalid and unenforceable by a court of competent jurisdiction, it is the City Council's intent and desire that the remaining portions of the Resolution continue in full force and effect.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 1st day of August 2005.

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
KEN COOLEY, MAYOR of the
CITY OF RANCHO CORDOVA

ATTEST:

_____
LILLIAN HARE
CITY CLERK

EXHIBIT A

VERSION I - SUNRIDGE SPECIFIC PLAN
FEE PROGRAM UPDATE PROPOSED PROJECT COST ESTIMATES
CITY OF RANCHO CORDOVA, CALIFORNIA

1143.007
5-18-04

COST SUMMARY

I.	ROADWAY IMPROVEMENTS	$127,984,098
II.	TRANSIT SHUTTLE SYSTEM	$1,100,000
III.	SUPPLEMENTAL OFFSITE WATER	$10,076,922
IV.	INTERIM SEWER	$7,016,173
V.	PARK DEVELOPMENT	$31,010,176
VI.	LIBRARY	$4,094,438
	TOTAL COST	**$181,281,807**

I - ROADWAY IMPROVEMENTS
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

PROJECT NUMBER	ROADWAY SEGMENT / ITEM	PROJECT DESCRIPTION	ON-SITE or OFF-SITE	QUANTITY	UNITS	UNIT COST	TOTAL ESTIMATED COST	% FUNDED BY OTHERS	FUNDING SOURCE	REIMBURSEMENT AVAILABLE	NET COST	CUMULATIVE TOTAL COST
1.	Douglas Road: Sunrise Boulevard to Jaeger Road	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	4,475	LF	$777	$3,475,293			$0	$3,475,293	$3,475,293
2.	Douglas Road: Jaeger Road to Americanos Road	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	5,405	LF	$736	$3,975,541			$0	$3,975,541	$7,450,833
3.	Douglas Road: Americanos Boulevard to Grantline Road	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	3,355	LF	$756	$2,535,646			$0	$2,535,646	$9,986,479
4.	Douglas Road at Sunrise Boulevard	6x6 lane 4-way intersection widening and signalization: Anatolia MRI portion	ON	1	LS	$2,055,181	$2,055,181			$0	$2,055,181	$12,041,660
4A.	Douglas Road at Sunrise Boulevard; Portion Remaining after Anatolia MRI	6x6 lane 4-way intersection widening and signalization: remaining portion	ON	1	LS	$1,135,331	$1,135,331			$0	$1,135,331	$13,176,991
4B.	Douglas Road at Sunrise Boulevard: Westerly Temporary transition	Transition from partially completed intersection west to existing 2-lane road	ON	1	LS	$365,763	$365,763			$0	$365,763	$13,542,754
5.	Douglas Road at Americanos Boulevard	6x4 lane 4-way intersection widening and signalization	ON	1	LS	$2,986,731	$2,986,731			$0	$2,986,731	$16,529,485
6.	Douglas Road at Jaeger Road: Portion Remaining After Anatolia MRI	6x4 lane 3-way intersection widening and signalization: remaining portion	ON	1	LS	$2,070,817	$2,070,817			$0	$2,070,817	$18,600,302
6A.	Douglas Road at Jaeger Road: Portion included in Anatolia MRI	6x4 lane 3-way intersection widening and signalization: Anatolia MRI portion	ON	1	LS	$225,454	$225,454			$0	$225,454	$18,825,757
7.	Douglas Road at Grantline Road	6x6 lane 3-way intersection widening and signalization	ON	1	LS	$1,565,684	$1,565,684			$0	$1,565,684	$20,391,440
8.	Douglas Road at Zinfandel	Add through lanes on north and southbound approaches	OFF	1	LS	$141,120	$141,120			$0	$141,120	$20,532,560
9.	Sunrise Boulevard: Douglas Road to Chrysanthy Boulevard	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	3,100	LF	$717	$2,224,182	15%	County TIP	$333,627	$1,890,554	$22,423,115
10.	Sunrise Boulevard: Pyramid Road to Kiefer Boulevard	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	7,400	LF	$746	$5,517,806	15%	County TIP	$827,671	$4,690,135	$27,113,250
11.	Sunrise Boulevard: Kiefer Boulevard to SR 16	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	5,950	LF	$801	$4,768,187	15%	County TIP	$715,228	$4,052,959	$31,166,209
12.	Sunrise Boulevard at Chrysanthy Boulevard: Anatolia MRI Portion	6x4 lane 3-way intersection widening and signalization: Anatolia MRI portion	ON	1	LS	$1,251,227	$1,251,227			$0	$1,251,227	$32,417,435
12A.	Sunrise Boulevard at Chrysanthy Boulevard: Anatolia Chrysanthy Boulevard Portion	6x4 lane 3-way intersection widening and signalization: Anatolia Chry. Blvd. portion	ON	1	LS	$393,377	$393,377			$0	$393,377	$32,810,813
12B.	Sunrise Boulevard at Chrysanthy Boulevard: Remaining Portion	6x4 lane 3-way intersection widening and signalization: remaining portion	ON	1	LS	$922,049	$922,049			$0	$922,049	$33,732,862
13.	Sunrise Boulevard at Kiefer Boulevard	6x4 lane 4-way intersection widening and signalization	ON	1	LS	$1,749,487	$1,749,487	FLAT	Mather Field Tip	$98,550	$1,650,937	$35,383,798
13A.	Sunrise Boulevard at Kiefer Boulevard: Southerly Temporary Transition	Transition from partially completed intersection south to existing 2-lane road	ON	1	LS	$259,229	$259,229			$0	$259,229	$35,643,027
13B.	Sunrise Boulevard at Kiefer Boulevard: Westerly Temporary Transition	Transition from partially completed intersection west to existing 2-lane road	ON	1	LS	$87,781	$87,781			$0	$87,781	$35,730,808
14.	Sunrise Boulevard at SR 16	6x6 lane 4-way intersection widening and signalization	OFF	1	LS	$575,000	$575,000	FLAT ($86,250 Mather)	Dev. Fee Meas. A, Mather CIP	$575,000	$0	$35,730,808
15.	Sunrise Boulevard at Grant Line Road	6x6 lane 3-way intersection widening and signalization (incl. 2 lane stub to south)	OFF	1	LS	$1,870,989	$1,870,989	FLAT	Vineyard CIP	$690,923	$1,180,066	$36,910,874
16.	Sunrise Boulevard at Folsom Boulevard	Add free right-turn lane on eastbound approach	OFF	1	LS	$134,400	$134,400			$0	$134,400	$37,045,274
17.	Grantline Road: Douglas Road to Chrysanthy Boulevard	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	4,300	LF	$697	$2,997,748			$0	$2,997,748	$40,043,021
18.	Grantline Road: Chrysanthy Boulevard to Kiefer Boulevard	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	8,500	LF	$709	$6,028,132			$0	$6,028,132	$46,071,153

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19.	Grantline Road: Kiefer Boulevard to SR 16	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	8,650	LF	$626	$5,418,441			$0	$5,418,441	$51,489,594
20.	Grantline Road at Chrysanthy Boulevard	6x4 lane 3-way intersection widening and signalization	ON	1	LS	$1,309,358	$1,309,358			$0	$1,309,358	$52,798,951
21.	Grantline Road at Kiefer Boulevard	6x4x2 lane 4-way intersection widening and signalization	ON	1	LS	$1,039,818	$1,039,818			$0	$1,039,818	$53,838,770
22.	Grantline Road at SR 16	6x4 lane 4-way intersection widening and signalization	OFF	1	LS	$1,707,218	$1,707,218	100%	Dev. Fee Meas. A	$1,707,218	$0	$53,838,770
23.	Grantline Road at White Rock Road	Add additional exclusive left turn lane (White Rock Road) and signalizaton	OFF	1	LS	$257,681	$257,681			$0	$257,681	$54,096,450
24.	Chrysanthy Boulevard: Sunrise Boulevard to Jaeger Boulevard	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	4,550	LF	$459	$2,090,112			$0	$2,090,112	$56,186,562
25.	Chrysanthy Boulevard: Jaeger Road to Americanos Boulevard	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	4,980	LF	$459	$2,287,640			$0	$2,287,640	$58,474,202
26.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	4,387	LF	$459	$2,012,837			$0	$2,012,837	$60,487,039
27.	Chrysanthy Boulevard at Jaeger Road	4x4 lane 4-way intersection widening and signalization	ON	1	LS	$1,988,151	$1,988,151			$0	$1,988,151	$62,475,190
28.	Chrysanthy Boulevard at Americanos Boulevard	4x4 lane 4-way intersection widening and signalization	ON	1	LS	$1,561,544	$1,561,544			$0	$1,561,544	$64,036,735
29.	Americanos Boulevard: North Panhandle, CP Boundary to SP Boundary	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	2,430	LF	$446	$1,083,536			$0	$1,083,536	$65,120,271
30.	Americanos Boulevard: North Panhandle, SP Boundary to Douglas Road	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	4,130	LF	$550	$2,271,571			$0	$2,271,571	$67,391,842
31.	Americanos Boulevard: South of Douglas Road to SP Boundary	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	2,450	LF	$459	$1,125,413			$0	$1,125,413	$68,517,255
32.	Americanos Boulevard: SP Boundary to Chrysanthy Boulevard	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	2,100	LF	$459	$964,679			$0	$964,679	$69,481,934
33.	Americanos Boulevard: Chrysanthy Boulevard to Kiefer Boulevard	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	6,060	LF	$455	$2,756,192			$0	$2,756,192	$72,238,126
34.	Kiefer Boulevard: Sunrise Boulevard to Jaeger Road	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	4,410	LF	$456	$2,012,383			$0	$2,012,383	$74,250,510
35.	Kiefer Boulevard: Jaeger Road to Americanos Boulevard	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	4,350	LF	$483	$2,101,514			$0	$2,101,514	$76,352,023
36.	Kiefer Boulevard: Americanos Boulevard to Grantline Road	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	800	LF	$482	$385,581			$0	$385,581	$76,737,604
37.	Kiefer Boulevard at Jaeger Road	4x4 lane 4-way intersection widening and signalization	ON	1	LS	$1,660,958	$1,660,958			$0	$1,660,958	$78,398,563
38.	Kiefer Boulevard at Americanos Boulevard	4x4 lane 4-way intersection widening and signalization	OFF	1	LS	$1,229,949	$1,229,949			$0	$1,229,949	$79,628,512
39.	Jaeger Road: Chrysanthy Blvd. to Wetland Preserve	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	1,550	LF	$459	$711,983			$0	$711,983	$80,340,495
40.	Jaeger Road: Adjacent to the Wetland Preserve	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	2,831	LF	$453	$1,281,380			$0	$1,281,380	$81,621,874

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41.	Jaeger Road: Wetland Preserve to Kiefer Boulevard	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	3,738	LF	$459	$1,717,111			$0	$1,717,111	$83,338,985
42.	Jaeger Road: Douglas Road to Chrysanthy Blvd.	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	ON	2,387	LF	$459	$1,096,481			$0	$1,096,481	$84,435,466
43.	Sunrise Boulevard: Southerly Mather Boundary to Chrysanthy Boulevard	Westerly frontage Improvements (adjacent to canal): 11' pavement, curb, gutter, and sidewalk.	OFF	1,480	LF	$280	$415,015	15%	County TIP	$62,252	$352,763	$84,788,229
44.	Sunrise Boulevard: Chrysanthy Boulevard to southerly Anatolia II boundary	Westerly frontage Improvements (adjacent to canal): 11' pavement, curb, gutter, and sidewalk.	OFF	7,419	LF	$280	$2,080,447	15%	County TIP	$312,067	$1,768,380	$86,556,609
45.	Sunrise Boulevard: Southerly Anatolia II boundary to Kiefer Boulevard	Easterly frontage Improvements (adjacent to preserve): 11' pavement, curb, gutter, and sidewalk.	ON	3,667	LF	$280	$1,028,331			$0	$1,028,331	$87,584,940
46.	Kiefer Boulevard: Sunrise Boulevard to Jaeger Boulevard	Northerly frontage Improvements (adjacent to preserve): 11' pavement, curb, gutter, and sidewalk.	ON	1,590	LF	$236	$375,814			$0	$375,814	$87,960,754
47.	Jaeger Boulevard: Frontage adjacent to preserve	Westerly frontage Improvements: 11' pavement, curb, gutter, and sidewalk.	ON	2,831	LF	$236	$669,165			$0	$669,165	$88,629,919
48.	Chrysanthy Boulevard: Adjacent to Laguna Creek (Cost contained in Improvement 20)	Northerly frontage Improvements: 11' pavement, curb, gutter, and sidewalk.	ON	359	LF	$0	$0			$0	$0	$88,629,919
49.	Grantline Road: Adjacent to Laguna Creek (450' contained in Improvement 20)	Westerly frontage Improvements: 11' pavement, curb, gutter, and sidewalk.	ON	450	LF	$243	$109,539			$0	$109,539	$88,739,458
50a.	Sunrise Boulevard: Sunrise Park Road to Douglas Boulevard	Outside Travel Lanes	OFF	4,200	LF	$518	$2,176,046			$0	$2,176,046	$90,915,504
50b.	Folsom South Canal Trail Access	Connect bike trail at Douglas Boulevard and install pedestrian signal at Sunrise Boulevard	OFF	1	LS	$200,000	$200,000			$0	$200,000	$91,115,504
50c.	Folsom South Canal Trail Access	Connect bike trail at Kiefer Boulevard and install pedestrian signal at Sunrise Boulevard	OFF	1	LS	$200,000	$200,000			$0	$200,000	$91,315,504
51.	Douglas Boulevard: 1500' East of Sunrise Blvd. to Sunrise Blvd.	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	1,050	LF	$745	$781,852			$0	$781,852	$92,097,356
52.	SR 16 at Bradshaw Road	6x4 lane 4-way intersection widening and signalization	OFF	1	LS	$1,714,063	$1,714,063			$0	$1,714,063	$93,811,419
53.	SR 16 at Eagle's Nest Road	6x4 lane 4-way intersection widening and signalization	OFF	1	LS	$1,587,561	$1,587,561			$0	$1,587,561	$95,398,980
54.	SR 16 at Excelsior Road	6x4 lane 4-way intersection widening and signalization	OFF	1	LS	$1,590,206	$1,590,206			$0	$1,590,206	$96,989,186
55.	Mather Field at Folsom Boulevard	Add Eastbound through-lane and dual exclusive left-turn lanes on N & S approaches.	OFF	1	LS	$431,200	$431,200			$0	$431,200	$97,420,386
56.	Sunrise Boulevard at Florin Road	Intersection widening and signalization (incl. Protected left-turn lanes on Sunrise)	OFF	1	LS	$645,837	$645,837	100%	County TIP	$645,837	$0	$97,420,386
57.	Sunrise Boulevard: Douglas Road to Kiefer Boulevard	Signalization at local collectors (1 3-way intersection), Herodian Drive	ON	1	LS	$202,200	$202,200			$0	$202,200	$97,622,586
57A.	Sunrise Boulevard: Douglas Road to Kiefer Boulevard	Signalization at local collectors (1 3-way intersection) Bosporous Drive	ON	1	LS	$202,200	$202,200			$0	$202,200	$97,824,786
58.	Douglas Road: Sunrise Boulevard to Grantline Road	Signalization at local collectors (3 3-way intersections)	ON	1	LS	$606,600	$606,600			$0	$606,600	$98,431,386
59.	Jaeger Road: Douglas Road to Kiefer	Signalization at local collectors (2 3-way & 2 4-way intersections)	ON	1	LS	$847,360	$847,360			$0	$847,360	$99,278,746
60.	Americanos Boulevard: Douglas Road to Kiefer Boulevard	Signalization at local collectors (3 3-way & 1 4-way intersections)	ON	1	LS	$820,880	$820,880			$0	$820,880	$100,099,626
61.	Grantline Road: Douglas Road to Chrysanthy Boulevard	Signalization at local collectors (2 3-way intersections)	ON	1	LS	$404,400	$404,400			$0	$404,400	$100,504,026

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62.	Chrysanthy Boulevard: Sunrise Boulevard to Grantline Road	Signalization at local collectors (2 3-way & 2 4-way intersections)	ON	1	LS	$847,360	$847,360			$0	$847,360	$101,351,386
63a.	Americanos Boulevard: Northern Pan Handle to Chrysanthy Boulevard	Drainage Culverts over existing water courses	ON	98	LF	$2,660	$260,680			$0	$260,680	$101,612,066
63b.	Americanos Boulevard: Northern Pan Handle to Chrysanthy Boulevard	Drainage Culverts over existing water courses	ON	98	LF	$404	$39,581			$0	$39,581	$101,651,647
63c.	Americanos Boulevard: Northern Pan Handle to Chrysanthy Boulevard	Drainage Culverts over existing water courses	ON	98	LF	$808	$79,162			$0	$79,162	$101,730,810
64.	Americanos Boulevard: Chrysanthy Boulevard to Kiefer Boulevard	Drainage Culverts over existing water courses	OFF	98	LF	$2,693	$263,875			$0	$263,875	$101,994,685
65a.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road	Drainage Culverts over existing water courses	ON	98	LF	$808	$79,162			$0	$79,162	$102,073,847
65b.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road	Drainage Culverts over existing water courses	ON	98	LF	$404	$39,581			$0	$39,581	$102,113,428
65c.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road	Drainage Culverts over existing water courses	ON	98	LF	$404	$39,581			$0	$39,581	$102,153,010
65d.	Chrysanthy Boulevard: Americanos Boulevard to Grantline Road	Drainage Culverts over existing water courses	ON	98	LF	$2,693	$263,875			$0	$263,875	$102,416,884
66.	Chrysanthy Boulevard: Jaeger Road to Americanos Boulevard	Drainage Culverts over existing water courses	OFF	98	LF	$2,693	$263,875			$0	$263,875	$102,680,759
67a.	Jaeger Road: Chrysanthy Blvd. to Kiefer Boulevard	Drainage Culverts over existing water courses	OFF	98	LF	$808	$79,162			$0	$79,162	$102,759,922
67b.	Jaeger Road: Chrysanthy Blvd. to Kiefer Boulevard	Drainage Culverts over existing water courses	OFF	98	LF	$404	$39,581			$0	$39,581	$102,799,503
67c.	Jaeger Road: Chrysanthy Blvd. to Kiefer Boulevard	Drainage Culverts over existing water courses	OFF	98	LF	$2,693	$263,875			$0	$263,875	$103,063,378
67d.	Jaeger Road: Chrysanthy Blvd. to Kiefer Boulevard	Drainage Culverts over existing water courses	OFF	98	LF	$2,693	$263,875			$0	$263,875	$103,327,252
70a.	SR 16: Bradshaw Road to Excelsior Road	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	21,100	LF	$396	$8,360,937	76%	Dev. Fee, Meas. A	$6,354,312	$2,006,625	$105,333,877
70b.	SR 16: Excelsior Road to Sunrise Boulevard	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	14,150	LF	$847	$11,981,798	FLAT	Mather Field CIP	$554,580	$11,427,218	$116,761,096
70c.	SR 16: Sunrise to Grantline Road	6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	4,700	LF	$814	$3,824,072	67%	Dev. Fee, Meas. A	$2,562,128	$1,261,944	$118,023,039
71.	Kiefer Boulevard: Eagles Nest to Sunrise	Widen 2-lane aterial	OFF	4,650	LF	$295	$1,371,750	FLAT	Mather Field CIP	$1,371,750	$0	$118,023,039
72a.	Alta Sunrise reliever: Douglas Road to US 50 - Initial planning and environmental work	Initial planning and environmental work	OFF	1	LS	$1,000,000	$1,000,000			$0	$1,000,000	$119,023,039
72b.	Alta Sunrise reliever: Douglas Road to US 50	4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)	OFF	20,200	LF	$1,307	$26,403,000	100%	Others	$26,403,000	$0	$119,023,039
73.	Zinfandel Drive at International Drive	Intersection Signalization - 4-way Signalization	OFF	1	LS	$232,985	$232,985			$0	$232,985	$119,256,024
74a.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	118	LF	$2,693	$317,727			$0	$317,727	$119,573,751
74b.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	118	LF	$808	$95,318			$0	$95,318	$119,669,069
74c.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	98	LF	$808	$79,162			$0	$79,162	$119,748,231
74d.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	118	LF	$2,693	$317,727			$0	$317,727	$120,065,958
74e.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	118	LF	$2,693	$317,727			$0	$317,727	$120,383,685
74f.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	118	LF	$808	$95,318			$0	$95,318	$120,479,003
74g.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	118	LF	$404	$47,659			$0	$47,659	$120,526,662

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74h.	Remaining Culverts Across Major Roads	Drainage Culverts over existing water courses	OFF	98	LF	$2,693	$263,875			$0	$263,875	$120,790,537
76a.	SR16: Bradshaw Road to Grantline Road	Drainage Culverts over existing water courses	OFF	118	LF	$3,105	$366,360			$0	$366,360	$121,156,897
76b.	SR16: Bradshaw Road to Grantline Road	Drainage Culverts over existing water courses	OFF	118	LF	$3,105	$366,360			$0	$366,360	$121,523,257
76c.	SR16: Bradshaw Road to Grantline Road	Drainage Culverts over existing water courses	OFF	118	LF	$3,105	$366,360			$0	$366,360	$121,889,617
	5% Floating Contingency										$6,094,481	$127,984,098
	Total Roadway Program Cost											**$127,984,098**

II. TRANSIT SHUTTLE SYSTEM

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Facility	Quantity	Unit	Unit Cost	Total Cost
Transit Shuttle System Costs Quantity: Lump Sum				
Shuttle Acquisition	20	EA	$55,000.00	$1,100,000
Total Cost				**$1,100,000**

Note: Repeat Fig. A-4 in PFFD dated 8/7/2001

III. OFFSITE WATER

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	Improvement	Quantity	Unit	Unit Cost	Total Cost
1.	**Vineyard Well Field (Wells 1-3)**				
	Quantity: Lump Sum				
	Well Field Cost[1]	1	LS	$2,640,000.00	$2,640,000
	Total Cost				**$2,640,000**
	Zone 40 Reimbursement (Developer reported amount)				$2,367,491
	Total Funded Cost				**$272,509**
2.	**Vineyard Well Field (Wells 4-7)**				
	Quantity: Lump Sum				
	Well Field Cost	1	LS	$3,520,000.00	$3,520,000
	Total Cost				**$3,520,000**
	Zone 40 Reimbursement (Developer reported amount)				$3,168,000
	Total Funded Cost				**$352,000**
3.	**Vineyard Well Field Land Cost (Wells 1-7)**				
	Quantity: Lump Sum				
	Well Field Cost	7	LS	$20,000.00	$140,000
	Total Cost				**$140,000**
	Zone 40 Reimbursement (Estimated amount)				$0
	Total Funded Cost				**$140,000**
4.	**Excelsior Raw Water Line**				
	Quantity: Lump Sum				
	Raw Water Line Cost[1]	1	LS	$9,985,525.00	$9,985,525
	Total Cost				**$9,985,525**
	Zone 40 Reimbursement (Developer reported amount)				$6,902,997
	Total Funded Cost				**$3,082,528**
5.	**Anatolia Groundwater Treatment Plant**				
	Quantity: Lump Sum				
	Treatment Plant Cost[1]	1	LS	$13,703,250.00	$13,703,250
	Total Cost				**$13,703,250**
	Zone 40 Reimbursement (Developer reported amount)				$11,229,861
	Total Funded Cost				**$2,473,389**
6.	**Anatolia Groundwater Treatment Plant Land**				
	Quantity: Lump Sum				
	Treatment Plant Cost[1]	1	LS	$3,037,662.00	$3,037,662
	Total Cost				**$3,037,662**
	Zone 40 Reimbursement (Estimated amount)				$800,000
	Total Funded Cost				**$2,237,662**

III. OFFSITE WATER
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

7. Folsom South Canal Crossing: Water Costs
Quantity: Lump Sum

Construction Costs (Based on Bid)	1	LS	$1,186,805.00	$1,186,805
Subtotal				$1,186,805
Storm Water Pollution Prevention, 2%				$23,736
Engineering, Staking and Construction Management, 20%				$237,361
Cost Contingency, 10%				$118,681
Total Cost				**$1,566,583**
Zone 40 Reimbursement (Estimated amount)				$1,281,749
Total Funded Cost				**$284,834**

8. Water Studies
Quantity: Lump Sum

Water Study Cost[1]	1	LS	$265,000.00	$265,000
Total Cost				**$265,000**

9. North Douglas Tank Site Land
Quantity: Lump Sum

Tank Site land Cost (2)	1	LS	$1,386,000.00	$1,386,000
Total Cost				**$1,386,000**
Zone 40 Reimbursement (2)				$417,000
Total Funded Cost				**$969,000**

Total Offsite Water Improvements

1.	Vineyard Well Field (Wells 1-3)	$272,509
2.	Vineyard Well Field (Wells 4-7)	$352,000
3.	Vineyard Well Field Land Cost (Wells 1-7)	$140,000
4.	Excelsior Raw Water Line	$3,082,528
5.	Anatolia Groundwater Treatment Plant	$2,473,389
6.	Anatolia Groundwater Treatment Plant Land	$2,237,662
7.	Folsom South Canal Crossing: Water Costs	$284,834
8.	Water Studies	$265,000
9.	North Douglas Tank Site Land	$969,000
	Total Cost	**$10,076,922**

Notes:
1. Based on developer reported actual costs.
2. Based on developer reported estimated cost. The site is 2.78 acres. Developer estimate of actual is $498,500 per acre. Developer estimate of anticipated reimbursement is $150,000 per acre.

IV. INTERIM SEWER

FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

Improvement	Quantity	Unit	Unit Cost	Total Cost
1. 8" Sewer Force Main: Kiefer Boulevard lift station to Chrysanthy Boulevard outfall				
Quantity: 11,200 LF				
8" Sewer Force Main (Based on Wood Rodgers Est.)	14,090	LF	$95.00	$1,338,550
Subtotal				$1,338,550
Storm Water Pollution Prevention, 2%				$26,771
Engineering, Staking and Construction Management, 20%				$267,710
Cost Contingency, 10%				$133,855
Total Cost				**$1,766,886**
2. Kiefer Boulevard Lift Station: 0.94 MGD capacity				
Quantity: Lump Sum				
Lift Station (Based on Bid)	1	LS	$1,084,303.00	$1,084,303
Subtotal				$1,084,303
Storm Water Pollution Prevention, 2%				$21,686
Engineering, Staking and Construction Management, 20%				$216,861
Cost Contingency, 10%				$108,430
Total Cost				**$1,431,280**
3. 18" Sewer Force Main: Chrysanthy Boulevard lift station to Mayhew Road outfall				
Quantity: Lump Sum				
Force Main Cost (Based on Bid, Includes 32% soft costs)	1	LS	$5,802,192.00	$5,802,192
Total Cost				**$5,802,192**
CSD-1 Reimbursement				$4,811,000
Total Funded Cost				**$991,192**
4. Chrysanthy Boulevard Lift Station: 5.75 MGD capacity				
Quantity: Lump Sum				
Lift Station Cost (Based on Bid, includes 32% soft cost)	1	LS	$1,466,569.00	$1,466,569
Total Cost				**$1,466,569**
CSD-1 Reimbursement				$1,239,000
Total Funded Cost				**$227,569**
5. 6" Sewer Force Main: Douglas Boulevard lift station to Chrysanthy Boulevard outfall				
Quantity: 5,100 LF				
6" Sewer Force Main (Based on Bid)	5,268	LF	$95.00	$500,460
Subtotal				$500,460
Storm Water Pollution Prevention, 2%				$10,009
Engineering, Staking and Construction Management, 20%				$100,092
Cost Contingency, 10%				$50,046
Total Cost				**$660,607**
6. Douglas Boulevard Lift Station: 0.28 MGD capacity				
Quantity: Lump Sum				
Lift Station (Based on Wood Rodgers Estimate)	1	LS	$900,000.00	$900,000
Subtotal				$900,000
Storm Water Pollution Prevention, 2%				$18,000
Engineering, Staking and Construction Management, 20%				$180,000
Cost Contingency, 10%				$90,000

IV. INTERIM SEWER

FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

Improvement	Quantity	Unit	Unit Cost	Total Cost
Total Cost				**$1,188,000**

IV. INTERIM SEWER

FEE PROGRAM UPDATE PROJECT COST ESTIMATES

	Improvement	Quantity	Unit	Unit Cost	Total Cost
7.	**Folsom South Canal Crossing: Sewer Costs**				
	Quantity: Lump Sum				
	Construction Costs (Based on Bid)	1	LS	$1,171,205.00	$1,171,205
	Subtotal				$1,171,205
	Storm Water Pollution Prevention, 2%				$23,424
	Engineering, Staking and Construction Management, 20%				$234,241
	Cost Contingency, 10%				$117,121
	Total Cost				**$1,545,991**
	CSD-1 Reimbursement				$1,247,333
	Total Funded Cost				**$298,658**
8.	**Chrysanthy Boulevard Trunk Sewer**				
	Quantity: Lump Sum				
	Trunk Sewer Costs (Based on Bid)	1	LS	$1,141,330.00	$1,141,330
	Subtotal				$1,141,330
	Storm Water Pollution Prevention, 2%				$22,827
	Engineering, Staking and Construction Management, 20%				$228,266
	Cost Contingency, 10%				$114,133
	Total Cost				**$1,506,556**
	CSD-1 Reimbursement				$1,084,574
	Total Funded Cost				**$421,982**
9.	**Sewer Studies**				
	Quantity: Lump Sum				
	Sewer Studies	1	LS	$30,000.00	$30,000
	Total Cost				**$30,000**

Total Offsite Interim Sewer Improvements

1.	Kiefer 8" Sewer Force Main	$1,766,886
2.	Kiefer Boulevard Lift Station	$1,431,280
3.	18" Sewer Force Main	$991,192
4.	Chrysanthy Boulevard Lift Station	$227,569
5.	Sunrise 6" Force Main	$660,607
6.	Douglas Boulevard Lift Station	$1,188,000
7.	Folsom South Canal Crossing (Sewer)	$298,658
8.	Chrysanthy Trunk Sewer	$421,982
9.	Sewer Studies	$30,000
	Total Cost	**$7,016,173**

Notes:
1. Based on developer estmate, cost includes anticipated soft costs.

V. PARK DEVELOPMENT

FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

Improvement	Quantity	Unit	Unit Cost	Total Cost
Total Park Development Cost				
Quantity: Lump Sum				
Park Development Fee	9,886	DU	$3,000.00	$29,658,000
Bike Trail: Adjacent to Anatolia II Drainage Channel[2]	9,886	DU	$58.76	$580,922
Bike Trail: Connecting Anatolia II & III[2]	9,886	DU	$78.01	$771,254
Total Cost				**$31,010,176**

Notes:

1. This section is being negotiated between Rancho Cordova Parks & Recreation and land owners.
2. See Appendix B for supporting cost estimate.

VI. LIBRARY COSTS

FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

Improvement	Quantity	Unit	Unit Cost	Total Cost
SDCP Library Costs				
Quantity: Lump Sum				
Library Building	20,000	SF	$240.00	$4,800,000
Land Cost	137,180	SF	$5.00	$685,900
Site work, permits, and construction management	1	LS	$1,500,000.00	$1,500,000
Furniture, fixtures, and equipment	1	LS	$1,125,000.00	$1,125,000
Initial book collection	1	LS	$1,000,000.00	$1,000,000
Total Cost				**$9,110,900**
SRSP Library Costs				
SDCP Library Cost				$9,110,900
SRSP Share of SDCP Library Costs				44.94%
Total SRSP Library Cost				**$4,094,438**

Notes:

1. Repeat Fig. A-25 in PFFD dated 3/27/2002
2. There are discussions regarding a joint use library facility with the EGUSD. If a joint facility is built, the land cost may be reduced or eliminated.

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Prepared: JWH
1143.007
5-18-05

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
1.	Douglas Road: Sunrise Boulevard to Jaeger Road (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement With Existing Roadway Impacts Quantity: 4,475 LF				
	Intersection Signalization (Fire Station Signal)	1	LS	$170,000.00	$170,000
	Clearing and Grubbing	296,028	SF	$0.30	$88,808
	Traffic Signal Interconnect	4,475	LF	$10.00	$44,750
	Roadway Excavation	21,928	CY	$20.00	$438,560
	Curb (Type 5)	8,950	LF	$13.00	$116,350
	6" Asphalt Concrete	9,746	TON	$52.00	$506,792
	16" Aggregate Base	25,988	TON	$23.00	$597,724
	Striping	4,475	LF	$8.00	$35,800
	Median Landscape (11' Corridor)	49,225	SF	$7.00	$344,575
	Pavement Removal	98,450	SF	$1.50	$147,675
	Roadside Ditch	8,950	LF	$5.00	$44,750
	Construction Subtotal				$2,535,784
	Right of Way Acquisition				$0
	Traffic Control and Staging, 4%				$101,431
	Storm Water Pollution Prevention, 1% (field work)				$25,358
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$559,140
	Contingency, 10%				$253,578
	Total Cost				**$3,475,293**
2.	Douglas Road: Jaeger Road to Americanos Road (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement with Existing Roadway Impacts Quantity: 5,405 LF				
	Clearing and Grubbing	357,548	SF	$0.30	$107,264
	Traffic Signal Interconnect	5,405	LF	$10.00	$54,050
	Roadway Excavation	26,485	CY	$20.00	$529,700
	Curb (Type 5)	10,810	LF	$13.00	$140,530
	6" Asphalt Concrete	11,771	TON	$52.00	$612,092
	16" Aggregate Base	31,389	TON	$23.00	$721,947
	Striping	5,405	LF	$8.00	$43,240
	Median Landscape (11' Corridor)	59,455	SF	$7.00	$416,185
	Pavement Removal	135,125	SF	$1.50	$202,688
	Roadside Ditch	10,810	LF	$5.00	$54,050
	Construction Subtotal				$2,881,746
	Right of Way Acquisition				$26,108
	Traffic Control and Staging, 4%				$115,270
	Storm Water Pollution Prevention, 1% (field work)				$28,817
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$635,425
	Contingency, 10%				$288,175
	Total Cost				**$3,975,541**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Prepared: JWH
1143.007
5-18-05

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
3. Douglas Road: Americanos Boulevard to Grantline Road (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement with Existing Roadway Impacts Quantity: 3,355 LF				
Clearing and Grubbing	228,140	SF	$0.30	$68,442
Traffic Signal Interconnect	3,355	LF	$10.00	$33,550
Roadway Excavation	16,899	CY	$20.00	$337,980
Curb (Type 5)	6,710	LF	$13.00	$87,230
6" Asphalt Concrete	7,306	TON	$52.00	$379,912
16" Aggregate Base	19,484	TON	$23.00	$448,132
Striping	3,355	LF	$8.00	$26,840
Median Landscape (11' Corridor)	36,905	SF	$7.00	$258,335
Pavement Removal	80,520	SF	$1.50	$120,780
Roadside Ditch	6,710	LF	$5.00	$33,550
Construction Subtotal				$1,794,751
Right of Way Acquisition				$75,939
Traffic Control and Staging, 4%				$71,790
Storm Water Pollution Prevention, 1% (field work)				$17,948
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$395,743
Contingency, 10%				$179,475
Total Cost				**$2,535,646**
4. Douglas Road at Sunrise Boulevard (including 450' center and frontage roadway improvements) 6x6 lane 4-way intersection widening and signalization Anatolia MRI Portion Only Private Improvement With Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	1.00	LS	$170,000.00	$170,000
Traffic Signal Interconnect	1,332	LF	$10.00	$13,320
Clearing and Grubbing	291,627	SF	$0.30	$87,488
Roadway Excavation	19,125	CY	$20.00	$382,500
Curb (Type 5)	2,321	LF	$13.00	$30,173
Curb (Type 3)	1,233	LF	$13.00	$16,029
Curb & Gutter (Type 2)	1,233	LF	$20.00	$24,660
2" AC Overlay	453	TON	$75.00	$33,975
6" Asphalt Concrete	4,365	TON	$52.00	$226,980
16" Aggregate Base	11,639	TON	$23.00	$267,697
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,332	LF	$50.00	$66,600
Striping & Signage	0.74	LS	$21,600.00	$15,984
Sidewalk (6' wide)	7,397	SF	$4.75	$35,136
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	0.74	LS	$22,500.00	$16,650
Frontage Landscaping (29' corridor)	0	SF	$7.00	$0
Median Landscaping (corridor varies)	0	SF	$7.00	$0
Pavement Removal	41,245	SF	$1.50	$61,868
Roadside Ditch	1,074	LF	$5.00	$5,370
Construction Subtotal				$1,459,429
Right of Way Acquisition				$55,033
Traffic Control and Staging, 4%				$58,377
Storm Water Pollution Prevention, 1% (field work)				$14,594
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$321,804
Contingency, 10%				$145,943

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Prepared: JWH
1143.007
5-18-05

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
Total Cost				**$2,055,181**
4A. Douglas Road at Sunrise Boulevard (including 450' center and frontage roadway improvements) 6x6 lane 4-way intersection widening and signalization - Portion Remaining After Anatolia MRI Private Improvement With Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	0.00	LS	$170,000.00	$0
Traffic Signal Interconnect	468	LF	$10.00	$4,680
Clearing and Grubbing	102,463	SF	$0.30	$30,739
Roadway Excavation	6,719	CY	$20.00	$134,380
Curb (Type 5)	815	LF	$13.00	$10,595
Curb (Type 3)	433	LF	$13.00	$5,629
Curb & Gutter (Type 2)	433	LF	$20.00	$8,660
2" AC Overlay	159	TON	$75.00	$11,925
6" Asphalt Concrete	1,533	TON	$52.00	$79,716
16" Aggregate Base	4,089	TON	$23.00	$94,047
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	468	LF	$50.00	$23,400
Striping & Signage	0.26	LS	$21,600.00	$5,616
Sidewalk (6' wide)	2,599	SF	$4.75	$12,345
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	0.26	LS	$22,500.00	$5,850
Frontage Landscaping (29' corridor)	45,205	SF	$7.00	$316,435
Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
Pavement Removal	14,491	SF	$1.50	$21,737
Roadside Ditch	378	LF	$5.00	$1,890
Construction Subtotal				$822,820
Right of Way Acquisition				$7,657
Traffic Control and Staging, 4%				$32,913
Storm Water Pollution Prevention, 1% (field work)				$8,228
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$181,432
Contingency, 10%				$82,282
Total Cost				**$1,135,331**
4B. Douglas Road Transition to Existing Roadway Road Transition from Ultimate 6-lane Road at Sta 17+34 to Match Existing 2-lane Road at Sta 7+00 Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
Clearing and Grubbing	47,000	SF	$0.30	$14,100
Roadway Excavation	1,900	CY	$20.00	$38,000
6" Asphalt Concrete	1,554	TON	$52.00	$80,808
16" Aggregate Base	3,825	TON	$23.00	$87,975
Striping & Signage	1	LS	$6,000.00	$6,000
Pavement Removal	20,000	SF	$1.50	$30,000
Roadside Ditch	2,000	LF	$5.00	$10,000
Construction Subtotal				$266,883
Right of Way Acquisition				$0
Traffic Control and Staging, 4%				$10,675
Storm Water Pollution Prevention, 1% (field work)				$2,669
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$58,848
Contingency, 10%				$26,688
Total Cost				**$365,763**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Prepared: JWH
1143.007
5-18-05

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
5.	Douglas Road at Americanos Boulevard (including 450' center and frontage roadway improvements)				
	6x4 lane 4-way intersection widening and signalization				
	Private Improvement with Existing Roadway Impacts				
	Quantity: Lump Sum				
	Intersection Signalization	1	LS	$170,000.00	$170,000
	Traffic Signal Interconnect	1,350	LF	$10.00	$13,500
	Clearing and Grubbing	256,513	SF	$0.30	$76,954
	Roadway Excavation	12,117	CY	$20.00	$242,340
	Curb (Type 5)	3,136	LF	$13.00	$40,768
	Curb (Type 3)	2,392	LF	$13.00	$31,096
	Curb & Gutter (Type 2)	2,392	LF	$20.00	$47,840
	6" Asphalt Concrete	5,217	TON	$52.00	$271,284
	14" Aggregate Base	4,689	TON	$23.00	$107,847
	16" Aggregate Base	8,551	TON	$23.00	$196,673
	Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	3,600	LF	$50.00	$180,000
	Striping & Signage	1	LS	$27,000.00	$27,000
	Soundwall (6' high at single family and multi-family)	726	LF	$90.00	$65,340
	Sidewalk (6' wide)	14,754	SF	$4.75	$70,082
	Bus Pads	4	EA	$5,000.00	$20,000
	Street Lighting	1	LS	$45,000.00	$45,000
	Frontage Landscaping (19' corridor)	14,809	SF	$7.00	$103,663
	Frontage Landscaping (29' corridor)	45,205	SF	$7.00	$316,435
	Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
	Pavement Removal	22,500	SF	$1.50	$33,750
	Construction Subtotal				$2,109,747
	Right of Way Acquisition				$95,322
	Traffic Control and Staging, 4%				$84,390
	Storm Water Pollution Prevention, 1% (field work)				$21,097
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$465,199
	Contingency, 10%				$210,975
	Total Cost				**$2,986,731**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Prepared: JWH
1143.007
5-18-05

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
6. Douglas Road at Jaeger Road (including 450' center and partial frontage roadway improvements) 6x4 lane 3-way intersection widening and signalization - Portion remaining After Anatolia MRI Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	1	LS	$150,000.00	$150,000
Traffic Signal Interconnect	1,350	LF	$10.00	$13,500
Clearing and Grubbing	135,635	SF	$0.30	$40,691
Roadway Excavation	7,946	CY	$20.00	$158,928
Curb (Type 5)	2,352	LF	$13.00	$30,576
Curb (Type 3)	1,666	LF	$13.00	$21,658
Curb & Gutter (Type 2)	1,666	LF	$20.00	$33,320
6" Asphalt Concrete	3,451	TON	$75.00	$258,840
14" Aggregate Base	2,573	TON	$23.00	$59,179
16" Aggregate Base	6,329	TON	$23.00	$145,562
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,800	LF	$50.00	$90,000
Striping & Signage	1	LS	$17,100.00	$17,100
Soundwall (6' high at single family and multi-family)	1,452	LF	$90.00	$130,680
Sidewalk (6' wide)	9,996	SF	$4.75	$47,481
Bus Pads	2	EA	$5,000.00	$10,000
Street Lighting	1	LS	$33,750.00	$33,750
Frontage Landscaping (19' corridor)	29,621	SF	$7.00	$207,347
Median Landscaping (corridor varies)	5,376	SF	$7.00	$37,632
Pavement Removal	13,500	SF	$1.50	$20,250
Roadside Ditch	900	LF	$5.00	$4,500
Construction Subtotal				$1,510,994
Right of Way Acquisition				$0
Traffic Control and Staging, 4%				$60,440
Storm Water Pollution Prevention, 1% (field work)				$15,110
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$333,174
Contingency, 10%				$151,099
Total Cost				**$2,070,817**
6A. Douglas Road at Jaeger Road (including 450' center and partial frontage roadway improvements) 6x4 lane 3-way intersection widening and signalization - Portion Included in Anatolia MRI Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	0	LS	$150,000.00	$0
Traffic Signal Interconnect	0	LF	$10.00	$0
Clearing and Grubbing	33,909	SF	$0.30	$10,173
Roadway Excavation	1,987	CY	$20.00	$39,732
Curb (Type 5)	0	LF	$13.00	$0
Curb (Type 3)	0	LF	$13.00	$0
Curb & Gutter (Type 2)	0	LF	$20.00	$0
6" Asphalt Concrete	863	TON	$75.00	$64,710
14" Aggregate Base	0	TON	$23.00	$0
16" Aggregate Base	1,582	TON	$23.00	$36,391
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	0	LF	$50.00	$0
Striping & Signage	0	LS	$17,100.00	$0
Soundwall (6' high at single family and multi-family)	0	LF	$90.00	$0
Sidewalk (6' wide)	0	SF	$4.75	$0
Bus Pads	0	EA	$5,000.00	$0

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
Street Lighting	0	LS	$33,750.00	$0
Frontage Landscaping (19' corridor)	0	SF	$7.00	$0
Median Landscaping (corridor varies)	0	SF	$7.00	$0
Pavement Removal	9,000	SF	$1.50	$13,500
Roadside Ditch	0	LF	$5.00	$0
Construction Subtotal				$164,505
Right of Way Acquisition				$0
Traffic Control and Staging, 4%				$6,580
Storm Water Pollution Prevention, 1% (field work)				$1,645
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$36,273
Contingency, 10%				$16,451
Total Cost				**$225,454**

7. Douglas Road at Grantline Road (including 450' center and partial frontage roadway improvements)
6x6 lane 3-way intersection widening and signalization
Private Improvement with Existing Roadway Impacts
Quantity: Lump Sum

Intersection Signalization	1	LS	$150,000.00	$150,000
Traffic Signal Interconnect	1,350	LF	$10.00	$13,500
Clearing and Grubbing	106,469	SF	$0.30	$31,941
Roadway Excavation	6,791	CY	$20.00	$135,820
Curb (Type 5)	2,352	LF	$13.00	$30,576
Curb (Type 3)	832	LF	$13.00	$10,816
Curb & Gutter (Type 2)	832	LF	$20.00	$16,640
2" AC Overlay	256	TON	$75.00	$19,200
6" Asphalt Concrete	3,036	TON	$52.00	$157,872
16" Aggregate Base	8,089	TON	$23.00	$186,047
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	900	LF	$50.00	$45,000
Striping & Signage	1	LS	$14,400.00	$14,400
Soundwall (6' high at single family and multi-family)	726	LF	$90.00	$65,340
Sidewalk (6' wide)	4,994	SF	$4.75	$23,722
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	1	LS	$11,250.00	$11,250
Frontage Landscaping (19' corridor)	14,801	SF	$7.00	$103,607
Median Landscaping (corridor varies)	5,376	SF	$7.00	$37,632
Pavement Removal	7,184	SF	$1.50	$10,776
Construction Subtotal				$1,069,138
Right of Way Acquisition				$100,430
Traffic Control and Staging, 4%				$42,766
Storm Water Pollution Prevention, 1% (field work)				$10,691
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$235,745
Contingency, 10%				$106,914
Total Cost				**$1,565,684**

8. Douglas Road at Zinfandel
Add through lanes on north and southbound approaches
Private Improvement

Improvements	1	LS	$141,120.00	$141,120
Total Cost (flat carry over from EPS PFFP)				**$141,120**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

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	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
9.	Sunrise Boulevard: Douglas Road to Chrysanthy Boulevard (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement with Existing Roadway Impacts Quantity: 3,100 LF				
	Traffic Signal Interconnect	3,100	LF	$10.00	$31,000
	Clearing and Grubbing	210,800	SF	$0.30	$63,240
	Roadway Excavation	15,615	CY	$20.00	$312,300
	Curb (Type 5)	6,200	LF	$13.00	$80,600
	6" Asphalt Concrete	6,028	TON	$52.00	$313,456
	16" Aggregate Base	16,074	TON	$23.00	$369,702
	Striping	3,100	LF	$8.00	$24,800
	Median Landscape (11' Corridor)	34,100	SF	$7.00	$238,700
	Pavement Removal	105,400	SF	$1.50	$158,100
	Roadside Ditch	6,200	LF	$5.00	$31,000
	Construction Subtotal				$1,622,898
	Traffic Control and Staging, 4%				$64,916
	Storm Water Pollution Prevention, 1% (field work)				$16,229
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$357,849
	Contingency, 10%				$162,290
	Total Cost				**$2,224,182**
	Portion Funded By Others (15% County TIP)				$333,627
	Total Funded Cost				**$1,890,554**
10.	Sunrise Boulevard: Chrysanthy Boulevard to Kiefer Boulevard (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement with Existing Roadway Impacts Quantity: 7,400 LF				
	Traffic Signal Interconnect	7,400	LF	$10.00	$74,000
	Clearing and Grubbing	489,510	SF	$0.30	$146,853
	Roadway Excavation	36,260	CY	$20.00	$725,200
	Curb (Type 5)	14,800	LF	$13.00	$192,400
	6" Asphalt Concrete	16,116	TON	$52.00	$838,032
	16" Aggregate Base	42,975	TON	$23.00	$988,425
	Striping	7,400	LF	$8.00	$59,200
	Median Landscape (11' Corridor)	81,400	SF	$7.00	$569,800
	Pavement Removal	266,400	SF	$1.50	$399,600
	Roadside Ditch	3,283	LF	$5.00	$16,415
	Construction Subtotal				$4,009,925
	Right of Way Acquisition				$22,204
	Traffic Control and Staging, 4%				$160,397
	Storm Water Pollution Prevention, 1% (field work)				$40,099
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$884,188
	Contingency, 10%				$400,993
	Total Cost				**$5,517,806**
	Portion Funded By Others (15% County TIP)				$827,671
	Total Funded Cost				**$4,690,135**

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FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Prepared: JWH
1143.007
5-18-05

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
11. Sunrise Boulevard: Kiefer Boulevard to SR 16 (excluding 450' @ intersections)				
6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement with Existing Roadway Impacts				
Quantity: 6,230 LF				
Traffic Signal Interconnect	6,230	LF	$10.00	$62,300
Clearing and Grubbing	423,640	SF	$0.30	$127,092
Roadway Excavation	31,380	CY	$20.00	$627,600
Curb (Type 5)	12,460	LF	$13.00	$161,980
6" Asphalt Concrete	13,568	TON	$52.00	$705,536
16" Aggregate Base	36,180	TON	$23.00	$832,140
Striping	6,230	LF	$8.00	$49,840
Median Landscape (11' Corridor)	68,530	SF	$7.00	$479,710
Pavement Removal	224,280	SF	$1.50	$336,420
Roadside Ditch	12,460	LF	$5.00	$62,300
Construction Subtotal				$3,444,918
Right of Way Acquisition				$46,927
Traffic Control and Staging, 4%				$137,797
Storm Water Pollution Prevention, 1% (field work)				$34,449
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$759,604
Contingency, 10%				$344,492
Total Cost				**$4,768,187**
Portion Funded By Others (15% County TIP)				$715,228
Total Funded Cost				**$4,052,959**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
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12. Sunrise Boulevard at Chrysanthy Boulevard (including 450' center and frontage roadway improvements)
6x4 lane 3-way intersection widening and signalization - Portion included with Anatolia MRI
Private Improvement with Existing Roadway Impacts
Quantity: Lump Sum

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
Intersection Signalization	1	LS	$150,000.00	$150,000
Signal Interconnector	851	LF	$10.00	$8,505
Clearing and Grubbing	127,854	SF	$0.30	$38,356
Roadway Excavation	6,236	CY	$20.00	$124,715
Curb (Type 5)	1,482	LF	$13.00	$19,263
Curb (Type 3)	1,549	LF	$13.00	$20,139
Curb & Gutter (Type 2)	1,549	LF	$20.00	$30,983
6" Asphalt Concrete	2,742	TON	$52.00	$142,604
14" Aggregate Base	1,685	TON	$23.00	$38,746
16" Aggregate Base	5,387	TON	$23.00	$123,904
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,701	LF	$50.00	$85,050
Striping & Signage	0.63	LS	$20,700.00	$13,041
Soundwall (6' high at single family and multi-family)	0	LF	$90.00	$0
Sidewalk (6' wide meandering)	9,295	SF	$4.75	$44,151
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	0.63	LS	$33,750.00	$21,263
Frontage Landscaping (19' corridor)	0	SF	$7.00	$0
Frontage Landscaping (29' corridor)	0	SF	$7.00	$0
Median Landscaping (corridor varies)	0	SF	$7.00	$0
Pavement Removal	31,500	SF	$1.50	$47,250
Construction Subtotal				$912,971
Traffic Control and Staging, 4%				$36,519
Storm Water Pollution Prevention, 1% (field work)				$9,130
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$201,310
Contingency, 10%				$91,297
Total Cost				**$1,251,227**

12A. Sunrise Boulevard at Chrysanthy Boulevard (including 450' center and frontage roadway improvements)
6x4 lane 3-way intersection widening and signalization - Portion included with the Chrysanthy Boulevard plans
Private Improvement with Existing Roadway Impacts
Quantity: Lump Sum

Intersection Signalization	0	LS	$150,000.00	$0
Signal Interconnector	338	LF	$10.00	$3,375
Clearing and Grubbing	50,736	SF	$0.30	$15,221
Roadway Excavation	2,475	CY	$20.00	$49,490
Curb (Type 5)	588	LF	$13.00	$7,644
Curb (Type 3)	615	LF	$13.00	$7,992
Curb & Gutter (Type 2)	615	LF	$20.00	$12,295
6" Asphalt Concrete	1,088	TON	$52.00	$56,589
14" Aggregate Base	669	TON	$23.00	$15,376
16" Aggregate Base	2,138	TON	$23.00	$49,168
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	675	LF	$50.00	$33,750
Striping & Signage	0.25	LS	$20,700.00	$5,175
Soundwall (6' high at single family and multi-family)	0	LF	$90.00	$0
Sidewalk (6' wide meandering)	3,689	SF	$4.75	$17,520
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	0.25	LS	$33,750.00	$8,438

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
Frontage Landscaping (19' corridor)	0	SF	$7.00	$0
Frontage Landscaping (29' corridor)	0	SF	$7.00	$0
Median Landscaping (corridor varies)	0	SF	$7.00	$0
Pavement Removal	0	SF	$1.50	$0
Construction Subtotal				$287,032
Traffic Control and Staging, 4%				$11,481
Storm Water Pollution Prevention, 1% (field work)				$2,870
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$63,291
Contingency, 10%				$28,703
Total Cost				**$393,377**

12B. Sunrise Boulevard at Chrysanthy Boulevard (including 450' center and frontage roadway improvements)
6x4 lane 3-way intersection widening and signalization - Portion remaining after Anatolia MRI and Chrysanthy E
Private Improvement with Existing Roadway Impacts
Quantity: Lump Sum

Intersection Signalization	0	LS	$150,000.00	$0
Signal Interconnector	162	LF	$10.00	$1,620
Clearing and Grubbing	24,353	SF	$0.30	$7,306
Roadway Excavation	1,188	CY	$20.00	$23,755
Curb (Type 5)	282	LF	$13.00	$3,669
Curb (Type 3)	295	LF	$13.00	$3,836
Curb & Gutter (Type 2)	295	LF	$20.00	$5,902
6" Asphalt Concrete	522	TON	$23.00	$12,014
14" Aggregate Base	321	TON	$23.00	$7,380
16" Aggregate Base	1,026	TON	$23.00	$23,601
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	324	LF	$50.00	$16,200
Striping & Signage	0.12	LS	$20,700.00	$2,484
Soundwall (6' high at single family and multi-family)	726	LF	$90.00	$65,340
Sidewalk (6' wide meandering)	1,770	SF	$4.75	$8,410
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	0.12	LS	$33,750.00	$4,050
Frontage Landscaping (19' corridor)	14,809	SF	$7.00	$103,663
Frontage Landscaping (29' corridor)	48,703	SF	$7.00	$340,921
Median Landscaping (corridor varies)	5,376	SF	$7.00	$37,632
Pavement Removal	0	SF	$1.50	$0
Construction Subtotal				$672,783
Traffic Control and Staging, 4%				$26,911
Storm Water Pollution Prevention, 1% (field work)				$6,728
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$148,349
Contingency, 10%				$67,278
Total Cost				**$922,049**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
13. Sunrise Boulevard at Kiefer Boulevard (including 450' center and partial frontage roadway improvements)				
6x4 lane 4-way intersection widening and signalization				
Private Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	144,606	SF	$0.30	$43,382
Roadway Excavation	10,290	CY	$20.00	$205,800
Curb (Type 5)	3,136	LF	$13.00	$40,768
Curb & Gutter (Type 2)	1,302	LF	$20.00	$26,040
6" Asphalt Concrete	4,820	TON	$52.00	$250,640
14" Aggregate Base	4,001	TON	$23.00	$92,023
16" Aggregate Base	7,467	TON	$23.00	$171,741
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,350	LF	$50.00	$67,500
Striping & Signage	1	LS	$16,200.00	$16,200
Sidewalk (6' wide)	7,812	SF	$4.75	$37,107
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	1	LS	$16,875.00	$16,875
Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
Pavement Removal	31,500	SF	$1.50	$47,250
Roadside Ditch	2,178	LF	$5.00	$10,890
Construction Subtotal				$1,269,392
Right of Way Acquisition				$9,785
Traffic Control and Staging, 4%				$50,776
Storm Water Pollution Prevention, 1% (field work)				$12,694
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$279,901
Contingency, 10%				$126,939
Total Cost				**$1,749,487**
Portion Funded By Others (Mather Field TIP)				$98,550
Total Funded Cost				**$1,650,937**
13A. Sunrise Boulevard Transition to Existing Roadway South of Kiefer Road				
Road Transition from Permanent Road, Estimate 630 lf				
Private Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Clearing and Grubbing	19,000	SF	$0.30	$5,700
Roadway Excavation	860	CY	$20.00	$17,200
6" Asphalt Concrete	1,173	TON	$52.00	$60,996
16" Aggregate Base	2,889	TON	$23.00	$66,447
Striping & Signage	1	LS	$1,900.00	$1,900
Pavement Removal	22,824	SF	$1.50	$34,236
Roadside Ditch	534	LF	$5.00	$2,670
Construction Subtotal				$189,149
Right of Way Acquisition				$0
Traffic Control and Staging, 4%				$7,566
Storm Water Pollution Prevention, 1% (field work)				$1,891
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$41,707
Contingency, 10%				$18,915
Total Cost				**$259,229**
13B. kiefer Road Transition to Existing Roadway west of Sunrise Boulevard				

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BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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Prepared: JWH
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5-18-05

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
	Road Transition from Permanent Road, Estimate 210 lf				
	Private Improvement with Existing Roadway Impacts				
	Quantity: Lump Sum				
	Clearing and Grubbing	6,300	SF	$0.30	$1,890
	Roadway Excavation	290	CY	$20.00	$5,800
	6" Asphalt Concrete	390	TON	$52.00	$20,280
	16" Aggregate Base	960	TON	$23.00	$22,080
	Striping & Signage	1	LS	$600.00	$600
	Pavement Removal	7,600	SF	$1.50	$11,400
	Roadside Ditch	400	LF	$5.00	$2,000
	Construction Subtotal				$64,050
	Right of Way Acquisition				$0
	Traffic Control and Staging, 4%				$2,562
	Storm Water Pollution Prevention, 1% (field work)				$641
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$14,123
	Contingency, 10%				$6,405
	Total Cost				**$87,781**
14.	Sunrise Boulevard at SR 16 (including 450' center roadway improvements)				
	6x6 lane 4-way intersection widening and signalization				
	Public Improvement with Existing Roadway Impacts				
	Quantity: Lump Sum				
	Improvements	1	LS	$575,000.00	$575,000
	Total Cost (flat carry over from EPS PFFP)				**$575,000**
	Portion Funded By Others (Development Fee Measure A/Mather CIP)				$575,000
	Total Funded Cost				**$0**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
15. Sunrise Boulevard at Grant Line Road (including 450' center roadway improvements) 6x6 lane 3-way intersection widening and signalization (incl. 2 lane stub to the south) Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,350	LF	$10.00	$13,500
Clearing and Grubbing	80,095	SF	$0.30	$24,029
Roadway Excavation	4,242	CY	$20.00	$84,840
Curb (Type 5)	2,352	LF	$13.00	$30,576
Curb (Type 3)	214	LF	$13.00	$2,782
Curb & Gutter (Type 2)	214	LF	$20.00	$4,280
2" AC Overlay	801	TON	$75.00	$60,075
6" Asphalt Concrete	2,152	TON	$52.00	$111,904
16" Aggregate Base	5,738	TON	$23.00	$131,974
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	2,700	LF	$50.00	$135,000
Striping & Signage	1	LS	$10,800.00	$10,800
Sidewalk (6' wide meandering)	1,284	SF	$4.75	$6,099
Median Landscaping (corridor varies)	5,376	SF	$7.00	$37,632
Pavement Removal	12,428	SF	$1.50	$18,642
Roadside Ditch	2,178	LF	$5.00	$10,890
Construction Subtotal				$853,023
Interim Improvements (Vineyard CIP)				$690,923
Right of Way Acquisition				$54,847
Traffic Control and Staging, 4%				$27,637
Storm Water Pollution Prevention, 1% (field work)				$6,909
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$152,349
Contingency, 10%				$85,302
Total Cost				**$1,870,989**
Portion Funded By Others (Vineyard CIP)				$690,923
Total Funded Cost				**$1,180,066**
16. Sunrise Boulevard at Folsom Boulevard Add free right-turn lane on eastbound approach Private Improvement Quantity: Lump Sum				
Improvements	1	LS	$134,400.00	$134,400
Total Cost (flat carry over from EPS PFFP)				**$134,400**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
17. Grantline Road: Douglas Road to Chrysanthy Boulevard (excluding 450' @ intersections)				
6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement with Existing Roadway Impacts				
Quantity: 4,300 LF				
Signal Interconnector	4,300	LF	$10.00	$43,000
Clearing and Grubbing	258,000	SF	$0.30	$77,400
Roadway Excavation	19,111	CY	$20.00	$382,220
Curb (Type 5)	8,600	LF	$13.00	$111,800
2" AC Overlay	780	TON	$75.00	$58,500
6" Asphalt Concrete	8,027	TON	$52.00	$417,404
16" Aggregate Base	21,404	TON	$23.00	$492,292
Striping	4,300	LF	$8.00	$34,400
Median Landscape (11' Corridor)	47,300	SF	$7.00	$331,100
Pavement Removal	68,800	SF	$1.50	$103,200
Roadside Ditch	8,150	LF	$5.00	$40,750
Construction Subtotal				$2,092,066
Right of Way Acquisition				$130,571
Traffic Control and Staging, 4%				$83,683
Storm Water Pollution Prevention, 1% (field work)				$20,921
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$461,301
Contingency, 10%				$209,207
Total Cost				**$2,997,748**
18. Grantline Road: Chrysanthy Boulevard to Kiefer Boulevard (excluding 450' @ intersections)				
6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement with Existing Roadway Impacts				
Quantity: 9,500 LF				
Signal Interconnector	9,500	LF	$10.00	$95,000
Clearing and Grubbing	541,500	SF	$0.30	$162,450
Roadway Excavation	38,000	CY	$20.00	$760,000
Curb (Type 5)	19,000	LF	$13.00	$247,000
2" AC Overlay	1,724	TON	$75.00	$129,300
6" Asphalt Concrete	15,517	TON	$52.00	$806,884
16" Aggregate Base	41,378	TON	$23.00	$951,694
Striping	9,500	LF	$8.00	$76,000
Median Landscape (11' Corridor)	104,500	SF	$7.00	$731,500
Pavement Removal	152,000	SF	$1.50	$228,000
Roadside Ditch	19,000	LF	$5.00	$95,000
Construction Subtotal				$4,282,828
Right of Way Acquisition				$158,516
Traffic Control and Staging, 4%				$171,313
Storm Water Pollution Prevention, 1% (field work)				$42,828
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$944,364
Contingency, 10%				$428,283
Total Cost				**$6,028,132**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
19. Grantline Road: Kiefer Boulevard to SR 16 (excluding 450' @ intersections) 6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement with Existing Roadway Impacts Quantity: 8,275 LF				
Signal Interconnector	8,275	LF	$10.00	$82,750
Clearing and Grubbing	446,850	SF	$0.30	$134,055
Roadway Excavation	33,100	CY	$20.00	$662,000
Curb (Type 5)	16,550	LF	$13.00	$215,150
2" AC Overlay	1,502	TON	$75.00	$112,650
6" Asphalt Concrete	13,516	TON	$52.00	$702,832
16" Aggregate Base	36,042	TON	$23.00	$828,966
Striping	8,275	LF	$8.00	$66,200
Median Landscape (11' Corridor)	91,025	SF	$7.00	$637,175
Pavement Removal	132,384	SF	$1.50	$198,576
Roadside Ditch	16,550	LF	$5.00	$82,750
Construction Subtotal				$3,723,104
Right of Way Acquisition				$315,927
Traffic Control and Staging, 4%				$148,924
Storm Water Pollution Prevention, 1% (field work)				$37,231
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$820,944
Contingency, 10%				$372,310
Total Cost				**$5,418,441**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
20. Grantline Road at Chrysanthy Boulevard (including 450' center and partial frontage roadway improvements)				
6x4 lane 3-way intersection widening and signalization				
Private Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$150,000.00	$150,000
Signal Interconnector	1,350	LF	$10.00	$13,500
Clearing and Grubbing	94,297	SF	$0.30	$28,289
Roadway Excavation	6,559	CY	$20.00	$131,180
Curb (Type 5)	2,352	LF	$13.00	$30,576
Curb (Type 3)	100	LF	$13.00	$1,300
Curb & Gutter (Type 2)	833	LF	$20.00	$16,660
2" AC Overlay	163	TON	$75.00	$12,225
6" Asphalt Concrete	3,094	TON	$52.00	$160,888
14" Aggregate Base	2,225	TON	$23.00	$51,175
16" Aggregate Base	5,704	TON	$23.00	$131,192
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	900	LF	$50.00	$45,000
Striping & Signage	1	LS	$11,700.00	$11,700
Soundwall (6' high at single family and multi-family)	100	LF	$90.00	$9,000
Sidewalk (6' wide)	4,998	SF	$4.75	$23,741
Bus Pads	1	EA	$5,000.00	$5,000
Street Lighting	1	LS	$11,250.00	$11,250
Frontage Landscaping (19' corridor)	1,900	SF	$7.00	$13,300
Median Landscaping (corridor varies)	5,376	SF	$7.00	$37,632
Pavement Removal	7,184	SF	$1.50	$10,776
Roadside Ditch	1,626	LF	$5.00	$8,130
Construction Subtotal				$902,514
Right of Way Acquisition				$72,463
Traffic Control and Staging, 4%				$36,101
Storm Water Pollution Prevention, 1% (field work)				$9,025
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$199,004
Contingency, 10%				$90,251
Total Cost				**$1,309,358**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
21. Grantline Road at Kiefer Boulevard (including 450' center roadway improvements) 6x4x2 lane 4-way intersection widening and signalization Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	74,832	SF	$0.30	$22,450
Roadway Excavation	5,312	CY	$20.00	$106,240
Curb (Type 5)	2,352	LF	$13.00	$30,576
Curb & Gutter (Type 2)	214	LF	$20.00	$4,280
2" AC Overlay	247	TON	$75.00	$18,525
6" Asphalt Concrete	2,654	TON	$52.00	$138,008
14" Aggregate Base	3,037	TON	$23.00	$69,851
16" Aggregate Base	3,607	TON	$23.00	$82,961
Striping & Signage	1	LS	$12,600.00	$12,600
Sidewalk (6' wide)	1,284	SF	$4.75	$6,099
Median Landscaping (corridor varies)	5,376	SF	$7.00	$37,632
Pavement Removal	10,408	SF	$1.50	$15,612
Roadside Ditch	2,904	LF	$5.00	$14,520
Construction Subtotal				$747,354
Right of Way Acquisition				$15,570
Traffic Control and Staging, 4%				$29,894
Storm Water Pollution Prevention, 1% (field work)				$7,474
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$164,791
Contingency, 10%				$74,735
Total Cost				**$1,039,818**

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FEE PROGRAM UPDATE PROJECT COST ESTIMATES
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Prepared: JWH
1143.007
5-18-05

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
22. Grantline Road at SR 16 (including 450' center roadway improvements)				
6x6 lane 4-way intersection widening and signalization				
Public Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	119,958	SF	$0.30	$35,987
Roadway Excavation	6,203	CY	$25.00	$155,075
Curb (Type 5)	3,136	LF	$25.00	$78,400
Curb & Gutter (Type 2)	214	LF	$24.00	$5,136
2" AC Overlay	493	TON	$85.00	$41,905
6" Asphalt Concrete	3,207	TON	$62.00	$198,834
16" Aggregate Base	8,553	TON	$23.00	$196,719
Striping & Signage	1	LS	$14,400.00	$14,400
Sidewalk (6' wide)	1,284	SF	$6.00	$7,704
Median Landscaping (corridor varies)	7,168	SF	$10.00	$71,680
Pavement Removal	15,760	SF	$1.50	$23,640
Roadside Ditch	2,904	LF	$5.00	$14,520
Construction Subtotal				$1,032,000
Right of Way Acquisition				$83,912
Traffic Control and Staging, 4%				$41,280
Storm Water Pollution Prevention, 1% (field work)				$10,320
CEQA Enviromental Document				$10,000
CalTrans Study				$31,250
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$498,456
Total Cost				**$1,707,218**
Portion Funded By Others (100% Development Fee Measure A)				$1,707,218
Total Funded Cost				**$0**
23. Grantline Road at White Rock Road				
Add additional exclusive left turn lane (White Rock Road) and signalizaton				
Private Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$100,000.00	$100,000
Clearing and Grubbing	5,015	SF	$0.30	$1,505
Roadway Excavation	356	CY	$20.00	$7,120
Curb (Type 5)	800	LF	$13.00	$10,400
2" AC Overlay	254	TON	$75.00	$19,050
6" Asphalt Concrete	173	TON	$52.00	$8,996
14" Aggregate Base	403	TON	$23.00	$9,269
Striping & Signage	1	LS	$10,800.00	$10,800
Street Lighting	1	LS	$18,900.00	$18,900
Roadside Ditch	396	LF	$5.00	$1,980
Construction Subtotal				$188,020
Traffic Control and Staging, 4%				$7,521
Storm Water Pollution Prevention, 1% (field work)				$1,880
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$41,458
Contingency, 10%				$18,802
Total Cost				**$257,681**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
24. Chrysanthy Boulevard: Sunrise Boulevard to Jaeger Boulevard				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 4,550 LF				
Signal Interconnector	4,550	LF	$10.00	$45,500
Clearing and Grubbing	218,400	SF	$0.20	$43,680
Roadway Excavation	14,830	CY	$15.00	$222,450
Curb (Type 5)	9,100	LF	$13.00	$118,300
6" Asphalt Concrete	6,016	TON	$52.00	$312,832
14" Aggregate Base	14,038	TON	$23.00	$322,874
Striping	4,550	LF	$6.00	$27,300
Median Landscape (13' Corridor)	59,150	SF	$7.00	$414,050
Roadside Ditch	9,100	LF	$5.00	$45,500
Construction Subtotal				$1,552,486
Traffic Control and Staging, 2%				$31,050
Storm Water Pollution Prevention, 1% (field work)				$15,525
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$335,803
Contingency, 10%				$155,249
Total Cost				**$2,090,112**
25. Chrysanthy Boulevard: Jaeger Road to Americanos Boulevard (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 4,980 LF				
Signal Interconnector	4,980	LF	$10.00	$49,800
Clearing and Grubbing	239,040	SF	$0.20	$47,808
Roadway Excavation	16,231	CY	$15.00	$243,465
Curb (Type 5)	9,960	LF	$13.00	$129,480
6" Asphalt Concrete	6,585	TON	$52.00	$342,420
14" Aggregate Base	15,364	TON	$23.00	$353,372
Striping	4,980	LF	$6.00	$29,880
Median Landscape (13' Corridor)	64,740	SF	$7.00	$453,180
Roadside Ditch	9,960	LF	$5.00	$49,800
Construction Subtotal				$1,699,205
Traffic Control and Staging, 2%				$33,984
Storm Water Pollution Prevention, 1% (field work)				$16,992
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$367,538
Contingency, 10%				$169,921
Total Cost				**$2,287,640**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
26. Chrysanthy Boulevard: Americanos Boulevard to Grantline Road (excluding 450' @ intersections) 4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement without Existing Roadway Impacts Quantity: 4,387 LF				
Signal Interconnector	4,387	LF	$10.00	$43,870
Clearing and Grubbing	210,576	SF	$0.20	$42,115
Roadway Excavation	14,298	CY	$15.00	$214,470
Curb (Type 5)	8,774	LF	$13.00	$114,062
6" Asphalt Concrete	5,801	TON	$52.00	$301,652
14" Aggregate Base	13,535	TON	$23.00	$311,305
Striping	4,387	LF	$6.00	$26,322
Median Landscape (13' Corridor)	57,031	SF	$7.00	$399,217
Roadside Ditch	8,415	LF	$5.00	$42,075
Construction Subtotal				$1,495,088
Traffic Control and Staging, 2%				$29,902
Storm Water Pollution Prevention, 1% (field work)				$14,951
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$323,388
Contingency, 10%				$149,509
Total Cost				**$2,012,837**
27. Chrysanthy Boulevard at Jaeger Road (including 450' center and partial frontage roadway improvements) 4x4 lane 4-way intersection widening and signalization Private Improvement without Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	166,230	SF	$0.20	$33,246
Roadway Excavation	9,276	CY	$15.00	$139,140
Curb (Type 5)	3,136	LF	$13.00	$40,768
Curb (Type 3)	1,666	LF	$13.00	$21,658
Curb & Gutter (Type 2)	1,666	LF	$20.00	$33,320
6" Asphalt Concrete	4,426	TON	$52.00	$230,152
14" Aggregate Base	10,327	TON	$23.00	$237,521
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,800	LF	$40.00	$72,000
Striping & Signage	1	LS	$18,000.00	$18,000
Soundwall (6' high at single family and multi-family)	1,452	LF	$90.00	$130,680
Sidewalk (6' wide)	9,996	SF	$4.00	$39,984
Bus Pads	2	EA	$2,500.00	$5,000
Street Lighting	1	LS	$22,500.00	$22,500
Frontage Landscaping (19' corridor)	29,621	SF	$7.00	$207,347
Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
Roadside Ditch	1,452	LF	$5.00	$7,260
Construction Subtotal				$1,476,752
Traffic Control and Staging, 2%				$29,535
Storm Water Pollution Prevention, 1% (field work)				$14,768
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$319,421
Contingency, 10%				$147,675
Total Cost				**$1,988,151**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
28. Chrysanthy Blvd at Americanos Blvd (including 450' center and partial frontage roadway improvements)				
4x4 lane 4-way intersection widening and signalization				
Private Improvement				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	137,037	SF	$0.20	$27,407
Roadway Excavation	8,300	CY	$15.00	$124,500
Curb (Type 5)	3,136	LF	$13.00	$40,768
Curb (Type 3)	940	LF	$13.00	$12,220
Curb & Gutter (Type 2)	940	LF	$20.00	$18,800
6" Asphalt Concrete	4,083	TON	$52.00	$212,316
14" Aggregate Base	9,528	TON	$23.00	$219,144
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	900	LF	$40.00	$36,000
Striping & Signage	1	LS	$14,400.00	$14,400
Soundwall (6' high at single family and multi-family)	726	LF	$90.00	$65,340
Sidewalk (6' wide)	5,640	SF	$4.00	$22,560
Bus Pads	1	EA	$2,500.00	$2,500
Street Lighting	1	LS	$11,250.00	$11,250
Frontage Landscaping (19' corridor)	14,801	SF	$7.00	$103,607
Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
Roadside Ditch	2,178	LF	$5.00	$10,890
Construction Subtotal				$1,159,878
Traffic Control and Staging, 2%				$23,198
Storm Water Pollution Prevention, 1% (field work)				$11,599
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$250,882
Contingency, 10%				$115,988
Total Cost				**$1,561,544**
29. Americanos Boulevard: North Panhandle, CP Boundary to SP Boundary (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement witout Existing Roadway impacts				
Quantity: 2,430 LF				
Clearing and Grubbing	116,640	SF	$0.20	$23,328
Roadway Excavation	7,920	CY	$15.00	$118,800
Curb (Type 5)	4,860	LF	$13.00	$63,180
6" Asphalt Concrete	3,213	TON	$52.00	$167,076
14" Aggregate Base	7,497	TON	$23.00	$172,431
Striping	2,430	LF	$6.00	$14,580
Median Landscape (13' Corridor)	31,590	SF	$7.00	$221,130
Roadside Ditch	4,860	LF	$5.00	$24,300
Construction Subtotal				$804,825
Right of Way Acquisition				$0
Traffic Control and Staging, 2%				$16,097
Storm Water Pollution Prevention, 1% (field work)				$8,048
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$174,084
Contingency, 10%				$80,483
Total Cost				**$1,083,536**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
30. Americanos Boulevard: North Panhandle, SP Boundary to Douglas Road (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 4,130 LF				
Clearing and Grubbing	198,240	SF	$0.20	$39,648
Roadway Excavation	13,461	CY	$15.00	$201,915
Curb (Type 5)	8,260	LF	$13.00	$107,380
6" Asphalt Concrete	5,461	TON	$52.00	$283,972
14" Aggregate Base	12,742	TON	$23.00	$293,066
Striping	4,130	LF	$6.00	$24,780
Median Landscape (13' Corridor)	53,690	SF	$7.00	$375,830
Roadside Ditch	8,260	LF	$5.00	$41,300
Construction Subtotal				$1,367,891
Right of Way Acquisition				$429,980
Traffic Control and Staging, 2%				$27,358
Storm Water Pollution Prevention, 1% (field work)				$13,679
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$295,875
Contingency, 10%				$136,789
Total Cost				**$2,271,571**
31. Americanos Boulevard: South of Douglas Road to SP Boundary (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 2,450 LF				
Signal Interconnector	2,450	LF	$10.00	$24,500
Clearing and Grubbing	117,600	SF	$0.20	$23,520
Roadway Excavation	7,985	CY	$15.00	$119,775
Curb (Type 5)	4,900	LF	$13.00	$63,700
6" Asphalt Concrete	3,239	TON	$52.00	$168,428
14" Aggregate Base	7,559	TON	$23.00	$173,857
Striping	2,450	LF	$6.00	$14,700
Median Landscape (13' Corridor)	31,850	SF	$7.00	$222,950
Roadside Ditch	4,900	LF	$5.00	$24,500
Construction Subtotal				$835,930
Traffic Control and Staging, 2%				$16,719
Storm Water Pollution Prevention, 1% (field work)				$8,359
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$180,812
Contingency, 10%				$83,593
Total Cost				**$1,125,413**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
32. Americanos Boulevard: SP Boundary to Chrysanthy Boulevard (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 2,100 LF				
Signal Interconnector	2,100	LF	$10.00	$21,000
Clearing and Grubbing	100,800	SF	$0.20	$20,160
Roadway Excavation	6,844	CY	$15.00	$102,660
Curb (Type 5)	4,200	LF	$13.00	$54,600
6" Asphalt Concrete	2,777	TON	$52.00	$144,404
14" Aggregate Base	6,479	TON	$23.00	$149,017
Striping	2,100	LF	$6.00	$12,600
Median Landscape (13' Corridor)	27,300	SF	$7.00	$191,100
Roadside Ditch	4,200	LF	$5.00	$21,000
Construction Subtotal				$716,541
Traffic Control and Staging, 2%				$14,331
Storm Water Pollution Prevention, 1% (field work)				$7,165
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$154,988
Contingency, 10%				$71,654
Total Cost				**$964,679**
33. Americanos Boulevard: Chrysanthy Boulevard to Kiefer Boulevard (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 6,060 LF				
Signal Interconnector	6,060	LF	$10.00	$60,600
Clearing and Grubbing	290,880	SF	$0.20	$58,176
Roadway Excavation	19,751	CY	$15.00	$296,265
Curb (Type 5)	12,120	LF	$13.00	$157,560
6" Asphalt Concrete	8,013	TON	$52.00	$416,676
14" Aggregate Base	17,806	TON	$23.00	$409,538
Striping	6,060	LF	$6.00	$36,360
Median Landscape (13' Corridor)	78,780	SF	$7.00	$551,460
Roadside Ditch	12,120	LF	$5.00	$60,600
Construction Subtotal				$2,047,235
Traffic Control and Staging, 2%				$40,945
Storm Water Pollution Prevention, 1% (field work)				$20,472
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$442,817
Contingency, 10%				$204,724
Total Cost				**$2,756,192**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
34. Kiefer Boulevard: Sunrise Boulevard to Jaeger Road (excluding 450' @ intersections) 4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement without Existing Roadway Impacts Quantity: 4,410 LF				
Signal Interconnector	4,410	LF	$10.00	$44,100
Clearing and Grubbing	211,680	SF	$0.20	$42,336
Roadway Excavation	14,373	CY	$15.00	$215,595
Curb (Type 5)	8,820	LF	$13.00	$114,660
6" Asphalt Concrete	5,831	TON	$52.00	$303,212
14" Aggregate Base	13,606	TON	$23.00	$312,938
Median Landscape (13' Corridor)	57,330	SF	$7.00	$401,310
Striping	4,410	LF	$6.00	$26,460
Roadside Ditch	6,828	LF	$5.00	$34,140
Construction Subtotal				$1,494,751
Traffic Control and Staging, 2%				$29,895
Storm Water Pollution Prevention, 1% (field work)				$14,948
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$323,315
Contingency, 10%				$149,475
Total Cost				**$2,012,383**
35. Kiefer Boulevard: Jaeger Road to Americanos Boulevard (excluding 450' @ intersections) 4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement without Existing Roadway Impacts Quantity: 4,350 LF				
Signal Interconnector	4,350	LF	$10.00	$43,500
Clearing and Grubbing	208,800	SF	$0.20	$41,760
Roadway Excavation	14,178	CY	$15.00	$212,670
Curb (Type 5)	8,700	LF	$13.00	$113,100
6" Asphalt Concrete	5,752	TON	$52.00	$299,104
14" Aggregate Base	13,421	TON	$23.00	$308,683
Striping	4,350	LF	$6.00	$26,100
Median Landscape (13' Corridor)	56,550	SF	$7.00	$395,850
Roadside Ditch	8,700	LF	$5.00	$43,500
Construction Subtotal				$1,484,267
Right of Way Acquisition				$103,245
Traffic Control and Staging, 2%				$29,685
Storm Water Pollution Prevention, 1% (field work)				$14,843
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$321,047
Contingency, 10%				$148,427
Total Cost				**$2,101,514**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
36. Kiefer Boulevard: Americanos Boulevard to Grantline Road (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 800 LF				
Signal Interconnector	800	LF	$10.00	$8,000
Clearing and Grubbing	38,400	SF	$0.20	$7,680
Roadway Excavation	2,607	CY	$15.00	$39,105
Curb (Type 5)	1,600	LF	$13.00	$20,800
6" Asphalt Concrete	1,058	TON	$52.00	$55,016
14" Aggregate Base	2,468	TON	$23.00	$56,764
Striping	800	LF	$6.00	$4,800
Median Landscape (13' Corridor)	10,400	SF	$7.00	$72,800
Roadside Ditch	1,600	LF	$5.00	$8,000
Construction Subtotal				$272,965
Right of Way Acquisition				$18,088
Traffic Control and Staging, 2%				$5,459
Storm Water Pollution Prevention, 1% (field work)				$2,730
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$59,042
Contingency, 10%				$27,297
Total Cost				**$385,581**
37. Kiefer Boulevard at Jaeger Road (including 450' center and partial frontage roadway improvements)				
4x4 lane 4-way intersection widening and signalization				
Private Improvement without Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	137,037	SF	$0.20	$27,407
Roadway Excavation	8,300	CY	$15.00	$124,500
Curb (Type 5)	3,136	LF	$13.00	$40,768
Curb (Type 3)	940	LF	$13.00	$12,220
Curb & Gutter (Type 2)	940	LF	$20.00	$18,800
6" Asphalt Concrete	4,083	TON	$52.00	$212,316
14" Aggregate Base	9,528	TON	$23.00	$219,144
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	900	LF	$40.00	$36,000
Striping & Signage	1	LS	$14,400.00	$14,400
Soundwall (6' high at single family and multi-family)	726	LF	$90.00	$65,340
Sidewalk (6' wide)	5,640	SF	$4.00	$22,560
Bus Pads	1	EA	$2,500.00	$2,500
Street Lighting	1	LS	$11,250.00	$11,250
Frontage Landscaping (19' corridor)	14,801	SF	$7.00	$103,607
Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
Roadside Ditch	2,178	LF	$5.00	$10,890
Easterly Leg Traffic Control	1	LS	$50,000.00	$50,000
Construction Subtotal				$1,209,878
Right of Way Acquisition				$32,099
Traffic Control and Staging, 2%				$24,198
Storm Water Pollution Prevention, 1% (field work)				$12,099
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$261,697
Contingency, 10%				$120,988
Total Cost				**$1,660,958**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
38. Kiefer Boulevard at Americanos Boulevard (including 450' center roadway improvements)				
4x4 lane 4-way intersection widening and signalization				
Private Improvement without Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	106,902	SF	$0.20	$21,380
Roadway Excavation	9,034	CY	$15.00	$135,510
Curb (Type 5)	3,136	LF	$13.00	$40,768
Curb & Gutter (Type 2)	214	LF	$20.00	$4,280
6" Asphalt Concrete	3,741	TON	$52.00	$194,532
14" Aggregate Base	8,730	TON	$23.00	$200,790
Striping & Signage	1	LS	$10,800.00	$10,800
Sidewalk (6' wide)	1,284	SF	$4.00	$5,136
Median Landscaping (corridor varies)	7,168	SF	$7.00	$50,176
Roadside Ditch	2,904	LF	$5.00	$14,520
Construction Subtotal				$865,892
Right of Way Acquisition				$64,198
Traffic Control and Staging, 2%				$17,318
Storm Water Pollution Prevention, 1% (field work)				$8,659
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$187,293
Contingency, 10%				$86,589
Total Cost				**$1,229,949**
39. Jaeger Road: Chrysanthy Boulevard to Wetland Preserve (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 1,550 LF				
Signal Interconnector	1,550	LF	$10.00	$15,500
Clearing and Grubbing	74,400	SF	$0.20	$14,880
Roadway Excavation	5,052	CY	$15.00	$75,780
Curb (Type 5)	3,100	LF	$13.00	$40,300
6" Asphalt Concrete	2,049	TON	$52.00	$106,548
14" Aggregate Base	4,782	TON	$23.00	$109,986
Median Landscape (13' Corridor)	20,150	SF	$7.00	$141,050
Striping	1,550	LF	$6.00	$9,300
Roadside Ditch	3,100	LF	$5.00	$15,500
Construction Subtotal				$528,844
Traffic Control and Staging, 2%				$10,577
Storm Water Pollution Prevention, 1% (field work)				$5,288
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$114,389
Contingency, 10%				$52,884
Total Cost				**$711,983**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
40. Jaeger Road: Adjacent to the Wetland Preserve (excluding 450' @ intersections) 4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement without Existing Roadway Impacts Quantity: 2,831 LF				
Signal Interconnector	2,831	LF	$10.00	$28,310
Clearing and Grubbing	135,888	SF	$0.20	$27,178
Roadway Excavation	9,227	CY	$15.00	$138,405
Curb (Type 5)	5,662	LF	$13.00	$73,606
6" Asphalt Concrete	3,743	TON	$52.00	$194,636
14" Aggregate Base	8,734	TON	$23.00	$200,882
Median Landscape (13' Corridor)	36,803	SF	$7.00	$257,621
Striping	2,831	LF	$6.00	$16,986
Roadside Ditch	2,831	LF	$5.00	$14,155
Construction Subtotal				$951,779
Traffic Control and Staging, 2%				$19,036
Storm Water Pollution Prevention, 1% (field work)				$9,518
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$205,870
Contingency, 10%				$95,178
Total Cost				**$1,281,380**
41. Jaeger Road: Wetland Preserve to Kiefer Boulevard (excluding 450' @ intersections) 4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage) Private Improvement without Existing Roadway Impacts Quantity: 3,738 LF				
Signal Interconnector	3,738	LF	$10.00	$37,380
Clearing and Grubbing	179,424	SF	$0.20	$35,885
Roadway Excavation	12,183	CY	$15.00	$182,745
Curb (Type 5)	7,476	LF	$13.00	$97,188
6" Asphalt Concrete	4,942	TON	$52.00	$256,984
14" Aggregate Base	11,534	TON	$23.00	$265,282
Median Landscape (13' Corridor)	48,594	SF	$7.00	$340,158
Striping	3,738	LF	$6.00	$22,428
Roadside Ditch	7,476	LF	$5.00	$37,380
Construction Subtotal				$1,275,430
Traffic Control and Staging, 2%				$25,509
Storm Water Pollution Prevention, 1% (field work)				$12,754
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$275,875
Contingency, 10%				$127,543
Total Cost				**$1,717,111**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
42. Jaeger Road: Douglas Road to Chrysanthy Boulevard (excluding 450' @ intersections)				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement without Existing Roadway Impacts				
Quantity: 2,387 LF				
Signal Interconnector	2,387	LF	$10.00	$23,870
Clearing and Grubbing	114,576	SF	$0.20	$22,915
Roadway Excavation	7,780	CY	$15.00	$116,700
Curb (Type 5)	4,774	LF	$13.00	$62,062
6" Asphalt Concrete	3,156	TON	$52.00	$164,112
14" Aggregate Base	7,364	TON	$23.00	$169,372
Striping & Signage	2,387	LF	$6.00	$14,322
Median Landscaping (13' corridor)	31,031	SF	$7.00	$217,217
Roadside Ditch	4,774	LF	$5.00	$23,870
Construction Subtotal				$814,440
Traffic Control and Staging, 2%				$16,289
Storm Water Pollution Prevention, 1% (field work)				$8,144
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$176,163
Contingency, 10%				$81,444
Total Cost				**$1,096,481**
43. Sunrise Boulevard: SP Boundary to Chrysanthy Boulevard (excluding 450' @ intersections)				
Westerly frontage Improvements (adjacent to canal): 11' pavement, curb, gutter, and sidewalk.				
Private Improvement with Existing Roadway Impacts				
Quantity: 1,480 LF				
Clearing and Grubbing	29,600	SF	$0.30	$8,880
Roadway Excavation	2,193	CY	$20.00	$43,860
Curb & Gutter (Type 2)	1,480	LF	$20.00	$29,600
6" Asphalt Concrete	633	TON	$52.00	$32,916
16" Aggregate Base	1,688	TON	$23.00	$38,824
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,480	LF	$50.00	$74,000
Sidewalk (6' wide meandering)	8,880	SF	$4.75	$42,180
Striping & Signage	1,480	LF	$4.00	$5,920
Street Lighting	1,480	LF	$18.00	$26,640
Construction Subtotal				$302,820
Traffic Control and Staging, 4%				$12,113
Storm Water Pollution Prevention, 1% (field work)				$3,028
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$66,772
Contingency, 10%				$30,282
Total Cost				**$415,015**
Portion Funded By Others (15% County TIP)				$62,252
Total Funded Cost				**$352,763**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
44. Sunrise Boulevard: Chrysanthy Boulevard to Kiefer Boulevard (excluding 450' @ intersections) Westerly frontage Improvements (adjacent to canal): 11' pavement, curb, gutter, and sidewalk. Private Improvement with Existing Roadway Impacts Quantity: 7,419 LF				
Clearing and Grubbing	148,380	SF	$0.30	$44,514
Roadway Excavation	10,991	CY	$20.00	$219,820
Curb & Gutter (Type 2)	7,419	LF	$20.00	$148,380
6" Asphalt Concrete	3,174	TON	$52.00	$165,048
16" Aggregate Base	8,463	TON	$23.00	$194,649
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	7,419	LF	$50.00	$370,950
Sidewalk (6' wide meandering)	44,514	SF	$4.75	$211,442
Striping & Signage	7,419	LF	$4.00	$29,676
Street Lighting	7,419	LF	$18.00	$133,542
Construction Subtotal				$1,518,021
Traffic Control and Staging, 4%				$60,721
Storm Water Pollution Prevention, 1% (field work)				$15,180
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$334,724
Contingency, 10%				$151,802
Total Cost				**$2,080,447**
Portion Funded By Others (15% County TIP)				$312,067
Total Funded Cost				**$1,768,380**
45. Sunrise Boulevard: Southerly Anatolia II boundary to Kiefer Boulevard (excluding 450' @ intersections) Private Improvement with Existing Roadway Impacts Private Improvement Quantity: 3,667 LF				
Clearing and Grubbing	73,340	SF	$0.30	$22,002
Roadway Excavation	5,433	CY	$20.00	$108,660
Curb & Gutter (Type 2)	3,667	LF	$20.00	$73,340
6" Asphalt Concrete	1,569	TON	$52.00	$81,588
16" Aggregate Base	4,183	TON	$23.00	$96,209
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	3,667	LF	$50.00	$183,350
Sidewalk (6' wide meandering)	22,002	SF	$4.75	$104,510
Striping & Signage	3,667	LF	$4.00	$14,668
Street Lighting	3,667	LF	$18.00	$66,006
Construction Subtotal				$750,333
Traffic Control and Staging, 4%				$30,013
Storm Water Pollution Prevention, 1% (field work)				$7,503
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$165,448
Contingency, 10%				$75,033
Total Cost				**$1,028,331**

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46. Kiefer Boulevard: Sunrise Boulevard to Anatolia III Boundary (excluding 450' @ intersections)				
Northerly frontage Improvements (adjacent to preserve): 11' pavement, curb, gutter, and sidewalk.				
Private Improvement without Existing Roadway Impacts				
Quantity: 1,590 LF				
Clearing and Grubbing	31,800	SF	$0.20	$6,360
Roadway Excavation	2,159	CY	$15.00	$32,385
Curb & Gutter (Type 2)	1,590	LF	$20.00	$31,800
6" Asphalt Concrete	680	TON	$52.00	$35,360
14" Aggregate Base	1,587	TON	$23.00	$36,501
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	1,590	LF	$40.00	$63,600
Sidewalk (6' wide meandering)	9,540	SF	$4.00	$38,160
Striping & Signage	1,590	LF	$4.00	$6,360
Street Lighting	1,590	LF	$18.00	$28,620
Construction Subtotal				$279,146
Traffic Control and Staging, 2%				$5,583
Storm Water Pollution Prevention, 1% (field work)				$2,791
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$60,379
Contingency, 10%				$27,915
Total Cost				**$375,814**
47. Jaeger Boulevard: Frontage adjacent to preserve (excluding 450' @ intersections)				
Westerly frontage Improvements: 11' pavement, curb, gutter, and sidewalk.				
Private Improvement without Existing Roadway Impacts				
Quantity: 2,831 LF				
Clearing and Grubbing	56,620	SF	$0.20	$11,324
Roadway Excavation	3,844	CY	$15.00	$57,660
Curb & Gutter (Type 2)	2,831	LF	$20.00	$56,620
6" Asphalt Concrete	1,211	TON	$52.00	$62,972
14" Aggregate Base	2,826	TON	$23.00	$64,998
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	2,831	LF	$40.00	$113,240
Sidewalk (6' wide meandering)	16,986	SF	$4.00	$67,944
Striping & Signage	2,831	LF	$4.00	$11,324
Street Lighting	2,831	LF	$18.00	$50,958
Construction Subtotal				$497,040
Traffic Control and Staging, 2%				$9,941
Storm Water Pollution Prevention, 1% (field work)				$4,970
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$107,510
Contingency, 10%				$49,704
Total Cost				**$669,165**
48. Pyramid Boulevard: Adjacent to Laguna Creek				
Northerly frontage Improvements: 11' pavement, curb, gutter, and sidewalk.				
IN PYRAMID AT GRANTLINE ROADWAY IMPROVEMENT 20				

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49. Grantline Road: Adjacent to Laguna Creek				
Westerly frontage Improvements: 11' pavement, curb, gutter, and sidewalk.				
Private Improvement with Existing Roadway Impacts				
Quantity: 450 LF				
Clearing and Grubbing	9,000	SF	$0.20	$1,800
Roadway Excavation	667	CY	$15.00	$10,005
Curb & Gutter (Type 2)	450	LF	$20.00	$9,000
6" Asphalt Concrete	193	TON	$52.00	$10,036
16" Aggregate Base	514	TON	$23.00	$11,822
Storm Drain (DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	450	LF	$40.00	$18,000
Sidewalk (6' wide meandering)	2,700	SF	$4.00	$10,800
Striping & Signage	450	LF	$4.00	$1,800
Street Lighting	450	LF	$18.00	$8,100
Construction Subtotal				$81,363
Traffic Control and Staging, 2%				$1,627
Storm Water Pollution Prevention, 1% (field work)				$814
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$17,599
Contingency, 10%				$8,136
Total Cost				**$109,539**
50a. Sunrise Boulevard: Sunrise Park Road to Douglas Boulevard				
Outside Travel Lanes				
Private Improvement with Existing Roadway Impacts				
Quantity: 4,200 LF				
Intersection Signalization (Monier Intersection Signal)	1	LS	$170,000.00	$170,000
Clearing and Grubbing	134,400	SF	$0.30	$40,320
Roadway Excavation	9,956	CY	$20.00	$199,120
Curb & Gutter (Type 2)	8,400	LF	$20.00	$168,000
2" AC Overlay	2,940	TON	$75.00	$220,500
6" Asphalt Concrete	2,287	TON	$52.00	$118,924
16" Aggregate Base	6,097	TON	$23.00	$140,231
Striping & Signage	4,200	LF	$16.00	$67,200
Sidewalk (6' wide)	50,400	SF	$4.75	$239,400
Street Lighting	4,200	LF	$36.00	$151,200
Pavement Removal	16,800	SF	$1.50	$25,200
Roadside Ditch	8,400	LF	$5.00	$42,000
Construction Subtotal				$1,582,095
Right of Way Acquisition				$7,785
Traffic Control and Staging, 4%				$63,284
Storm Water Pollution Prevention, 1% (field work)				$15,821
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$348,852
Contingency, 10%				$158,210
Total Cost				**$2,176,046**
50b. Folsom South Canal Trail Access				
Connect bike trail at Douglas Boulevard and install pedestrian signal at Sunrise Boulevard				
Private Improvement				
Quantity: Lump Sum				
Improvements	1	LS	$200,000.00	$200,000
Total Cost (flat carry over from EPS PFFP)				**$200,000**

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50c. Folsom South Canal Trail Access				
Connect bike trail at Kiefer Boulevard and install pedestrian signal at Sunrise Boulevard				
Private Improvement				
Quantity: Lump Sum				
Improvements	1	LS	$200,000.00	$200,000
Total Cost (flat carry over from EPS PFFP)				**$200,000**
51. Douglas Boulevard: 1500' East of Sunrise Blvd. to Sunrise Blvd. (excl. 450' @ intersections)				
6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement with Existing Roadway Impacts				
Quantity: 1,050 LF				
Signal Interconnector	1,050	LF	$10.00	$10,500
Clearing and Grubbing	63,000	SF	$0.30	$18,900
Roadway Excavation	4,667	CY	$20.00	$93,340
Curb (Type 5)	2,100	LF	$13.00	$27,300
6" Asphalt Concrete	1,960	TON	$52.00	$101,920
16" Aggregate Base	5,227	TON	$23.00	$120,221
Striping	1,050	LF	$8.00	$8,400
Median Landscape (11' Corridor)	11,550	SF	$7.00	$80,850
Pavement Removal	22,050	SF	$1.50	$33,075
Roadside Ditch	2,100	LF	$5.00	$10,500
Construction Subtotal				$505,006
Right of Way Acquisition				$89,741
Traffic Control and Staging, 4%				$20,200
Storm Water Pollution Prevention, 1% (field work)				$5,050
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$111,354
Contingency, 10%				$50,501
Total Cost				**$781,852**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
52. SR 16 at Bradshaw Road				
6x4 lane 4-way intersection widening and signalization				
Public Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	90,828	SF	$0.30	$27,248
Roadway Excavation	4,448	CY	$25.00	$111,200
Curb (Type 5)	3,136	LF	$25.00	$78,400
Curb & Gutter (Type 2)	214	LF	$24.00	$5,136
2" AC Overlay	620	TON	$85.00	$52,700
6" Asphalt Concrete	2,328	TON	$62.00	$144,336
14" Aggregate Base	1,896	TON	$23.00	$43,608
16" Aggregate Base	4,041	TON	$23.00	$92,943
Striping & Signage	1	LS	$12,600.00	$12,600
Sidewalk (6' wide)	1,284	SF	$6.00	$7,704
Median Landscaping (corridor varies)	7,168	SF	$10.00	$71,680
Pavement Removal	15,712	SF	$1.50	$23,568
Roadside Ditch	2,904	LF	$5.00	$14,520
Construction Subtotal				$873,643
Right of Way Acquisition				$179,710
Traffic Control and Staging, 4%				$34,946
Storm Water Pollution Prevention, 1% (field work)				$8,736
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$192,638
CalTrans Study				$31,250
Engineering, Inspection, Testing, Surveying, and Cost Contingency, 45%				$393,140
Total Cost				**$1,714,063**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

	Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
53.	SR 16 at Eagle's Nest Road 6x4 lane 4-way intersection widening and signalization Public Improvement with Existing Roadway Impacts Quantity: Lump Sum				
	Intersection Signalization	1	LS	$170,000.00	$170,000
	Signal Interconnector	1,800	LF	$10.00	$18,000
	Clearing and Grubbing	108,230	SF	$0.30	$32,469
	Roadway Excavation	5,760	CY	$25.00	$144,000
	Curb (Type 5)	3,136	LF	$25.00	$78,400
	Curb & Gutter (Type 2)	214	LF	$24.00	$5,136
	2" AC Overlay	317	TON	$85.00	$26,945
	6" Asphalt Concrete	3,080	TON	$62.00	$190,960
	14" Aggregate Base	3,649	TON	$23.00	$83,927
	16" Aggregate Base	4,041	TON	$23.00	$92,943
	Striping & Signage	1	LS	$12,600.00	$12,600
	Sidewalk (6' wide)	1,284	SF	$6.00	$7,704
	Median Landscaping (corridor varies)	7,168	SF	$10.00	$71,680
	Pavement Removal	25,264	SF	$1.50	$37,896
	Roadside Ditch	2,904	LF	$5.00	$14,520
	Construction Subtotal				$987,180
	Right of Way Acquisition				$55,669
	Traffic Control and Staging, 4%				$39,487
	Storm Water Pollution Prevention, 1% (field work)				$9,872
	CEQA Enviromental Document				$10,000
	CalTrans Study				$31,250
	Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$454,103
	Total Cost				**$1,587,561**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
54. SR 16 at Excelsior Road				
6x4 lane 4-way intersection widening and signalization				
Public Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Signal Interconnector	1,800	LF	$10.00	$18,000
Clearing and Grubbing	108,230	SF	$0.30	$32,469
Roadway Excavation	5,760	CY	$25.00	$144,000
Curb (Type 5)	3,136	LF	$25.00	$78,400
Curb & Gutter (Type 2)	214	LF	$24.00	$5,136
2" AC Overlay	317	TON	$85.00	$26,945
6" Asphalt Concrete	3,080	TON	$62.00	$190,960
14" Aggregate Base	3,649	TON	$23.00	$83,927
16" Aggregate Base	4,041	TON	$23.00	$92,943
Striping & Signage	1	LS	$12,600.00	$12,600
Sidewalk (6' wide)	1,284	SF	$6.00	$7,704
Median Landscaping (corridor varies)	7,168	SF	$10.00	$71,680
Pavement Removal	25,264	SF	$1.50	$37,896
Roadside Ditch	2,904	LF	$5.00	$14,520
Construction Subtotal				$987,180
Right of Way Acquisition				$58,314
Traffic Control and Staging, 4%				$39,487
Storm Water Pollution Prevention, 1% (field work)				$9,872
CEQA Enviromental Document				$10,000
CalTrans Study				$31,250
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$454,103
Total Cost				**$1,590,206**
55. Mather Field at Folsom Boulevard				
Add Eastbound through-lane and dual exclusive left-turn lanes on N & S approaches.				
Private Improvement				
Quantity: Lump Sum				
Improvements	1	LF	$431,200.00	$431,200
Total Cost (flat carry over from EPS PFFP)				**$431,200**
56. Sunrise Boulevard at Florin Road				
Intersection widening and signalization (incl. Protected left-turn lanes on Sunrise)				
Private Improvement				
Quantity: Lump Sum				
Improvements	1	LF	$645,836.80	$645,837
Total Cost (flat carry over from EPS PFFP)				**$645,837**
Portion Funded By Others (100% County TIP)				$645,837

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
Total Funded Cost				**$0**
57. Sunrise Boulevard: Douglas Road to Kiefer Boulevard Signalization at local collectors (2 3-way intersections) - herodian drive Signal included with Anatolia MRI Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	1	LS	$150,000.00	$150,000
Construction Subtotal				$150,000
Traffic Control and Staging, 4%				$6,000
Engineering, Inspection, Testing, Surveying, and Bonding 20%				$31,200
Contingency, 10%				$15,000
Total Cost				**$202,200**
57A. Sunrise Boulevard: Douglas Road to Kiefer Boulevard Signalization at local collectors (2 3-way intersections) - Bosporous Dr. signal remaining after Anatolia MRI Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
Intersection Signalization	1	LS	$150,000.00	$150,000
Construction Subtotal				$150,000
Traffic Control and Staging, 4%				$6,000
Engineering, Inspection, Testing, Surveying, and Bonding 20%				$31,200
Contingency, 10%				$15,000
Total Cost				**$202,200**
58. Douglas Road: Sunrise Boulevard to Grantline Road Signalization at local collectors (3 3-way intersections) Private Improvement with Existing Roadway Impacts Quantity: Lump Sum				
3-way Intersection Signalization	3	LS	$150,000.00	$450,000
Construction Subtotal				$450,000
Traffic Control and Staging, 4%				$18,000
Engineering, Inspection, Testing, Surveying, and Bonding 20%				$93,600
Contingency, 10%				$45,000
Total Cost				**$606,600**
59. Jaeger Road: Douglas Road to Kiefer Signalization at local collectors (2 3-way & 2 4-way intersections) Private Improvement without Existing Roadway Impacts Quantity: Lump Sum				
3-way Intersection Signalization	2	LS	$150,000.00	$300,000
4-way Intersection Signalization	2	LS	$170,000.00	$340,000
Construction Subtotal				$640,000
Traffic Control and Staging, 2%				$12,800
Engineering, Inspection, Testing, Surveying, and Bonding 20%				$130,560
Contingency, 10%				$64,000
Total Cost				**$847,360**
60. Americanos Boulevard: Douglas Road to Kiefer Boulevard Signalization at local collectors (3 3-way & 1 4-way intersections)				

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Prepared: JWH
1143.007
5-18-05

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
Private Improvement without Existing Roadway Impacts				
Quantity: Lump Sum				
3-way Intersection Signalization	3	LS	$150,000.00	$450,000
4-way Intersection Signalization	1	LS	$170,000.00	$170,000
Construction Subtotal				$620,000
Traffic Control and Staging, 2%				$12,400
Engineering, Inspection, Testing, Surveying, and Bonding 20%				$126,480
Contingency, 10%				$62,000
Total Cost				**$820,880**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
61. Grantline Road: Douglas Road to Chrysanthy Boulevard				
Signalization at local collectors (2 3-way intersections)				
Private Improvement without Existing Roadway Impacts				
Quantity: Lump Sum				
3-way Intersection Signalization	2	LS	$150,000.00	$300,000
Construction Subtotal				$300,000
Traffic Control and Staging, 4%				$12,000
Engineering, Inspection, Testing, Surveying, and Bonding 20%				$62,400
Contingency, 10%				$30,000
Total Cost				**$404,400**
62. Chrysanthy Boulevard: Sunrise Boulevard to Grantline Road				
Signalization at local collectors (2 3-way & 2 4-way intersections)				
Private Improvement without Existing Roadway Impacts				
Quantity: Lump Sum				
3-way Intersection Signalization	2	LS	$150,000.00	$300,000
4-way Intersection Signalization	2	LS	$170,000.00	$340,000
Subtotal				$640,000
Traffic Control and Staging, 2%				$12,800
Engineering, Inspection, Testing, Surveying, and Bonding 20%				$130,560
Contingency, 10%				$64,000
Total Cost				**$847,360**
63a. Americanos Boulevard: Northern Pan Handle to Chrysanthy Boulevard				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
Construction Subtotal				$196,000
Traffic Control and Staging, 2%				$3,920
Storm Water Pollution Prevention, 2% (1% office, 1% field)				$1,960
Engineering, Inspection, Testing, Surveying, and Bonding 20%				$39,200
Contingency, 10%				$19,600
Total Cost				**$260,680**
63b. Americanos Boulevard: Northern Pan Handle to Chrysanthy Boulevard				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (<100 CFS, incl. Headwall)	98	LF	$300.00	$29,400
Construction Subtotal				$29,400
Traffic Control and Staging, 2%				$588
Storm Water Pollution Prevention, 1% (field work)				$294
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$6,359
Contingency, 10%				$2,940
Total Cost				**$39,581**

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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
63c. Americanos Boulevard: Northern Pan Handle to Chrysanthy Boulevard				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (200> x >100 CFS, incl. Headwall)	98	LF	$600.00	$58,800
Construction Subtotal				$58,800
Traffic Control and Staging, 2%				$1,176
Storm Water Pollution Prevention, 1% (field work)				$588
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$12,718
Contingency, 10%				$5,880
Total Cost				**$79,162**
64. Americanos Boulevard: Chrysanthy Boulevard to Kiefer Boulevard				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
Construction Subtotal				$196,000
Traffic Control and Staging, 2%				$3,920
Storm Water Pollution Prevention, 1% (field work)				$1,960
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$42,395
Contingency, 10%				$19,600
Total Cost				**$263,875**
65a. Chrysanthy Boulevard: Americanos Boulevard to Grantline Road				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (200> x >100 CFS, incl. Headwall)	98	LF	$600.00	$58,800
Construction Subtotal				$58,800
Traffic Control and Staging, 2%				$1,176
Storm Water Pollution Prevention, 1% (field work)				$588
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$12,718
Contingency, 10%				$5,880
Total Cost				**$79,162**
65b. Chrysanthy Boulevard: Americanos Boulevard to Grantline Road				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (<100 CFS, incl. Headwall)	98	LF	$300.00	$29,400
Construction Subtotal				$29,400
Traffic Control and Staging, 2%				$588
Storm Water Pollution Prevention, 1% (field work)				$294
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$6,359
Contingency, 10%				$2,940
Total Cost				**$39,581**

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FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
65c. Chrysanthy Boulevard: Americanos Boulevard to Grantline Road				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (<100 CFS, incl. Headwall)	98	LF	$300.00	$29,400
Construction Subtotal				$29,400
Traffic Control and Staging, 2%				$588
Storm Water Pollution Prevention, 1% (field work)				$294
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$6,359
Contingency, 10%				$2,940
Total Cost				**$39,581**
65d. Chrysanthy Boulevard: Americanos Boulevard to Grantline Road				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
Construction Subtotal				$196,000
Traffic Control and Staging, 2%				$3,920
Storm Water Pollution Prevention, 1% (field work)				$1,960
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$42,395
Contingency, 10%				$19,600
Total Cost				**$263,875**
66. Chrysanthy Boulevard: Jaeger Road to Americanos Boulevard				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
Construction Subtotal				$196,000
Traffic Control and Staging, 2%				$3,920
Storm Water Pollution Prevention, 1% (field work)				$1,960
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$42,395
Contingency, 10%				$19,600
Total Cost				**$263,875**
67a. Jaeger Road: Chrysanthy Boulevard to Kiefer Boulevard				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (200> x >100 CFS, incl. Headwall)	98	LF	$600.00	$58,800
Construction Subtotal				$58,800
Traffic Control and Staging, 2%				$1,176
Storm Water Pollution Prevention, 1% (field work)				$588
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$12,718
Contingency, 10%				$5,880
Total Cost				**$79,162**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
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Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
67b. Jaeger Road: Chrysanthy Boulevard to Kiefer Boulevard Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 98 LF				
Drainage Culvert (<100 CFS, incl. Headwall)	98	LF	$300.00	$29,400
Construction Subtotal				$29,400
Traffic Control and Staging, 2%				$588
Storm Water Pollution Prevention, 1% (field work)				$294
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$6,359
Contingency, 10%				$2,940
Total Cost				**$39,581**
67c. Jaeger Road: Chrysanthy Boulevard to Kiefer Boulevard Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 98 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
Construction Subtotal				$196,000
Traffic Control and Staging, 2%				$3,920
Storm Water Pollution Prevention, 1% (field work)				$1,960
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$42,395
Contingency, 10%				$19,600
Total Cost				**$263,875**
67d. Jaeger Road: Chrysanthy Boulevard to Kiefer Boulevard Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 98 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
Construction Subtotal				$196,000
Traffic Control and Staging, 2%				$3,920
Storm Water Pollution Prevention, 1% (field work)				$1,960
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$42,395
Contingency, 10%				$19,600
Total Cost				**$263,875**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
70a. SR 16: Bradshaw Road to Excelsior Road (excluding 1000' @ Bradshaw/SR16 intersection)				
6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)				
Public Improvement with existing roadway impacts				
Quantity: 10,250 LF				
Signal Interconnector	10,250	LF	$10.00	$102,500
Clearing and Grubbing	492,000	SF	$0.30	$147,600
Roadway Excavation	36,444	CY	$25.00	$911,100
Curb (Type 5)	20,500	LF	$25.00	$512,500
2" AC Overlay	2,657	TON	$85.00	$225,845
6" Asphalt Concrete	14,350	TON	$62.00	$889,700
16" Aggregate Base	38,267	TON	$23.00	$880,141
Striping	10,250	LF	$8.00	$82,000
Median Landscape (11' Corridor)	112,750	SF	$10.00	$1,127,500
Pavement Removal	164,000	SF	$1.50	$246,000
Roadside Ditch	20,500	LF	$5.00	$102,500
Construction Subtotal				$5,227,386
Right of Way Acquisition				$426,334
Traffic Control and Staging, 4%				$209,095
Storm Water Pollution Prevention, 1% (field work)				$52,274
CEQA Enviromental Document				$10,000
CalTrans Study				$31,250
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$2,404,598
Total Cost				**$8,360,937**
Portion Funded By Others (76% Development Fee Measure A)				$6,354,312
Total Funded Cost				**$2,006,625**
70b. SR 16: Excelsior Road to Sunrise Boulevard (excluding 450' @ Eagles Nest/Sunrise intersections)				
6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)				
Public Improvement with existing roadway impacts				
Quantity: 14,700 LF				
Signal Interconnector	14,700	LF	$10.00	$147,000
Clearing and Grubbing	705,600	SF	$0.30	$211,680
Roadway Excavation	52,267	CY	$25.00	$1,306,675
Curb (Type 5)	29,400	LF	$25.00	$735,000
2" AC Overlay	3,811	TON	$85.00	$323,935
6" Asphalt Concrete	20,580	TON	$62.00	$1,275,960
16" Aggregate Base	54,880	TON	$23.00	$1,262,240
Striping	14,700	LF	$8.00	$117,600
Median Landscape (11' Corridor)	161,700	SF	$10.00	$1,617,000
Pavement Removal	235,200	SF	$1.50	$352,800
Roadside Ditch	29,400	LF	$5.00	$147,000
Construction Subtotal				$7,496,890
Right of Way Acquisition				$620,244
Traffic Control and Staging, 4%				$299,876
Storm Water Pollution Prevention, 1% (field work)				$74,969
CEQA Enviromental Document				$10,000
CalTrans Study				$31,250
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$3,448,569
Total Cost				**$11,981,798**
Portion Funded By Others (Mather Field CIP)				$554,580
Total Funded Cost				**$11,427,218**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
70c. SR 16: Sunrise to Grantline Road (excluding 450' @ intersections)				
6-lane 96' ROW: center section with median (excluding outside 11' pavement and frontage)				
Public Improvement with existing roadway impacts				
Quantity: 4,700 LF				
Signal Interconnector	4,700	LF	$10.00	$47,000
Clearing and Grubbing	225,600	SF	$0.30	$67,680
Roadway Excavation	16,711	CY	$25.00	$417,775
Curb (Type 5)	9,400	LF	$25.00	$235,000
2" AC Overlay	1,219	TON	$85.00	$103,615
6" Asphalt Concrete	6,580	TON	$62.00	$407,960
16" Aggregate Base	17,547	TON	$23.00	$403,581
Striping & Signage	4,700	LF	$8.00	$37,600
Median Landscape (11' Corridor)	51,700	SF	$10.00	$517,000
Pavement Removal	84,600	SF	$1.50	$126,900
Roadside Ditch	9,400	LF	$5.00	$47,000
Construction Subtotal				$2,411,111
Right of Way Acquisition				$142,044
Traffic Control and Staging, 4%				$96,444
Storm Water Pollution Prevention, 1% (field work)				$24,111
CEQA Enviromental Document				$10,000
CalTrans Study				$31,250
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$1,109,111
Total Cost				**$3,824,072**
Portion Funded By Others (67% Development Fee Measure A)				$2,562,128
Total Funded Cost				**$1,261,944**
71. Kiefer Boulevard: Eagles Nest to Sunrise (excluding 450' @ intersections)				
Widen 2-lane aterial				
Private Improvement				
Quantity: 4,650 LF				
Improvements	1	LS	$1,371,750.00	$1,371,750
Total Cost (flat carry over from EPS PFFP)				**$1,371,750**
Portion Funded By Others (Mather Field CIP)				$1,371,750
Total Funded Cost				**$0**
72a. Alta Sunrise reliever: Douglas Road to US 50 - Initial planning and environmental work				
Public Improvement				
Quantity: 20,200 LF				
Initial Planning and environmental work	1	LS	$1,000,000.00	$1,000,000
Total Cost (flat carry over from EPS PFFP)				**$1,000,000**
72b. Alta Sunrise reliever: Douglas Road to US 50				
4-lane 76' ROW: center section with median (excluding outside 11' pavement and frontage)				
Private Improvement				
Quantity: 20,200 LF				
Improvements	1	LS	$26,403,000.00	$26,403,000
Total Cost (flat carry over from EPS PFFP)				**$26,403,000**
Portion Funded By Others (100% Others)				$26,403,000
Total Funded Cost				**$0**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
73. Zinfandel Drive at International Drive				
Intersection Signalization - 4-way Signalization				
Private Improvement with Existing Roadway Impacts				
Quantity: Lump Sum				
Intersection Signalization	1	LS	$170,000.00	$170,000
Construction Subtotal				$170,000
Traffic Control and Staging, 4%				$6,800
Storm Water Pollution Prevention, 1% (field work)				$1,700
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$37,485
Contingency, 10%				$17,000
Total Cost				**$232,985**
74a. Remaining Culverts Across Major Roads				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 118 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	118	LF	$2,000.00	$236,000
Construction Subtotal				$236,000
Traffic Control and Staging, 2%				$4,720
Storm Water Pollution Prevention, 1% (field work)				$2,360
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$51,047
Contingency, 10%				$23,600
Total Cost				**$317,727**
74b. Remaining Culverts Across Major Roads				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 118 LF				
Drainage Culvert (200> x >100 CFS, incl. Headwall)	118	LF	$600.00	$70,800
Construction Subtotal				$70,800
Traffic Control and Staging, 2%				$1,416
Storm Water Pollution Prevention, 1% (field work)				$708
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$15,314
Contingency, 10%				$7,080
Total Cost				**$95,318**
74c. Remaining Culverts Across Major Roads				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 98 LF				
Drainage Culvert (200> x >100 CFS, incl. Headwall)	98	LF	$600.00	$58,800
Construction Subtotal				$58,800
Traffic Control and Staging, 2%				$1,176
Storm Water Pollution Prevention, 1% (field work)				$588
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$12,718
Contingency, 10%				$5,880
Total Cost				**$79,162**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
74d. Remaining Culverts Across Major Roads Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 118 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	118	LF	$2,000.00	$236,000
Construction Subtotal				$236,000
Traffic Control and Staging, 2%				$4,720
Storm Water Pollution Prevention, 1% (field work)				$2,360
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding	21%			$51,047
Contingency, 10%				$23,600
Total Cost				**$317,727**
74e. Remaining Culverts Across Major Roads Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 118 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	118	LF	$2,000.00	$236,000
Construction Subtotal				$236,000
Traffic Control and Staging, 2%				$4,720
Storm Water Pollution Prevention, 1% (field work)				$2,360
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding	21%			$51,047
Contingency, 10%				$23,600
Total Cost				**$317,727**
74f. Remaining Culverts Across Major Roads Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 118 LF				
Drainage Culvert (200> x >100 CFS, incl. Headwall)	118	LF	$600.00	$70,800
Construction Subtotal				$70,800
Traffic Control and Staging, 2%				$1,416
Storm Water Pollution Prevention, 1% (field work)				$708
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding	21%			$15,314
Contingency, 10%				$7,080
Total Cost				**$95,318**
74g. Remaining Culverts Across Major Roads Drainage Culverts over existing water courses Private Improvement without Existing Roadway Impacts Quantity: 118 LF				
Drainage Culvert (<100 CFS, incl. Headwall)	118	LF	$300.00	$35,400
Construction Subtotal				$35,400
Traffic Control and Staging, 2%				$708
Storm Water Pollution Prevention, 1% (field work)				$354
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding	21%			$7,657
Contingency, 10%				$3,540
Total Cost				**$47,659**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
74h. Remaining Culverts Across Major Roads				
Drainage Culverts over existing water courses				
Private Improvement without Existing Roadway Impacts				
Quantity: 118 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	98	LF	$2,000.00	$196,000
Construction Subtotal				$196,000
Traffic Control and Staging, 2%				$3,920
Storm Water Pollution Prevention, 1% (field work)				$1,960
Engineering, Inspection, Testing, Surveying, SWPPP Office and Bonding 21%				$42,395
Contingency, 10%				$19,600
Total Cost				**$263,875**
76a. SR16: Bradshaw Road to Grantline Road				
Drainage Culverts over existing water courses				
Public Improvement with Existing Roadway Impacts				
Quantity: 118 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	118	LF	$2,000.00	$236,000
Construction Subtotal				$236,000
Traffic Control and Staging, 4%				$9,440
Storm Water Pollution Prevention, 1% (field work)				$2,360
CEQA Enviromental Document				$10,000
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$108,560
Total Cost				**$366,360**
76b. SR16: Bradshaw Road to Grantline Road				
Drainage Culverts over existing water courses				
Public Improvement with Existing Roadway Impacts				
Quantity: 118 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	118	LF	$2,000.00	$236,000
Construction Subtotal				$236,000
Traffic Control and Staging, 4%				$9,440
Storm Water Pollution Prevention, 1% (field work)				$2,360
CEQA Enviromental Document				$10,000
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$108,560
Total Cost				**$366,360**
76c. SR16: Bradshaw Road to Grantline Road				
Drainage Culverts over existing water courses				
Public Improvement with Existing Roadway Impacts				
Quantity: 118 LF				
Drainage Culvert (>200 CFS, incl. Headwall)	118	LF	$2,000.00	$236,000
Construction Subtotal				$236,000
Traffic Control and Staging, 4%				$9,440
Storm Water Pollution Prevention, 1% (field work)				$2,360
CEQA Enviromental Document				$10,000
Engineering, Inspection, Testing, Surveying, SWPPP Office and Cost Contingency, 46%				$108,560
Total Cost				**$366,360**

APPENDIX A. ROADWAY IMPROVEMENT COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES
BASED ON PUBLIC FACILITIES FIN. PLAN FOR SUNRIDGE SPEC. PLAN
TABLE A-3 DATED 7/18/02

Prepared: JWH
1143.007
5-18-05

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost

APPENDIX B. BIKE TRAIL COST ESTIMATES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

Roadway Segment	Quantity	Unit	Unit Cost	Total Cost
1. Bike Trail: Adjacent to Anatolia II Drainage Channel 12' bike trail with 3' (each side) decomposed granite shoulder Private Improvement Quantity: 5,724 LF				
Clearing and Grubbing	103,032	SF	$0.30	$30,910
Roadway Excavation	2,544	CY	$25.00	$63,600
2" Asphalt Concrete	890	TON	$78.00	$69,420
6" Aggregate Base	2,671	TON	$34.50	$92,150
8" Decomposed Granite	1,781	TON	$34.50	$61,445
Bike Trail Striping	5,724	LF	$2.00	$11,448
Fencing	11,448	LF	$10.00	$114,480
Construction Subtotal				$443,452
Storm Water Pollution Prevention, 1%				$4,435
Engineering, Inspection, Testing, and Surveying, 20%				$88,690
Contingency, 10%				$44,345
Total Cost				**$580,922**
2. Bike Trail: Through Wetland Preserve connecting Anatolia II and III 12' bike trail with 3' (each side) decomposed granite shoulder Private Improvement Quantity: 3,200 LF				
Pedestrian Bridge #1 (14' wide, 120 LF)	1,680	SF	$100.00	$168,000
Pedestrian Bridge #2 (14' wide, 50 LF)	700	SF	$100.00	$70,000
Pedestrian Bridge #3 (14' wide, 50 LF)	700	SF	$100.00	$70,000
Clearing and Grubbing	57,120	SF	$0.30	$17,136
Roadway Excavation	1,369	CY	$25.00	$34,225
2" Asphalt Concrete	501	TON	$78.00	$39,078
6" Aggregate Base	1,503	TON	$34.50	$51,854
8" Decomposed Granite	958	TON	$34.50	$33,051
Bike Trail Striping	3,200	LF	$2.00	$6,400
Fencing	6,400	LF	$10.00	$64,000
Drain Culverts (over existing water courses)	5	EA	$7,000.00	$35,000
Construction Subtotal				$588,744
Storm Water Pollution Prevention, 1%				$5,887
Engineering, Inspection, Testing, and Surveying, 20%				$117,749
Contingency, 10%				$58,874
Total Cost				**$771,254**

APPENDIX C. LAND AQUISITION

FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
1.	**Douglas Road**									
	072-037-071	SPA Special Planning Area (Elliott)	40	14	1,497	0.48	$0	N/A	$0	$0
	072-037-070	SPA Special Planning Area (Aerojet)	40	14	2,978	0.96	$0	N/A	$0	$0
					TOTAL =	**1.44**				**$0**
2.	**Douglas Road**									
	072-037-070	SPA Special Planning Area (Aerojet)	40	14	2,432	0.78	$0	N/A	$0	$0
	072-037-075	SPA Special Planning Area (Vacant/Industrial)	40	14	577	0.19	$130,000	N/A	$2,000	$26,108
					TOTAL =	**0.97**				**$26,108**
3.	**Douglas Road**									
N	067-004-003	AG80 Permanent Agriculture (Pasture)	30	24	3,355	1.85	$20,000	$20,000	$2,000	$75,939
					TOTAL =	**1.85**				**$75,939**
4.	**Douglas Road/Sunrise Boulevard**									
NE	072-037-071	SPA Special Planning Area (Elliott)	40	14	450	0.14	$0	N/A	$0	$0
NW	067-003-002	MI Light Industrial (Special District)	20	34	450	0.35	$130,000	N/A	$2,000	$47,661
	067-003-002	MI Light Industrial (Special District)	50	4	450	0.04	$130,000	N/A	$2,000	$7,372
					TOTAL =	**0.54**				**$55,033**
5.	**Douglas Road/Americanos Boulevard**									
NW	072-037-075	SPA Special Planning Area (Vacant/Industrial)	0	44	450	0.45	$130,000	N/A	$2,000	$61,091
	072-037-075	SPA Special Planning Area (Vacant/Industrial)	30	24	450	0.25	$130,000	N/A	$2,000	$34,231
					TOTAL =	**0.70**				**$95,322**
6.	**Douglas Road/Jaeger Road**									
	072-037-070	SPA Special Planning Area (Aerojet)	40	14	900	0.29	$0	N/A	$0	$0
					TOTAL =	**0.29**				**$0**
7.	**Douglas Road/Grantline Road**									
NE	073-001-007	AG80 Permanent Agriculture (Pasture)	20	34	450	0.35	$20,000	$20,000	$2,000	$16,050
	073-001-007	AG80 Permanent Agriculture (Pasture)	0	54	450	0.56	$20,000	$20,000	$2,000	$24,314
SE	073-001-007	AG80 Permanent Agriculture (Pasture)	20	34	450	0.35	$20,000	$20,000	$2,000	$16,050
	073-001-007	AG80 Permanent Agriculture (Pasture)	0	54	450	0.56	$20,000	$20,000	$2,000	$24,314
NW	067-004-003	AG80 Permanent Agriculture (Pasture)	40	14	450	0.14	$20,000	$20,000	$2,000	$7,785
	067-004-003	AG80 Permanent Agriculture (Pasture)	30	24	450	0.25	$20,000	$20,000	$2,000	$11,917
					TOTAL =	**2.21**				**$100,430**
10.	**Sunrise Boulevard**									
	067-009-028	O Recreation (Federal Use)	42	12	3,667	1.01	$20,000	N/A	$2,000	$22,204
					TOTAL =	**1.01**				**$22,204**
11.	**Sunrise Boulevard**									
W	067-009-018	O Recreation (Federal Use)	40	14	4,772	1.53	$20,000	N/A	$2,000	$32,674
	067-012-018	O Recreation (Federal Use)	40	14	761	0.24	$20,000	N/A	$2,000	$6,892
	067-012-059	AG20 Permanent Agriculture (Ind/Min)	40	14	417	0.13	$20,000	$20,000	$2,000	$7,361
					TOTAL =	**1.91**				**$46,927**

APPENDIX C. LAND AQUISITION

FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
13.	**Sunrise Boulevard/Kiefer Boulevard**									
SW	067-009-018	O Recreation (Federal Use)	40	14	450	0.14	$20,000	N/A	$2,000	$4,893
	067-009-018	O Recreation (Federal Use)	30	14	450	0.14	$20,000	N/A	$2,000	$4,893
					TOTAL =	**0.29**				**$9,785**
15.	**Sunrise Boulevard/Grantline Road**									
NE	126-031-004	A2 Agriculture, Interim/Obsolete (Single Family Rural)	40	14	132	0.04	$20,000	$20,000	$2,000	$3,697
	126-031-003	A2 Agriculture, Interim/Obsolete (Single Family Rural)	40	14	290	0.09	$20,000	$20,000	$2,000	$5,728
	126-031-002	A2 Agriculture, Interim/Obsolete (Single Family Rural)	40	14	28	0.01	$20,000	$20,000	$2,000	$2,360
SE	126-031-028	A2 Agriculture, Interim/Obsolete (Single Family Rural)	40	14	440	0.14	$20,000	$20,000	$2,000	$7,657
SW	067-012-051	AG160 Permanent Agriculture (Pasture)	40	14	900	0.29	$20,000	$20,000	$2,000	$13,570
NW	067-012-015	AG160 Permanent Agriculture (Pasture)	30	24	900	0.50	$20,000	$20,000	$2,000	$21,835
					TOTAL =	**1.07**				**$54,847**
17.	**Grantline Road**									
E	073-001-007	AG80 Permanent Agriculture (Pasture)	20	34	1,555	1.21	$20,000	$20,000	$2,000	$50,549
	073-004-021	AG80 Permanent Agriculture (Vacant/Residential)	20	34	2,499	1.95	$20,000	$20,000	$2,000	$80,022
					TOTAL =	**3.16**				**$130,571**
18.	**Grantline Road**									
E	067-010-003	AG80 Permanent Agriculture (County Use)	40	14	1,256	0.40	$0	N/A	$0	$0
	067-010-009	AG80 Permanent Agriculture (County Use)	40	14	4,407	1.42	$0	N/A	$0	$0
	067-010-010	AG20 Permanent Agriculture (County Use)	40	14	2,275	0.73	$0	N/A	$0	$0
W	073-004-023	AG80 Permanent Agriculture (Vacant/Residential)	20	34	2,683	2.09	$20,000	$20,000	$2,000	$85,767
	073-004-006	AG80 Permanent Agriculture (Pasture)	20	34	72	0.06	$20,000	$20,000	$2,000	$4,248
	073-004-013	AG80 Permanent Agriculture (Vacant/Residential)	20	34	2,130	1.66	$20,000	$20,000	$2,000	$68,501
	126-009-001	AG80 Permanent Agriculture (County Use)	20	34	2,241	1.75	$0	N/A	$0	$0
	126-009-016	AG80 Permanent Agriculture (County Use)	20	34	929	0.73	$0	N/A	$0	$0
	126-009-017	AG80 Permanent Agriculture (County Use)	20	34	467	0.36	$0	N/A	$0	$0
	126-009-018	AG80 Permanent Agriculture (County Use)	20	34	507	0.40	$0	N/A	$0	$0
	126-009-019	AG80 Permanent Agriculture (County Use)	20	34	560	0.44	$0	N/A	$0	$0
	126-009-020	AG80 Permanent Agriculture (County Use)	20	34	633	0.49	$0	N/A	$0	$0
	126-009-021	AG80 Permanent Agriculture (County Use)	20	34	868	0.68	$0	N/A	$0	$0
					TOTAL =	**11.21**				**$158,516**

APPENDIX C. LAND AQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
19.	**Grantline Road**									
E	067-010-008	AG80 Permanent Agriculture (Pasture)	40	14	1,370	0.44	$20,000	$20,000	$2,000	$19,612
	067-010-005	AG80 Permanent Agriculture (Field Crop)	40	14	3,161	1.02	$20,000	$20,000	$2,000	$42,637
	067-012-064	AG80 Permanent Agriculture (Pasture)	40	14	4,650	1.49	$20,000	$20,000	$2,000	$61,780
	067-013-015	AG160 Permanent Agriculture (Pasture)	30	24	2,354	1.30	$20,000	$20,000	$2,000	$53,879
	067-013-014	AG160 Permanent Agriculture (Pasture)	30	24	1,683	0.93	$20,000	$20,000	$2,000	$39,091
	067-014-002	AG160 Permanent Agriculture (Pasture)	30	24	2,696	1.49	$20,000	$20,000	$2,000	$61,416
	067-012-015	AG160 Permanent Agriculture (Pasture)	30	24	407	0.22	$20,000	$20,000	$2,000	$10,970
W	126-008-002	AG80 Permanent Agriculture (County Use)	20	34	3,555	2.77	$0	N/A	$0	$0
	126-008-022	AG80 Permanent Agriculture (County Use)	20	34	3,034	2.37	$0	N/A	$0	$0
	126-007-009	A2 Agriculture, Interim/Obsolete (Single Family Rural)	20	34	361	0.28	$20,000	$20,000	$2,000	$13,271
	126-007-010	A2 Agriculture, Interim/Obsolete (Single Family Rural)	20	34	361	0.28	$20,000	$20,000	$2,000	$13,271
					TOTAL =	**12.59**				**$315,927**
20.	**Grantline Road/Chrysanthy Boulevard**									
NE	073-004-021	AG80 Permanent Agriculture (Vacant/Residential)	20	34	450	0.35	$20,000	$20,000	$2,000	$16,050
	073-004-021	AG80 Permanent Agriculture (Vacant/Residential)	0	44	450	0.45	$20,000	$20,000	$2,000	$20,182
SE	073-004-023	AG80 Permanent Agriculture (Vacant/Residential)	20	34	450	0.35	$20,000	$20,000	$2,000	$16,050
	073-004-023	AG80 Permanent Agriculture (Vacant/Residential)	0	44	450	0.45	$20,000	$20,000	$2,000	$20,182
					TOTAL =	**1.61**				**$72,463**
21.	**Grantline Road/Kiefer Boulevard**									
NW	067-010-010	AG20 Permanent Agriculture (County Use)	40	14	450	0.14	$0	N/A	$0	$0
	067-010-010	AG20 Permanent Agriculture (County Use)	30	14	450	0.14	$0	N/A	$0	$0
SW	067-010-008	AG80 Permanent Agriculture (Pasture)	40	14	450	0.14	$20,000	$20,000	$2,000	$7,785
	067-010-008	AG80 Permanent Agriculture (Pasture)	30	14	450	0.14	$20,000	$20,000	$2,000	$7,785
NE	126-009-021	AG80 Permanent Agriculture (County Use)	20	34	450	0.35	$0	N/A	$0	$0
	126-009-021	AG80 Permanent Agriculture (County Use)	30	14	450	0.14	$0	N/A	$0	$0
SE	126-008-002	AG80 Permanent Agriculture (County Use)	20	34	450	0.35	$0	N/A	$0	$0
	126-008-002	AG80 Permanent Agriculture (County Use)	30	14	450	0.14	$0	N/A	$0	$0
					TOTAL =	**1.57**				**$15,570**
22.	**Grantline Road/SR 16**									

APPENDIX C. LAND AQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
NE	126-007-085	A2 Agriculture, Interim/Obsolete (Single Family Rural)	30	24	374	0.21	$20,000	$20,000	$6,000	$14,242
	126-007-087	A2 Agriculture, Interim/Obsolete (State Use)	30	24	80	0.04	$0	N/A	$0	$0
	126-007-087	A2 Agriculture, Interim/Obsolete (State Use)	30	24	450	0.25	$0	N/A	$0	$0
SE	126-006-038	AG20 Permanent Agriculture (State Use)	30*	14	450	0.14	$0	N/A	$0	$0
	126-006-039	AG20 Permanent Agriculture (Pasture)	30*	10	450	0.10	$20,000	$20,000	$6,000	$10,132
	126-006-039	AG20 Permanent Agriculture (Pasture)	30	24	450	0.25	$20,000	$20,000	$6,000	$15,917
NW	067-012-064	AG80 Permanent Agriculture (Pasture)	40	14	450	0.14	$20,000	$20,000	$6,000	$11,785
	067-012-065	AG80 Permanent Agriculture (State Use)	30	24	450	0.25	$0	N/A	$0	$0
SW	067-013-015	AG160 Permanent Agriculture (Pasture)	30	24	450	0.25	$20,000	$20,000	$6,000	$15,917
	067-013-015	AG160 Permanent Agriculture (Pasture)	30	24	450	0.25	$20,000	$20,000	$6,000	$15,917
					TOTAL =	**1.88**				**$83,912**
29.	**Americanos Boulevard**									
W	072-037-070	SPA Special Planning Area (Aerojet)	0	44	2,430	2.45	$0	N/A	$0	$0
					TOTAL =	**2.45**				**$0**
30.	**Americanos Boulevard**									
W	072-037-070	SPA Special Planning Area (Aerojet)	0	44	886	0.89	$0	N/A	$0	$0
	072-037-075	SPA Special Planning Area (Vacant/Industrial)	0	44	2,819	2.85	$130,000	N/A	$2,000	$372,172
	067-004-004	Z00 Multiple Zone Combination (Pasture)	0	44	425	0.43	$130,000	N/A	$2,000	$57,808
					TOTAL =	**4.17**				**$429,980**
35.	**Kiefer Boulevard**									
S	067-010-005	AG80 Permanent Agriculture (Field Crop)	20	24	4,594	2.53	$20,000	$20,000	$2,000	$103,245
					TOTAL =	**2.53**				**$103,245**

APPENDIX C. LAND AQUISITION

FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
36.	**Kiefer Boulevard**									
N	067-010-010	AG20 Permanent Agriculture (County Use)	42	2	730	0.03	$0	N/A	$0	$0
S	067-010-008	AG80 Permanent Agriculture (Pasture)	20	24	730	0.40	$20,000	$20,000	$2,000	$18,088
					TOTAL =	**0.44**				**$18,088**
37.	**Kiefer Boulevard/Jaeger Road**									
SE	067-010-005	AG80 Permanent Agriculture (Field Crop)	20	24	450	0.25	$20,000	$20,000	$2,000	$11,917
	067-010-005	AG80 Permanent Agriculture (Field Crop)	0	44	450	0.45	$20,000	$20,000	$2,000	$20,182
					TOTAL =	**0.70**				**$32,099**
38.	**Kiefer Boulevard/Americanos Boulevard**									
SE	067-010-008	AG80 Permanent Agriculture (Pasture)	20	24	450	0.25	$20,000	$20,000	$2,000	$11,917
	067-010-008	AG80 Permanent Agriculture (Pasture)	0	44	450	0.45	$20,000	$20,000	$2,000	$20,182
SW	067-010-005	AG80 Permanent Agriculture (Field Crop)	20	24	450	0.25	$20,000	$20,000	$2,000	$11,917
	067-010-005	AG80 Permanent Agriculture (Field Crop)	0	44	450	0.45	$20,000	$20,000	$2,000	$20,182
					TOTAL =	**1.40**				**$64,198**
50a.	**Sunrise Boulevard**									
	072-037-009	O Recreation (Federal Use)	40	14	900	0.29	$20,000	N/A	$2,000	$7,785
					TOTAL =	**0.29**				**$7,785**
51.	**Douglas Road**									
N	067-003-002	MI Light Industrial (Special District)	Varies	Varies	1,050	0.67	$130,000	N/A	$2,000	$89,741
					TOTAL =	**0.67**				**$89,741**
52.	**SR 16/Bradshaw Road**									
SE	063-020-001	GC General Commercial (Service Station)	40	14	185	0.06	$500,000	N/A	$6,000	$35,729
	063-020-001	GC General Commercial (Service Station)	30	14	185	0.06	$500,000	N/A	$6,000	$35,729
	063-020-002	GC General Commercial (Vacant/Office Site)	40	14	258	0.08	$300,000	N/A	$6,000	$30,876
	063-020-002	GC General Commercial (Vacant/Office Site)	38	6	258	0.04	$300,000	N/A	$6,000	$16,661
NE	063-004-057	Z00 Multiple Zone Combination (Service Station)	44	0	324	0.00	$500,000	N/A	$0	$0
NW	063-003-005	IR Industrial Reserve (Two Single Family Units)	40	4	185	0.02	$40,000	N/A	$6,000	$6,680
	063-003-012	IR Industrial Reserve (Vacant/Retail Site)	40	4	88	0.01	$40,000	N/A	$6,000	$6,323
	063-003-013	IR Industrial Reserve (SFR, Non-Subdivision)	40	4	12	0.00	$40,000	N/A	$6,000	$6,044
	063-003-006	IR Industrial Reserve (Vacant/Industrial)	40	14	230	0.07	$40,000	N/A	$6,000	$8,957
	063-003-007	IR Industrial Reserve (Vacant/Ofiice Site)	40	14	180	0.06	$40,000	N/A	$6,000	$8,314
SW	063-007-007	GC General Commercial (Agriculture)	40	4	173	0.02	$300,000	N/A	$6,000	$10,766
	063-007-008	GC General Commercial (Vacant/Retail Site)	40	4	277	0.03	$300,000	N/A	$6,000	$13,631
					TOTAL =	**0.44**				**$179,710**
53.	**SR 16/Eagle's Nest Road**									
NW	067-011-067	AG160 Permanent Agriculture (State Use)	30	24	450	0.25	$0	N/A	$0	$0

APPENDIX C. LAND AQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
	067-011-067	AG160 Permanent Agriculture (State Use)	30	14	230	0.07	$0	N/A	$0	$0
	067-011-066	AG160 Permanent Agriculture (Industrial/Mining)	30	14	220	0.07	$20,000	$20,000	$6,000	$8,828
SW	067-011-068	AG160 Permanent Agriculture (State Use)	30	24	450	0.25	$0	N/A	$0	$0
	067-011-068	AG160 Permanent Agriculture (State Use)	30	14	402	0.13	$0	N/A	$0	$0
	067-011-069	AG160 Permanent Agriculture (Industrial/Mining)	30	14	48	0.02	$20,000	$20,000	$6,000	$6,617
NE	067-012-066	AG160 Permanent Agriculture (State Use)	30	14	72	0.02	$0	N/A	$0	$0
	067-012-067	AG160 Permanent Agriculture (Industrial/Mining)	30	14	285	0.09	$20,000	$20,000	$6,000	$9,664
	067-009-021	AG160 Permanent Agriculture (Pasture)	30	14	93	0.03	$20,000	$20,000	$6,000	$7,196
	067-012-066	AG160 Permanent Agriculture (State Use)	30	24	72	0.04	$0	N/A	$0	$0
	067-012-067	AG160 Permanent Agriculture (Industrial/Mining)	30	24	378	0.21	$20,000	$20,000	$6,000	$14,331
SE	067-012-068	AG160 Permanent Agriculture (State Use)	30	24	450	0.25	$0	N/A	$0	$0
	067-012-068	AG160 Permanent Agriculture (State Use)	30	14	214	0.07	$0	N/A	$0	$0
	067-012-069	AG160 Permanent Agriculture (Industrial/Mining)	30	14	236	0.08	$20,000	$20,000	$6,000	$9,034
					TOTAL =	**1.57**				**$55,669**
54.	**SR 16/Excelsior Road**									
NE	067-006-004	AG80 Permanent Agriculture (Vacant/Residential)	40	4	450	0.04	$20,000	$20,000	$6,000	$7,653
	067-006-004	AG80 Permanent Agriculture (Vacant/Residential)	40	14	450	0.14	$20,000	$20,000	$6,000	$11,785
SE	067-005-039	AG160 Permanent Agriculture (Single Family Rural)	40	4	450	0.04	$20,000	$20,000	$6,000	$7,653
	067-005-039	AG160 Permanent Agriculture (Single Family Rural)	40	14	450	0.14	$20,000	$20,000	$6,000	$11,785

APPENDIX C. LAND AQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
SW	063-015-028	AG160 Permanent Agriculture (Single Family Rural)	40	4	450	0.04	$20,000	$20,000	$6,000	$7,653
	063-005-028	AG160 Permanent Agriculture (Single Family Rural)	40	14	450	0.14	$20,000	$20,000	$6,000	$11,785
					TOTAL =	**0.56**				**$58,314**
70a.	**SR 16**									
S	063-019-039	MI Light Industrial (Vacant/Industrial)	50	4	633	0.06	$130,000	N/A	$6,000	$13,556
	063-019-027	AG160 Permanent Agriculture (Pasture)	50	4	690	0.06	$20,000	$20,000	$6,000	$8,534
	063-017-020	AG160 Permanent Agriculture (Vacant/Industrial)	40	14	1,899	0.61	$20,000	$20,000	$6,000	$30,413
	063-017-009	AG160 Permanent Agriculture (Vacant/Residential)	40	14	308	0.10	$20,000	$20,000	$6,000	$9,960
	063-017-008	AG80 Permanent Agriculture (Single Family Rural)	40	14	413	0.13	$20,000	$20,000	$6,000	$11,309
	063-017-007	AG160 Permanent Agriculture (Vacant/Residential)	40	14	469	0.15	$20,000	$20,000	$6,000	$12,029
	063-017-006	AG160 Permanent Agriculture (Vacant/Residential)	40	14	520	0.17	$20,000	$20,000	$6,000	$12,685
	063-017-005	AG160 Permanent Agriculture (Residential/Mobilehome)	40	14	392	0.13	$20,000	$20,000	$6,000	$11,039
	063-015-024	AG160 Permanent Agriculture (Single Family Rural)	40	14	765	0.25	$20,000	$20,000	$6,000	$15,835
	063-015-009	AG160 Permanent Agriculture (Pasture)	40	14	938	0.30	$20,000	$20,000	$6,000	$18,059
	063-015-028	AG160 Permanent Agriculture (Single Family Rural)	40	14	509	0.16	$20,000	$20,000	$6,000	$12,544
N	063-004-057	Z00 Multiple Zone Combination (Auto Yard)	40	14	716	0.23	$130,000	N/A	$6,000	$35,916
	063-004-060	Z00 Multiple Zone Combination (Light Industrial)	40	14	50	0.02	$130,000	N/A	$6,000	$8,089
	063-004-038	IR Industrial Reserve (Two Single Family Units)	40	14	777	0.25	$40,000	N/A	$6,000	$15,989
	063-004-037	IR Industrial Reserve (Vacant/Recreational)	40	14	208	0.07	$40,000	N/A	$6,000	$8,674
	063-004-070	Z00 Multiple Zone Combination (Industrial/Mining)	40	14	63	0.02	$130,000	N/A	$6,000	$8,632
	063-004-018	IR Industrial Reserve (Industrial/Mining)	40	14	488	0.16	$40,000	N/A	$6,000	$12,274
	063-004-067	M2 Heavy Industrial (Industrial/Mining)	40	14	1,281	0.41	$130,000	N/A	$6,000	$59,522
	063-017-001	AG80 Permanent Agriculture (Industrial/Mining)	40	14	2,042	0.66	$20,000	$20,000	$6,000	$32,252
	063-017-018	AG80 Permanent Agriculture (Cemetery)	40	14	150	0.05	$20,000	$20,000	$6,000	$7,928
	063-017-019	AG80 Permanent Agriculture (Cemetery)	40	14	150	0.05	$20,000	$20,000	$6,000	$7,928

APPENDIX C. LAND AQUISITION
FEE PROGRAM UPDATE PROJECT COST ESTIMATES

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5-18-05

PROJECT NUMBER	APN	ZONING (LAND USE)	EXISTING ROW (LF)	NEEDED ROW (LF)	LENGTH (LF)	AREA (AC)	PRICE ($/AC)	AG LAND CONTINGENCY 100% ($/AC)	ACQUISITION COST ($/PARCEL)	TOTAL COST ($)
	063-017-012	AG80 Permanent Agriculture (Cemetery)	40	14	577	0.19	$20,000	$20,000	$6,000	$13,418
	063-017-014	AG80 Permanent Agriculture (Cemetery)	40	14	95	0.03	$20,000	$20,000	$6,000	$7,221
	063-017-018	AG80 Permanent Agriculture (Cemetery)	40	14	514	0.17	$20,000	$20,000	$6,000	$12,608
	063-017-003	AG80 Permanent Agriculture (Cemetery)	40	14	266	0.09	$20,000	$20,000	$6,000	$9,420
	063-017-004	AG80 Permanent Agriculture (Vacant/Industrial)	40	14	1,100	0.35	$20,000	$20,000	$6,000	$20,141
	063-015-013	AG80 Permanent Agriculture (Light Industrial)	40	14	339	0.11	$20,000	$20,000	$6,000	$10,358
					TOTAL =	**4.95**				**$426,334**
70b.	**SR 16**									
S	067-005-039	AG160 Permanent Agriculture (Single Family Rural)	40	14	336	0.11	$20,000	$20,000	$6,000	$10,320
	067-005-040	AG160 Permanent Agriculture (Single Family Rural)	40	14	6,194	1.99	$20,000	$20,000	$6,000	$85,629
	067-005-035	AG160 Permanent Agriculture (Single Family Rural)	40	14	2,436	0.78	$20,000	$20,000	$6,000	$37,317
	067-005-037	AG160 Permanent Agriculture (Vacant/Residential)	40	14	616	0.20	$20,000	$20,000	$6,000	$13,919
	067-005-050	AG160 Permanent Agriculture (Vacant/Residential)	40	14	620	0.20	$20,000	$20,000	$6,000	$13,971
	067-011-061	AG160 Permanent Agriculture (Single Family Rural)	30*	14	150	0.05	$20,000	$20,000	$6,000	$7,928
	067-011-060	AG160 Permanent Agriculture (State Use)	30*	10	150	0.03	$0	N/A	$0	$0
	067-011-056	AG160 Permanent Agriculture (Single Family Residential)	30*	14	200	0.06	$20,000	$20,000	$6,000	$8,571
	067-011-057	AG160 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	200	0.05	$20,000	$20,000	$6,000	$7,837
	067-011-071	AG160 Permanent Agriculture (Single Family Rural)	30*	14	194	0.06	$20,000	$20,000	$6,000	$8,494
	067-011-070	AG160 Permanent Agriculture (State Use)	30*	10	194	0.04	$0	N/A	$0	$0
	067-011-052	AG20 Permanent Agriculture (Pasture)	30*	14	1,661	0.53	$20,000	$20,000	$6,000	$27,354
	067-011-053	AG20 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	1,661	0.38	$20,000	$20,000	$6,000	$21,253
	067-011-065	AG20 Permanent Agriculture (Industrial/Mining)	30*	14	522	0.17	$20,000	$20,000	$6,000	$12,711
	067-011-063	AG20 Permanent Agriculture (State Use)	30*	10	522	0.12	$0	N/A	$0	$0
	067-011-062	AG20 Permanent Agriculture (Industrial/Mining)	30*	14	559	0.18	$20,000	$20,000	$6,000	$13,186
	067-011-064	AG20 Permanent Agriculture (State Use)	30*	10	559	0.13	$0	N/A	$0	$0

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	067-011-058	AG160 Permanent Agriculture (Industrial/Mining)	30*	14	357	0.11	$20,000	$20,000	$6,000	$10,590
	067-011-059	AG160 Permanent Agriculture (State Use)	30*	10	357	0.08	$0	N/A	$0	$0
	067-011-068	AG160 Permanent Agriculture (State Use)	40	14	657	0.21	$0	N/A	$0	$0
	067-012-068	AG160 Permanent Agriculture (State Use)	30	24	3,950	2.18	$0	N/A	$0	$0
	067-012-069	AG160 Permanent Agriculture (Industrial/Mining)	30	24	600	0.33	$20,000	$20,000	$6,000	$19,223
	067-012-042	O Recreation (Federal Use)	30	24	250	0.14	$20,000	N/A	$6,000	$8,755
	067-012-049	AG160 Permanent Agriculture (Industrial/Mining)	30	24	50	0.03	$20,000	$20,000	$6,000	$7,102
N	067-006-004	AG80 Permanent Agriculture (Vacant/Residential)	40	14	491	0.16	$20,000	$20,000	$6,000	$12,312
	067-006-005	AG80 Permanent Agriculture (SFR, Non-Subdivision)	40	14	252	0.08	$20,000	$20,000	$6,000	$9,240
	067-005-027	AG80 Permanent Agriculture (Pasture)	40	14	500	0.16	$20,000	$20,000	$6,000	$12,428
	067-005-028	AG80 Permanent Agriculture (Vacant/Residential)	40	14	650	0.21	$20,000	$20,000	$6,000	$14,356
	067-005-029	AG80 Permanent Agriculture (Single Family Rural)	40	14	468	0.15	$20,000	$20,000	$6,000	$12,017
	067-005-051	AG80 Permanent Agriculture (Pasture/Field Crop)	40	14	2,291	0.74	$20,000	$20,000	$6,000	$35,453
	067-007-002	AG80 Permanent Agriculture (SFR, Non-Subdivision)	40	14	492	0.16	$20,000	$20,000	$6,000	$12,325
	067-008-061	AG80 Permanent Agriculture (Single Family Rural)	40	14	221	0.07	$20,000	$20,000	$6,000	$8,841
	067-008-032	AG80 Permanent Agriculture (Single Family Rural)	40	14	300	0.10	$20,000	$20,000	$6,000	$9,857
	067-008-052	AG80 Permanent Agriculture (State Use)	30*	10	110	0.03	$0	N/A	$0	$0
	067-008-048	AG80 Permanent Agriculture (SFR, Non-Subdivision)	30*	14	110	0.04	$20,000	$20,000	$6,000	$7,414
	067-008-053	AG80 Permanent Agriculture (State Use)	30*	10	135	0.03	$0	N/A	$0	$0
	067-008-049	AG80 Permanent Agriculture (Vacant/Residential)	30*	14	135	0.04	$20,000	$20,000	$6,000	$7,736
	067-008-054	AG80 Permanent Agriculture (State Use)	30*	10	55	0.01	$0	N/A	$0	$0
	067-008-050	AG80 Permanent Agriculture (Vacant/Residential)	30*	14	55	0.02	$20,000	$20,000	$6,000	$6,707
	067-008-055	AG80 Permanent Agriculture (Private Road)	30*	10	195	0.04	$20,000	$20,000	$6,000	$7,791

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	067-008-051	AG80 Permanent Agriculture (Vacant/Residential)	30*	14	195	0.06	$20,000	$20,000	$6,000	$8,507
	067-008-058	AG80 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	171	0.04	$20,000	$20,000	$6,000	$7,570
	067-008-059	AG80 Permanent Agriculture (Single Family Rural)	30*	14	171	0.05	$20,000	$20,000	$6,000	$8,198
	067-008-038	AG80 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	159	0.04	$20,000	$20,000	$6,000	$7,460
	067-008-039	AG80 Permanent Agriculture (Single Family Rural)	30*	14	159	0.05	$20,000	$20,000	$6,000	$8,044
	067-008-041	AG80 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	512	0.12	$20,000	$20,000	$6,000	$10,702
	067-008-040	AG80 Permanent Agriculture (Single Family Rural)	30*	14	512	0.16	$20,000	$20,000	$6,000	$12,582
	067-008-056	AG80 Permanent Agriculture (State Use)	30*	10	330	0.08	$0	N/A	$0	$0
	067-008-057	AG80 Permanent Agriculture (Two Single Family Units)	30*	14	330	0.11	$20,000	$20,000	$6,000	$10,242
	067-008-043	AG80 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	37	0.01	$20,000	$20,000	$6,000	$6,340
	067-008-042	AG80 Permanent Agriculture (Single Family Rural)	30*	14	37	0.01	$20,000	$20,000	$6,000	$6,476
	067-008-044	AG80 Permanent Agriculture (Unusable, Small/Misshaped)	30*	10	988	0.23	$20,000	$20,000	$6,000	$15,073
	067-008-045	AG80 Permanent Agriculture (Single Family Rural)	30*	14	988	0.32	$20,000	$20,000	$6,000	$18,702
	067-008-046	AG80 Permanent Agriculture (State Use)	30*	10	208	0.05	$0	N/A	$0	$0
	067-008-047	AG80 Permanent Agriculture (Four Single Family Units)	30*	14	208	0.07	$20,000	$20,000	$6,000	$8,674
	067-011-067	AG160 Permanent Agriculture (State Use)	30*	10	1,170	0.27	$0	N/A	$0	$0
	067-011-066	AG160 Permanent Agriculture (Industrial/Mining)	30*	14	1,170	0.38	$20,000	$20,000	$6,000	$21,041
					TOTAL =	**12.23**				**$620,244**
70c.	**SR 16**									
S	067-013-014	AG160 Permanent Agriculture (Pasture)	40	14	882.00	0.28	$20,000	$20,000	$6,000	$17,339
	067-013-015	AG160 Permanent Agriculture (Pasture)	30	24	1,993	1.10	$20,000	$20,000	$6,000	$49,923
N	067-012-063	AG80 Permanent Agriculture (Pasture)	30	24	3,121	1.72	$20,000	$20,000	$6,000	$74,782
	063-012-065	AG80 Permanent Agriculture (State Use)	30	24	1,579	0.87	$0	N/A	$0	$0
					TOTAL =	**3.97**				**$142,044**

OVERALL = **$3,491,006**

APPENDIX D. GLOBAL PRICES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

ITEM	UNIT	AREAS W/ EXISTING ROADWAY IMPACTS		AREAS W/O EXISTING ROADWAY IMPACTS	
		PRIVATE COST	PUBLIC COST	PRIVATE COST	PUBLIC COST
Minor Intersection Signalization	LS	$100,000.00	$100,000.00	$100,000.00	$100,000.00
4-Way Intersection Signalization	LS	$170,000.00	$170,000.00	$170,000.00	$170,000.00
3-Way Intersection Signalization	LS	$150,000.00	$150,000.00	$150,000.00	$150,000.00
Traffic Signal Interconnect	LF	$10.00	$10.00	$10.00	$10.00
Clearing and Grubbing	SF	$0.30	$0.30	$0.20	$0.20
Roadway Excavation	CY	$20.00	$25.00	$15.00	$25.00
Bike Trail Excavation (w/in Wetland)	CY	$25.00	$25.00	$25.00	$25.00
Curb (Type 5)	LF	$13.00	$25.00	$13.00	$25.00
Curb (Type 3)	LF	$13.00	$15.00	$13.00	$15.00
Curb & Gutter (Type 2)	LF	$20.00	$24.00	$20.00	$24.00
2" AC Overlay	TON	$75.00	$85.00	$52.00	$62.00
6" Asphalt Concrete	TON	$52.00	$62.00	$52.00	$62.00
14" Aggregate Base	TON	$23.00	$23.00	$23.00	$23.00
16" Aggregate Base	TON	$23.00	$23.00	$23.00	$23.00
Decomposed Granite	TON	$23.00	$23.00	$23.00	$23.00
Bike Trail Asphalt Concrete (w/in Wetland)	TON	$78.00	$78.00	$78.00	$78.00
Bike Trail Aggregate Base (w/in Wetland)	TON	$34.50	$34.50	$34.50	$34.50
Bike Trail Decomposed Granite (w/in Wetland)	TON	$34.50	$34.50	$34.50	$34.50
Storm Drain (2 DI,MH & DI lead @ 500', 1lf 12"D/lf Road)	LF	$50.00	$60.00	$40.00	$50.00
Sidewalk (6' wide)	SF	$4.75	$6.00	$4.00	$5.25
Bus Pads	EA	$5,000.00	$6,000.00	$2,500.00	$3,000.00
Frontage Landscaping	SF	$7.00	$10.00	$7.00	$10.00
Median Landscaping	SF	$7.00	$10.00	$7.00	$10.00
Pavement Removal	SF	$1.50	$1.50	$1.50	$1.50
Roadside Ditch	LF	$5.00	$5.00	$5.00	$5.00
Soundwall	LF	$90.00	$90.00	$90.00	$90.00
76' ROW Center Striping	LF	$6.00	$6.00	$6.00	$6.00
96' ROW Center Striping	LF	$8.00	$8.00	$8.00	$8.00
96' ROW Full Section Striping	LF	$16.00	$16.00	$16.00	$16.00
Frontage Striping	LF	$4.00	$4.00	$4.00	$4.00
Bike Trail Striping	LF	$2.00	$2.00	$2.00	$2.00
Bike Trail Fencing	LF	$10.00	$10.00	$10.00	$10.00
Each Frontage Street Lighting	LF	$18.00	$18.00	$18.00	$18.00
Bike Trail Culvert	EA	$2,000.00	$2,000.00	$2,000.00	$2,000.00
Drainage Culvert (<100 CFS, incl. Headwall)	LF	$300.00	$300.00	$300.00	$300.00
Drainage Culvert (200> x >100 CFS, incl. Headwall)	LF	$600.00	$600.00	$600.00	$600.00
Drainage Culvert (>200 CFS, incl. Headwall)	LF	$2,000.00	$2,000.00	$2,000.00	$2,000.00
Land Cost	AC	$150,000.00	$150,000.00	$150,000.00	$150,000.00
Right of Way Aquisition (AG)	AC	$20,000.00	$20,000.00	$20,000.00	$20,000.00
AG Land Contingency	AC	$20,000.00	$20,000.00	$20,000.00	$20,000.00
Right of Way Aquisition (USBR O)	AC	$20,000.00	$20,000.00	$20,000.00	$20,000.00
Right of Way Aquisition (IR)	AC	$40,000.00	$40,000.00	$40,000.00	$40,000.00
Right of Way Aquisition (SPA)	AC	$130,000.00	$130,000.00	$130,000.00	$130,000.00
Right of Way Aquisition (ZOO)	AC	$130,000.00	$130,000.00	$130,000.00	$130,000.00

APPENDIX D. GLOBAL PRICES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Right of Way Aquisition (M1 or M2)	AC	$130,000.00	$130,000.00	$130,000.00	$130,000.00
Right of Way Aquisition (GC)	AC	$300,000.00	$300,000.00	$300,000.00	$300,000.00
Right of Way Aquisition (GC/Service Station)	AC	$500,000.00	$500,000.00	$500,000.00	$500,000.00
Acquisition Cost	PARCEL	$2,000.00	$6,000.00	$2,000.00	$6,000.00
Soft Cost/Contingency	%	31%	46%	31%	46%
Erosion Control Field Construction	%	1%	1%	1%	1%
Sewer Force main, 6"	LF	$95	$95	$95	$95

NOTES:
1. Intersection street lighting, striping, and traffic control and staging have too many variables so they do not have principal unit prices - prices were determined per intersection.
2. Traffic Control center section is estimated at approx. $10/LF for existing roads.
3. Traffic Signal for item 24 is a minor signalization.

APPENDIX E. NOTES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES

Prepared: JWH
1143.007
5-18-05

1 Street lights at intersections corners are assumed to be on the traffic signal poles.
2 Landscape corridors are assumed 29' wide adjacent to commercial property and 19' wide adjacent to residential property.
3 Arterial streets are assumed 88' wide (BOW to BOW).
4 Thoroughfare streets are assumed 108' wide (BOW to BOW)
5 Grantline Road pavement assumed salvageable and 30' wide. Cost included for widening and overlay only.
6 Jackson Highway (SR16) and Bradshaw Boulevard pavement assumed salvageable and 36' wide. Cost included for widening and overlay only.
7 Eagles Nest Road and Excelsior Boulecard pavement assumed NOT salvageable due to narrow width and poor condition.
8 Douglas Road pavement assumed not salvageable due to narrow width and poor condition.
9 Striping Costs: $8 for thoroughfare center lanes and $4 for each thoroughfare frontage; $6 for arterial center lanes and $4 for each arterial frontage.
10 Intersection improvements include frontage adjacent to properties within the Sunridge Specific Plan area only. Frontage is included in intersections for all curb returns.
11 Project 18 includes reconstruction of existing road through curve to radius=2000'. Length of reconstruction estimated at 1800 LF.
12 Sunrise Boulevard pavement assumed not salvageable due to horizontal location and need to raise road to mitigate for existing flooding problems.
13 Quantities for projects 24, 31, and 32 revised per specific plan map lengths.
14 Partial quantity for projects 43, 44, 45, 46, and 49 included in intersection improvements 12, 13, and 20.
15 Costs for improvement 8 are carried over from the Public Facilities Financing Plan (PFFP) per conversation with Paul Philleo. The Douglas/Zinfandel intersection is fully funded in the Mather CIP as a 6x4 intersection widening and signalization.
16 Costs for improvement 55 are carried over from the PFFP. Assumed improved by others with contribution from Sunridge Specific Plan for amount shown.
17 Improvements 14, 56, 68, 69, 71, 72b are 100% funded by others per PFFD. Costs of these improvements are carried over from the PFFD b/c those costs are assumed to be previously determined by the funding party. Right of Way Acquisition costs assumed to be included in carry over costs.
18 Improvement 22 is fully funded by others. An updated cost estimate was completed to ensure accuracy. The intersection is 6x6 instead of 6x4.
19 Carried over costs were directly carried over from the EPS PFFP (not adjusted) to avoid cost discrepancies.
20 Culverts assumed to extend 5 LF beyond the back of walk. All culvert improvements replace any previously existing culvert or pipe crossings. Unit cost includes headwall cost. Necessary culvert size determined on the basis of shed area and runoff estimation from Sacramento County Drainage Manual and the examination of previously prepared plan area drainage maps.
21 Improvement 15 quantities based on preliminary improvement plans provided by sacramento county for interim improvements to Grantline/Sunrise intersection. Quantities reflect means necessary to improve intersection to 6x6 intx.
22 Right of Way Acquisition requirements are only rough estimates and should be used as such. Quantities are based on accessor maps. Survey's must be completed for individual projects in order to determine the exact quantity of right of way needed to complete improvements. Costs do not take into consideration widening at intersections. Costs provide only a rough estimate could change significantly when individual project surveys are completed.
23 The Right of Way Acquistion costs represent the full right of way required at buildout, therefore the costs contain excess right of way needed during interim improvements. Moreover, this provides approximately 30% contingeny to cover future cost changes.
24 State Use land alond SR16 assumed to be previously acquired right of way. Therefore, assumed to be dedicated at no cost.
25 County Use land assumed to be dedicated at no cost.

APPENDIX E. NOTES

FEE PROGRAM UPDATE PROJECT COST ESTIMATES

26 Breakdown of Soft Costs and Contingency

Private

3% Design surveys and construction staking
7% Engineering
4% Construction Management
5% Inspection and Materials Testing
10% Cost Contingency
1% Bonding

Public

9% Inspection
2% Materials Testing
20% Engineering & Preliminary Surveying
4% Construction Surveying
10% Cost Contingency

EXHIBIT B

SUNRISE DOUGLAS COMMUNITY PLAN
DEVELOPMENT IMPACT FEE PROGRAM
PROPOSED FEE INCREASES

	FEE PER DWELLING UNIT EQUIVALENT		
	Roadway Fee [1]	**Offsite Supplemental Water Fee**	**Interim Sewer Fee**
Single Family Residential	$11,687	$1,137	$784
Multi Family Residential	$7,693	$853	$588
Commercial	$12.83	$0.42	$0.08
Business Professional - Office	$10.26	$0.35	$0.16
Industrial	$3.50	---	---
Industrial - Office	$7.43	---	---
Administration	3.75%	3.75%	3.75%

[1] Non-residential rates for the Roadway Fee component in the SDCP Fee Program Update established rates for commercial and office at significantly higher rates than shown in this Table. Staff recommends the rates shown above be collected on an interim basis until the final Nexus Study for the Citywide Transportation Impact Fee is completed.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 94-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA PROVIDING CONCEPTUAL APPROVAL OF THE SUNRISE DOUGLAS COMMUNITY PLAN CREDIT/REIMBURSEMENT AGREEMENT

WHEREAS, on June 21, 2004, the City Council adopted Ordinance No. 24-2004 (Ordinance) adding Chapter 16.83 to the Rancho Cordova City Code relating to the establishment of development impact fees to finance the cost of public facilities within the Sunrise Douglas Community Plan (SDCP) Area.

WHEREAS, the Ordinance contains provisions for the establishment of a Roadway Fund for the Sunridge Specific Plan Area and the payment and collection of development impact fees to be deposited in the SDCP Roadway Fund.

WHEREAS, the Section 16.83.150 of the Ordinance contains provisions for credit for construction of roadway facilities, or portions of thereof, as authorized by the Director of the Rancho Cordova Public Works Department (Director), in lieu of all, or a portion of, the roadway development fee.

WHEREAS, the Section 16.83.160 of the Ordinance contains provisions for the Director to enter into a reimbursement agreement authorizing construction of roadway facilities, or portions of thereof, as authorized by the Director, with reimbursement from the Roadway Fund when funds are available.

WHEREAS, the attached Draft Sunrise Douglas Community Plan Development Impact Fee Program Credit/Reimbursement Agreement (Agreement) is a Template prepared specifically to establish the terms and conditions of credit and/or reimbursement for the construction of roadway facilities, or portions thereof, pursuant to the policies and procedures of the SDCP Development Impact Fee Program and governing Ordinance.

WHEREAS, authorization is now being requested to allow the Director to authorize the construction of roadway facilities, and enter into credit and/or reimbursement agreements based on the Template with a similar form and scope, with the Developers of the Sunrise Douglas Community Plan Area.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AS FOLLOWS:

1. That the Director of the Public Works Department, or designee, is authorized to authorize the construction of any roadway facilities, or portions thereof, in lieu of all, or a portion of, the roadway Development Fee or the reimbursement of such roadway faclitiy, pursuant to the terms of a credit and/or reimbursement Agreement.

2. That the City Manager, or designee, is authorized to execute said Agreement after revision to its final form, and agreements of a similar form and scope, with the Developers of the Sunrise Douglas Community Plan Area.

3. That the City Manager, or designee, is authorized, for and on behalf of the City, to administer the agreement in accordance with the terms and conditions set forth therein.

PASSED AND ADOPTED by the City Council of on the 1st day of August, 2005 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Ken Cooley, Mayor

ATTEST:

_____
Lillian E. Hare, City Clerk

CITY OF RANCHO CORDOVA
SUNRISE DOUGLAS COMMUNITY PLAN
DEVELOPMENT IMPACT FEE PROGRAM
CREDIT/REIMBURSEMENT AGREEMENT

[LIST DEVELOPER HERE]
[LIST FACILITY HERE]

This Credit/Reimbursement Agreement (the "Agreement") is entered into by and between the City of Rancho Cordova (hereinafter "City") and **[list developer here, including form of entity]**, and/or its successors in interest, (hereinafter "Developer") as of the ____ day of _____ 2005.

RECITALS

WHEREAS, Developer is developing the **[list name of development]** (the "Project"), including backbone infrastructure that will serve the Project; and

WHEREAS, Developer is required, as a condition of development of the Project **[reference condition of approval and the relevant ordinance or resolution number]**, to construct or cause to be constructed the facilities and improvements described in **Exhibit A** hereto, which are included within the improvement plans titled **[list Name of Improvement Plan Set]**, dated **[list Date of Improvement Plan Set]** (the "Facilities"); and

WHEREAS, on June 21, 2004, the City Council of Rancho Cordova adopted Ordinance No. 24-2004 which approved the Sunrise Douglas Community Plan Development Impact Fee Program (the "SDCP Fee Program"); implemented impact fees to pay for a variety of public facilities (the "SDCP Fees"), including the Facilities; and set forth policies associated with fee credits and reimbursements within the Sunrise Douglas Community Plan ("SDCP") area; and

WHEREAS, City has agreed to allow Developer to execute a contract to design and construct the Facilities; and

WHEREAS, City and Developer desire to enter into an agreement to provide for allowable credits and reimbursements by the City to Developer for certain costs of design and construction of the Facilities; and

WHEREAS, City and Developer have agreed to allow apportionment of credits over the real property identified in **Exhibit B** hereto;

NOW, THERFORE, in consideration of the mutual promises contained herein, City and Developer agree as follows:

Section 1. Construction of Facilities

Developer shall complete construction of the Facilities in accordance with the plans and specifications approved by City staff, and in accordance with City improvement standards and this Agreement. Developer understands and acknowledges that the terms and conditions contained in any contract that Developer has or may execute with any contractors or material suppliers regarding the construction of the Facilities have no force or effect upon this Agreement.

Section 2. Allowable Credit/Reimbursement

The City shall credit/reimburse the Developer for all amounts spent, or authorized to be spent, in connection with the planning, financing, acquisition and development of a public facility or infrastructure including without limitation, the costs of land, construction and inspection, engineering, administration, and consulting fees (hereinafter the "Costs") associated with construction of the Facilities, up to an amount not to exceed **[list the Programmed Costs]** (hereinafter the "Programmed Costs"), except as otherwise set forth in Section 6 below. Notwithstanding the foregoing, the allowance for storm water pollution prevention monitoring & management, engineering, inspection, testing, surveying and bonding (hereinafter the "Soft Costs") shall be determined by multiplying the actual construction costs for the Facilities excluding right-of-way acquisition, but including traffic control, staging and storm water pollution prevention implementation measures (hereinafter "Hard Construction Costs") that qualify for credit/reimbursement (as determined by the City Engineer) by twenty-one percent (21%). However, in no event shall the sum of the Hard Construction Costs, 21% Soft Cost allowance and any right-of-way or land acquisition costs exceed the Programmed Costs, except as otherwise set forth in Section 6 below.

The determination of actual construction costs shall be based on the City-approved unit bid prices as submitted by the lowest responsible bidder multiplied by the actual installed quantities as shown in the "as-built" contract documents to be approved by the City. Reimbursement shall be limited to quantities shown on City-approved improvement plans for the Facilities, including change orders approved by the City Engineer. For construction change orders to be given consideration for reimbursement, the Developer must:

- Notify City of any proposed change order, preferably in advance of performance of change order work. (Any change order work authorized by the Developer without the City's prior consent is done solely at the Developer's risk and is subject to denial by the City, based upon the merits of the proposed change order.)

- Evaluate the change order request and present determination of its validity and estimated cost along with supporting information to City

- Fully document any work performed under a change order to verify all associated costs

Failure to comply with any of these procedures will result in the ineligibility of the requested change order for credit/reimbursement.

In order to secure final credit and/or commitment for reimbursement, Developer shall provide the following items to the City in order for the City to determine the actual construction costs for the Facilities that qualify for credit/reimbursement:

(1) Copies of the original contract with the contractor and any change orders that have been agreed to by the Developer, contractor, and the City. The portion of each change order associated with the Facilities must be itemized separately;

(2) Copies of all invoices, with unconditional lien releases, submitted by the contractor;

(3) Copies of all checks issued by the Developer with related invoices indicated; and

(4) A summary tabulation of all contractor invoices and Developer payments.

Section 3. Limitation on Fee Credits

Notwithstanding Section 2 above, for any particular type of facility (i.e., sewer, water, roadways), the amount of fee credits granted to a Developer for that type of facility pursuant to this Agreement shall not exceed the amount of fees due from the Developer for that facility type within the area designated for such fee credits as identified in **Exhibit B** hereto. If the amount of credit/reimbursement from Section 2 for a particular facility type exceeds the fee obligation for the Developer for that facility type, the remaining balance shall be paid as a reimbursement to Developer pursuant to the procedures set forth in Section 4 below, unless Developer requests that a greater portion of the credits/reimbursements be designated as credits to be assigned to lots outside the area designated in **Exhibit B**, subject to the approval of the City Engineer or City Finance Director, in his or her sole discretion.

In addition to the foregoing, no fee credits shall be applied to the Administrative Fee or the Fee Program Update Fee that are part of, and are defined within, the SDCP Fee Program. Both fees shall be due and payable at such time as the Developer, or its successors or assigns, are issued building permits for property identified in Exhibit B hereto.

Section 4. Reimbursements

If, pursuant to Section 3 above, Developer is owed a reimbursement for any costs of the Facilities, the priority of such reimbursement shall be subject to the SDCP Fee Program facility priority list adopted by the City Council, which list may prioritize facilities by group or category, rather than individually. Within a particular priority category, reimbursements shall be paid on a first-in/first-paid basis, based on the date on which the City accepts each facility. Reimbursements shall be paid by the City as fee revenues are collected within the SDCP Fee Program area; such payments shall be made by the City at least quarterly throughout the year as funds become available. Notwithstanding the foregoing, the obligation arising from the agreement is not a debt of the City, nor a legal or equitable pledge, charge, lien, or encumbrance,

upon any of its property, or upon any of its income, receipts, or revenues, and is payable only from the Development Fees deposited in the Sunrise Douglas Community Plan **[insert applicable fee, i.e. Roadway, Sewer, Water, etc.]** Fee. The SDCP facility priority list may be amended by the City from time to time at the direction of the City Engineer.

Section 5. Cost Savings

If the actual construction costs (including soft costs) for the Facilities are less than the Programmed Costs, the City shall take the difference between the Programmed Costs and the actual construction costs and add this amount to the ongoing "Cost Savings Balance" for the SDCP Fee Program. The Cost Savings Balance shall be the cumulative total of cost savings that have been realized for facilities constructed within the SDCP Fee Program, less the amount of such savings that has been applied to offset cost overruns as discussed further in Section 6 below.

Section 6. Adjustment to Programmed Costs

If, when the final reconciliation of construction costs for the Facilities is conducted by the City, the actual construction costs for any of the Facilities exceeds the Programmed Costs for such Facilities, the City Engineer shall review items (1) through (4) from Section 2 above and determine if the Programmed Costs that will be credited/reimbursed to the Developer should be increased above the amount shown in Section 2 of this Agreement. Such an adjustment to the Programmed Costs for the Facilities shall occur at the sole discretion of the City. The City Engineer shall determine how much of the actual construction costs should be included in an increase to the Programmed Costs, which would be deemed the cost overrun. The City Engineer shall consider the following items to determine whether an adjustment to the Programmed Costs is warranted:

(1) Has the cost overrun occurred for reasons that are outside the control of the City or the Developer, including but not limited to (i) an increase in land costs or unit costs since the SDCP Fee Program was adopted, (ii) new, increased or augmented state or federal mandates or requirements, or (iii) new City standards that did not exist when the SDCP Fee Program was adopted?

(2) Can the SDCP Fees be increased to cover the cost overrun without rendering remaining development within the SDCP Fee Program infeasible?

If the City Engineer concludes that an adjustment to the Programmed Costs for the Facilities is appropriate, the City shall first check the Cost Savings Balance to determine if the current balance is sufficient to offset the cost overrun. If the Cost Savings Balance is greater than or equal to the cost overrun, the City shall amend this Agreement and increase the allowable credit/reimbursement amount in Section 2 to the original Programmed Costs plus the cost overrun. At the same time, the City shall decrease the Cost Savings Balance by the amount of the cost overrun.

If the Cost Savings Balance is less than the cost overrun, the City shall first subtract any Cost Savings Balance from the cost overrun, leaving a Cost Savings Balance of zero dollars ($0). Any remaining amount of cost overrun must be factored into an adjusted SDCP Fee pursuant to an update to the SDCP Fee Program. The City shall include the cost overrun in the next update to the SDCP Fee Program, as discussed further in Section 10 below.

Notwithstanding the foregoing, the increase in Programmed Costs that will be paid to Developer due to a cost overrun shall be reduced by the amount that Developer would have paid if the increased SDCP Fee that will be needed due to the cost overrun were applied to all building permits issued to Developer, or its successors or assignees, prior to the increased SDCP Fee taking effect. Such amount shall be determined as follows:

P * (NF – OF) = Reduction to adjusted Programmed Costs, wherein:

P = Number of building permits issued within property identified in **Exhibit B** after a request is made to process an update to the SDCP Fees due to a cost overrun on the Facilities, but prior to such update becoming effective

NF = Increased SDCP Fee adopted by City Council after requested fee update takes effect

OF = Amount of SDCP Fee in effect prior to increase associated with the cost overrun for the Facilities

The calculation of the adjusted Programmed Costs shall be determined at the sole discretion of the City and shall be reflected in the revised Programmed Costs identified in an amendment to this Agreement that is executed by Developer and City.

Section 7. <u>Distribution of Fee Credits/Reimbursements</u>

Upon execution of this Agreement, the Developer shall receive fee credits and/or commitment for reimbursement equal to eighty percent (80%) of the Programmed Costs for the Facilities. After the Facilities have been accepted by the City pursuant to the requirements set forth in this Agreement, the remaining amount of fee credits and/or commitment for reimbursement shall be granted to Developer. Unless the City adjusts the Programmed Costs of the Facilities pursuant to Section 6 above, such remaining credit/reimbursement shall be equal to the lesser of (i) the actual construction cost of the Facilities less the 80% credit/reimbursement already granted to Developer, or (ii) the remaining twenty percent (20%) of the Programmed Costs.

Notwithstanding the foregoing, if the Developer, through credits taken exhausts the original allocation of eighty percent (80%) of the Programmed Costs prior to the City accepting the Facilities, Developer as well as its successors and assignees shall be required to utilize other SDCP Fee credits and/or pay the SDCP Fee on the remaining building permits issued within the area identified in **Exhibit B**. The City shall hold the proceeds of such fee payments by Developer and or its successors and assignees on deposit for a period of one (1) year. During that

one (1) year period, the Developer or its successors and assignees may replace any portion of such deposits with a like amount of other available SDCP Fee credits. After a period of one (1) year has passed since fees were deposited with the City, such fee revenues shall be available to the City for any authorized costs within the SDCP Fee Program, and Developer shall no longer be entitled to replace such fees on deposit with otherwise applicable SDCP Fee credits. This paragraph shall not be construed to limit or otherwise affect the amount or timing of credits/reimbursements related to the acceptance of Facilities described above. This paragraph is only intended to address the means by which fees paid to the City may be subsequently replaced by fee credits for a limited period of time.

Section 8. Application of Fee Credit

Fee credits provided pursuant to this Agreement shall be applied to the property identified in **Exhibit B** in any manner requested by the Developer. Based on the type of Facilities covered by this Agreement, such fee credits shall only apply to the **[list type of facility that is covered by Agreement (i.e., sewer, water, road)]** fees within the SDCP Fee Program.

Section 9. Transfer of Fee Credits/Reimbursements

Fee credits/reimbursements granted to Developer pursuant to this Agreement may be transferred to other owners, builders, or developers. To effect such a transfer, Developer shall submit a completed form to the City in substantially the same format as set forth in **Exhibit C** that will (i) reference this Agreement; (ii) identify the Developer and assignee if credits are being assigned to a builder or other party; (iii) identify the number of lots against which the credits will be applied; (iv) identify the fee credit balance before and after the transfer; and (v) include a map or other method that is acceptable to the City that identifies the lots or parcels against which the fee credits will be applied. The form must be signed by the Developer and the City, and an executed copy of the form shall be kept on file at the City.

Section 10. SDCP Fee Program Updates

At least once annually, the City shall update the SDCP Fee Program to ensure that the Programmed Costs of facilities in the SDCP Fee Program are appropriate based on current estimates of land costs and construction costs, as well as actual costs that have been incurred for facilities within the SDCP Fee Program that have been constructed in the prior year. In addition to the annual update of the SDCP Fee Program, the City may initiate additional updates throughout the year to increase the SDCP Fees to cover cost overruns that have been approved by the City to include in such fee updates. If the City Engineer has identified a cost overrun pursuant to Section 6 above, the City may commence an SDCP Fee Program update immediately or within a reasonable time thereafter.

Section 11. Inspection

City shall, at all times, upon reasonable advance notice, have access to the construction site during construction of the Facilities and Developer shall furnish City with all reasonable

information necessary for ascertaining full knowledge of the Facilities with respect to the progress, workmanship, and character of materials and equipment used and employed in the work.

Whenever the contractors retained by Developer vary the normal period during which work or any portion of it is carried out on each day, Developer shall give timely notice to the City so that the City's representative may, if he or she wishes, be present to observe the work in progress. If Developer fails to give such timely notice, any work done in the absence of the City representative will be subject to rejection. Developer shall give timely notice to the City in advance of backfilling or otherwise covering any part of the work so that the City's representative may, if he or she wishes, observe the work before it is concealed.

Observation of the work by the City shall not relieve Developer of any of its obligations to complete construction in accordance with the plans and specifications approved by the City Engineer.

Section 12. Prevailing Wages

Pursuant to the provisions of Articles 1 and 2 of Chapter 1, Part 7, Division II of the Labor Code of the State of California, not less than the general prevailing rate of per diem wages, and not less than the general prevailing rate of per diem wages for holidays and overtime work, for each craft, classification or type of worker needed to execute the work contemplated under this Agreement shall be paid to all workers, laborers, and mechanics employed in the execution of said work by Developer's contractor, or by any subcontractor doing or contracting to do any part of said work. The appropriate determination of the Director of the California Department of Industrial Relations is filed with, and available for inspection at the office of, the City Clerk.

Developer shall require its contractor to post, at each jobsite, a copy of such prevailing rate of per diem wages as determined by the Director of the California Department of Industrial Relations.

Section 13. Insurance

Developer shall require its contractor to carry and maintain during the life of this Agreement, such public liability, property damage and contractual liability, auto, Workers' Compensation and Builders' Risk Insurance as required by the improvement plan specifications for the Facilities. The contractor shall name the City as an additional insured.

Section 14. Acceptance and Conveyance of Facilities

Once Developer has completed construction of the Facilities and the Facilities are accepted and deemed satisfactory by the City, the Facilities automatically become the property of the City. Developer shall take any and all actions necessary to convey and vest full, complete and clear title in said Facilities to the City. **[THIS SECTION TO BE ELIMINATED IN THE CASE OF FACILITIES THAT ARE TO BE OWNED BY OTHER JURISDICTIONS]**

Section 15. Liens, Claims, and Encumbrances

Developer shall provide a written guarantee and assurance to the City that there are no liens, claims, or encumbrances on the Facilities prior to payment of reimbursements or granting of final fee credits by the City, together with unconditional final releases from all contractors and material suppliers, and with copies of invoices and corresponding Developer checks issued for all items for which credit/reimbursement is required under this Agreement. Notwithstanding any other provision or term of this Agreement, the City shall have no obligation to apply credits/reimbursements after final acceptances for the Facilities until Developer has cleared any and all liens, claims and encumbrances from said facility, and provided the required guarantee documentation, guarantee, and assurance in writing, to the satisfaction of the City.

Section 16. Delivery of As-Built Plans and Specifications

Prior to acceptance of the Facilities by City, Developer shall deliver to City copies of all as-built plans, specifications, operating manuals, service manuals, warranties and other documents relating to the design, construction, and operation of the Facilities described in this Agreement.

Section 17. Indemnification

The Developer, by execution of this Agreement, specifically agrees to assume the defense of, indemnify and hold harmless City and its elected representatives, officers, employees, agents and consultants (the **"Indemnitees"**), from and against all liabilities, actions, damages, claims, losses, or expenses of every type and description, including attorneys' and consultants' fees and expenses, (collectively, **"Liabilities"**), to which they may be subjected or put, by reason of or resulting from the design, construction, or installation of the Facilities, except to the extent the Liabilities arise from the sole negligence, active negligence, or willful misconduct of City and/or the Indemnitees. This indemnification shall extend to Liabilities occurring after this Agreement is terminated as well as while it is in force. Notwithstanding the foregoing, following the acceptance of the improvements by City, or if there is an applicable warranty, following the end of any applicable warranty period, the Developer shall not be obligated to indemnify the Indemnitees for Liabilities to the extent that such Liabilities arise from Indemnitees' active or passive negligence.

Section 18. Third Party Liability

City does not assume any liability, duty or obligation to Developer's contractors, subcontractors or agents by execution or performance of this Agreement and no contractors, subcontractors, agents or any parties are third party beneficiaries of this Agreement.

Section 19. Warranty

Developer hereby warrants the Facilities as to materials, design and workmanship and should any failure of the Facilities or any parts thereof occur within a period of one (1) year after final acceptance by City, Developer shall promptly cause the needed repairs to be made without any

expense or cost to the City. Final acceptance shall be deemed to have occurred under this Agreement when the Facilities have been accepted by the City and may be placed into service. City shall provide written notification to Developer of final acceptance by the City.

City is hereby authorized to make repairs if Developer fails to make, or undertake with due diligence, the aforesaid repairs within twenty (20) days after it is given written notice of such failure. In case of emergency, where in the opinion of the City Engineer delay may cause serious hazard to the public, the necessary repairs may be made by the City without prior notice to Developer. In all cases of failure within the warranty period where the City has taken action in accordance with this paragraph, Developer shall reimburse City for any and all costs or expenses, direct or indirect, incurred by the City.

Section 20. Binding on Successors and Assigns

Each and every provision of this Agreement shall be binding upon and shall inure to the benefit of the respective successors and assigns of the parties hereto, in the same manner as if such parties had been expressly named herein.

Section 21. Attorney's Fees

If any suit, action or proceeding in law or equity is brought to enforce the provisions of this Agreement, the prevailing party shall be entitled to reasonable costs and attorneys' fees.

Section 22. Authority to Enter Into Agreement

Developer and City certify that they are legally empowered to enter into this Agreement.

Section 23. Notices

Any notices, requests, demands or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given on the date of service if served personally (FedEx and similar services, each of which is hereinafter called an "Express Courier," shall be considered to be personal service) or by telephone facsimile or other electronic transmission (provided that the sender of a telephone facsimile or other electronic transmission has received confirmation of successful transmission by the sending fax machine), and upon receipt, if mailed to the party to whom notice is to be given, by first-class mail, registered or certified, postage prepaid, return receipt requested, and properly addressed as follows:

If to City:

City of Rancho Cordova
Attn: City Engineer
3121 Gold Canal Drive
Rancho Cordova, CA 95670
Telephone: (916) 942-0246
Facsimile: (916) 853-1691

If to Developer: **[fill in information for Developer]**

Either party may change its mailing address at any time by giving written notice of such changes to the other party in the manner provided herein.

Section 24. Notice of Contractors

Developer shall provide a copy of this Agreement to any contractors, subcontractors, or other parties performing work on the Facilities, prior to commencement of construction by said party.

Section 25. Term

The term of this Agreement shall start on the day and year duly executed by all parties and shall remain in effect until all the terms and conditions contained in this Agreement have been satisfied.

Section 26. Severability

If any provision of this Agreement shall be held to be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining portions hereof shall not in any way be affected or impaired thereby.

Section 27. Conflicts

This agreement is intended to implement and be consistent with the requirements of Ordinance No. 24-2004. The Ordinance provides that by entering into a reimbursement agreement, a property owner is not relieved of the obligation to pay the Development Fees in the manner and amount specified in the Ordinance. Therefore, in the event of any conflicts between Ordinance 24-2004 and this Agreement, the requirments of the Ordinance shall prevail and control.

Section 28. Exhibits

The Exhibits attached hereto are hereby incorporated herein by this reference.

Section 29. Entire Agreement

This Agreement constitutes the entire understanding of the parties regarding the subject matter hereof. The Agreement may be amended only by writing executed by both parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first above-written.

CITY OF RANCHO CORDOVA,
a municipal corporation

[Insert Developer Signature Block]

By:_____
Ted Gaebler
City Manager

ATTEST:

_____
Lillian Hare
City Clerk

APPROVED AS TO FORM:

_____
Steven R. Meyers
City Attorney

EXHIBIT A

IDENTIFICATION OF FACILITIES AND PROGRAMMED COSTS OF FACILITIES

EXHIBIT B

IDENTIFICATION OF PROPERTY SUBJECT TO AGREEMENT

EXHIBIT C

FORM FOR TRANSFER OF CREDITS/REIMBURSEMENTS

[TO COME]

MEMORANDUM

DATE: August 1, 2005

TO: Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: ADOPTION OF INTERIM TRANSPORTATION IMPACT FEE AND 30-DAY EXTENSION

RECOMMENDATION

1. Adopt Urgency Resolution No. 92-2005 Establishing Interim Transportation Impact Fees for 29 days;
2. Adopt Resolution No. 97-2005 Extending the Authorization for an Interim Transportation Impact Fee for 30 Days

BACKGROUND

The City Council has adopted a Draft Circulation Plan which includes a Roadway System Map, Bike and Trails Map, and Transit System Map. While the Circulation Plan outlined the key objectives and assumptions with each circulation component, it did not quantify nor define the exact characteristics and features of the roads, trails, bikeways, and other modes of transportation facilities. Staff has been working on the preparation of a Capital Improvement Program and Nexus Study to enable adoption of a permanent Transportation Impact Fee which would address transportation fees in all areas of the City.

While data for the Nexus Study was being gathered, the City Council passed an urgency resolution adopting an interim Transportation Impact Fee of $4,400 per single family dwelling (SFD) on May 16, 2005, and subsequently authorized two, 30-day extensions. As currently applied the interim fee is the only transportation impact fee payable by infill development and is supplemental to any existing specific plan or special planning area roadway fees applicable to new development areas. The infill area is defined as the existing portion of the City in which most development has already occurred with existing infrastructure in place.

The Sunridge Specific Plan Area (SRSP) is currently paying the $4,400 interim traffic fee in addition to the Roadway Fee in the Sunrise Douglas Community Plan in the amount of $9,592. In a separate action before the Council, Resolution No. 93-2005 authorizes a Roadway Fee increase to $11,687, resulting in a total combined fee increase from $13,992 to $16,087 for the specific plan fee plus the interim fee. The Updated Nexus Study for the SDCP established non-residential rates significantly higher than the rates proposed to

AGENDA ITEM # 15

be adopted for the SDCP area as shown in **Resolution No. 92-2005** attached. Staff recommends the rates shown in the attached Resolution be collected on an interim basis until the final Nexus Study for the Citywide Transportation Impact Fee is completed.

The purpose of the interim Transportation Impact Fee is to address the significant shortage of roadway improvements required to mitigate the impacts of new commercial and residential developments in the City. As described in the attached resolution, the City of Rancho Cordova now faces a current and immediate threat to public health, welfare and safety because the traffic fees inherited from the County of Sacramento are based on 1993 cost estimate and CIP, which leaves the City with a significant funding shortfall and insufficient facilities for critical roadway, bicycle and pedestrian improvements necessary to maintain effective circulation throughout the City. If the City were to continue to process building permits without imposing an adequate Transportation Impact Fee, the City's circulation system will continue to degrade.

The Council must adopt new legislation if it desires to enable the City to continue to collect an interim fee while the Nexus Study is being completed. It is anticipated that the Nexus Study and a proposal for a permanent Citywide Transportation Impact Fee will be presented to the City Council in October.

A preliminary draft of the Capital Improvement Program and cost estimates for the planned transportation facilities are complete. Several changes have been made to the document as land use data has been amended by the City's Planning Department.

The Nexus Study that is underway clearly identifies the City's need for a Transportation Impact Fee that is substantially higher than the current fee in order to offset impacts created by new development. Staff recommends that the City Council:

1) Maintain the current single family residential interim Transportation Impact Fee of $4,400 in the City's infill area;
2) Establish an interim fee of $16,087 for the Sunridge Specific Plan Area (consistent with the updated SDCP fee program presented in Resolution No. 93-2005 plus the $4,400 they are currently paying for regional components in the interim fee);
3) Establish the non-residential rates for the Sunridge Specific Plan Area at the reduced rates proposed in Resolution No. 92-2005; and
4) Establish an interim fee of $16,087 for single-family residential development in all other remaining areas of the City and similar to the SRSP area would include most of the facilities typically covered by a Specific Plan.

Staff has provided a draft report of the improvement cost estimates and estimates of the Transportation Impact Fee to the Building Industry Association (BIA), local land developers and their engineering consultants for review. In general, the BIA and local land developers have been supportive of the City's

transportation objectives and a fee necessary to carry out the program. Attached to the staff report is a letter of support from the BIA for the interim fee.

The interim Transportation Impact Fee can only be enacted for a 29-day period. On the 30th day, August 30 2005, it automatically expires. Council does not meet again until September 3, 2005. Staff has attached Resolution No. 97-2005 which extends the interim Transportation Impact Fee for 30 days so there will be no lapse in coverage before the Council's next meeting.

The resolutions establishing and extending the interim fees require a 4/5th affirmative vote of the Council.

Attachments:
1. Resolution 92-2005
2. Resolution 97-2005
3. Letter from BIA dated July 13, 2005

CITY OF RANCHO CORDOVA

RESOLUTION NO. 92-2005

AN URGENCY RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA ESTABLISHING INTERIM TRANSPORTATION IMPACT FEES

WHEREAS, upon its incorporation, the City of Rancho Cordova ("City") enacted ordinances that continued in effect the Roadway and Transit Development Fees of Sacramento County (Sacramento County Code Chapter 16.87) as part of the Rancho Cordova Development Impact Fee program; and

WHEREAS, the County Roadway and Transit Development Fees are based on outdated information, which has not been revised or updated since 1993; and

WHEREAS, a preliminary evaluation of cost estimates, facility lists and development impact fee information from nearby jurisdictions led the City to conclude that the existing County Roadway and Transit Development Fees are insufficient to achieve the roadway, bicycle, and pedestrian improvements necessary to meet the demand generated by new development in the City; and

WHEREAS, to rectify this situation which imposes an immediate threat to the public health, safety and welfare of the residents of the City of Rancho Cordova, the City Council has hired consultants to prepare a Nexus Study that will be used to establish a new citywide Transportation Impact Fee pursuant to Government Code Section 66000 *et. seq.*; and

WHEREAS, the City Council adopted a Draft Circulation Plan on May 16, 2005, and has completed a preliminary draft of a Capital Improvement Program (CIP) setting forth cost estimates for the City's planned transportation facilities; and

WHEREAS, the Nexus Study now underway clearly identifies the City's need for Transportation Impact Fees that are substantially higher than the current interim fees adopted on May 16, 2005, in order to fund construction of the improvements necessary to offset the impacts created by new development; and

WHEREAS, to avoid exacerbating the already substantial funding shortage for transportation improvements that now exists as a result of the County's 1993 fees and the City's insufficient interim fee amounts, the City desires to establish new interim Transportation Impact Fees that more closely reflect the actual estimated costs of planned transportation improvements in the preliminary draft of the CIP; and

WHEREAS, the Transportation Impact Fees will protect the public health, safety and welfare of the community by ensuring that funds are collected to address the demand generated by new development while the permanent Transportation Impact Fees are being formulated; and

WHEREAS, this urgency resolution addresses three separate fee components: an interim "Infill" fee, a Sunridge Specific Plan Area fee, and an interim fee for all other areas of the City; and

WHEREAS, the proposed interim Transportation Impact Fees for the Sunridge Specific Plan Area are identical in all respects to those adopted by the City Council in Resolution No. 93-2005 at this same meeting as part of the Sunrise Douglas Community Plan (SDCP) Nexus Study Update, except that they would take effect immediately under this urgency resolution; and

WHEREAS, the proposed residential Infill fees reflect the City Council's desire to encourage residential infill projects which enhance and contribute to the City's established neighborhoods and downtown core, and which are already served by existing infrastructure and thus less likely to create some of the transportation impacts associated with newly-developing areas; and

WHEREAS, the City published a public notice and held a hearing on August 1, 2005, to receive and consider all written and oral testimony prior to taking action on this matter;

NOW, THEREFORE, the City Council of the City of Rancho Cordova does hereby adopt, by at least a four-fifths vote of its members, the findings in Section 1 below, and establishes interim Transportation Impact Fees on new commercial and residential developments in the City as described in Section 2 below.

Section 1. Findings

1. The foregoing recitals and the accompanying Staff Report dated August 1, 2005, are true and correct, and are hereby incorporated by reference.

2. Collection of the County Roadway and Transit Development Fees, which are based on cost estimates that are more than a decade old, has resulted in a critical shortfall of funding for roadway, bicycle and pedestrian improvements required to mitigate traffic impacts throughout the City. A preliminary analysis of the data used to establish the existing roadway development impact fee identifies extensive deficiencies in the City's roadway system, including a lack of funding for critical roadway, bicycle and pedestrian improvements to maintain effective circulation throughout the City.

3. The City of Rancho Cordova faces a current and immediate threat to the public's health, safety and welfare due to the number of new commercial and residential developments now planned for, or under review, in the City. If development is allowed to occur without increasing the fee to fund infrastructure needs to mitigate citywide traffic impacts from new development, the City's circulation system will further degrade without an adequate source of funding to implement those improvements. As an example, a review of updated cost estimates for the CIP for the Sunrise Douglas Community Plan submitted to the Public Works Department on April 27, 2005, indicates that some planned improvements would be dramatically underfunded if the 1993 cost estimates and associated impact fees were not

increased. Such improvements are necessary to offset the environmental impacts of new development, yet could not be constructed using the County's fee program unless and until substantial, supplemental funding sources were made available.

4. The interim authorization of citywide Transportation Impact Fees is necessary to immediately protect the public's health, welfare and safety. As the City continues to grow, demand on roads will increase. Based on this increase, the City will need to construct new roads, and reconstruct and expand existing roads, to ease traffic congestion and improve public safety. The Institute of Traffic Engineers (ITE) has performed studies demonstrating the relationship between increased traffic congestion and the increase of vehicle and pedestrian accidents and air quality degradation. It is necessary for the public's health, welfare and safety that the interim fees proposed by this resolution take effect immediately in order to provide the roadway, bicycle and pedestrian improvements needed to serve new development, as well as to achieve a degree of certainty to allow for orderly development within the City.

5. A failure to apply interim Transportation Impact Fees to new development while a permanent Transportation Impact Fee is being studied will place the residents of new commercial projects and residential subdivisions, and the immediate community, in a condition dangerous to their health or safety because planned improvements will be delayed due to the collection of inadequate funds during the period before a Nexus Study and permanent Transportation Impact Fee are adopted.

6. Unless increased funding for transportation improvements is made available, congested conditions on the City's roadways will be significantly exacerbated by new development, compromising public health, safety and welfare by delaying police, fire, and paramedic emergency response times, and forcing motorists to endure long, costly delays while commuting to and from school, work, local services, and other destinations.

7. The purpose of the interim Transportation Impact Fees are to address the significant shortage of roadway improvements required to serve the residents of the City. Collection of the interim Transportation Impact Fees will provide funding for the roadway improvements required to meet the demands of new development in the City.

8. There is a reasonable relationship between the use of the interim Transportation Impact Fees and the type of development projects subject to the fee because commercial and residential development projects generate and contribute to the need for roadway, transit and pedestrian improvements.

9. There is a reasonable relationship between the amount of the interim Transportation Impact Fee and the potential cost of the facilities attributable to the commercial and residential development projects subject to the fee. The permanent fee will ultimately be calculated based on the number of building permits generated by residential and commercial development, the anticipated demand for and total cost of roadway improvements within the City based on traffic impacts, and the

percentage by which development within the City contributes to the need for the improvements.

10. The method of allocation of the interim Transportation Impact Fee to a particular residential development bears a fair relationship, and is roughly proportional, to the development's burden on, and benefits from, roadway improvements to be funded by the interim Transportation Impact Fees.

11. The SDCP Impact Fee Program Nexus Study Update for the Sunridge Specific Plan Area, the associated staff report and Resolution No. 93-2005, collectively demonstrate that the interim Transportation Impact Fee for the Sunridge Specific Plan Area satisfies the findings for imposing a fee increase under the Mitigation Fee Act, and all of the above-referenced documents are hereby incorporated into this resolution.

12. The $4,400 Infill single family residential development fee reflects the proportional cost of regional infrastructure needs contained in the CIP, while the $16,100 fee for development outside the Infill area reflects the proportional costs of both local and regional transportation infrastructure needs.

13. The City Council plans to adopt a permanent Transportation Impact Fee Ordinance once the Nexus Study and CIP are complete. The permanent fees will apply to all pending and new commercial and residential development projects in the City, including tentative and vesting tentative map applications now deemed complete, because the application of such fees is necessary to avoid placing residents of new residential subdivisions or the immediate community, or both, in a condition dangerous to their health or safety.

14. The adoption of interim Transportation Impact Fees is statutorily exempt from the California Environmental Quality Act under CEQA Guidelines Section 15273 because it involves the establishment of a public agency fee for the purpose of obtaining funds for capital projects that will offset traffic-related development impacts within the City's existing service area, as identified on the City's adopted Circulation Plan/Diagram, the Sunrise Douglas Community Plan, and the Sunridge Specific Plan Area.

Section 2. Action

1. Interim Transportation Impact Fees for the "Infill" area, the Sunridge Specific Plan Area, and all other remaining areas of the City are hereby established and the corresponding fee amounts are shown on the attached Exhibit A. The rates charged as shown in Exhibit A continue the rates at the same amounts as currently being charged as show in Exhibit B. A map of the three different zones subject to the fees is shown on Exhibit C-1 and Exhibit C-2.

2. Payment of the fees shall occur at the issuance of building permits and will be collected with an Interim Fee Agreement.

3. This urgency resolution and the associated interim Transportation Impact Fees will go into effect immediately after passage, and remain in effect until August 30, 2005, pursuant to Government Code Section 66107(b). If, as a separate action, the Council adopts the attached Resolution No. 97-2005, the interim Transportation Impact Fees will remain in effect until September 29, 2005.

4. Should the amount of the interim Transportation Impact Fees exceed the amount of the permanent Transportation Impact Fee subsequently adopted, the City shall provide a timely refund of the excess to the project applicant pursuant to the terms of an Interim Fee Agreement. Should the amount of the interim Transportation Impact Fees be less than the amount of the permanent Transportation Impact Fee subsequently adopted, the applicant shall pay the difference to the City in a timely manner pursuant to the terms of the Interim Fee Agreement. Any claim that a violation of state or federal law has occurred as a result of the imposition of the interim Transportation Impact Fees shall be subject to an administrative hearing; such hearing shall be held concurrently with the City's review of any request by the claimant for a refund.

Section 3. Severability

1. All portions of this Resolution are severable. Should any individual component or any portion of this Resolution be found invalid and unenforceable by a court of competent jurisdiction, it is the City Council's intent and desire that the remaining portions of the Resolution continue in full force and effect.

PASSED AND ADOPTED this _____ day of _____, 2005, by the following vote:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

APPROVED:

_____
MAYOR

ATTEST:

_____
CITY CLERK

EXHIBIT A

CITY OF RANCHO CORDOVA

INTERIM TRANSPORTATION IMPACT FEE

				SUNRISE DOUGLAS COMMUNITY PLAN	
Land Use Category	**Unit of Measure**	**New Development**	**Infill**	**Local/Specific Plan Fee Component**	**Regional Fee Component**
Single Family Residential	Unit	$16,087.00	$4,400.00	$11,687.00	$4,400.00
Multi Family Residential	Unit	$11,021.00	$3,328.00	$7,693.00	$3,328.00
Commercial	Sq. Ft.	$12.83	$12.83	[1] $12.83	---
Business Professional - Office	Sq. Ft.	$10.26	$10.26	[1] $10.26	---
Industrial	Sq. Ft.	$3.50	$3.50	$3.50	---
Industrial - Office	Sq. Ft.	$7.43	$7.43	$7.43	---
Administration (2%)		[2]	[2]	[3]	[3]

[1] Non-residential rates in the SDCP Fee Program Nexus Study Update established the rates for non-residential rates at a significantly higher rate than shown. Staff recommends the rates shown above be collected on an interim basis until the final Nexus Study of the Citywide Transportation Impact Fee is completed.

[2] Administration is charged as 2% of the total transportation impact fee.

[3] Administration in the SDCP Fee Program is charged as 3.75% of the total roadway fee.

For land uses not shown on this table, please contact the Public Works Department at (916) 942-0235.

EXHIBIT A

EXHIBIT B

CITY OF RANCHO CORDOVA

INTERIM TRAFFIC IMPACT MITIGATION FEE

	LAND USE TYPE															
	SFR Unit	MFR Unit	COMM'L SF	BP-Office SF	Industrial SF	IND-OFF SF	Churches SF	Private Schools Student	Mini Storage SF	Gas Stations Pump	Convalesc. Hospitals Bed	Child Care Centers SF	Care Facilities Suite/Room	Stadiums Seat	Utility Buildings SF	Golf Courses Hole
Roadway	$4,400.00	$3,328.00	$12.83	$10.26	$3.50	$7.43	$4.40	$772.00	$3.50	$20,077.00	$1,097.00	$2.22	$1,666.00	$142.00	$0.36	$26,675.00
Transit	$175.00	$356.00	$0.77	$0.70	$0.16	$0.45	$0.18	$33.00	$0.16	$0.00	$117.00	$0.09	$178.00	$6.59	$0.02	$1,318.00
Adm.(2%)	$91.50	***	***	***	***	***	***	***	***	***	***	***	***	***	***	***

Interim fees based on the rates established for District 3 and shall apply to all new development in the City of Rancho Cordova.

*** 2% of Roadway and Transit Fee

EXHIBIT B

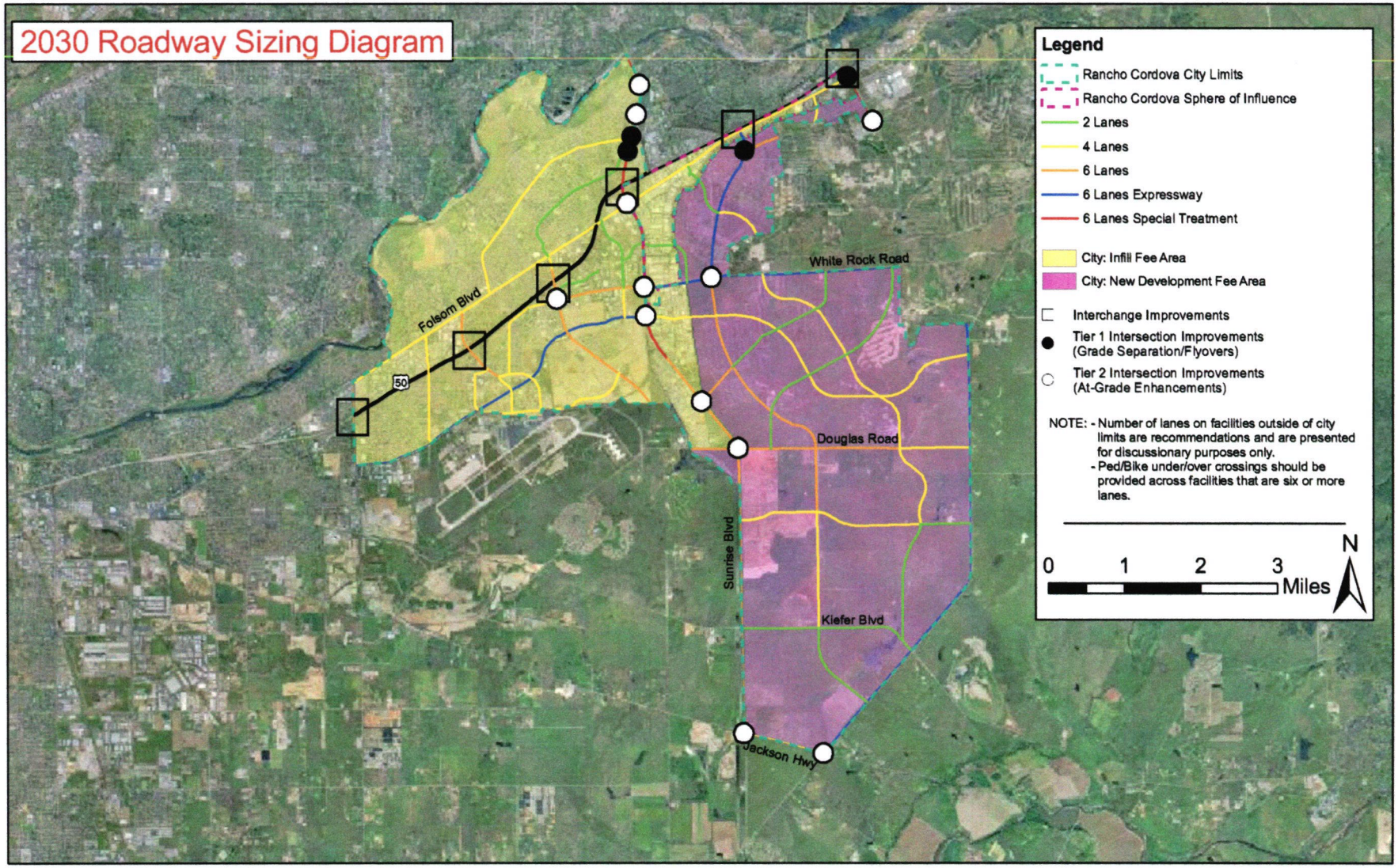
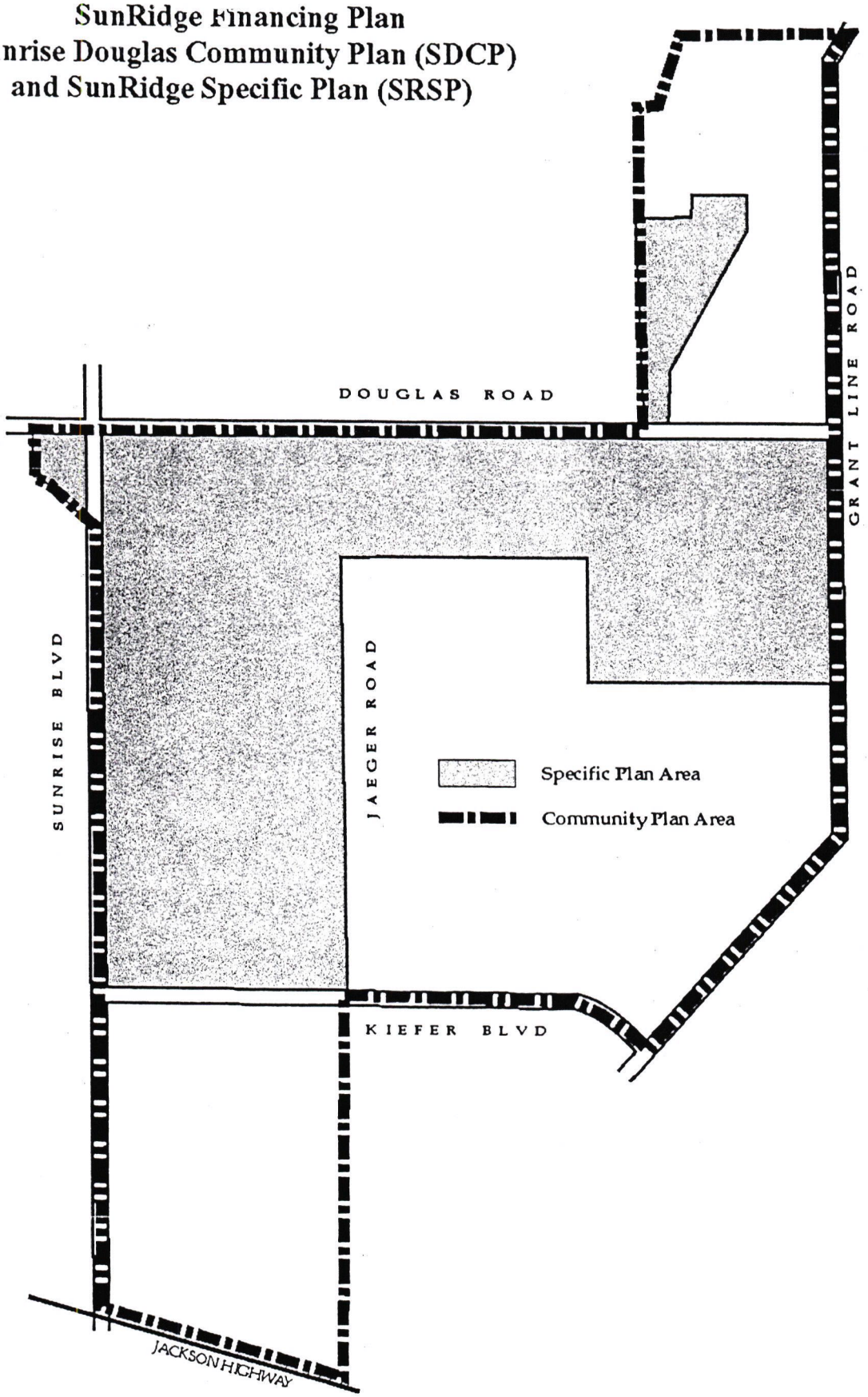

2030 Roadway Sizing Diagram
Legend
Rancho Cordova City Limits
Rancho Cordova Sphere of Influence
2 Lanes
4 Lanes
6 Lanes
6 Lanes Expressway
6 Lanes Special Treatment
City: Infill Fee Area
City: New Development Fee Area
Interchange Improvements
Tier 1 Intersection Improvements (Grade Separation/Flyovers)
Tier 2 Intersection Improvements (At-Grade Enhancements)
NOTE: - Number of lanes on facilities outside of city limits are recommendations and are presented for discussionary purposes only.
- Ped/Bike under/over crossings should be provided across facilities that are six or more lanes.
0 1 2 3 Miles
N
Folsom Blvd
50
White Rock Road
Douglas Road
Sunrise Blvd
Kiefer Blvd
Jackson Hwy

EXHIBIT C-1

Figure 1

SunRidge Financing Plan
Sunrise Douglas Community Plan (SDCP)
and SunRidge Specific Plan (SRSP)



CITY OF RANCHO CORDOVA

RESOLUTION NO. 97-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA EXTENDING THE AUTHORIZATION FOR AN INTERIM TRANSPORTATION IMPACT FEE FOR 30 DAYS

WHEREAS, the City Council held a Public Hearing and enacted Urgency Resolution No. 92-2005 on August 1, 2005, which established an interim Transportation Impact Fee applicable to new commercial and residential developments in the City; and

WHEREAS, the City Council found the adoption of the interim Transportation Impact Fee was necessary to protect the public health, safety, and welfare, because the City's existing roadway and transit development fee was based on an outdated Sacramento County ordinance and decade-old cost estimates, which left the City with insufficient funding to pay for the roadway, bicycle and pedestrian improvements needed to offset the impacts of new development; and

WHEREAS, Urgency Resolution No. 92-2005 will expire on August 30, 2005, by operation of law pursuant to Gov. Code Section 66017(b); and

WHEREAS, the City Council desires to extend the interim Transportation Impact Fee at least until September 29, 2005, which is about the time the roadway Capital Improvement Program and nexus study for a permanent Transportation Impact Fee will be completed and available for public review; and

WHEREAS, to extend the interim fee, as allowed under Gov. Code Section 66017(b), the City Council must do so now because it will not hold another regularly-scheduled meeting until September 6, 2005, which is after the initial urgency authorization is set to expire; and

WHEREAS, Section 2 of Urgency Resolution No. 92-2005 sets forth an adjustment mechanism that will allow fees paid by project applicants under the Urgency Resolution to be adjusted should the permanent Transportation Impact Fees later adopted by the City Council differ from the interim Transportation Impact Fees shown in Exhibit A; and

WHEREAS, the City held a Public Hearing on August 1, 2005, to receive public comments on the proposed Urgency Resolution extension.

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

1. To approve the extension of Urgency Resolution No. 92-2005 and continue the Interim Transportation Impact Fee amounts shown on Exhibit A in full force and effect until September 29 , 2005, which is 30 days from the pending expiration date of August 30 , 2005; and

2. To find that extension of Urgency Resolution No. 92-2005 is exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15273 because the Urgency Resolution extension involves the establishment of a public agency fee for the purpose of obtaining funds for capital projects that will offset transportation-related development impacts within the City's existing service area.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 1st day of August, 2005.

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Ken Cooley, Mayor

ATTEST:

_____
Lillian E. Hare, City Clerk

772656-1

EXHIBIT A

CITY OF RANCHO CORDOVA

INTERIM TRANSPORTATION IMPACT FEE

				SUNRISE DOUGLAS COMMUNITY PLAN	
Land Use Category	**Unit of Measure**	**New Development**	**Infill**	**Local/Specific Plan Fee Component**	**Regional Fee Component**
Single Family Residential	Unit	$16,087.00	$4,400.00	$11,687.00	$4,400.00
Multi Family Residential	Unit	$11,021.00	$3,328.00	$7,693.00	$3,328.00
Commercial	Sq. Ft.	$12.83	$12.83	[1] $12.83	---
Business Professional - Office	Sq. Ft.	$10.26	$10.26	[1] $10.26	---
Industrial	Sq. Ft.	$3.50	$3.50	$3.50	---
Industrial - Office	Sq. Ft.	$7.43	$7.43	$7.43	---
Administration (2%)		[2]	[2]	[3]	[3]

[1] Non-residential rates in the SDCP Fee Program Nexus Study Update established the rates for non-residential rates at a significantly higher rate than shown. Staff recommends the rates shown above be collected on an interim basis until the final Nexus Study of the Citywide Transportation Impact Fee is completed.

[2] Administration is charged as 2% of the total transportation impact fee.

[3] Administration in the SDCP Fee Program is charged as 3.75% of the total roadway fee.

For land uses not shown on this table, please contact the Public Works Department at (916) 942-0235.

EXHIBIT A

ATTACHMENT 3

Building Industry Association of Superior California

"Building Toward A Better Future"

July 13, 2005

Mr. Cyrus Abhar, Director of Public Works, *via facsimile and standard mail*
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

Re: Interim Transportation Fee Adjustment (SUPPORT)

Dear Mr. Abhar:

I write on behalf of the Building Industry Association of Superior California (BIA) to thank you for working closely with our trade organization in your effort to amend Rancho Cordova's Interim Transportation Fee.

At the June 28, 2005 meeting of the BIA's Rancho Cordova Area Council, you informed our stakeholder group that you feel that the City's interim transportation fee is wholly insufficient to carry out its intended outcomes. It was your opinion that the rising costs of construction require an adjustment to the existing fee.

The BIA and it members take seriously every attempt for exaction increases to homebuilders because we consider such actions as potential barriers to the development of quality communities that are affordable. In fact, our group became extremely alarmed when we were recently advised that the City of Rancho Cordova may be the most expensive jurisdiction in the region to build a home.

You stated that, in your opinion, the existing $4,400 fee should be increased to $16,000 to meet the needs of the City. As you are aware, that new figure would present a greater than 360 percent increase to the existing interim fee.

Although the BIA is greatly concerned about the potential impact of the City's exactions, we understand and support your stated need for an increase to the Interim Transportation Fee contingent on a full nexus study. Furthermore, once the nexus study is complete, we hope that you will grant us ample time to provide the City with comments.

Again, thank you for working with us on this significant issue. If you have any questions or suggestions, please contact me at (916) 677-5717.

Respectfully,

Ardie Zahedani
Legislative Advocate

cc: Dennis Rogers, Senior VP, BIA
Members of the Rancho Cordova City Council
Ted Gaebler, City Manager
Russ Davis, Rancho Cordova Area Council Chairman
Ryan Fong and Tim Crush, Area Council Subcommittee Chairmen
Members of the Rancho Cordova Area Council

Nothing has been provided in the Agenda Packet for Item 16 – Public Hearing on Resolution Approving Proposed Park Development Impact Fee Nexus Study for Sunrise Douglas Community Plan and the Adoption of a New Fee Schedule for Parks

AGENDA ITEM # 16

MEMORANDUM

DATE: August 1, 2005

TO: Mayor and Council Members

FROM: Paul Junker, Planning Director

SUBJECT: **ADOPTION OF INTERIM PARK DEVELOPMENT IMPACT FEES FOR A PORTION OF THE SUNRIDGE SPECIFIC PLAN AREA (ANATOLIA I, II and ANATOLIA COMMONS)**

RECOMMENDATIONS

1. Approve the attached Urgency Resolution 105-2005 establishing interim Park Development Impact Fees for Anatolia I, II, and Anatolia Commons in the Sunridge Specific Plan Area effective immediately.

2. Approve the attached Resolution 106-2005 extending the interim Park Development Impact Fees, which otherwise would automatically expire on August 30, 2005, until September 29, 2005.

3. Direct staff to work with the development community and Cordova Recreation and Park District to identify options for addressing the park funding shortfall that will exist in the Sunridge Specific Plan Area, even with the adoption of the proposed interim fee increases.

BACKGROUND

The Request to Increase Programmed Park Costs and Park Development Impact Fees in the Sunridge Specific Plan Area

A property owner and master developer in the Sunridge Specific Plan Area, and the Cordova Recreation and Park District, have requested that the City update its programmed costs for development of Parks A, B, C and E in the Anatolia I and II communities. Such a request is consistent with Section 16.83.175 of the Rancho Cordova Municipal Code, which allows property owners to apply for updates of the Sunrise Douglas Community Plan (SDCP) Development Impact Fee Program to cover cost overruns for public facilities they are required to build.[1]

[1] The rezoning of the 2,605-acre Sunridge Specific Plan Area was conditioned upon the developer's delivery of "turnkey parks" to the Cordova Recreation and Park District. Finance Condition No. 4, Exhibit C, of Ordinance No. SZC 2002-014 states:

> "Park sites shall be improved by the developer in conjunction with project development and as required by the Cordova Recreation and Park District prior to turning park sites over to the local park district ("turnkey" park development); turnkey parks will be accompanied by credits against the Quimby Act or Finance Plan park fee component."

AGENDA ITEM # 17

The original SDCP Development Impact Program Nexus Study adopted by the City Council on June 21, 2004, also envisions that development fees may "be adjusted in future years to reflect revised facility costs or standards, receipt of funding from alternative sources (i.e., state or federal grants), or changes in demographics or the land use plan." (SDCP Nexus Study, Section 12)

The original programmed costs for the amenities planned for Parks A, B, C and E was $5,915,839, according to data provided by River Rock Development Company, which is a consultant to the master developer/applicant, SunRidge-Anatolia, LLC. These same facilities are now estimated to cost $11,976,995 (including a 4% administrative fee), based on updated costs submitted by Foothill Associates on behalf of Sunridge-Anatolia, LLC. A list of the facilities appears in the attached Tables A-1 through A-4, along with the revised cost estimates.

The City has not imposed any new park standards on Parks A, B, C and E in the Anatolia communities, so the increase in facility costs is due largely to the dramatic rise in the cost of park construction during the past 24 months (concrete and steel costs have risen, for example, according to the applicant), combined with the fact that some of the park facility costs were initially underestimated.

The Cordova Recreation and Park District is working with consultants to prepare a nexus study and capital improvement program so that up-to-date Park Development Impact Fees can be adopted. The nexus study is expected to be presented to the City Council this fall. In the meantime, a substantial park funding shortfall is accruing as the City issues more building permits based on outdated park fees. That funding shortage means, among other things, that fewer funds are available to reimburse developers, when appropriate, for the cost of constructing parks required by the Sunridge Specific Plan.

In an effort to address a portion of this shortfall, the applicant is proposing that the City update its Park Development Impact Fees to reflect the updated park cost estimates. For purposes of this interim urgency measure, the application of the revised fees would be limited to the Anatolia I, II and Anatolia Commons communities because they are the only subdivisions expected to apply for building permits and pay park impact fees before the nexus study for a permanent fee proposal is complete.

Proposed Interim Fee Amounts

Economic and Planning Systems (EPS), a consultant to the Cordova Recreation and Park District, prepared an analysis to determine a reasonable interim fee amount that would apply to the Anatolia I, II and Anatolia Commons subdivisions. EPS took the most up-to-date construction estimates for the development of 36.6 acres of parkland (the $11,976,995 estimate prepared by Foothill Associates for an equivalent 36.6-acre area), and distributed those costs among 2,593 dwelling units, which represents the number of dwellings that would benefit from the 36.6 acres of parkland if a 5-acre per 1,000-resident standard was applied.[2] That calculation resulted in a fee of $4,619 per dwelling unit for the "on-site park" component of the SDCP fee program.

As a result, the proposed interim fees involve two changes: (1) an increase in the on-site park component from approximately $1,742 to $4,619 per single family residence (some lots covered by development agreements now pay only $1,715 per single family residence, and such lots may be legally entitled to continue to pay lower fees under their contracts with the City); and (2) an increase in the multi-use trail component from $144 to $272 per residence.[3] The off-site park component would remain the same. With adoption of these interim fee increases, the Park Development Impact Fee for a single-family residence in Anatolia I, II and Anatolia Commons would increase from $3,249 to $6,254. The attached urgency resolution would make this fee effective immediately for public health, safety and welfare reasons, as described in the attached Urgency Resolution.

The methodology used to develop the proposed interim fee amount will be re-evaluated as part of the preparation of the nexus study for a permanent fee.

If the permanent Park Development Impact Fee later adopted by the City Council is less than the interim fee amount, those units that paid the higher interim fee would be eligible for a refund, as described in Section 2 of Urgency Resolution No. 105-2005.

Addressing the Park Funding Shortfall

Even with the interim adjustment in the Park Development Impact Fees, a funding shortfall of over $6,601,975 is presently expected for construction of Parks A, B, C and E in the Sunridge Specific Plan Area. This shortfall arises because approximately 1,295 building permits have already been issued based on the outdated cost estimates. In addition, some of the 1,910 lots in the Anatolia communities are covered by development agreements and may not be subject to the higher fees, which would further exacerbate the shortfall. For this reason, we are recommending that the Council authorize staff to work with the Sunridge Specific Plan Area builders, as well as the Cordova Recreation and Park District, to try and identify creative funding solutions.

ATTACHMENTS

1. Resolution No. 105-2005
2. Resolution No. 106-2005
3. Table 4: Calculation of Percent Increase of Proposed Park Fee
4. Tables A-1 through A-4: Updated Park Cost Estimates for Parks A, B, C and E

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[2] The average household occupancy is assumed to be 2.76 persons.

[3] Although detailed plans and cost estimates have not been completed for the multi-use trail, the trail component was increased by 92% based on the assumption that inflation factors for the trail would be similar to the cost increases for the four parks since they incorporate many of the same elements.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 105-2005

An URGENCY RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA ESTABLISHING INTERIM PARK DEVELOPMENT IMPACT FEES FOR ANATOLIA I, II and ANATOLIA COMMONS BASED ON AN UPDATE OF PROGRAMMED PARK COSTS

WHEREAS, on July 17, 2002, the Board of Supervisors of the County of Sacramento approved the General Plan Amendment for the Sunridge Specific Plan by Resolution No. 2002-0900, approved the Sunridge Specific Plan and amended the Cordova and Southeast (Consumnes) Community Plans by Resolution No. 2002-0901, adopted the Sunridge zoning conditions by Ordinance No SCZ-2002-0014, incorporated the provisions of the Sunridge Specific Plan into Title VI of the Sacramento County Zoning Code by Ordinance No. SZC-2002-0015, and approved the Public Facilities Financing Plan for the Sunridge Specific Plan (the "Financing Plan"); and

WHEREAS, the Board of Supervisors of the County of Sacramento also certified as adequate and complete a Final Environmental Impact Report (Control No's. 93-SFB-GPB-CZB-0243 and 97-SDB-0037) for the Sunrise Douglas Community Plan ("SDCP") and Sunridge Specific Plan on June 19, 2002; and

WHEREAS, the City Council approved Resolution No. 79-2004 on June 7, 2004, for the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study that contains the required nexus findings for utilizing a development impact fee program to finance the required roadway, transit shuttle, supplemental offsite water, interim sewer, park, and library facilities in the Sunridge Specific Plan ("SRSP") area; and

WHEREAS, Section 12 of the SDCP Impact Fee Program Nexus Study permits the City to adjust fees to reflect revised facility costs or standards, changes in demographics or the land use plan, receipt of funding from alternative sources, and adjustments based on annual changes in the Engineering News Record magazine Construction Cost Index; and

WHEREAS, the City Council adopted Ordinance No. 24-2004 on June 21, 2004, adding Chapter 16.83 to Title 16 of the Rancho Cordova City Code Relating to the Establishment of Development Impact Fees to Finance the Cost of Public Facilities within the SDCP Area; and

WHEREAS, City Code Section 16.83.175 allows property owners to apply for updates of the SDCP Impact Fee Program to cover cost overruns for public facilities in excess of current programmed costs; and

WHEREAS, a property owner/master developer in the Sunridge Specific Plan area has requested that the City update the SDCP Impact Fee Program to reflect increased cost estimates for roadway, interim sewer, and offsite water improvements; and

WHEREAS, in response to the foregoing request, the City Council heard and acted upon Resolution No. 93-2005 on August 1, 2005, which adopted the "Update of the Sunrise Douglas Community Plan Development Impact Fee Program Nexus Study" (SDCP Nexus Study Update) and increased development impact fees for roadway, sewer, and offsite water facilities; and

WHEREAS, the same property owner/master developer has requested that the City update the SDCP Park Development Impact Fees for a subset of the Sunridge Specific Plan Area based on revised cost estimates prepared by Foothill Associates for Parks A, B, C and E; and

WHEREAS, an analysis was prepared by the Cordova Recreation and Park District's consultant, Economic and Planning Systems (EPS), in response to the master developer's request and the submission of the revised cost estimates; and

WHEREAS, the EPS analysis indicates that a fee increase for the "on-site" portion of the Park Development Impact Fee is necessary because revised cost estimates for the four sample parks are approximately 92% higher than the programmed costs; and

WHEREAS, it is the City Council's desire to adopt a reasonable increase to the on-site portion of the Park Development Impact Fee, consistent with the provisions of City Municipal Code Section 16.83.175 and Section 12 of the original SDCP Impact Fee Program Nexus Study, so that additional funding will be available to address projected facility cost overruns; and

WHEREAS, the City Council desires to make the interim Park Development Impact Fee apply to the approximately 1,910 units in Anatolia I, II and Anatolia Commons in order to immediately address the park funding shortfall that would otherwise be exacerbated if building permits for those units continued to be issued based on outdated fees during the period when a permanent fee increase was being studied; and

WHEREAS, the City Council desires to make the interim Park Development Impact Fee increases effective immediately in order to protect the public health, safety and welfare; and

WHEREAS, the Park Development Impact Fees may need to be further adjusted once a revised Capital Improvement Program and Nexus Study are complete; and

WHEREAS, Section 2 of this resolution sets forth an adjustment mechanism that will allow interim fees paid by applicants to be adjusted if the permanent Park Development Impact Fee later adopted is less than the interim fee; and

WHEREAS, Government Code Sections 66000, *et. seq.*, requires that a local agency hold a noticed public hearing, at which oral or written presentations can be made, prior to the adoption of an increase to an existing fee; and

WHEREAS, public notice was provided as required by law and a public hearing was held on August 1, 2005, so that the City Council could consider all written and oral testimony prior to taking action on this matter;

NOW, THEREFORE, the City Council of the City of Rancho Cordova does hereby adopt the findings in Section 1 below, and take the actions innumerated under Section 2 below.

Section 1. Findings

1. The foregoing recitals and the accompanying Staff Report dated August 1, 2005, are true and correct, and are hereby incorporated by reference.

2. The purpose of the SDCP Impact Fee Program is to ensure that development within the Sunrise Douglas Community Plan, including the Sunridge Specific Plan Area, is capable of being provided, within a reasonable period of time, with adequate levels of roadway, transit shuttle, supplemental offsite water, interim sewer, park, and library facilities and improvements.

3. Unprecedented development pressures, combined with higher-density growth patterns, have intensified the need for park and recreation facilities throughout the City of Rancho Cordova.

4. The City Council finds it necessary to impose the increased Park Development Impact Fee on the Anatolia I, II and Anatolia Commons developments because a failure to do would present an immediate and current threat to the public's health, safety and welfare. Without the imposition of the increased Park Development Impact fees, the more than 7,000 residents of the Anatolia neighborhoods may experience a significant shortage of the facilities planned for their neighborhood parks. Such facilities include basketball courts, soccer fields, tennis courts, softball fields, children's play areas, tot lots and group picnic facilities. Collectively, these facilities advance public health, safety and welfare by providing residents of all ages with the elements essential to engaging in and maintaining an active and healthy lifestyle.

5. The provision of sufficient parks and recreational activities in a community also promotes the public health, safety and welfare by providing youth with structured, interesting activities, which may reduce juvenile delinquency. The Juvenile and Gang Violence Prevention, Detention and Public Protection Act of 1988 makes funds available to

nonprofit agencies through the California Department of the Youth Authority for the purpose of acquiring and constructing youth centers that offer, among other things, recreation and fitness classes for children and adults ages 6 through 21. (See California Youth Authority, http://www.cya.ca.gov/juvenile/youthcenters.html). In communities across the nation, recreation programs for youth have proven successful at reducing crime, including a 26% reduction in gang related crime in Fort Worth, Texas, and a 52% reduction in crime during after-school summer programs in Tucson, Arizona (as reported in an article entitled "Advancing Community Policing in Redlands," by James R. Bueermann, August 5, 1997, which is on file with the City).

6. The list of amenities for Parks, A, B, C and E, which serves as the basis for the revised cost estimates prepared by Foothill Associates, is consistent with the approved Sunrise Douglas Community Plan, the Sunridge Specific Plan, the Public Facilities Financing Plan for the Sunridge Specific Plan, and the Park Development Agreement between Sunridge Anatolia LLC and the Cordova Recreation and Park District, all of which are hereby incorporated by reference. The list of amenities for Parks A, B, C and E has not been upgraded to reflect the City's new park and open space standards adopted in the spring of this year.

7. A primary purpose of the Park Development Impact Fees is to meet the demand of, and to offset the environmental impacts associated with, new residential development in the Sunridge Specific Plan area.

8. There is a reasonable relationship between the use of the Park Development Impact Fees and the type of development projects subject to the fee because residential development projects generate or contribute to the need for the park and recreation facilities.

9. There is a reasonable relationship between the amount of the Park Development Impact Fees and the cost of the facilities attributable to the residential development projects subject to the fee.

10. Under the proposed interim fee increase, no lot in Anatolia I, II or Anatolia Commons is being asked to bear a disproportional share of the burden of financing parks facilities, even though some lots covered by Development Agreements may pay lower fees if they are so lawfully entitled. Any difference between the actual amount of the Park Development Impact Fee, and the amount paid by a lot covered by a Development Agreement, shall be considered a funding shortfall to be addressed as part of ongoing consultations and coordination with the development community and the Cordova Recreation and Park District.

11. The Park Development Impact Fees for Anatolia I, II and Anatolia Commons do not exceed the estimated reasonable cost of providing

the park facilities for approximately 36.6 acres, which is the amount necessary to serve neighborhood residents. The increased fees are the result of up-to-date cost estimates submitted by a master developer responsible for constructing parks in the Sunridge Specific Plan Area.

12. This project is statutorily exempt from the California Environmental Quality Act (CEQA) under Pub. Res. Code Section 21080(b)(8)(D) and CEQA Guidelines Section 15273(a)(4) because it involves the establishment of a public agency fee for the purpose of obtaining funds for capital projects necessary to maintain services that are already planned for the Sunridge Specific Plan area.

Section 2. Action

The City of Rancho Cordova, by a 4/5ths vote of its City Council, does hereby approve and adopt the following:

1. The interim Park Development Impact Fee amounts shown on Table 4 for a subset of the Sunridge Specific Plan Area known as the Anatolia I, II and Anatolia Commons developments and consisting of approximately 1,910 residences.

2. The interim fees shall be paid at the time of issuance of a building permit and shall otherwise be administered consistent with City Municipal Code Section 16.83.175.

3. The interim fees shall go into effect immediately and remain in effect until August 30, 2005, pursuant to Government Code Section 66017(b).

4. Should the amount of the interim Park Development Impact Fee exceed the amount of the permanent Park Development Impact Fee subsequently adopted, the City shall provide a timely refund of the excess to the project applicant pursuant to the terms of an Interim Fee Agreement. Any claim that a violation of state or federal law has occurred as a result of the imposition of the interim Park Development Impact Fee shall be subject to an administrative hearing; such hearing shall be held concurrently with the City's review of any request by the claimant for a refund.

Section 3. Severability

All portions of this Resolution are severable. Should any individual component or any portion of this Resolution be found invalid and unenforceable by a court of competent jurisdiction, it is the City Council's intent and desire that the remaining portions of the Resolution continue in full force and effect.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 1st day of August 2005.

AYES:

NOES:

ABSENT
:

ABSTAIN:

_____
KEN COOLEY, MAYOR

ATTEST:

_____
LILLIAN HARE, CITY CLERK

CITY OF RANCHO CORDOVA

RESOLUTION NO. 106-2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA EXTENDING THE AUTHORIZATION FOR AN INTERIM PARK DEVELOPMENT IMPACT FEE FOR ANATOLIA I, II, AND ANATOLIA COMMONS FOR 30 DAYS

WHEREAS, the City Council held a Public Hearing and enacted Urgency Resolution No. 105-2005 on August 1, 2005, which established an interim Park Development Impact Fee applicable to approximately 1,910 units in Anatolia I, II, and Anatolia Commons, which are part of the Sunridge Specific Plan Area; and

WHEREAS, the City Council found the adoption of the interim Park Development Impact Fee was necessary to protect the public health, safety, and welfare because, without the imposition of the interim fee, a significant funding shortfall would continue to rapidly accrue which could result in a shortage of the park facilities necessary to serve the more than 7,000 residents of the Anatolia community; and

WHEREAS, Urgency Resolution No. 105-2005 will expire on August 30, 2005, by operation of law pursuant to Gov. Code Section 66017(b); and

WHEREAS, the City Council desires to extend the interim Park Development Impact Fee at least until September 29, 2005, so that additional time will be available to complete a capital improvement program and nexus study for a permanent fee; and

WHEREAS, to extend the interim fee, as allowed under Gov. Code Section 66017(b), the City Council must do so now because it will not hold another regularly-scheduled meeting until September 6, 2005, which is after the initial urgency authorization is set to expire; and

WHEREAS, Section 2 of Urgency Resolution No. 105-2005 sets forth an adjustment mechanism that will allow fees paid by project applicants under the Urgency Resolution to be adjusted should the permanent Park Development Impact Fee later adopted by the City Council differ from the interim fee; and

WHEREAS, the City held a Public Hearing on August 1, 2005, to receive public comments on the proposed Urgency Resolution extension.

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

1. To approve the extension of Urgency Resolution No. 105-2005 and continue the interim Park Development Impact Fee amount shown on

Table 4 in full force and effect until September 29 , 2005, which is 30 days from the pending expiration date of August 30, 2005.

2. To incorporate by reference the entirety of Urgency Resolution No. 105-2005 and its staff report dated August 1, 2005, into this resolution.

3. To find that extension of Urgency Resolution No. 105-2005 is exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15273 because the Urgency Resolution extension involves the establishment of a public agency fee for the purpose of obtaining funds for capital projects that will offset growth-related park and recreation impacts within the City's existing service area.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 1st day of August, 2005.

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Ken Cooley, Mayor

ATTEST:

_____
Lillian E. Hare, City Clerk

Table 4
Cordova Recreation and Park District
Sunrise Douglas Community Plan
Park Development Impact Fee Update
Calculation of Percent Increase of Proposed Park Fee

Item	Amount
Current Single-Family Park Fee	**$3,249**
Proposed Single-Family Fee	
Off-Site Component	$1,363
Trail Component	$272
Proposed On-Site Component	$4,619
Total Proposed Fee	**$6,254**
Percent Increase of Single-Family Park Fee	**92%**

"total_fee"

Table A-1
Cordova Recreation and Park District
Sunrise Douglas Community Plan
Park Development Impact Fee Update
Park Cost Estimate
PARK A - 20.5 ACRES

CAT.	I. NO.	DESCRIPTION	UNIT	APPR QUANT	UNIT PRICE	AMOUNT	PARK DEVELOPMENT AGREEMENT LINE ITEM	COST
A		Basic Park Improvements						
A	1	Layout, Earthwork, Const. Fencing	Ac	20.5	$17,000.00	$348,500		
A	2	Berm Construction and Fine Grading	CY	20,000.0	$8.00	$160,000		
A	3	Erosion Control	Ac	20.5	$4,000.00	$82,000		
A	4	Sewer Flushing Branch and Cleanout	EA	1	$1,500.00	$1,500		
A	5	Sewer MH, 48"	EA	2	$3,500.00	$7,000		
A	6	Sewer Pipe 4"	LF	630	$40.00	$25,200		
A	7	Sewer Pipe 6"	LF	106	$45.00	$4,770		
A	8	Sewer Pipe 8"	LF	200	$60.00	$12,000		
A	9	Storm Drain 6"	LF	0	$8.00	$0		
A	10	Storm Drain 8"	LF	1,793	$16.00	$28,688		
A	11	Storm Drain 10"	LF	2,409	$18.00	$43,362		
A	12	Storm Drain 12"	LF	814	$24.00	$19,536		
A	13	Storm Drain System Connection	EA	3	$2,000.00	$6,000		
A	14	Drain Inlets w/ grate	EA	30	$1,680.00	$50,400		
A	15	Water Connection Construction	EA	1	$1,000.00	$1,000		
A	16	Water Meter (4") Fee	EDU	16	$7,487.00	$119,792		
A	17	Water Development Fee	Ac	20.5	$1,233.00	$25,277		
A	18	4" SCH 40 PVC Water Pipe (domestic)	LF		$12.00	$0		
A	19	3" SCH 40 PVC Water Pipe (domestic)	LF		$9.00	$0		
A	20	2" SCH 40 PVC Water Pipe (domestic)	LF	500	$4.60	$2,300		
A	21	1.5" SCH 40 PVC Water Pipe (domestic)	LF	750	$2.50	$1,875		
A	22	1" SCH 40 PVC Water Pipe (domestic)	LF	1,500	$3.60	$5,400		
A	23	2" Gate Valve (domestic)	EA	4	$550.00	$2,200		
A	24	1.5" Gate Valve (domestic)	EA	6	$440.00	$2,640		
A	25	1" Gate Valve (domestic)	EA	10	$350.00	$3,500		
A	26	Post and Cable along OS and Sunrise Blvd.	LF	1,966	$16.00	$31,456		
A	27	Domestic BFP (2")	EA	1	$2,300.00	$2,300		
A	28	6' x 8' SMUD pull box and excavation	LS	1	$7,500.00	$7,500		
A	29	2 - 4" primary conduits, trenching and backfill	LF	500	$50.00	$25,000		
A	30	2 - 4" secondary conduits, trenching and backfill	LF	1,200	$50.00	$60,000		
A	31	Drinking Fountain W/ Sump	EA	3	$4,300.00	$12,900		
A	32	Drinking Fountain connected to sewer line	EA	2	$4,000.00	$8,000		
A	33	Electrical, SMUD Transformer Pad	EA	1	$3,000.00	$3,000		
A	34	Electrical, 200 Amp Metering Pedestal and pad	EA	1	$10,000.00	$10,000		
A	35	Electrolier -- Light Standard	EA	12	$3,000.00	$36,000		
A	36	Concrete Sidewalk - 6'	LF	1902	$45.00	$85,590		
A	37	Concrete Sidewalk - 8'	LF	3115	$56.00	$174,440		
A	38	Concrete Sidewalk - 10'	LF	0	$70.00	$0		
A	39	Brushed Concrete	SF	4000	$7.00	$28,000		
A	40	Concrete Curb - Type 3	LF	415	$20.00	$8,300		
A	41	Concrete Mowing Strip (12")	LF	1638	$14.00	$22,932		
A	42	Concrete Pad (5.5")	SF	5715	$8.00	$45,720		
A	43	Concrete Battered Planter/Seat Walls	LF	0	$245.00	$0		
A	44	Bollards -- Removable	EA	5	$900.00	$4,500		
A	45	Park Sign Wall with Precast Concrete Cap	LF	15	$580.00	$8,700		
A	46	Park Sign Wall Pilasters	EA	2	$1,500.00	$3,000		
A	47	Park Bench w/ Concrete Pad	EA	10	$1,200.00	$12,000		
A	48	7' Picnic Table w/ Concrete Pad	EA	0	$3,000.00	$0		
A	49	9' Picnic Tables w/ Concrete Pad	EA	0	$4,000.00	$0		
A	50	Trash Receptacles	EA	10	$550.00	$5,500		
A	51	BBQ Grill, Group	EA	1	$3,000.00	$3,000		
A	52	BBQ Grill, Family	EA	2	$1,000.00	$2,000		
A	53	Bike Rack (6 bikes)	EA	6	$1,200.00	$7,200		
A	54	Irrigation Backflow Preventer (4")	EA	1	$3,500.00	$3,500		
A	55	Flow Sensors and Enclosure	LS	1	$2,500.00	$2,500		
A	56	Booster Pump Assembly (3")	LS	1	$16,000.00	$16,000		
A	57	Irrigation Rotor System Pop Up	SF	610000	$0.75	$457,500		
A	58	Irrigation Spray System Pop Up	SF	87000	$1.00	$87,000		
A	59	Controller (Satellite System), number of stations	LS	1	$18,000.00	$18,000		
A	60	Soil Preparation and Amendments	SF	697000	$0.25	$174,250		
A	61	Turf Planting - Hydroseeding	SF	610000	$0.25	$152,500		
A	62	Trees -- 15 Gallon	EA	337	$120.00	$40,440		
A	63	Shrubs -- 15 Gallon	EA	50	$100.00	$5,000		
A	64	5 Gallon Shrubs	EA	658	$25.00	$16,450		
A	65	1 Gallon Shrubs/Ground Cover/Vines	EA	5483	$10.00	$54,830		
A	66	Bark w/ Weed Fabric	SF	65800	$0.75	$49,350		
A	67	Maintenance Period -- 90 Days	Ac	20.5	$2,400.00	$49,200		
							Basic Park Improvements	$2,686,497.50
B	1	Concrete Play Area Curb	LF	522	$20.00	$10,440		
B	2	Concrete Play Area Ramp	EA	2	$1,500.00	$3,000		

Table A-1
Cordova Recreation and Park District
Sunrise Douglas Community Plan
Park Development Impact Fee Update
Park Cost Estimate
PARK A - 20.5 ACRES

CAT.	I. NO.	DESCRIPTION	UNIT	APPR QUANT	UNIT PRICE	AMOUNT	PARK DEVELOPMENT AGREEMENT LINE ITEM	COST
A		Basic Park Improvements						
B	3	Tot Lot	EA	1	$60,000.00	$60,000		
B	4	Children's Play Area	EA	1	$90,000.00	$90,000		
B	5	Play Area Fiber	CY	292	$40.00	$11,680		
B	6	Sand Play Area with Barrier Fabric and Drain	SF	0	$20.00	$0		
							Tot Lot	$175,120.00
C	1	Basketball Standard	EA	2	$3,800.00	$7,600		
C	2	Basketball Court Curb	LF	240	$13.00	$3,120		
C	3	Basketball Court (Asphalt)	SF	4700	$3.25	$15,275		
C	4	Basketball Court Surfacing	SF	4700	$1.25	$5,875		
C	5	Basketball Court Striping	LS	1	$750.00	$750		
C	6	Basketball Court 10' Chain Link Fence	LF	240	$81.00	$19,440		
							Basketball Full Court	$52,060.00
D	1	9' Picnic Tables for Shade Shelters	EA	8	$1,500.00	$12,000		
D	2	Group Picnic Shelter (for 8 tables)	EA	1	$80,000.00	$80,000		
D	3	Group Picnic Shelter Columns	EA	7	$2,300.00	$16,100		
D	4	Group Picnic Shelter Column w/Electric Service	EA	1	$2,500.00	$2,500		
							Large Group Picnic Area	$110,600.00
E	1	Restroom (Standard, 6 units each) w/Room	EA	1	$125,000.00	$125,000		
							Restroom	$125,000.00
F	1	Tennis Court Curb	LF	450	$13.00	$5,850		
F	2	Tennis Court (Asphalt)	SF	25181	$3.25	$81,838		
F	3	Tennis Court Surfacing	SF	25181	$1.25	$31,476		
F	4	Tennis Court Striping	LS	1	$2,000.00	$2,000		
F	5	Tennis Court 10' Chain Link Fence	LF	782	$81.00	$63,342		
F	6	Electrolier – Tennis Light Standard	EA	4	$12,000.00	$48,000		
							Tennis Courts	$232,506.50
G	1	Curb Cuts and Type A-7 Conc. Driveway	EA	2	$6,000.00	$12,000		
G	2	Access Road - 2 Lane (24')	LF	288	$96.00	$27,648		
G	3	Parking Lot Concrete Curb (Type 5)	LF	1,844	$20.00	$36,880		
G	4	Parking Spaces	EA	148	$1,000.00	$148,000		
G	5	Parking Lot Access Gates	EA	2	$6,500.00	$13,000		
G	6	Parking Lot Signage	LS	1	$3,000.00	$3,000		
							Parking Lot	$240,528.00
H	1	Soccer Goals	EA	4	$3,000.00	$12,000		
							Soccer Field Regulation	$12,000.00
I	1	Soccer Goals	EA	4	$3,000.00	$12,000		
							Soccer Field Youth	$12,000.00
J	1	Softball Fields – 6' Chain Link Fence	LF	0	$55.00	$0		
J	2	Softball Backstop	EA	4	$30,000.00	$120,000		
J	3	Hardball Backstop	EA	0	$40,000.00	$0		
J	4	Player's Bench	EA	16	$1,200.00	$19,200		
J	5	Bleachers	EA	8	$6,000.00	$48,000		
J	6	Ball Field Mix	LS	4	$10,000.00	$40,000		
J	7	Electrolier -- Softball Light Standard	EA	16	$23,000.00	$368,000		
							Baseball Fields -- Lighted	$595,200.00
K	1	Water Spray Park	EA	1	$110,000.00	$110,000		
							Water Feature	$110,000.00
L	1	Street Frontage	LF	1,680	$250.00	$420,000		
							Street Frontage	$420,000.00
		SUBTOTAL All Categories				$4,771,512.00		$4,771,512.00
		2% Surveying and Geotechnical				$95,430.24		$95,430.24
		8% Permitting, Fees and Inspection				$381,720.96		$381,720.96
		15% Contingency				$715,726.80		$715,726.80
		TOTAL ESTIMATED COST				$5,964,390.00		$5,964,390.00
		07/25/2005 Park Development Agreement						

Source: Foothill Associates.

Table A-2
Cordova Recreation and Park District
Sunrise Douglas Community Plan
Park Development Impact Fee Update
Park Cost Estimate
PARK B - 5.7 ACRES (PDA Scope)

CAT.	I. NO.	DESCRIPTION	UNIT	APPR QUANT	UNIT PRICE	AMOUNT	PARK DEVELOPMENT AGREEMENT LINE ITEM	COST
A	A	Basic Park Improvements						
A	1	Layout, Earthwork, Const. Fencing	Ac	5.7	$17,000.00	$96,900		
A	2	Berm Construction and Fine Grading	CY	6,000	$8.00	$48,000		
A	3	Erosion Control	Ac	5.7	$4,000.00	$22,800		
A	4	Sewer Flushing Branch and Cleanout	EA	0	$1,500.00	$0		
A	5	Sewer MH, 48"	EA	0	$3,500.00	$0		
A	6	Sewer Pipe 4"	LF	0	$40.00	$0		
A	7	Sewer Pipe 6"	LF	0	$45.00	$0		
A	8	Sewer Pipe 8"	LF	0	$60.00	$0		
A	9	Storm Drain 6"	LF	0	$8.00	$0		
A	10	Storm Drain 8"	LF	800	$16.00	$12,800		
A	11	Storm Drain 10"	LF	0	$18.00	$0		
A	12	Storm Drain 12"	LF	0	$24.00	$0		
A	13	Storm Drain Connection at Play Area	EA	2	$2,000.00	$4,000		
A	14	Storm Drain Inlets w/ grate	EA	5	$1,680.00	$8,400		
A	15	Water Connection Construction	EA	1	$1,000.00	$1,000		
A	16	Water Meter (3") Fee	EDU	9	$7,487.00	$67,383		
A	17	Water Development Fee	Ac	5.7	$1,233.00	$7,028		
A	18	4" SCH 40 PVC Water Pipe (domestic)	LF	0	$12.00	$0		
A	19	3" SCH 40 PVC Water Pipe (domestic)	LF	0	$9.00	$0		
A	20	2" SCH 40 PVC Water Pipe (domestic)	LF	150	$4.50	$675		
A	21	1.5" SCH 40 PVC Water Pipe (domestic)	LF	100	$2.50	$250		
A	22	1" SCH 40 PVC Water Pipe (domestic)	LF	425	$3.60	$1,530		
A	23	2" Gate Valve (domestic)	EA	3	$550.00	$1,650		
A	24	1.5" Gate Valve (domestic)	EA	0	$440.00	$0		
A	25	1" Gate Valve (domestic)	EA	0	$350.00	$0		
A	26	Post and Cable along OS	LF	217	$16.00	$3,472.00		
A	27	Domestic BFP (2")	LS	1	$2,300.00	$2,300.00		
A	28	Drinking Fountain W/ Sump	EA	2	$4,300.00	$8,600.00		
A	29	Drinking Fountain connected to sewer line	EA	0	$4,000.00	$0.00		
A	30	6' x 8' SMUD pull box and excavation	LS	1	$7,500.00	$7,500		
A	31	2 - 4" primary conduits, trenching and backfill	LF	125	$50.00	$6,250		
A	32	2 - 4" secondary conduits, trenching and backfill	LF	145	$50.00	$7,250		
A	33	SMUD Transformer Pad	EA	1	$3,000.00	$3,000		
A	34	200 Amp Metering Pedestal and pad	EA	1	$10,000.00	$10,000		
A	35	Electrolier -- Light Standard	EA	9	$2,600.00	$23,400.00		
A	36	Concrete Sidewalk -- 6'	LF	500	$45.00	$22,500.00		
A	37	Concrete Sidewalk/Path - 8'	LF	1445	$56.00	$80,920.00		
A	38	Concrete Curb - Type 3	LF	184	$20.00	$3,680.00		
A	39	Concrete Mowing Strip (12")	LF	307	$14.00	$4,298.00		
A	40	Concrete Pad (5.5"")	SF	2670	$8.00	$21,360.00		
A	41	Concrete Battered Planter/Seat Walls	LF	0	$245.00	$0.00		
A	42	Bollards -- Removable	EA	3	$900.00	$2,700.00		
A	43	Park Sign Wall with Precast Concrete Cap	LF	15	$580.00	$8,700.00		
A	44	Park Sign Wall Pilasters	EA	2	$1,500.00	$3,000.00		
A	45	Park Bench w/ Concrete Pad	EA	4	$1,000.00	$4,000.00		
A	46	7' Picnic Table w/ Concrete Pad	EA	0	$3,000.00	$0.00		
A	47	Trash Receptacles	EA	4	$550.00	$2,200.00		
A	48	Bike Rack (6 bikes)	EA	1	$1,200.00	$1,200.00		
A	49	Irrigation Back Flow Preventer (3")	EA	1	$3,000.00	$3,000.00		
A	50	Flow Sensor and Enclosure	EA	1	$2,500.00	$2,500.00		
A	51	Booster Pump Assembly (3")	LS	1	$16,000.00	$16,000.00		
A	52	Irrigation Rotor System Pop Up	SF	128371	$0.75	$96,278.25		
A	53	Irrigation Spray System Pop Up	SF	44597	$1.00	$44,597.00		
A	54	Controller (Satellite System), number of stations	LS	1	$18,000.00	$18,000.00		
A	55	Soil Preparation and Amendments	LS	172968	$0.25	$43,242.00		
A	56	Turf Planting - Hydroseeding	SF	153250	$0.25	$38,312.50		
A	57	15 Gallon Trees	EA	94	$120.00	$11,280.00		
A	58	5 Gallon Shrubs	EA	320	$25.00	$8,000.00		
A	59	1 Gallon Shrubs/Ground Cover/Vines	EA	2384	$10.00	$23,840.00		
A	60	Bark w/ Weed Fabric	SF	19718	$0.75	$14,788.50		
A	61	Maintenance Period -- 90 Days	Ac	5.7	$2,400.00	$13,680.00		
							Basic Park Improvements	$832,264.35
B	1	Concrete Play Area Curb	LF	465	$20.00	$9,300.00		
B	2	Concrete Play Area Ramp	EA	2	$1,500.00	$3,000.00		
B	3	Tot Lot	EA	1	$50,000.00	$50,000.00		
B	4	Children's Play Area	EA	1	$70,000.00	$70,000.00		
B	5	Concrete Play Area Critters	EA	0	$4,000.00	$0.00		
B	6	Stamped Concrete (Critter Theme)	LF	0	$12.00	$0.00		

Table A-2
Cordova Recreation and Park District
Sunrise Douglas Community Plan
Park Development Impact Fee Update
Park Cost Estimate
PARK B - 5.7 ACRES (PDA Scope)

CAT.	I. NO.	DESCRIPTION	UNIT	APPR QUANT	UNIT PRICE	AMOUNT	PARK DEVELOPMENT AGREEMENT LINE ITEM	COST
	A	**Basic Park Improvements**						
B	7	Colored Concrete (Critter Theme)	SF	0	$12.00	**$0.00**		
B	8	Play Area Fiber	CY	237	$40.00	**$9,480.00**		
B	9	Sand Play Area with Barrier Fabric and Drain	SF	0	$20.00	**$0.00**		
							Tot Lot	**$141,780.00**
C	1	Group Picnic Shelter (for 4 tables)	EA	1	$50,000.00	**$50,000.00**		
C	2	Group Picnic Shelter Columns	EA	7	$2,300.00	**$16,100.00**		
C	3	Group Picnic Shelter Columns w/ Electric Service	EA	1	$2,500.00	**$2,500.00**		
							Small Group Picnic Area	**$68,600.00**
D	1	BBQ Grill, Group	EA	2	$3,000.00	**$6,000.00**		
D	2	BBQ Grill, Family	EA	2	$1,000.00	**$2,000.00**		
							Group Area Barbeques, sink & counter	**$8,000.00**
E	1	7' Picnic Table for Shade Shelter	EA	4	$1,500.00	**$6,000.00**		
							Group Area Tables	**$6,000.00**
F	1	Basketball Standard	EA	0	$3,800.00	**$0.00**		
F	2	Basketball Court Curb	LF	0	$13.00	**$0.00**		
F	3	Basketball Court (Asphalt)	SF	0	$3.25	**$0.00**		
F	4	Basketball Court Surfacing	SF	0	$1.25	**$0.00**		
F	5	Basketball Court Striping	LS	0	$500.00	**$0.00**		
F	6	Basketball Court 10' Chain Link Fence	LF	0	$81.00	**$0.00**		
							Basketball -- Half Court	**$0.00**
G	1	Soccer Goals	EA	0	$3,000.00	**$0.00**		
							Soccer Fields Youth	**$0.00**
H	1	Softball Backstop	EA	0	$30,000.00	**$0.00**		
H	2	Player's Bench	EA	0	$1,200.00	**$0.00**		
							Softball Field	**$0.00**
I	1	Street Frontage	LF	1,082	$250.00	**$270,500**		
							Street Frontage	**$270,500.00**
		SUBTOTAL All Categories				**$1,327,144.35**		**$1,327,144.35**
		2% Civil, Surveying and Geotechnical				**$26,542.89**		**$26,542.89**
		8% Design, Permitting, Fees and Inspection				**$106,171.55**		**$106,171.55**
		15% Contingency				**$199,071.65**		**$199,071.65**
		TOTAL ESTIMATED COST				**$1,658,930.44**		**$1,658,930.44**
		7/25/2005						

Source: Foothill Associates.

Table A-3
Cordova Recreation and Park District
Sunrise Douglas Community Plan
Park Development Impact Fee Update
Park Cost Estimate
PARK C - 3.7 ACRES (PDA Scope)

CAT.	I. NO.	DESCRIPTION	UNIT	APPR QUANT	UNIT PRICE	AMOUNT
	A	Basic Park Improvements				
A	1	Clearing, Grubbing, Grading, Construction Fencing	Ac	3.7	$20,000.00	$74,000.00
A	2	Mass Excavation and Grading	CY	10300	$8.00	$82,400.00
A	3	Erosion Control	Ac	3.7	$4,000.00	$14,800.00
A	4	Sewer Flushing Branch and Cleanout	EA	1	$1,500.00	$1,500.00
A	5	Sewer VCP 4"	LF	24	$40.00	$960.00
A	6	Sewer VCP 6"	LF	348	$45.00	$15,660.00
A	7	Sewer MH, 48"	EA	2	$3,500.00	$7,000.00
A	8	Storm Drain, 12" HDPE Pipe	LF	84	$24.00	$2,016.00
A	9	Storm Drain, 12" PVC SDR-35 Pipe	LF	73	$24.00	$1,752.00
A	10	Storm Drain, 8" PVC SDR-35 Pipe	LF	348	$16.00	$5,568.00
A	11	Storm Drain Connection at Play Area	EA	2	$1,000.00	$2,000.00
A	12	Storm Drain System Connection	EA	2	$1,000.00	$2,000.00
A	13	Storm Drain Inlet, Christy U218	EA	2	$1,680.00	$3,360.00
A	14	Storm Drain Inlet, Christy V64	EA	1	$1,160.00	$1,160.00
A	15	Storm Manhole, 48"	EA	1	$3,100.00	$3,100.00
A	16	Water Connection Construction	EA	1	$1,000.00	$1,000.00
A	17	Water Meter (3") Fee	EDU	9	$7,487.00	$67,383.00
A	18	Water Development Fee	Ac	3.7	$1,233.00	$4,562.10
A	19	Water Pipe, 3" Sch 40 PVC	LF	24	$8.90	$213.60
A	20	Water Pipe, 2" Sch 40 PVC	LF	247	$2.30	$568.10
A	21	Water Pipe, 1.5" Sch 40 PVC	LF	27	$4.60	$124.20
A	22	Water Pipe, 1" Sch 40 PVC	LF	80	$3.60	$288.00
A	23	Backflow Preventer, 2", Potable	EA	1	$2,300.00	$2,300.00
A	24	Gate Valve, 2", Potable	EA	1	$550.00	$550.00
A	25	Gate Valve, 1.5", Potable	EA	1	$440.00	$440.00
A	26	Gate Valve, 1", Potable	EA	1	$350.00	$350.00
A	27	Drinking Fountain	EA	1	$4,000.00	$4,000.00
A	28	Electrical, 6x8 SMUD pull box and excavation	LS	1	$7,500.00	$7,500.00
A	29	2-4" primary conduits, trenching and backfill	LF	260	$50.00	$13,000.00
A	30	2-4" secondary conduits, trenching and backfill	LF	90	$50.00	$4,500.00
A	31	Electrical, SMUD Transformer Pad	EA	1	$3,000.00	$3,000.00
A	32	Electrical, 200AMP Metering Pedestal and Pad	EA	1	$10,000.00	$10,000.00
A	33	Electrolier -- Park Standard	EA	18	$3,000.00	$54,000.00
A	34	Parking Lot Concrete Curb	LF	92	$20.00	$1,840.00
A	35	Parking Lot Spaces	EA	7	$1,000.00	$7,000.00
A	36	Parking Lot Signage	LS	1	$1,000.00	$1,000.00
A	37	Concrete Sidewalk -- Attached to Curb and Gutter	SF	2559	$5.50	$14,074.50
A	38	Concrete Sidewalk -- 4'	LF	28	$30.00	$840.00
A	39	Concrete Sidewalk -- 5'	LF	79	$38.00	$3,002.00
A	40	Concrete Sidewalk -- 6'	LF	597	$45.00	$26,865.00
A	41	Concrete Sidewalk -- 8'	LF	644	$56.00	$36,064.00
A	42	Concrete Sidewalk -- 10'	LF	12	$70.00	$840.00
A	43	Concrete Curb -- Type 3	LF	193	$20.00	$3,860.00
A	44	Concrete Mowband -- 12"	LF	60	$14.00	$840.00
A	45	Concrete Play Area Curb	LF	358	$20.00	$7,160.00
A	46	Tot Lot	EA	1	$33,100.00	$33,100.00
A	47	Children's Play Area	EA	1	$63,100.00	$63,100.00
A	48	Sand Play Area with Barrier Fabric and Drain	SF	94	$20.00	$1,880.00
A	49	Bollards -- Removable	EA	7	$900.00	$6,300.00
A	50	Park Sign Wall with Precast Concrete Cap	LF	15	$580.00	$8,700.00
A	51	Park Sign Wall Pilasters	EA	2	$1,500.00	$3,000.00
A	52	Park Bench w/Concrete Pad	EA	2	$1,200.00	$2,400.00
A	53	Trash Receptacles	EA	5	$550.00	$2,750.00
A	54	BBQ Grill, Family	EA	2	$1,000.00	$2,000.00
A	55	Bike Rack	EA	1	$1,200.00	$1,200.00
A	56	Irrigation Backflow Preventer (3")	EA	1	$2,800.00	$2,800.00
A	57	Flow Meter and Enclosure	EA	1	$2,500.00	$2,500.00
A	58	Booster Pump Assembly	LS	1	$16,000.00	$16,000.00
A	59	Irrigation Controller Assembly (Satellite System)	LS	1	$12,000.00	$12,000.00
A	60	Irrigation Pop-up Rotor System	SF	62340	$0.75	$46,755.00
A	61	Irrigation Pop-up Sprinkler System	SF	11700	$1.00	$11,700.00
A	62	Soil Amendments, Soil Preparation	SF	74040	$0.25	$18,510.00

Table A-3
Cordova Recreation and Park District
Sunrise Douglas Community Plan
Park Development Impact Fee Update
Park Cost Estimate
PARK C - 3.7 ACRES (PDA Scope)

CAT.	I. NO.	DESCRIPTION	UNIT	APPR QUANT	UNIT PRICE	AMOUNT
	A	**Basic Park Improvements**				
A	63	Trees – 15 Gallon	EA	50	$100.00	$5,000.00
A	64	Shrubs – 15 Gallon	EA	6	$80.00	$480.00
A	65	Shrubs -- 5 Gallon	EA	40	$25.00	$1,000.00
A	66	Groundcovers – 1 Gallon	EA	60	$10.00	$600.00
A	67	Hydroseeding – Turf Grass	SF	63400	$0.25	$15,850.00
A	68	Bark with Weed Fabric	SF	6228	$0.75	$4,671.00
A	69	Maintenance Period -- 90 Days	Ac	3.7	$2,400.00	$8,880.00
		SUBTOTAL A				$765,616.50
	B	**New Park Standards**				
B	1	Concrete Pad (5.5")	SF	3630	$8.00	$29,040.00
B	2	9' Picnic Tables for Shade Shelters	EA	5	$1,500.00	$7,500.00
B	3	Group Picnic Shelter (for 5 tables)	EA	1	$52,000.00	$52,000.00
B	4	Restroom	EA	1	$84,000.00	$84,000.00
		SUBTOTAL B				$172,540.00
	C	**Other Improvements**				
C	1	Park Entry Arch	EA	2	$15,000.00	$30,000.00
C	2	Spray Park	EA	1	$100,000.00	$100,000.00
C	3	Poured Concrete Seat Walls	LF	136	$120.00	$16,320.00
C	4	10' Chain Link Fence	LF	474	$81.00	$38,394.00
C	5	Tennis Court Paving, Surfacing, Painting, Nets	EA	2	$40,000.00	$80,000.00
C	6	Basketball Asphalt Court	EA	1	$17,500.00	$17,500.00
C	7	24" Box Specimen Trees	EA	12	$300.00	$3,600.00
C	8	Electrolier -- Type 1 (Tennis Side Court)	EA	4	$5,000.00	$20,000.00
C	9	Electrolier – Type 2 (Tennis Mid-Court)	EA	4	$9,400.00	$37,600.00
		SUBTOTAL C				$343,414.00
	D	**Street Frontage**				
D	1	Street Frontage	LF	890	$250.00	$222,500
		SUBTOTAL D				$222,500
		SUB TOTAL A,B,C,D				$1,504,070.50
		2% Civil, Surveying and Geotechnical				$30,081.41
		8% Permitting, Fees and Inspection				$120,325.64
		15% Contingency				$225,610.58
		TOTAL ESTIMATED COST				$1,880,088.13
		7/25/2005				

Source: Foothill Associates.

Table A-4
Cordova Recreation and Park District
Sunrise Douglas Community Plan
Park Development Impact Fee Update
Park Cost Estimate
PARK E - 6.7 ACRES (PDA Scope)

CAT.	I. NO.	DESCRIPTION	UNIT	APPR QUANT	UNIT PRICE	AMOUNT	PARK DEVELOPMENT AGREEMENT LINE ITEM	COST
	A	Basic Park Improvements						
A	1	Layout, Earthwork, Const. Fencing	Ac	6.7	$17,000.00	$113,900		
A	2	Berm Construction and Fine Grading	CY	8,000	$8.00	$64,000		
A	3	Erosion Control	Ac	6.7	$4,000.00	$26,800		
A	4	Sewer Flushing Branch and Cleanout	EA	0	$1,500.00	$0		
A	5	Sewer MH, 48"	EA	0	$3,500.00	$0		
A	6	Sewer Pipe 4"	LF	0	$40.00	$0		
A	7	Storm Drain 6"	LF	95	$8.00	$760		
A	8	Storm Drain 8"	LF	1,247	$16.00	$19,952		
A	9	Storm Drain Connection at Play Area	EA	2	$1,000.00	$2,000		
A	10	Storm Drain System Connection	EA	1	$1,000.00	$1,000		
A	11	Drain Inlets w/ grate	EA	6	$1,680.00	$10,080		
A	12	Water Connection Construction	EA	1	$1,000.00	$1,000		
A	13	Water Meter (3") Fee	EDU	9	$7,487.00	$67,383		
A	14	Water Development Fee	Ac	6.7	$1,233.00	$8,261		
A	15	2" SCH 40 PVC Water Pipe (domestic)	LF	650	$2.50	$1,625		
A	16	1.5" SCH 40 PVC Water Pipe (domestic)	LF	150	$4.60	$690		
A	17	2" Gate Valve (domestic)	EA	3	$550.00	$1,650		
A	18	Domestic BFP (2")	EA	1	$2,300.00	$2,300		
A	19	Drinking Fountain W/ Sump	EA	2	$4,300.00	$8,600.00		
A	20	6' x 8' SMUD pull box and excavation	LS	1	$7,500.00	$7,500		
A	21	2 - 4" primary conduits, trenching and backfill	LF	650	$50.00	$32,500		
A	22	2 - 4" secondary conduits, trenching and backfill	LF	650	$50.00	$32,500		
A	23	SMUD Transformer Pad	EA	1	$3,000.00	$3,000		
A	24	200 Amp Metering Pedestal and pad	EA	1	$10,000.00	$10,000		
A	25	Electrolier -- Light Standard	EA	8	$3,000.00	$24,000.00		
A	26	Concrete Sidewalk - 6'	LF	525	$45.00	$23,625.00		
A	27	Concrete Sidewalk - 8'	LF	1,366	$56.00	$76,496.00		
A	28	Concrete Curb - Type 5	LF	0	$20.00	$0.00		
A	29	Concrete Curb - Type 3	LF	130	$20.00	$2,600.00		
A	30	Concrete Mowing Strip (12")	LF	160	$14.00	$2,240.00		
A	31	Concrete Pad (5.5")	SF	2,800	$8.00	$22,400.00		
A	32	Concrete Battered Planter/Seat Walls	LF	100	$245.00	$24,500.00		
A	33	Bollards -- Removable	EA	3	$900.00	$2,700.00		
A	34	Park Sign Wall with Precast Concrete Cap	LF	15	$580.00	$8,700.00		
A	35	Park Sign Wall Pilasters	EA	2	$1,500.00	$3,000.00		
A	36	Park Bench w/ Concrete Pad	EA	6	$1,200.00	$7,200.00		
A	37	7' Picnic Table w/ Concrete Pad	EA	2	$3,000.00	$6,000.00		
A	38	Trash Receptacles	EA	6	$550.00	$3,300.00		
A	39	Bike Rack (6 bikes)	EA	1	$1,200.00	$1,200.00		
A	40	Irrigation Backflow Preventer (3")	LS	1	$2,800.00	$2,800.00		
A	41	Flow Sensor and Enclosure	LS	1	$2,500.00	$2,500.00		
A	42	Booster Pump Assembly (3")	LS	1	$16,000.00	$16,000.00		
A	43	Irrigation Rotor System Pop Up	SF	200,275	$0.75	$150,206.25		
A	44	Irrigation Spray System Pop Up	SF	13,075	$1.00	$13,075.00		
A	45	Controller (Satellite System), number of stations	LS	1	$16,000.00	$16,000.00		
A	46	Soil Preparation and Amendments	SF	213,350	$0.25	$53,337.50		
A	47	Turf Planting - Hydroseeding	SF	200,275	$0.25	$50,068.75		
A	48	15 Gallon Trees	EA	107	$120.00	$12,840.00		
A	49	5 Gallon Shrubs	EA	150	$25.00	$3,750.00		
A	50	1 Gallon Shrubs/Ground Cover/Vines	EA	715	$10.00	$7,150.00		
A	51	Bark w/ Weed Fabric	SF	13,075	$0.75	$9,806.25		
A	52	Maintenance Period -- 90 Days	Ac	6.7	$2,400.00	$16,080.00		
							Basic Park Improvements	$977,075.85
B	1	Concrete Play Area Curb	LF	325	$20.00	$6,500.00		
B	2	Concrete Play Area Ramp	EA	2	$1,500.00	$3,000.00		
B	3	Tot Lot	EA	1	$65,000.00	$65,000.00		
B	4	Children's Play Area	EA	1	$80,000.00	$80,000.00		
B	5	Play Area Fiber	CY	140	$40.00	$5,600.00		
B	6	Road-cut Climbing Wall/Fence	LS	0	$70,000.00	$0.00		
							Tot Lot	$160,100.00
C	1	Group Picnic Shelter (for 4 tables)	EA	1	$50,000.00	$50,000.00		
C	2	Group Picnic Shelter Columns	EA	7	$2,300.00	$16,100.00		
C	3	Group Picnic Shelter Columns w/ Electric Service	EA	1	$2,500.00	$2,500.00		
							Small Group Picnic Area	$68,600.00
D	1	BBQ Grill, Group	EA	0	$3,000.00	$0.00		
D	2	BBQ Grill, Family	EA	2	$1,000.00	$2,000.00		
							Group Area Barbeques, sink & counter	$2,000.00
E	1	9' Picnic Tables for Shade Shelters	EA	4	$1,500.00	$6,000.00		
							Group Area Tables	$6,000.00
F	1	Soccer Goals	EA	0	$3,000.00	$0.00		
							Soccer Fields Youth	$0.00

Table A-4
Cordova Recreation and Park District
Sunrise Douglas Community Plan
Park Development Impact Fee Update
Park Cost Estimate
PARK E - 6.7 ACRES (PDA Scope)

CAT.	I. NO.	DESCRIPTION	UNIT	APPR QUANT	UNIT PRICE	AMOUNT	PARK DEVELOPMENT AGREEMENT LINE ITEM	COST
	A	Basic Park Improvements						
G	1	Basketball Standard	EA	1	$3,800.00	$3,800.00		
G	2	Basketball Court Curb	LF	97	$13.00	$1,261.00		
G	3	Basketball Court (Asphalt)	SF	2,345	$3.25	$7,621.25		
G	4	Basketball Court Surfacing	SF	2,345	$1.25	$2,931.25		
G	5	Basketball Court Striping	LS	1	$500.00	$500.00		
G	6	Basketball Court 10' Chain Link Fence	LF	147	$81.00	$11,907.00		
							Basketball – Half Court	$28,020.50
H	1	Softball Backstop	EA	1	$30,000.00	$30,000.00		
H	2	Player's Bench	EA	4	$1,200.00	$4,800.00		
							Softball Field	$34,800.00
I	1	Street Frontage	LF	1,335	$250.00	$333,750		
							Street Frontage	$333,750.00
Y	1	Curb Cuts and Type A-7 Conc. Driveway	EA	0	$6,000.00	$0.00		
Y	2	Access Road – 2 Lane (24')	LF	0	$96.00	$0.00		
Y	3	Parking Spaces	EA	0	$1,000.00	$0.00		
Y	4	Parking Lot Access Gates	EA	0	$6,500.00	$0.00		
Y	5	Parking Lot Signage	LS	0	$1,000.00	$0.00		
Y	6	Storage/Restroom (2 Fixtures)	EA	0	$80,000.00	$0.00		
Y	7	Four Square/Hopscotch Curb	LF	0	$13.00	$0.00		
Y	8	Four Square/Hopscotch (Asphalt)	SF	0	$3.25	$0.00		
Y	9	Four Square/Hopscotch Surfacing	SF	0	$1.25	$0.00		
Y	10	Four Square/Hopscotch Striping	LS	0	$250.00	$0.00		
							Master Plan Items	$0.00
		SUBTOTAL All Categories				$1,610,346.35		$1,610,346.35
		2% Civil, Surveying and Geotechnical				$32,206.93		$32,206.93
		8% Design, Permitting, Fees and Inspection				$128,827.71		$128,827.71
		15% Contingency				$241,551.95		$241,551.95
		TOTAL ESTIMATED COST				$2,012,932.94		$2,012,932.94
		7/25/2005						

Source: Foothill Associates.

Memorandum

Date: August 1, 2005

To: Mayor and City Council

From: Paul Junker, Planning Director
Pam Johns, AICP, Special Projects Manager

Subject: Folsom Boulevard – Plans and Implementation Strategies

RECOMMENDATION

Since incorporation, the City Council has made it clear that improvements to and redevelopment along Folsom Boulevard are among the City's top priorities. Arguably, Folsom Boulevard has been studied/planned more than any other place or area within the City of Rancho Cordova. Recent activities associated with the General Plan and Redevelopment Area projects have increased the City's desire to effect the transformation. This report and planned presentation are intended to summarize existing resources and planning efforts as well as to identify the steps necessary and available to implement the vision.

BACKGROUND

The following documents and resources represent significant work toward revitalization of Folsom Boulevard within the City of Rancho Cordova. The majority of projects listed below were conceived and developed prior to incorporation.

- **Cordova Community Plan** (Sacramento County – Adopted by Sacramento County Board of Supervisors).
- **Folsom Boulevard & Mather Field Road Streetscape Enhancement Master Plan** (Sacramento County - Administrative Draft 5/05 – not adopted).
- **Folsom Boulevard Special Planning Area** (Sacramento County - Draft Dated 9/02 – not adopted).
- **Folsom Boulevard Corridor Study** (Sacramento County).
- **T-Zone** (Sacramento County – Draft Document – not adopted).

AGENDA ITEM # 18

- **Mixed Use Development Strategy Workshop** (5/98 – not adopted).

Additionally, since incorporation, the following planning efforts have been developed or are underway affecting Folsom Boulevard.

- **SACOG Blueprint** (Adopted by SACOG Board 12/04)
- **Highway 50 Corridor TMA**
- **Rancho Cordova General Plan** (ongoing)
- **Redevelopment Area Study** (ongoing)

Staff will provide a synopsis of these planning efforts at the meeting. If there are additional resources or materials you would like included in the analysis/discussion, please contact staff prior to the meeting.

ANALYSIS

While the above listed planning and implementation documents are significant, staff does not believe that any one of these documents will do everything necessary to revitalize Folsom Boulevard. Additionally, since incorporation, there have been several new plans for private development along the corridor, workshops with experts regarding the future of Folsom Boulevard, General Plan Visioning, and commencement of Redevelopment Studies. Given these changes and new information, staff will identify missing components and key issues for incorporation/reconsideration into future action plans.

- Tangible Vision
- Planning boundary (City and County land?)
- Detailed land use plan and zoning that reflect the vision
- Development standards and design guidelines that reflect the vision
- Integration of Downtown Rancho Cordova
- Districts/themes for the corridor
- Right-of-way improvements (urban sidewalks or separated sidewalks?)
- Relationship and integration of public and private realm
- Graphics demonstrating vision for private development
- Implementation/Action Plan
- Cost of infrastructure &development

Ultimately, staff will present preferred options to integrate all of these efforts and speed the revitalization of Folsom Boulevard. While the local Special Planning Area tool has been effective in Sacramento County and the City of Rancho Cordova in meeting specific project needs on a case-by-case basis, the Specific Plan is a recognized statewide planning tool with more detail requirements for project planning and implementation.

NEXT STEPS

Based on direction from Council, staff will proceed with our efforts on the General Plan, Redevelopment Area Study, and with Council blessing, the following steps for action on Folsom Boulevard:

1. Creation of a City-Appointed Folsom Boulevard Steering Committee/Task Force.

2. Through public outreach/task force, identify relevant information to be synthesized from existing plans/studies and recent planning efforts since incorporation.

3. Public involvement including stakeholder interviews, Town Hall Meeting, Visioning Workshop, Design Charrette, and presentation of alternatives. This effort should incorporate a dynamic public relations campaign to maximize participation and project enthusiasm.

4. Build upon existing planning efforts for greater understanding of underlying issues such as circulation, market analysis/realities, to ensure a truly comprehensive plan.

5. Creation of a Folsom Boulevard Specific Plan or Special Planning Area that incorporates the following:

    - Folsom Boulevard Vision
    - Land Use and Design Plan
    - Mobility provisions with circulation concepts, streetscape improvement opportunities, bike and transit facilities, and parking.
    - Development standards and design guidelines (potentially introducing form based zoning) for both public realm and private development
    - Implementation Plan including economic conditions, key findings of relevant studies, development incentives, funding mechanism, and action plan with priorities, policies/programs, phasing/timing, responsible parties, and funding mechanisms. These action items would be incorporated into the cities Capital Improvement Plan.
    - Plan Administration – how plan will be implemented, managed, and maintained.

6. Review, refinement, and adoption of the Folsom Boulevard Specific Plan.

Council has directed staff to conduct a Town Hall Meeting for Folsom Boulevard in September or October of this year. Following staff's Folsom Boulevard presentation, staff will request direction from the City Council on the purpose and scope for the Folsom Boulevard Town Hall Meeting.

MEMORANDUM

DATE: August 1, 2005

TO: Mayor and Council Members

FROM: Ted Gaebler, City Manager
Paul Junker, Planning Director

SUBJECT: **REVISED DOWNTOWN VISION SCOPE – AMENDMENT TO EXPANDED GENERAL PLAN SCOPE OF SERVICES**

RECOMMENDATION

Receive Downtown Vision scope, an attachment to Resolution 89- 2005 for the Expanded General Plan Scope of Services, adopted on July 18th, revised based on City Council direction on July 18, 2005.

BACKGROUND

During the July 18, 2005 City Council meeting, staff presented a scope of services for Downtown Visioning, a task that would be included as part of the General Plan's revised scope of services. While the Council confirmed their support for a Downtown Visioning effort, staff was directed to revise the scope with the objective of developing a broad vision and guiding policies for Downtown and to delay any detailed planning effort for the Downtown until after adoption of the General Plan. The revised scope of work is attached for Council consideration.

DOWNTOWN VISION SCOPE OF SERVICES

In discussions with the City Council to date, it has been clear that no single vision for the Downtown has been established. Given the stated goal of planning a "city not a suburb" and the key role a downtown plays in the future of Rancho Cordova, it appears necessary to give further consideration to the concept of a Downtown. While a detail planning effort may be necessary at a later date, any effort associated with the General Plan should only provide enough information to establish a framework and guiding principles for subsequent work efforts.

NEXT STEPS

Proceed with the tasks outlined in the attached Downtown Vision Scope of Services in accordance with the revised General Plan project schedule.

ATTACHMENTS

1. Revised Downtown Vision Scope of Services (Revised Exhibit D adopted by City Council on July 18, 2005)

AGENDA ITEM # 19

REVISED DOWNTOWN VISION SCOPE OF SERVICES (7-25-05)

DESCRIPTION

Based on Council discussion on July 18th, staff has revised the scope of services for the Downtown Visioning component of the General Plan. This revision reflects the Council's desire to conduct initial visioning and clarification of the objectives for Downtown without necessarily defining the specific look and feel of Downtown. The Council prefers to conduct a more detailed analysis and visual preference exercise as a subsequent planning effort once the General Plan work is complete. Thus, the scope of services described herein reflects a focused effort to understand the general framework for the new Downtown Rancho Cordova.

OUTPUT OF THE PROCESS

The Downtown Vision process serves to produce the following outputs relative to the General Plan. It will not address all of the issues relative to the creation of the Downtown, as these will be addressed as part of a separate process outside of the General Plan.

- Define the appropriate size/scale of Downtown Rancho Cordova and delineate the boundaries;
- Identify desired uses for the Downtown and any use restrictions for that area (shopping center, office center, vibrant mixed-use area, type of uses included, etc.);
- Identify in general terms the desired density and intensity of development in Downtown;
- Define in general terms the relationship of the Downtown to Folsom Boulevard, surrounding areas, and the City as a whole;
- Confirm whether it is best to establish the Downtown as an overlay designation, a stand-alone land use category, or a Planning Area of some type.

TASKS

Task 1 Case Study Research

Staff will research examples of successful downtowns from around California and the rest of the United States, looking specifically at the size/scale of downtowns, major uses and features, and basic regulatory structure used to establish and maintain the downtown. This information will be presented as part of the Public Participation task outlined below.

Task 2 Public Participation and Visioning

Working with a public relations team, Staff will complete a fully integrated outreach campaign to promote public participation and awareness of issues related the proposed Rancho Cordova Downtown Vision process. The purpose of the program is to encourage active participation by residents, businesses and local stakeholders in the initial Downtown visioning work.

Internet and Direct Mail. Staff, in conjunction with a public relations team will design, write and produce a direct mail survey to gauge priorities and interest in the proposed Downtown Plan. This will be sent via bulk mail to all Rancho Cordova Residents.

Results will be tabulated and incorporated into the planning process. We will produce a separate page linked to the City's website to facilitate additional public comment and outreach. The site would include:

- ✓ Online surveys (English/Russian/Spanish) allow stakeholders to express opinions and support for specific elements of the Downtown Vision;
- ✓ Online subscriptions to e-newsletters regarding the Downtown Vision process;
- ✓ All presentations and materials produced for Town Hall/Public Meetings; and
- ✓ Fact sheets regarding the Downtown Vision process.

Stakeholder Outreach. With the assistance of the public relations team, Staff will secure the cooperation and support of local businesses and/or employers to promote the outreach at work. Staff will meet with stakeholder groups throughout the community including land owners, Chamber of Commerce, merchant and neighborhood groups, major employers, seniors and youth groups, service groups and other business organizations throughout the City.

Town Hall Meetings. Staff proposes two Town Hall Meetings in late September and October. The first Town Hall style meeting would serve to inform and solicit additional input regarding the Downtown Vision and subsequent planning efforts. The second Town Hall Meeting would provide opportunity to communicate survey results and to refine the Vision in keeping with the necessary outputs for General Plan purposes.

Task 3 Policies and Practices

Task 3 will integrate the vision established in Task 2 through the public participation process with the goals, policies, and actions in the General Plan. It is anticipated that a subsequent planning tool (i.e. Specific Plan, Special Planning Area) would be necessary for detailed use, development/improvement standards, and action steps for creation of Downtown Rancho Cordova. This subsequent planning effort would be completed subsequent to the adoption of the City's General Plan.

TIMELINE

This work would be completed by November 2005 in accordance with the revised General Plan project schedule. Task 1 would be completed by late August; Task 2 would run from mid-August to late September/early October; Task 3 would complete the process in mid-October.

RESPONSIBLE PARTY

PMC staff on the General Plan team will work with our urban designers and public relations team to complete this Downtown Visioning effort.

COST

The estimated cost of completing this work is approximately $42,000 (including approximately $10,000 for direct mail costs associated with the Downtown Vision Survey).

Regional Spare The Air Program



Lori Kobza
Communications & Marketing Specialist
Sacramento Metropolitan AQMD

Jamie Arno
Communications & Marketing Specialist
Sacramento Metropolitan AQMD

Program Background

- Public outreach is a critical component of AQMD's mission
- Comprehensive education & outreach underway since 1990 in accordance with Cleaner Air Partnership Public Education Plan
- Spare The Air program began as a pilot in 1994 and went regional in 1995
- SMAQMD operates Spare The Air on behalf of the air districts of the Sacramento region

Types of Outreach

Events

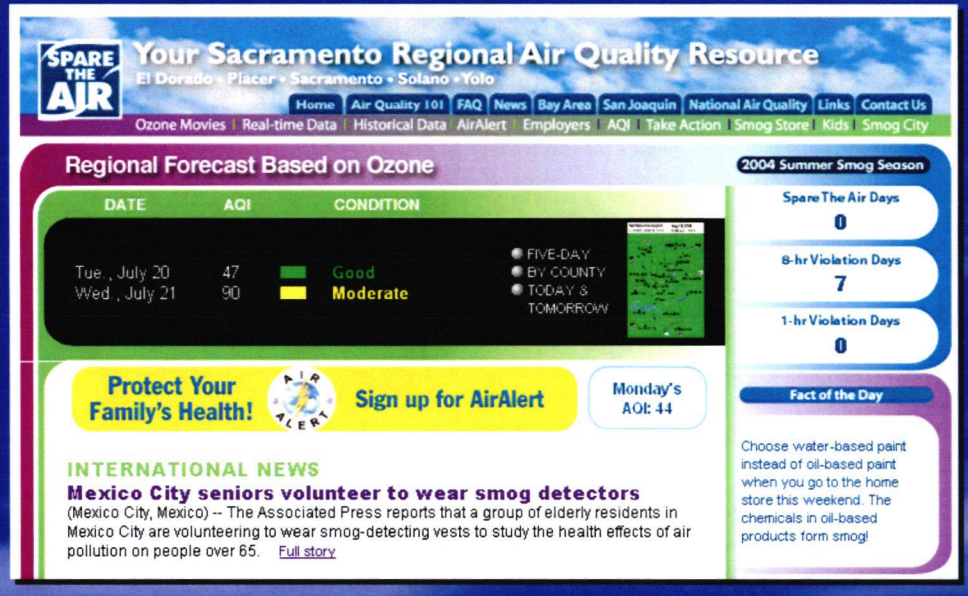
- 2005 Community Events:
  - River City Run
  - Rocklin Jubilee
  - Folsom Thursday Night Street Fair
  - Citrus Heights Sun Day Fun Day
  - Rancho Cordova Salmon Festival
  - Elk Grove Harvest Festival
  - What's Buggin You at the Zoo

- Employer Transportation & Safety Fairs

Types of Outreach

Web Resources

- SpareTheAir.com
  - AQI forecast
  - Ozone Movies
  - Historical AQ data
  - Clean Air Primer
- SmogCity.com
- PlanetPolluto.com
- AirQuality.org



Types of Outreach

Print materials

- Spare The Air "tip cards"
- Health Effects "Dirty Air" booklet
- Bi-annual Report to the Community
- Quarterly AIRlines Newsletter
- Promotional items



Types of Outreach

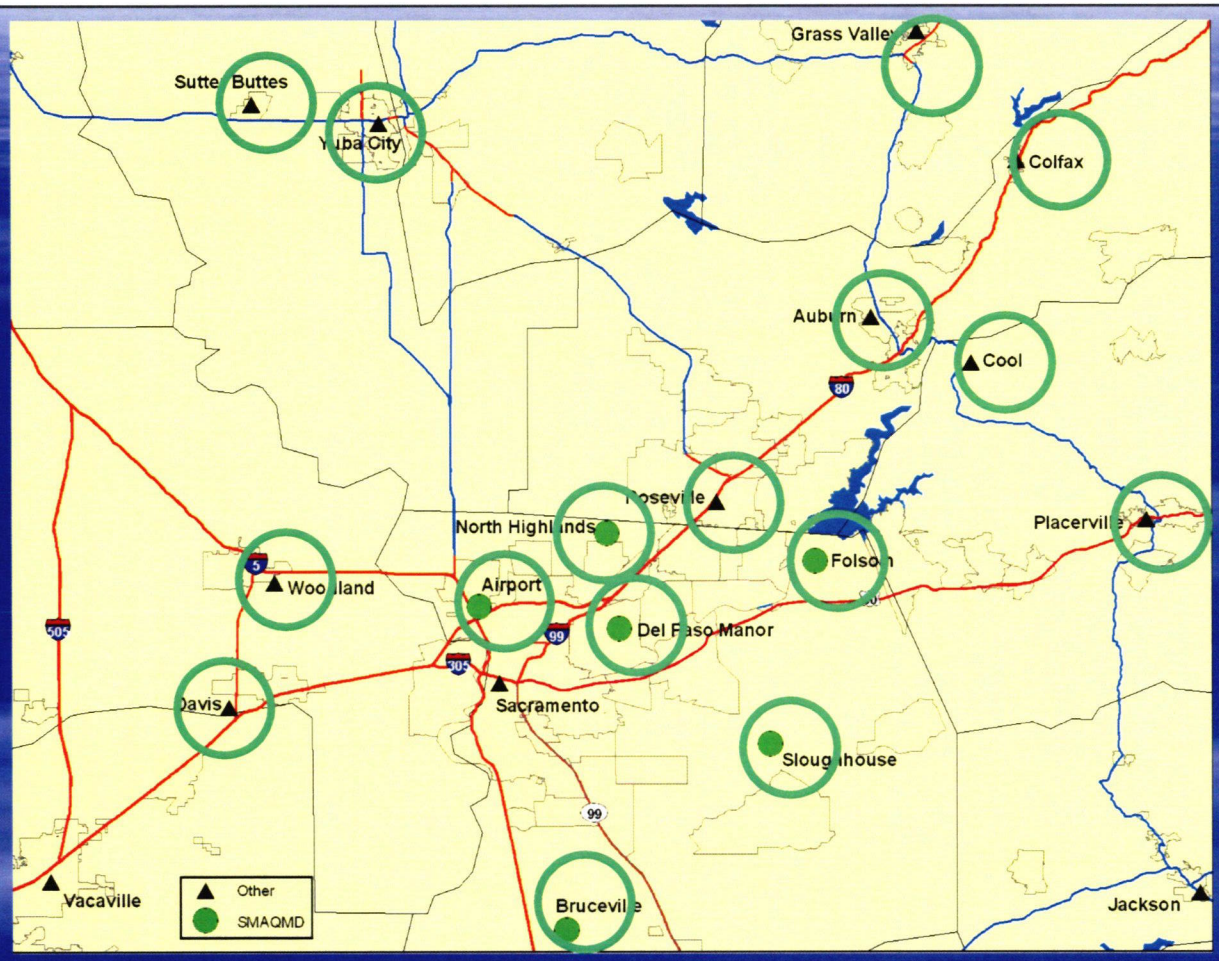
Multi-media

- General air quality awareness TV and radio commercials – funded by Sacramento County DMV surcharge
- Spare The Air TV and radio advisory commercials – funded by Regional CMAQ grant
- I-80 electronic billboards
- Print advertising
- Media coverage (news and weather)

What's Needed to Forecast?

- Air quality
  - Current data
  - Forecast tools
- Meteorology
  - Current observations
  - Forecasts
- Knowledge
  - Meteorological
  - Air quality

Air Quality Monitoring Sites



Ground-level ozone monitoring sites
in the Sacramento Metropolitan Region

How Do We Forecast?

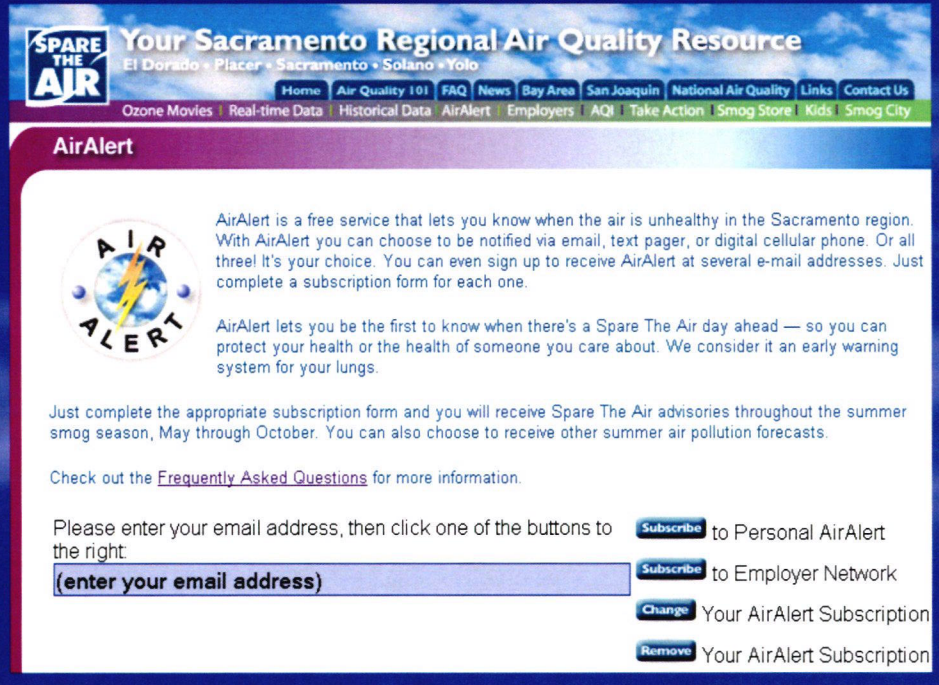
- Review data (8 a.m.)
- Forecast preparation (9 -10 a.m.)
- Issue forecast (11 a.m.)
- Issue Health Advisory, as needed (1 p.m.)
- Monitor forecast system routinely throughout the day

Spare The Air Advisories

- Forecast arrives at 11:00 a.m.
- By 11:30 a.m., news media and VIP list notifications are made
- Advisories are quickly posted on Sacramento County DOT electronic message signs

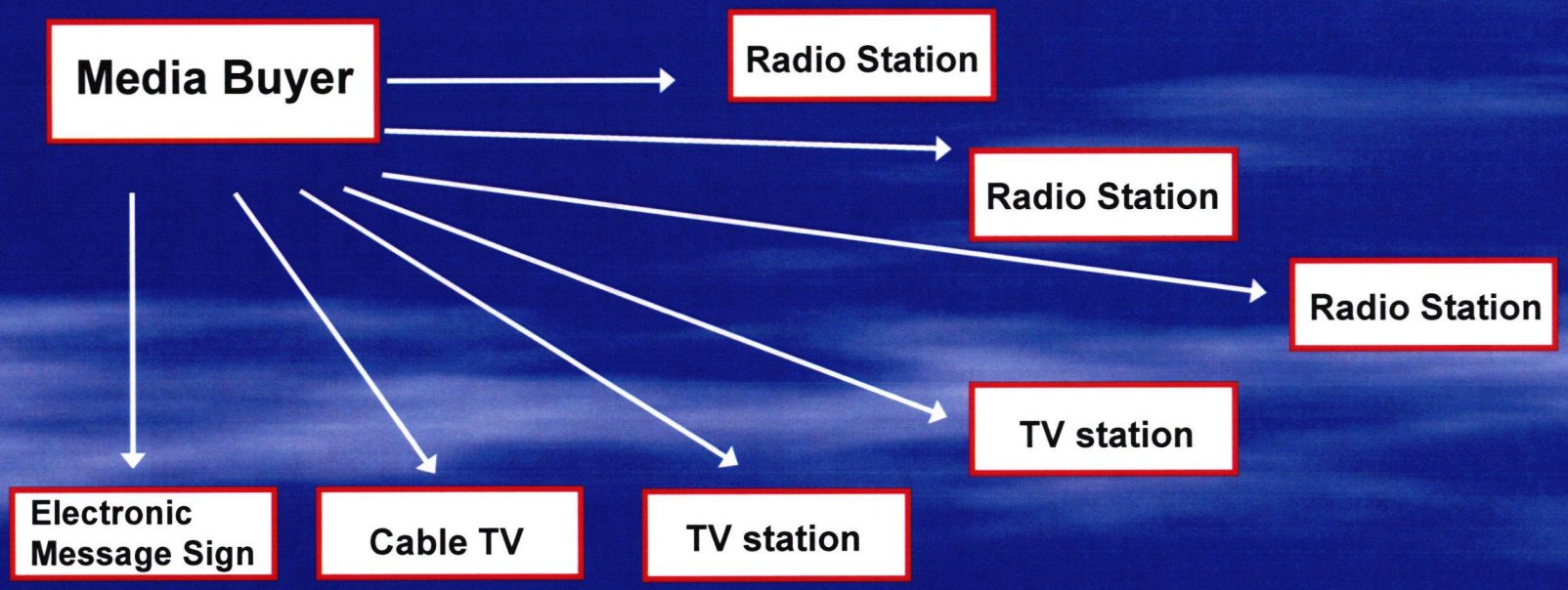
Spare The Air Advisories

- Employers and the general public (over 5,500 & growing) are notified immediately through our Air Alert system



Spare The Air Advisories

- A media buyer at Crocker/Flanagan is notified and begins to purchase available TV and radio airtime to run advisories



Spare The Air Advisories

- AQMD conducts media interviews and keeps in touch with TV meteorologists throughout the Spare The Air episode





Survey Results

- In 2004, participating drivers reduced 3.6 trips per day.
- We have worked with EPA and ARB to develop a survey method to quantify Spare The Air emission benefits.
- The 2004 Spare The Air program was successful in reducing air pollution in the region by an estimated 1.16 tons of smog-forming emissions per Spare The Air day.
- This is due specifically to drivers reducing the number of trips they took on Spare The Air days for air quality reasons.