



**CONCURRENT MEETING
CITY COUNCIL/COMMUNITY REDEVELOPMENT AGENCY (CRA)/
RANCHO CORDOVA FINANCING CORPORATION (RCFC)**

City Hall
2729 Prospect Park Drive, Rancho Cordova

Monday, December 4, 2006
4:00 P.M. – Study Session
American River North Community Room
5:30 P.M. – Regular Meeting
David B. Roberts Council Chambers

AGENDA

STUDY SESSION

Call to Order

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

Public Comment

At a study session or special meeting, citizens wishing to address the Council for any matter on the agenda may do so at the time the matter is discussed. Note, under the provisions of the California Government Code, the City Council is prohibited from discussing or taking any action on any unagendized item.

Study Session Item

1. **Subject:** Rio del Oro – Policy Issues Regarding Circulation/Streets and Parks/Open Spaces.
Recommendation: Consider the updated information on Rio del Oro circulation/streets and parks/open space and provide input or direction as appropriate.
Result of Recommended Action: Informed City Council regarding progress on Rio del Oro Specific Plan with an emphasis on key policy issues and staff recommendations regarding circulation/streets and parks/open spaces.
Staff Report: Pam Johns, Planning Department
Advances Goals: 1, 2, 4, 7, 8, and 9

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

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SCHEDULED ON THE NEXT REGULAR MEETING AGENDA OF THE COUNCIL

ADJOURNMENT OF STUDY SESSION

REGULAR MEETING – CALL TO ORDER

Call to Order

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

Metro Cable TV Telecast Announcement

Pledge of Allegiance

Cub Scouts – Den 4 from Pack 28 will lead the pledge.

Invocation

2. In lieu of an invocation, the Mayor or City Manager will ask for a Moment of Silence in Honor of Code Enforcement Manager, Yvonne DeHaan.

Election Certification

3. **Subject:** Certification of the November 7, 2004 General Municipal Election.
Recommendation: Adopt Resolution No. 194-2006 certifying the results of the November 7, 2006 General Municipal Election with regard to Members of the City Council.
Result of Recommended Action: Adoption of the Resolution results in the City's compliance with California Elections Code Regulations 10262, 10263, and 10264, which, in part, state that the governing body shall declare the results of each election under its jurisdiction.
Staff Report: Anna Olea-Moger, City Clerk's Department

Special Ceremonies

4. **Subject:** Swearing-in and Seating of Re-elected Council Members.
Recommendation: That Incumbent Council Members Linda Budge and Dan Skoglund be sworn in and seated to fill their respective full four-year term of office.

Presentation(s)

5. Presentation of Rancho Cordova Sister Cities Committee Status Report
6. Presentation of OK Kids Program
7. Presentation of Certificates of Recognition to First Annual Veterans Day Celebration at Mather Memorial Plaza Volunteers

ORAL COMMUNICATIONS

8. Public Comment

Citizens wishing to address the Council for any matter on the Consent Calendar or not on the agenda may do so at this time by completing and submitting a (blue) Speaker Card to

the City Clerk. **For items on the agenda, speakers will be called up to the podium at the point on the agenda when the item will be heard.** Speakers are encouraged to keep comments to three minutes or less and to state name and community of residence.

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.

CONSENT CALENDAR ITEMS – ROLL CALL VOTE

9. **Subject:** Resolution Approving Subdivision No. RC-04-096-01B Final Map of Sunridge Park Phase II Village 1B and Execute Subdivision Improvement Agreement.
Recommendation: Adopt Resolution No. 189-2006.
Result of Recommended Action: Approval will result in the city entering into a Subdivision Improvement Agreement guaranteeing the construction of public roads and utilities with Woodside Sunridge Inc., a Delaware Corporation and the recording of the final subdivision map creating 43 new residentially zoned lots.
Staff Report: Cyrus Abhar, Public Works Department
Advances Goal: 4 and 7

CONSENT PUBLIC HEARING ITEMS

10. **Subject:** Gold Canal Offices Project No. RC-05-181 Design Review Amendment Located on the East Side of Gold Canal Drive, North of White Rock Road.
Recommendation: Adopt Resolution No. 192-2006 amending Resolution No. 137-2005.
Result of Recommended Action: This action approves an amendment to the previously approved Design Review Package. This will allow the applicant to proceed with a modified design package to remove tower elements and glass details from the originally approved plans. The proposed changes do not detract from the building and maintain a visually interesting architecture.
Staff Report: Anne Hersch, Planning Department
Advances Goal: 1
11. **Subject:** Appeal of Planning Commission's October 26th Decision on T-Mobile OmniPoint Communications Project No. RC-06-252, Conditional Use Permit Located at 2451 Zinfandel Drive.
Recommendation: Adopt Resolution No. 193-2006.
Result of Recommended Action: The Use Permit approval would increase the service capacity of T-Mobile in the Rancho Cordova area. It would also increase the maximum building height of the church from 29 feet to approximately 39 feet. The proposed cupola is architecturally consistent with the church building and has been designed to enclose and screen the antenna panels from public view. The project as recommended for approval by staff includes a minor modification to the roofline from the version of the project approved by the Planning Commission and appealed to the Council.
Staff Report: Bill Campbell, Planning Department
Advances Goals: 1, 2, and 7

PUBLIC HEARING ITEM

12. **Subject:** Zinfandel Place Project No. RC-05-214 Design Review Located at 3101 Zinfandel Drive. (**Continued from October 16th**).

Recommendation: Adopt Resolution No. 174-2006.

Result of Recommended Action: This action approves Design Review and allows for the construction of one retail building and one multi-story office building creating a mixed-use development at the southeast corner of White Rock Road and Zinfandel Drive. A parking structure, plaza area, and landscaping will also be installed. This project will serve as the gateway into downtown Rancho Cordova providing much needed services to the Rancho Cordova office park, Villages of Zinfandel residents and area renters.

Staff Report: Anne Hersch, Planning Department

Advances Goals: 1, 5, 8, and 9

***7:00 P.M. - BREAK**

Cake will be served at the break in honor of re-elected Council Members Linda Budge and Dan Skoglund.

REGULAR CALENDAR ITEMS

13. **Subject:** Presentation of Phase One Report of the Highway 50 Corridor Mobility Partnership and a Resolution Endorsing the Recommendations of the Highway 50 Mobility Partnership for Road and Transit Improvements That Will Reduce Congestion and Traffic Delay Along the Highway 50 Corridor.

Recommendation:

- a) Adopt Resolution No. 191-2006.
- b) Direct staff to include the near term priority road and transit improvements in the Metropolitan Transportation Plan and to seek state bond funding.
- c) Direct staff to complete the Phase Two process that includes funding recommendations and implementation steps.

Result of Recommended Action: The eastern portion of Sacramento County and the western portion of El Dorado County have experienced dramatic growth in housing and jobs over the past decade which has contributed to significant peak period traffic congestion. This growth is forecasted to continue over the next 25 years, worsening traffic conditions. The 50 Corridor Mobility Partnership (Partnership) is a collaboration of both public and private sectors representatives to evaluate the necessary roadway and public transit improvements to alleviate existing and projected traffic congestion along the Highway 50 corridor. Adoption of Resolution No. 191-2006 results in City Council endorsing the recommendations of the 50 Corridor Mobility Partnership for near term priority road and transit improvements that will reduce congestion and traffic delay along the Highway 50 corridor.

Staff Report: Cyrus Abhar, Public Works Department

Advances Goal: 2

14. **Subject:** Planning Commissioner Appointment Report.

Recommendation: Receive information and provide direction, if needed.

Result of Recommended Action: Council formalizes its practice of reviewing appointments to the Planning Commission every even-numbered year, in conjunction with the general municipal election for Council Member offices.

Staff Report: Anna Olea-Moger, City Clerk's Department

15. **Subject:** Selection of Mayor and Vice Mayor.

Recommendation: That Council selects its next Mayor and Vice Mayor.

Result of Recommended Action: That Council appoints its leadership officers, per Resolution No. 05-2004. The ceremonial seating of the new Mayor and new Vice Mayor will take place at the next Council Meeting on December 18th.

Staff Report: Anna Olea-Moger, City Clerk's Department

CORRESPONDENCE

COUNCIL REPORTS

COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

CITY MANAGER'S REPORT

ADJOURNMENT

ADDITIONAL INFORMATION

The agenda items are accessible on the City's website at www.cityofranhocordova.org on Thursdays prior to the Regular City Council Meeting.

CITYWIDE GOALS - (Adopted March 20, 2006)	
9.	Drive Diverse Economic Opportunities
10.	Foster Responsible Citizenship
11.	Practice Sound Fiscal Management
12.	Establish Logical (City) Boundaries
13.	Continue To Provide Regional Leadership
1.	Foster a Positive Image of Rancho Cordova
2.	Improve Transportation & Connectivity
3.	Champion Employee Development & High Performance Work Environment
4.	Ensure the Availability of the Best Public Services in the Region
5.	Establish a Vibrant Downtown
6.	Ensure a Safe Community
7.	Improve the Quality of Housing In Rancho Cordova
8.	Sustain a Livable Community

UPCOMING MEETINGS	
<i>Monday, December 18, 2006</i>	<i>5:30 p.m. Regular Meeting</i>
<i>Tuesday, January 2, 2007</i>	<i>5:30 p.m. Tentative Study Session in lieu of a regular meeting TBD</i>
<i>Tuesday, January 16, 2007</i>	<i>4:00 p.m. Tentative Study Session 5:30 p.m. Regular Meeting</i>

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UPCOMING MEETINGS	
Monday, January 22, 2007 and Tuesday, January 23, 2007	8:00 a.m. to 5:00 p.m. Tentative Special Meeting for Annual Council / Management Staff
Tuesday, January 30, 2007 Or Wednesday, January 31, 2007	6:00 p.m. Tentative American River Parkway Joint Meeting with City of Sacramento, Sacramento County, CORC

If you have any technical questions related to the agenda items, please contact the appropriate department as follows:

DEPARTMENTAL GENERAL TELEPHONE NUMBERS	
Building Department	(916) 851-8760
Finance Department	(916) 851-8730
Planning Department	(916) 851-8750
Public Works Department	(916) 851-8710
Redevelopment & Economic Development Department	(916) 851-8780

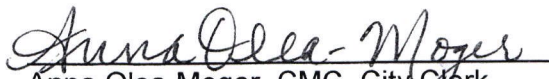
The Rancho Cordova City Council/CRA/RCFC will be videotaped in its entirety and will be cablecast without interruption on Metro Cable 14, the Government Affairs Channel on the Comcast, SureWest and Strategic Technologies Cable Systems. Tune to Metro Cable Channel 14, for playback times. It will be webcast at www.sacmetroable.tv. A VHS copy is also available for check out from any library branch. 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) 851-8720 or amoger@cityofranhocordova.org at least 48 hours prior to the meeting.

CERTIFICATION OF POSTING OF AGENDA

I, Anna Olea-Moger, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the December 4, 2006 Special & Regular Meeting of the Rancho Cordova City Council/CRA/RCFC was posted and available for review on November 30, 2006 at City Hall of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670. The agenda is also available on the city web site at www.cityofranhocordova.org.

Signed this 30th day of November 2006 at Rancho Cordova, California.


Anna Olea-Moger, CMC, City Clerk

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MEMORANDUM



DATE: December 4, 2006
TO: Honorable Mayor and Council Members
FROM: Pam Johns, Project Manager *PJ*
SUBJECT: RIO DEL ORO STUDY SESSION FOCUSED ON
CIRCULATION/STREETS AND PARKS/OPEN SPACE

RECOMMENDATION

Consider the updated information on Rio del Oro circulation/streets and parks/open space and provide input or direction as appropriate.

RESULT OF RECOMMENDED ACTION

City Council will be informed of progress on Rio del Oro Specific Plan with an emphasis on key policy issues and staff will receive comments and direction regarding circulation/streets and parks/open space.

BACKGROUND

The proposed Rio del Oro project includes a request for a General Plan Amendment, Rezone, Special Planning Area Amendment/Specific Plan, Tentative Subdivision Maps, Development Agreement, and corresponding environmental review for a 3,828-acre mixed use community east of Sunrise Boulevard between White Rock and Douglas Roads. The development application was originally submitted to the County prior to City incorporation. Upon incorporation, the City took over responsibility for the evaluation and action on the proposed project.

Over the last three years, staff has been working with the applicant team to evaluate the project against the City's vision for future development, coordinating with other agencies, and preparing the environmental analysis of the proposed project impacts. Two years ago (December 2004), staff presented to the City Council a project overview and progress report on the Rio del Oro application. Then in May 2005, staff updated the City Council on the project progress and requested input on several key issues (land use plan and distribution, commercial sites, drainage facilities, and circulation plan). Since that time, staff, environmental consultants, and the applicant team have been working with outside agencies to resolve outstanding environmental issues and impacts. The Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) is now scheduled for public release on December 8, 2006.

The purpose of this meeting is to update the City Council and provide an opportunity for Council input on specific aspects of the project.

ANALYSIS

Described below are several key aspects of the proposed Rio del Oro project that staff will discuss with the City Council. Additional details will be provided at the study session.

Circulation and Streets

With the following exceptions, the Rio del Oro circulation plan and street design is consistent with the City's adopted Circulation Plan, and street design standards, respectively.

1. The International Road alignment through the project does not currently reflect the latest amendments to the General Plan Circulation Map showing International Road connecting to White Rock Road. One of the DEIR/EIS alternatives does show the realignment and staff will be recommending amendment for consistency prior to hearings. Additionally, the International Road alignment at the western project boundary runs south of General Plan Circulation Map location in order to maximize residential development opportunities. Staff has requested the applicant provide cost analysis of right-of-way acquisition under both scenarios for City Council consideration. This study is underway, but not yet complete.
2. Rancho Cordova Parkway through the wetland preserve has been designed with a special cross section that minimizes impacts to the wetland area. Details will be provided at the study session.
3. Villagio Parkway through the project has been designed as a higher volume 2-lane road with center median as opposed to the 4-lane roadway shown in the City's adopted Circulation Plan. Staff supports the concept for enhanced project design and will present details at the study session.

Parks and Open Space

Because Rio del Oro is moving forward in advance of the City's adoption of open space standards, City staff and Park District staff have been working with the applicant team on the type, location, and distribution of parks and open space facilities. Collectively, staff's recommendation is that a portion of the park dedication requirement and mandatory open space requirement for both Rio del Oro and Westborough be used for an adult sports park and water park located next to the 100+-acre community park within the Rio del Oro project. Staff will present the details at the study session.

NEXT STEPS

The Rio del Oro DEIR/EIS will be released on December 8th for a 60 day review. During that time, the Planning Commission will hold a public hearing to receive comments on the environmental document. Once comments are received, staff will schedule public hearings on the project with the Planning Commission and City Council.

MEMORANDUM



DATE: December 4, 2006
TO: Mayor and Council Members
FROM: Anna Olea-Moger, CMC, City Clerk *Am*
SUBJECT: ELECTION CERTIFICATION

RECOMMENDATION

Adopt Resolution No. 194-2006 certifying the results of the November 7, 2006 General Municipal Election with regard to Members of the City Council.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution results in the City's compliance with California Elections Code Regulations 10262, 10263 and 10264 which, in part, state that the governing body shall declare the results of each election under its jurisdiction.

BACKGROUND

The certification document for the November 7, 2006 General Municipal Election is forthcoming from the Sacramento County Elections and Voter Registration office some time on Friday, December 1st. The City Council, as the governing body of the City, declares the results of the election for each City Council office voted on at a municipal election. As a result of the election, the following Council Members have been re-elected to the City Council for full, four-year terms:

Linda Budge
Dan Skoglund

ATTACHMENT

Resolution No. 194-2006

**CITY OF RANCHO CORDOVA
RESOLUTION NO. 194-2006**

**A RESOLUTION OF THE CITY COUNCIL RECITING THE FACT OF THE GENERAL
MUNICIPAL ELECTION HELD ON NOVEMBER 7, 2006
AND DECLARING THE RESULT**

WHEREAS, a General Municipal Election was held and conducted in the City of Rancho Cordova, California, on Tuesday, November 7, 2006, as required by law; and

WHEREAS, notice of the election was given in time, form and manner as provided by law; that voting precincts were properly established; that election officers were appointed and that in all respects the election was held and conducted and the votes were cast, received and canvassed and the returns made and declared in the time, form and manner required by the provisions of the Elections Code of the State of California for the holding of elections in general law cities; and

WHEREAS, pursuant to City of Rancho Cordova Resolution 69-2006, adopted May 15, 2006, the Sacramento County Voter Registrations and Elections Department canvassed the returns of the election and has certified the results to this City Council, and the results are received, attached and made a part hereof as "Exhibit A".

**NOW, THEREFORE, THE CITY COUNCIL OF RANCHO CORDOVA, DOES
RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:**

1. That the names of persons voted for at the election for Member of the City Council are as follows: Linda Budge, Dan Skoglund and Pedro Hernandez.
2. That the number of votes given at each precinct and the number of votes given in the City to each of the persons above named for the respective offices for which the persons were candidates are listed in Exhibit "A" attached.
3. The City Council does declare and determine that:
Linda Budge was elected as Member of the City Council for the full term of four years;
Dan Skoglund was elected as Member of the City Council for the full term of four years;
4. That the City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED this 4th day of December 2006, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Robert J. McGarvey, Mayor

ATTEST:

Anna Olea-Moger, CMC, City Clerk

Exhibit A to Resolution No. 194-2006

The Certificate of Fact for the November 7, 2006 General Municipal Election is forthcoming from the Sacramento County Registrar of Voters some time on Friday, December 1st. It will be provided to Council as a supplemental report. If you are accessing this item through the City's website and reading this message, it means the Exhibit has not yet been posted to the website.

MEMORANDUM



DATE: December 4, 2006

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: RESOLUTION NO. 189 -2006 APPROVING SUBDIVISION
NO. RC-04-096-01B FINAL MAP OF SUNRIDGE PARK PHASE II
VILLAGE 1B AND EXECUTE SUBDIVISION IMPROVEMENT
AGREEMENT

RECOMMENDATION

Submitted herewith for approval is **Resolution No. 189 -2006 (Attachment 1)** approving the subdivision titled "Final Map Sunridge Park Phase II Village 1B", consisting of 43 proposed lots, located at the southwest corner of Douglas Boulevard and Timberland Drive.

RESULT OF RECOMMENDED ACTION

Approval of this recommended action will result in the city entering into a Subdivision Improvement Agreement (**Exhibit A**) guaranteeing the construction of public roads and utilities with Woodside Sunridge Inc., a Delaware Corporation and the recording of the final subdivision map creating 43 new residentially zoned lots.

BACKGROUND

The map has been examined and checked for compliance with Title 22 of the City code and the California State map Act. The City Planning Commission approved the Tentative Map on August 25, 2006. A vicinity map (**Attachment 2**) and copy of the final map (**Attachment 3**) are included with this letter.

Roads are offered for dedication. Road improvements, the necessary drainage and water facilities, street lighting and sewers in accordance with city requirements are satisfactorily provided for by Bond No. 2204513 with Insurance Company of the West in the amount of \$1,036,286.00. Bond No. 2204513 with Insurance Company of the West in the amount of \$518,143.00 guarantees the labor and material.

There are no delinquent taxes against the property and the Tax Collector has so certified. The 2006/2007 estimated taxes have been secured with the Sacramento County Tax Collector.

Wood-Rodgers, Inc. 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 & Associated Inc.

ATTACHMENTS:

1. Resolution No. 189 -2006 including **(Exhibit A)** Subdivision Improvement Agreement
2. Vicinity Map
3. 8 ½ X 11 Copy Of Final Map

CITY OF RANCHO CORDOVA

RESOLUTION NO. 189 -2006

A RESOLUTION OF THE CITY COUNCIL
APPROVING THE SUBDIVISION MAP OF SUBDIVISION NO. RC-04-096.01B FINAL MAP
OF SUNRIDGE PARK PHASE II VILLAGE NO. 1B

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the City Council resolves to execute a Subdivision Improvement Agreement (**Exhibit A**) on behalf of the City in connection with **Woodside Sunridge Inc., a Delaware Corporation** and the subdivision designated as **Subdivision No. RC-04-096.01B Final Map of Sunridge Park Phase II Village No. 1B** 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.

PASSED AND ADOPTED by the City Council of on the 4th day of December, 2006 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Anna Olea-Moger, CMC, City Clerk

SUBDIVISION IMPROVEMENT AGREEMENT

THIS AGREEMENT entered into this _____ day of _____, 2____, by and between the City of Rancho Cordova, (hereinafter "City"), and Woodside Sunridge Inc., 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 **Sunridge Park Phase II Village 1B**, 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 \$1,036,286.00. 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. Improvement Security As Condition Precedent. 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.

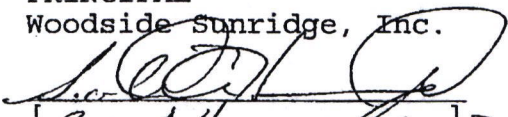
CITY OF RANCHO CORDOVA

By _____
MAYOR

CITY (SEAL)

ATTEST: _____
Clerk of the City Council

PRINCIPAL
Woodside Sunridge, Inc.


[Scott A. Horsington] PRES.

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

State of California

County of Sacramento

On October 23, 2006 before me, Monica A. Dotson, Notary Public
Name and Title of Officer (e.g., "Jane Doe, Notary Public")

personally appeared Scott Holsington
Name(s) of Signer(s)

☐ personally known to me -OR- ☐ 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.

Monica A. Dotson
Signature of Notary Public

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: Subdivision Improvement Agreement

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- ☐ Individual
- ☐ Corporate Officer
- ☐ Title(s): _____
- ☐ Partner - ☐ Limited ☐ General
- ☐ Attorney-in-Fact
- ☐ Trustee
- ☐ Guardian or Conservator
- ☐ Other: _____

Signer Is Representing: _____

Signer's Name: _____

- ☐ Individual
- ☐ Corporate Officer
- ☐ Title(s): _____
- ☐ Partner - ☐ Limited ☐ General
- ☐ Attorney-in-Fact
- ☐ Trustee
- ☐ Guardian or Conservator
- ☐ Other: _____

Signer Is Representing: _____

RIGHT THUMBPRINT
OF SIGNER
Top of Thumb here

RIGHT THUMBPRINT
OF SIGNER
Top of Thumb here

VICINITY MAP



BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLAT MAP CORRECTION NO. 1, DATED 1987, AS MEASURED BETWEEN NGS STATION "SHELDON" 1ST ORDER AND NGS STATION "G 1414", 1ST ORDER. SAID BEARING IS N7244.08°E. DISTANCES SHOWN ARE GROUND BASED.

REFERENCES

- (1) 326 B.M. 5 (SUNRIDGE PARK L.L.M.)
- (2) 348 B.M. 1 (SUNRIDGE PARK PHASE II L.L.M.)
- (3) 350 B.M. 5 (SUNRIDGE PARK VILLAGE 1A)

LEGEND

- DIMENSION POINT
- SET 5/8" REBAR WITH CAP L.S. 7944 AT ALL FRONT CORNERS OF LOT 12, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.
- SET 3/4" IRON PIPE WITH PLUG STAMPED L.S. 7944
- FOUND 3/4" IRON PIPE WITH PLUG STAMPED L.S. 7944
- FOUND N.G.S. STATION AS NOTED
- IRREVOCABLE OFFER OF DEDICATION
- LANDSCAPE EASEMENT
- OVERALL
- PEDESTRIAN EASEMENT
- P.U.E. PUBLIC UTILITY EASEMENT
- (R) RADIAL LINE
- S.C.R. SACRAMENTO COUNTY RECORDS

NOTES

- ALL CURVE DIMENSIONS SHOWN ARE RADIUS, DELTA AND ARC LENGTH. ALL DISTANCES SHOWN ARE EXPRESSED IN FEET AND DECIMALS THEREOF.
- TOTAL AREA OF THIS MAP IS 6.64 ± ACRES, CONSISTING OF 43 RESIDENTIAL LOTS, AND 2 MISCELLANEOUS LOTS.
- THERE SHALL BE A 5.00 FOOT POSTAL EASEMENT LOCATED WITHIN EACH LOT ALONG ALL STREET RIGHTS-OF-WAY.
- THERE SHALL BE A 12.5 OR 16.0 FOOT WIDE PUBLIC UTILITY EASEMENT, AS SHOWN, WITHIN EACH LOT ALONG ALL PUBLIC STREET RIGHTS-OF-WAY.
- LOTS A AND B SHALL BE GRANTED TO THE CORDOVA RECREATION AND PARK DISTRICT FOR LANDSCAPE PURPOSES.
- A PRELIMINARY SOILS REPORT WAS PREPARED BY WALLACE-HUHL AND ASSOC. W.A. NO. 3505.07 DATED FEBRUARY 5, 2002. A COPY OF THIS REPORT IS AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF RANCHO CORDOVA BUILDING INSPECTION DEPARTMENT.
- PURSUANT TO SECTION 6643(G) OF THE SUBDIVISION MAP ACT THE FOLLOWING EASEMENT, NOT SHOWN HEREON, IS HERBY ABANDONED ON THIS FINAL MAP:
1. IRREVOCABLE OFFER OF DEDICATION OVER LOT 2, AS SHOWN ON 348 B.M. 1, ADJACENT TO HABITAT WAY.

SUBDIVISION NO. RC-04-096.01B

FINAL MAP OF

SUNRIDGE PARK PHASE II VILLAGE NO. 1B

BEING ALL OF LOT 2 OF THAT CERTAIN FINAL MAP ENTITLED

"LARGE LOT MAP OF SUNRIDGE PARK PHASE II," FILED FOR RECORD

IN BOOK 348 OF MAPS, AT PAGE 1, S.C.R.

SITUATE IN A PORTION OF TRACTIIONAL SECTION 9

IN TOWNSHIP 8 NORTH, RANGE 7 EAST, M.D.B. & M.

CITY OF RANCHO CORDOVA

COUNTY OF SACRAMENTO STATE OF CALIFORNIA



WOOD RODGERS

ENGINEERING - PLANNING - SURVEYING

3301 C St., Bldg. 300-B Tel 916.341.7760

Sacramento, CA 95816 Fax 916.341.7767

NOVEMBER 2006

Sheet 2 of 4

12/9/05

LOT H (2)

N7530.10°E (2)
N8933.21°E 625.20 (1)(2)

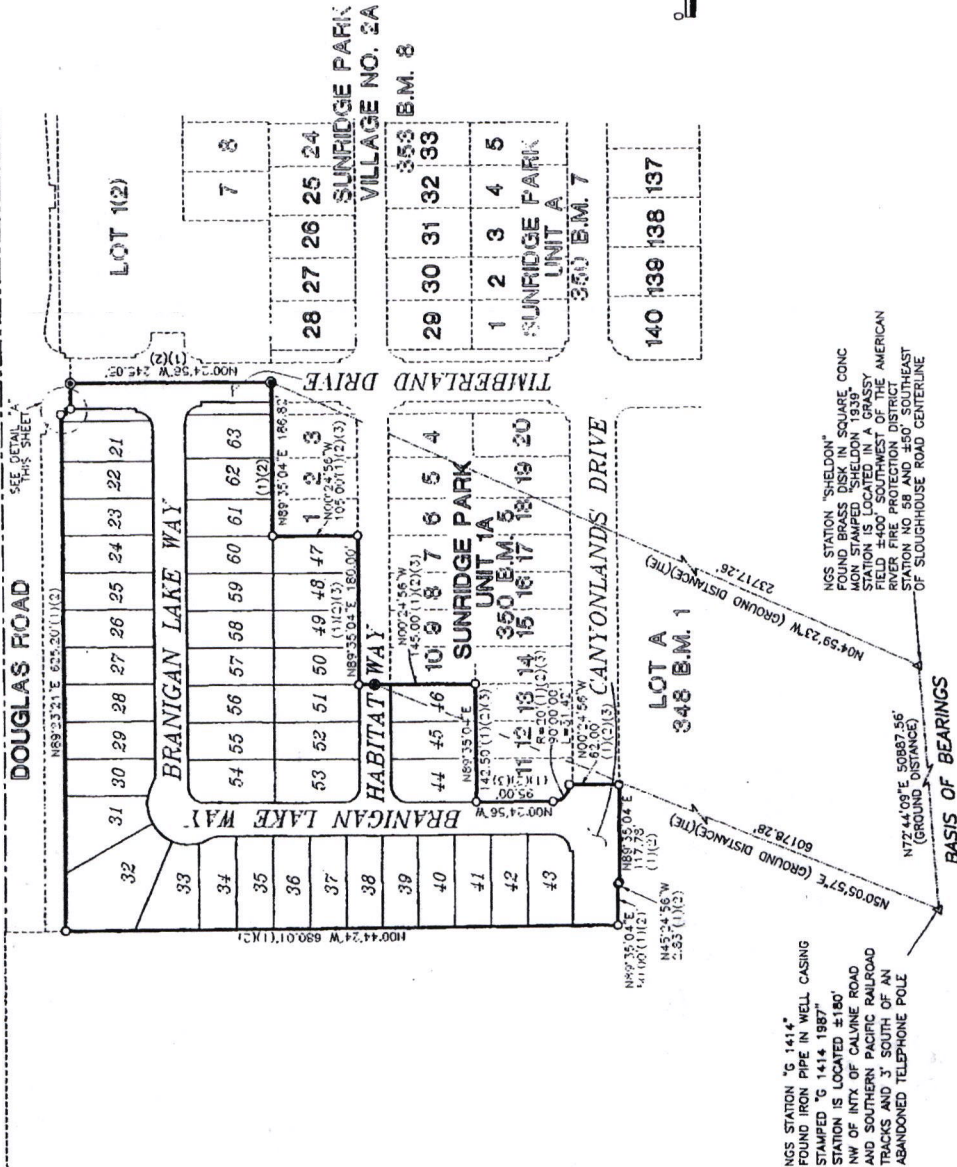
N8935.04°E 6.00 (1)(2)
N8935.04°E 31.00 (1)(2)

R=25 (1)(2)
1470.55'
[6.14']

21

DETAIL "A"

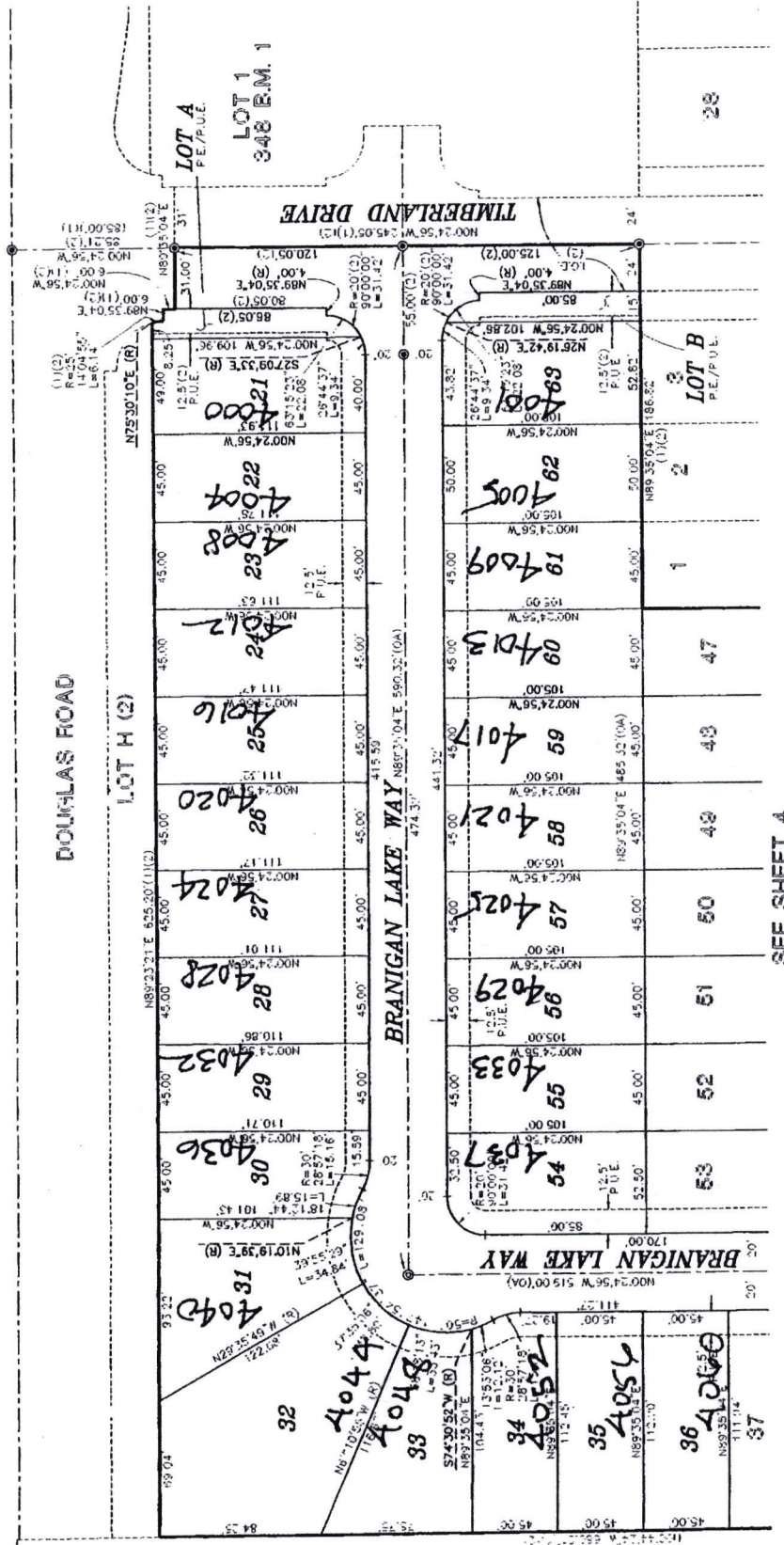
SCALE: 1"=20'



NGS STATION "G 1414"
FOUND IRON PIPE IN WELL CASING
STAMPED TO 1414, 1987
NW OF INTY. OF CALVINE ROAD
AND SOUTHERN PACIFIC RAILROAD
TRACKS AND 3' SOUTH OF AN
ABANDONED TELEPHONE POLE

NGS STATION "SHELDON"
FOUND BRASS DISK IN SQUARE CONC
FOUNDATION. FOUND IN A GRASSY
FIELD ±400' SOUTHWEST OF THE AMERICAN
RIVER FIRE PROTECTION DISTRICT
STATION NO 88 AND ±500' SOUTHEAST
OF SLOUGHHOUSE ROAD CENTERLINE

BASIS OF BEARINGS



SUBDIVISION NO. RC-04-096.01B
 FINAL MAP OF
 SUNRIDGE PARK PHASE II VILLAGE NO. 1B
 BEING ALL OF LOT 2 OF THAT CERTAIN FINAL MAP ENTITLED
 "LARGE LOT MAP OF SUNRIDGE PARK PHASE II," FILED FOR RECORD
 IN BOOK 348 OF MAPS, AT PAGE 1, S.C.E.
 SITUATED IN A PORTION OF TRACT 1, SECTION 9
 IN TOWNSHIP 8 NORTH, RANGE 7 EAST, N.D. 8 & M.
 CITY OF RANCHO CORDOVA
 COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

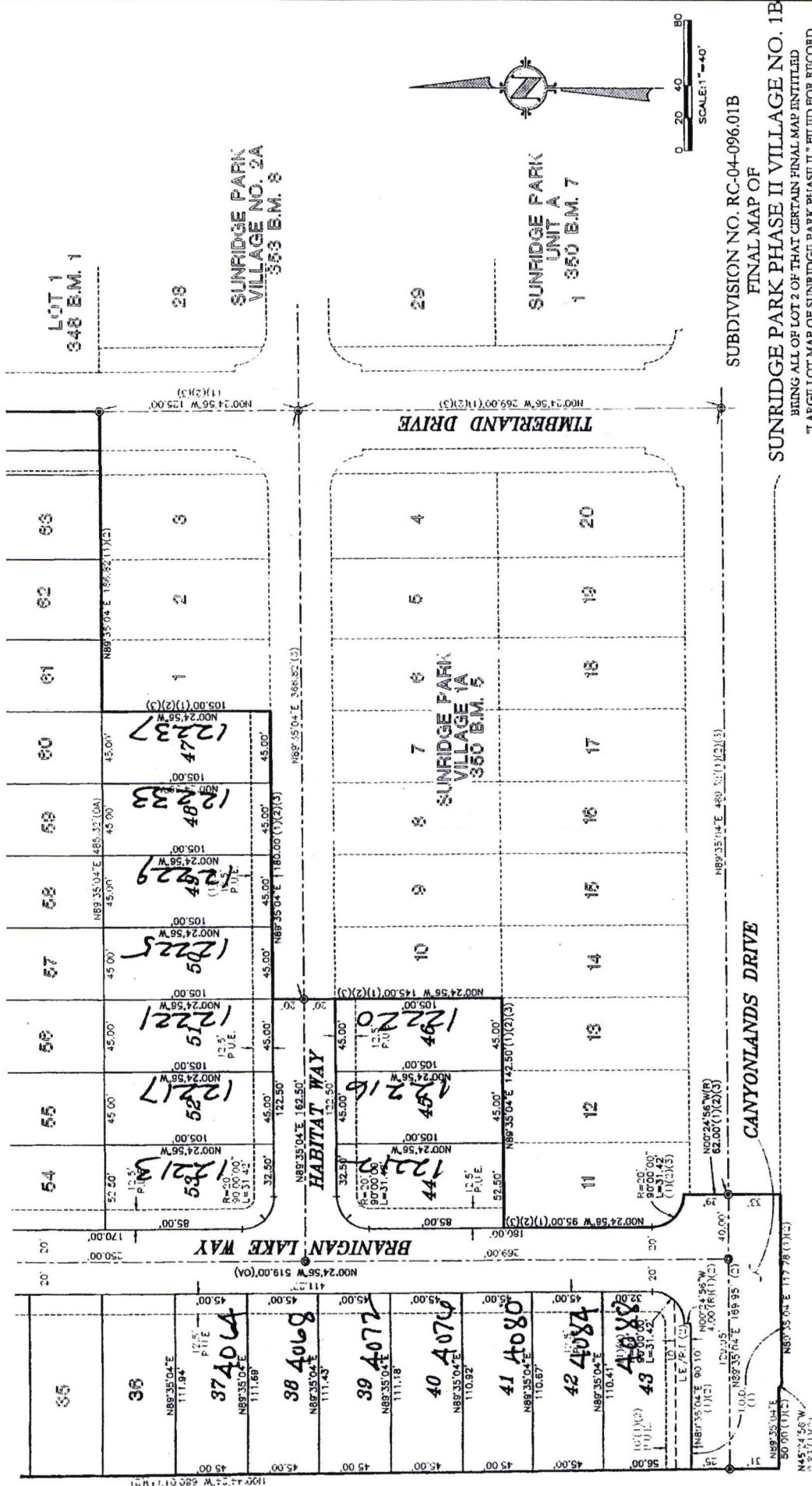


WOOD RODGERS
 ENGINEERING - MAPPING - PLANNING - SURVEYING
 3301 C ST., Bldg. 100-B Tel. 916.341.7780
 SACRAMENTO, CA 95816 FAX 916.341.7787

NOVEMBER 2006

Sheet 3 of 4
 12/9/05

SEE SHEET 3



SUBDIVISION NO. RC-04-096.01B

FINAL MAP OF

SUNRIDGE PARK PHASE II VILLAGE NO. 1B

BEING ALL OF LOT 2 OF THAT CERTAIN FINAL MAP ENTITLED
 "LARGE LOT MAP OF SUNRIDGE PARK PHASE II" FILED FOR RECORD
 IN BOOK 348 OF MAPS, AT PAGE 1, S.C.R.,
 SITUATE IN A PORTION OF FRACTIONAL SECTION 9
 IN TOWNSHIP 8 NORTH, RANGE 7 EAST, M.D.B. & M.
 CITY OF RANCHO CORDOVA
 COUNTY OF SACRAMENTO STATE OF CALIFORNIA



WOOD RODGERS

ENGINEERING - MAPPING - PLANNING - SURVEYING
 3301 C St., Bldg. 100-8 Tel 916.341.7760
 Sacramento, CA 95816 Fax 916.341.7767

NOVEMBER 2006

Sheet 4 of 4

1279/05

MEMORANDUM

DATE: December 4, 2006
TO: Honorable Mayor and Council Members
FROM: Anne Hersch, Assistant Planner
SUBJECT: GOLD CANAL OFFICES DESIGN REVIEW AMENDMENT

**OWNER :**

Richard T. Peery & John Arrillaga, Trustees
2560 Mission College Blvd. #101
Santa Clara, CA 95054

APPLICANT:

Stauffer Company
F. Brett Stauffer
3353 Bradshaw Rd., Suite # 23
Sacramento, CA 95827

PROJECT: Gold Canal Offices Design Review

FILE: RC-05-181

LOCATION: Gold Canal Drive

APN: 072-0460-010, 072-0470-028

PLANNER: Anne Hersch, Assistant Planner *AM*

REQUEST

The applicant is seeking approval for an amendment to their previously approved Design Review package. The project consists of two office buildings on a 2.36 acre site on the east side of Gold Canal Drive, north of White Rock Rd.

STAFF RECOMMENDATION

Staff recommends the City Council determine the project Categorically Exempt from review by the California Environmental Quality Act under Section 15332, Infill Development Projects and adopt Resolution 192-2006 amending Resolution 137-2005 for the Redesigns of Buildings A & B, per the plans for Gold Canal Offices, project number RC-05-181.

RESULT OF RECOMMENDED ACTION

This action approves an amendment to the previously approved Design Review package. This will allow the applicant to proceed with a modified design package to remove tower elements and glass details from the originally approved plans. The proposed changes do not detract from the building and maintain visually interesting architecture.

SITE LOCATION



FIGURE 1 – SITE LOCATION

Land Use Relationships with Adjacent Properties

	Zoning	Land Use
Subject Property	MP	Vacant
North	MP	Office Building
East	N/A	Folsom South Canal
South	MP	Office Building
West	MP	Office Building; currently vacant

ANALYSIS

The project was presented to the Planning Commission on September 8, 2005. A recommendation for approval was forwarded to the City Council and the recommendation received final approval on November 7, 2005.

The applicant has proposed to modify the approved plans for both buildings by removing the tower elements from the rear of both buildings, changing window details, and removing the decorative fence from the project. The tower details are not visible from the street and according to the applicant, do not significantly enhance overall building design. Additionally, the applicant identified a lack of fencing in the surrounding area and would like the feature omitted from the design package. There are no provisions in the Zoning Code that require fencing in the MP zone. In addition, the applicant has identified that these features increase building costs significantly (see attached applicant letter). The site design, landscape plan, and proposed materials will not change.

what fence?

Figures 2 & 3 show previously approved plans on the left with the proposed changes to the right. The tower element has been removed from the north and south elevations. In addition, window details have been removed from all four elevations.

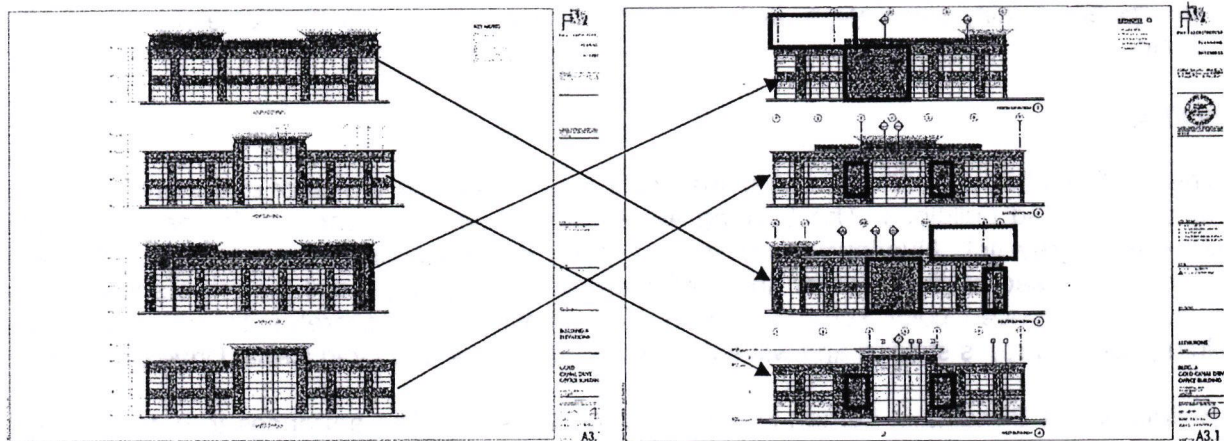


Figure 2. Changes to Building A

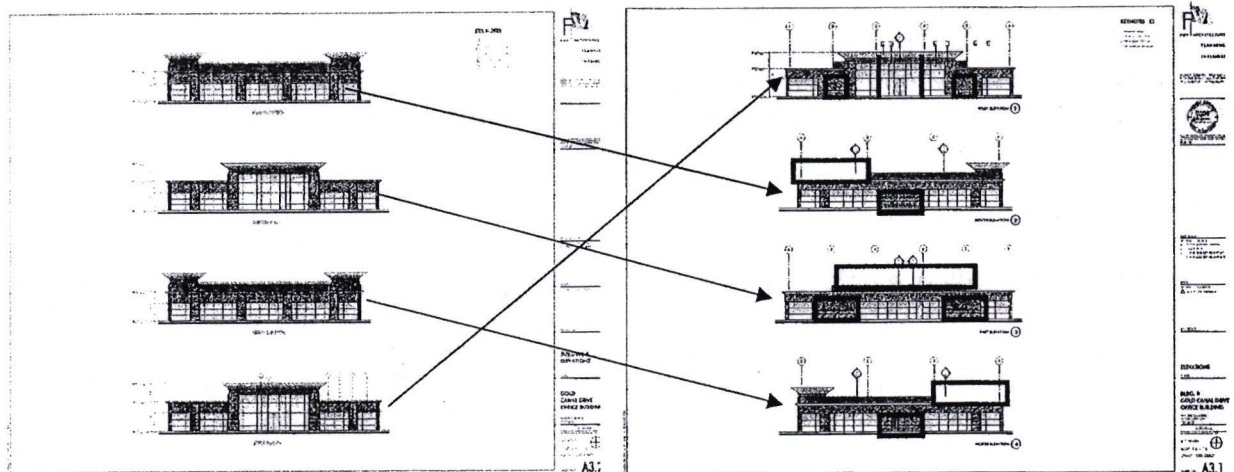


Figure 3. Changes to Building B

The basis for the review of this project is provided in the City's Design Review Ordinance and staff's reasons for recommending approval are described as follows:

Design Review

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 applicant has submitted a colors/materials board depicting the color and materials to be used on proposed buildings. The building will employ a stone veneer exterior and storefront glass with a grey tint. Aluminum accents and mullions will decorate the windows. Cement plaster will be used on the parapet and roof trimming. The parapets will be beige and the trim brown. The proposed color scheme is visually appealing and decorates the structure well. Building appearance is striking and will enhance curb appeal in the Gold Canal Drive corridor.

b) Buildings A & B maintain human interest and human scale. The entrances to both buildings are easily identified and handicap accessible. The prominent entry feature is the most distinguishing element of both buildings as it is the highest point and also grand in stature. Window details provide variation on the building facade.

c) The proposed redesign is consistent with elevations of surrounding structures and is appropriate for the area. The scale and style are in proportion with present buildings. The use of stone veneer, two story entry features, and window details distinguishes this building from surrounding structures and makes it visually appealing. In addition, the tower elements face the Folsom South Canal and are not visible from the street.

d) (See "C" above)

e) The proposed building employs a variety of materials in the facade that contribute to the unique appearance. The combination of materials and colors make the proposed buildings aesthetically pleasing and distinguish it from other buildings on Gold Canal Drive. The stone veneer facade is well complemented by both cement plasters. The cornices project from the front edges of the building and are prominently featured. The parapet will be beige and properly adorns the building front.

f) The previously approved landscape plan will not be modified as part of the amendment. The plan was reviewed and revisions are required for landscape approval. The applicant must provide landscape plans and have installation complete prior to occupancy permit.

CONCLUSION

The applicant has worked with staff to modify the previously approved plans. Proposed modifications resolve ADA accessibility issues and result in modest changes. In addition, the buildings do not lose form and remain visually interesting. The project is consistent with surrounding structures on Gold Canal Drive. Staff is recommending approval of the amended package.

PLANNING COMMISSION COMMENTS

This item was presented to the Planning Commission on October 26, 2006. There were questions about the removal of window details, cornice detail, and height of the tower element. The applicant informed the Commission with the following:

- Removing the tower elements altered the structural integrity of the building. Eliminating window details reinforced the structural integrity.
- Elimination of the cornice detail will not be visible from the street or the adjacent property.
- The tower element was tall enough to screen mechanical equipment. Parapets remain and adequately screen mechanical equipment from plain sight.

A recommendation for approval was forwarded to the City Council by a 5-0 vote.

ENVIRONMENTAL ANALYSIS

The project is Categorically Exempt from review under Section 15332, Infill Development Projects of the California Environmental Quality Act.

FINANCIAL IMPLICATIONS TO CITY

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

RECOMMENDED MOTIONS

"I move the City Council determine the project exempt from review by the California Environmental Quality Act under Section 15332, In-Fill Development Projects of the CEQA Guidelines and adopt Resolution 192-2006 amending Resolution 137-2005 for the Redesigns of Buildings A & B, per the plans for Gold Canal Offices, project number RC-05-181."

ATTACHMENTS

1. Resolution 192-2006 including the Design Review Package (Exhibit A) and Conditions of Approval (Exhibit B)
2. Applicant Letter
3. 500' Radius Map and Labels

CITY OF RANCHO CORDOVA

RESOLUTION NO. 192-2006

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
AMENDING DESIGN REVIEW FOR GOLD CANAL OFFICES
PROJECT # RC-05-181**

WHEREAS, The Stauffer Company, (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for Design Review for the construction of office buildings on Gold Canal Drive. (Assessor's Parcel Number 072-0460-010, 072-0470-028); and

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

WHEREAS, the project is Categorically Exempt from review under Section 15332, In-Fill Development Projects, of the California Environmental Quality Act; and

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

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

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

Findings

The project proposes the construction of a building within an urbanized area and is categorically exempt under Section 15332, In-Fill Development Projects, of the California Environmental Quality Act Guidelines.

Evidence

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

- 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 efforts relating to traffic, noise, air quality, or water quality.
 - e) The site can be adequately served by all required utilities and public services.
2. Approve the Design Review, subject to the Design Package (**see Exhibit A**) and the Conditions of Approval (**see Exhibit B**); supported by the following Findings and Evidence:

Design Review

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 applicant has submitted a colors/materials board depicting the color and materials to be used on proposed buildings. The building will employ a stone veneer exterior and storefront glass with a grey tint. Aluminum accents and mullions will decorate the windows. Cement plaster will be used on the parapet and roof trimming. The parapets will be beige and the trim brown. The proposed color scheme is visually appealing and decorates the structure well. Building appearance is striking and will enhance curb appeal in the Gold Canal Drive corridor.

b) Buildings A & B maintain human interest and human scale. The entrances to both buildings are easily identified and handicap accessible. The prominent entry feature is the most distinguishing element of both buildings as it is the highest point and also grand in stature. Window details provide variation on the building facade.

c) The proposed redesign is consistent with elevations of surrounding structures and is appropriate for the area. The scale and style are in proportion with present buildings. The use of stone veneer, two story entry features, and window details distinguishes this building from surrounding structures and makes it visually appealing. In addition, the tower elements face the Folsom South Canal and are not visible from the street.

d) (See "C" above)

e) The proposed building employs a variety of materials in the facade that contribute to the unique appearance. The combination of materials and colors make the proposed buildings aesthetically pleasing and distinguish it from other buildings on Gold Canal Drive. The stone veneer facade is well complemented by both cement plasters. The cornices project from the front edges of the building and are prominently featured. The parapet will be beige and properly adorns the building front.

f) The previously approved landscape plan will not be modified as part of the amendment. The plan was reviewed and revisions are required for landscape approval. The applicant must provide landscape plans and have installation complete prior to occupancy permit.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 4th day of December, 2006.

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Anna Olea-Moger, CMC, City Clerk



FMA ARCHITECTURE
PLANNING
INTERIORS

FORNIA WILLIAMS ARCHITECTS
1418 20th St., Suite 200
San Francisco, CA 94114
Tel: 415.443.2724 Fax: 415.443.4991



ALL DIMENSIONS ARE IN FEET AND INCHES
UNLESS OTHERWISE SPECIFIED
1" = 10' SCALE

CONSULTANT
1. F. WILLIAMS ARCHITECTS
2. 11/15/00 10:00 AM
3. 11/15/00 10:00 AM
4. 11/15/00 10:00 AM

ISSUE
NO. DATE
A 11/15/00

REVISIONS

SITE PLAN
SHEET

BLDG. A
GOLD CANAL DRIVE
OFFICE BUILDING

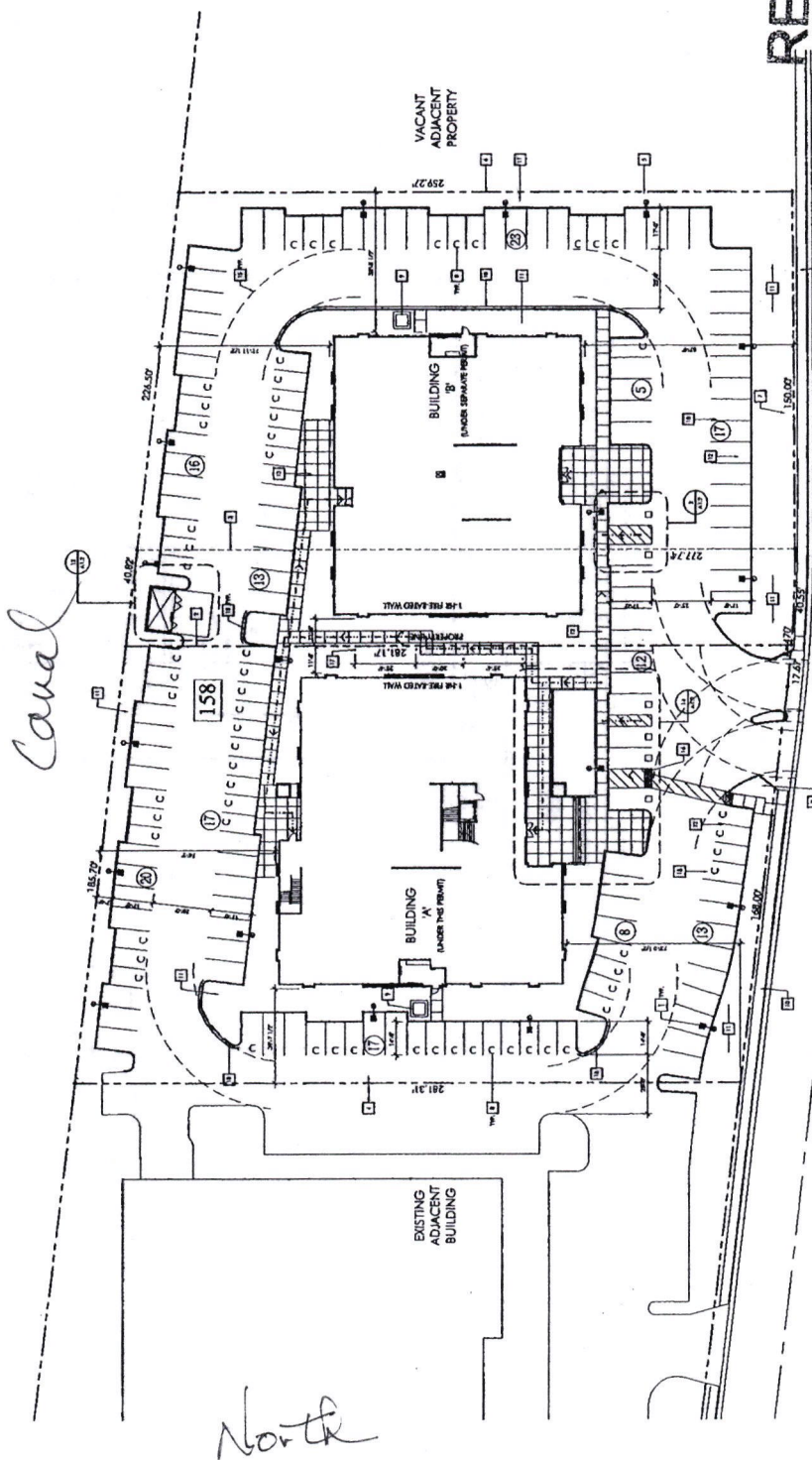
Exhibit A
REF. NORTH
SCALE 1" = 20'-0"
JOB NO. GCC-00002
SHEET NO. A1.1

GENERAL NOTES

1. ALL DIMENSIONS TO FACE UNLESS NOTED OTHERWISE.
2. ALL DIMENSIONS TO FACE UNLESS NOTED OTHERWISE.
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KEYNOTES

1. 1" = 10' SCALE
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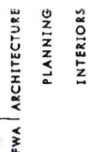


RECEIVED

JUL 13 2000

GOLD CANAL DR.

SITE PLAN 1
RANCHO CORDOVA
PLANNING



FORRAN WILLIAMS ARCHITECTS
418 20th St., Sacramento CA 95814
Tel: 916.448.2724 Fax: 916.448.4991



LICENSE

CONSULTANT			
NO.	DATE	DESCRIPTION	
1	09/03/05	BLDG. DEPT. SUBMITTAL	
2	11/03/05	MO SET	
3	11/14/05	BLDG. DEPT. RESUBMITTAL #1	
4	01/19/06	BLDG. DEPT. RESUBMITTAL #2	

ISSUE	DATE	DESCRIPTION
△	11/14/06	BLOG DEPT. RESTRUCTURE
△	01/19/06	OWNER REVISIONS

REVISIONS

GROUND
FLOOR PLAN
SHEET

BLDG. A
GOLD CANAL DRIVE
OFFICE BUILDING

303 GOLD CANYON DRIVE
MILPITAS, CA
PROJECT

REF. NORTH

SCALE 1/8" = 1'-0"

LOG NO. GCO-0-5072

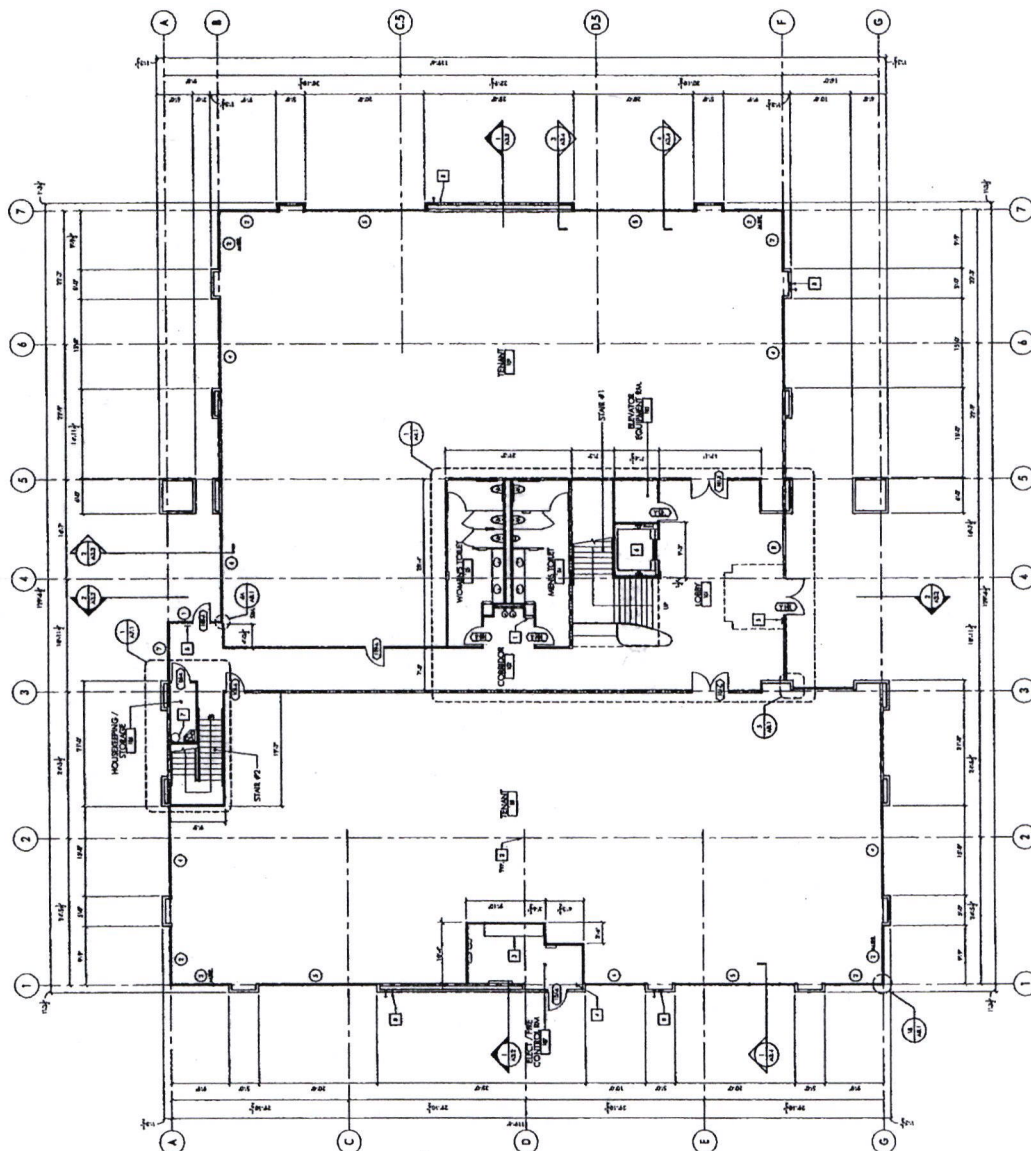


SHEET NO. **A2.1**

GENERAL NOTES

1. What is the purpose of the report? (1 mark)
 2. What is the scope of the report? (1 mark)
 3. What is the audience for the report? (1 mark)
 4. What is the format of the report? (1 mark)
 5. What is the deadline for the report? (1 mark)
 6. What is the budget for the report? (1 mark)
 7. What is the risk of the report? (1 mark)
 8. What is the impact of the report? (1 mark)
 9. What is the feedback for the report? (1 mark)
 10. What is the conclusion of the report? (1 mark)

WALL LEGEND

[illegible][illegible][illegible]

14-00000



FORBES WILLIAMS ARCHITECTS
418 20th St, Sacramento CA 95814
Ph: 916.448.2724 Fax: 916.448.4991



LICENSE

CONSULTANT	
NO.	DATE DESCRIPTION
1	09/09/05 BLDG. DEPT. SUBMITTAL
2	11/02/05 MD SET
3	11/14/05 BLDG. DEPT. RESUBMITTAL #1
4	01/19/06 BLDG. DEPT. RESUBMITTAL #2

ISSUE		NO.	DATE	DESCRIPTION
1		11/1/08	BUDG. DEPT. RESUBMITTAL	
2		01/19/08	CHARGE REVISIONS	

REFERENCES

SECOND
FLOOR PLAN
SHEET

BLDG. A
GOLD CANAL DRIVE
OFFICE BUILDING

2003 GOLD CAMEL DRIVE
JANUARY 2004

PROJECT

1. The first part of the document is a list of names, each followed by a number in parentheses. The names are: "1. (1) John Doe", "2. (2) Jane Smith", "3. (3) Bob Johnson", "4. (4) Alice Brown", "5. (5) Charlie White", "6. (6) David Green", "7. (7) Emily Black", "8. (8) Frank Gray", "9. (9) George Blue", "10. (10) Helen Pink", "11. (11) Isaac Yellow", "12. (12) Julia Purple", "13. (13) Kevin Orange", "14. (14) Linda Red", "15. (15) Mark Silver", "16. (16) Nancy Gold", "17. (17) Paul Bronze", "18. (18) Rachel Copper", "19. (19) Steven Iron", "20. (20) Tina Steel", "21. (21) Victor Lead", "22. (22) Wendy Zinc", "23. (23) Xavier Nickel", "24. (24) Yvonne Tin", "25. (25) Zachary Aluminum", "26. (26) Adam Platinum", "27. (27) Eve Palladium", "28. (28) Henry Silver", "29. (29) Irene Gold", "30. (30) Jack Bronze", "31. (31) Karen Copper", "32. (32) Larry Iron", "33. (33) Mary Steel", "34. (34) Norman Lead", "35. (35) Olivia Zinc", "36. (36) Peter Nickel", "37. (37) Quinn Tin", "38. (38) Robert Aluminum", "39. (39) Susan Platinum", "40. (40) Thomas Palladium", "41. (41) Ursula Silver", "42. (42) Victor Gold", "43. (43) Wendy Bronze", "44. (44) Xavier Copper", "45. (45) Yvonne Iron", "46. (46) Zachary Steel", "47. (47) Adam Lead", "48. (48) Eve Zinc", "49. (49) Henry Nickel", "50. (50) Irene Tin", "51. (51) Jack Aluminum", "52. (52) Karen Platinum", "53. (53) Larry Palladium", "54. (54) Mary Silver", "55. (55) Norman Gold", "56. (56) Olivia Bronze", "57. (57) Peter Copper", "58. (58) Quinn Iron", "59. (59) Robert Steel", "60. (60) Susan Lead", "61. (61) Thomas Zinc", "62. (62) Ursula Nickel", "63. (63) Victor Tin", "64. (64) Wendy Aluminum", "65. (65) Xavier Platinum", "66. (66) Yvonne Palladium", "67. (67) Zachary Silver", "68. (68) Adam Gold", "69. (69) Eve Bronze", "70. (70) Henry Copper", "71. (71) Irene Iron", "72. (72) Jack Steel", "73. (73) Karen Lead", "74. (74) Larry Zinc", "75. (75) Mary Nickel", "76. (76) Norman Tin", "77. (77) Olivia Aluminum", "78. 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(116) Larry Aluminum", "117. (117) Mary Platinum", "118. (118) Norman Palladium", "119. (119) Olivia Silver", "120. (120) Peter Gold", "121. (121) Quinn Bronze", "122. (122) Robert Copper", "123. (123) Susan Iron", "124. (124) Thomas Steel", "125. (125) Ursula Lead", "126. (126) Victor Zinc", "127. (127) Wendy Nickel", "128. (128) Xavier Tin", "129. (129) Yvonne Aluminum", "130. (130) Zachary Platinum", "131. (131) Adam Palladium", "132. (132) Eve Silver", "133. (133) Henry Gold", "134. (134) Irene Bronze", "135. (135) Jack Copper", "136. (136) Karen Iron", "137. (137) Larry Steel", "138. (138) Mary Lead", "139. (139) Norman Zinc", "140. (140) Olivia Nickel", "141. (141) Peter Tin", "142. (142) Quinn Aluminum", "143. (143) Robert Platinum", "144. (144) Susan Palladium", "145. (145) Thomas Silver", "146. (146) Ursula Gold", "147. (147) Victor Bronze", "148. (148) Wendy Copper", "149. (149) Xavier Iron", "150. (150) Yvonne Steel", "151. (151) Zachary Lead", "152. (152) Adam Zinc", "153. 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REF. NORTH

SCALE 1/8" = 1'-0"

NO. NO. GCO-05002

SHEET NO. A2.2

GENERAL NOTES

IN OUR 25TH ANNIVERSARY YEAR, WE ARE PROUD TO CELEBRATE 25 YEARS OF DEDICATION TO THE FIGHT AGAINST CANCER.

KEYNOTES

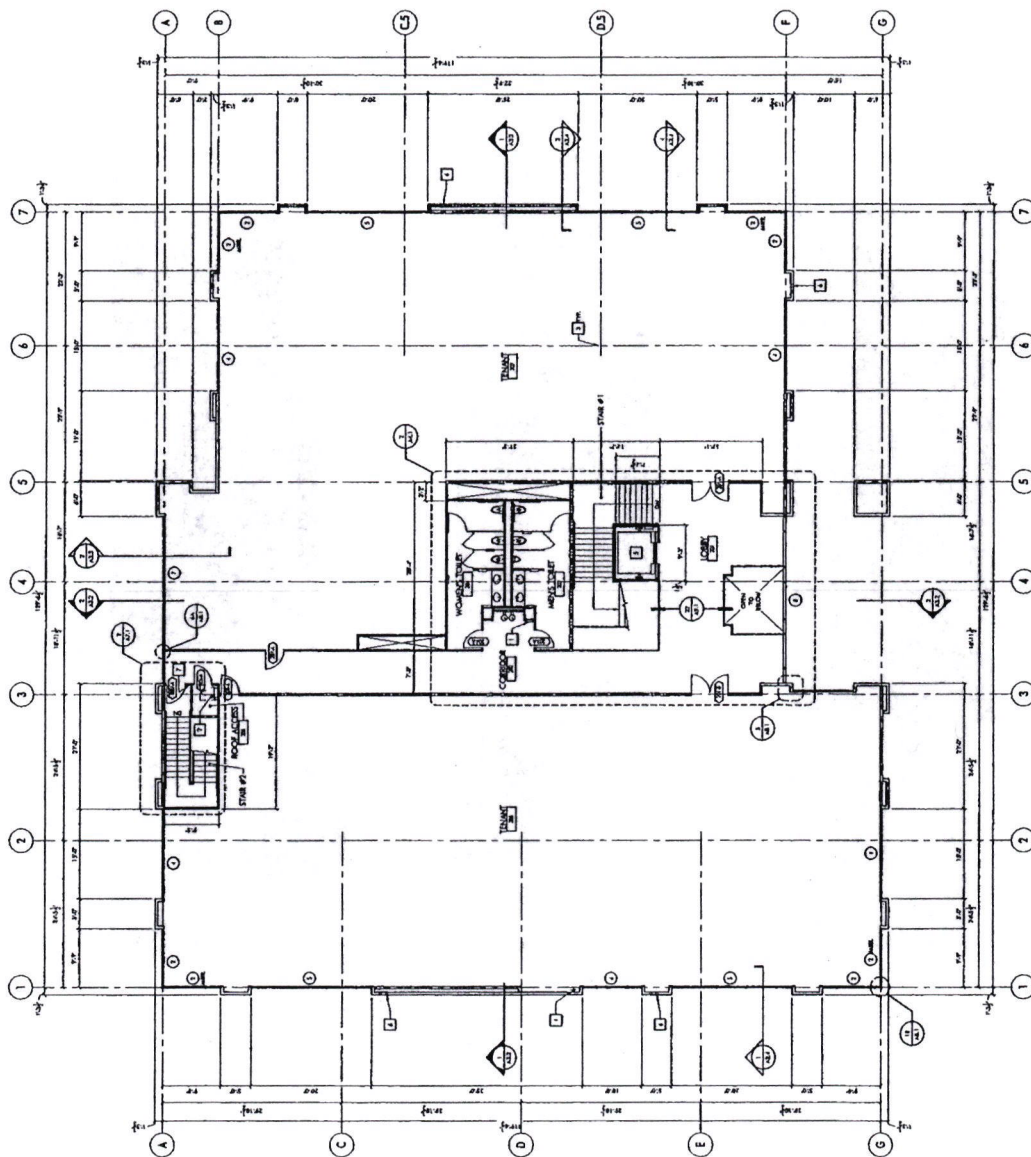
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WALL LEGEND

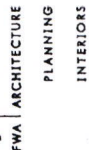
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SALES & SERVICE
800-451-1111
1-800-451-1111

[illegible]

NOTES ON CONTRIBUTORS



FORJAN WILLIAMS ARCHITECTS
1418 20th St., Sacramento CA 95814
Ph: 916.448.2724 Fax: 916.448.4991



LICENSE

NO.	DATE	DESCRIPTION
1	09/04/08	BLDG. DEPT. SUBMITTAL
2	11/02/08	BID SET
3	11/9/08	BLDG. DEPT. RESUBMITTAL #1
4	01/19/09	BLDG. DEPT. RESUBMITTAL #2

ISSUE	NO.	DATE	DESCRIPTION
A	01/19/86	CHARGE REPOSSES	

REVISIONS

ELEVATIONS
SHEET

BLDG. A
GOLD CANAL DRIVE
OFFICE BUILDING

3043 GOLD CANAL DRIVE
LAKELAND, CALIFORNIA, CA
92506

1000

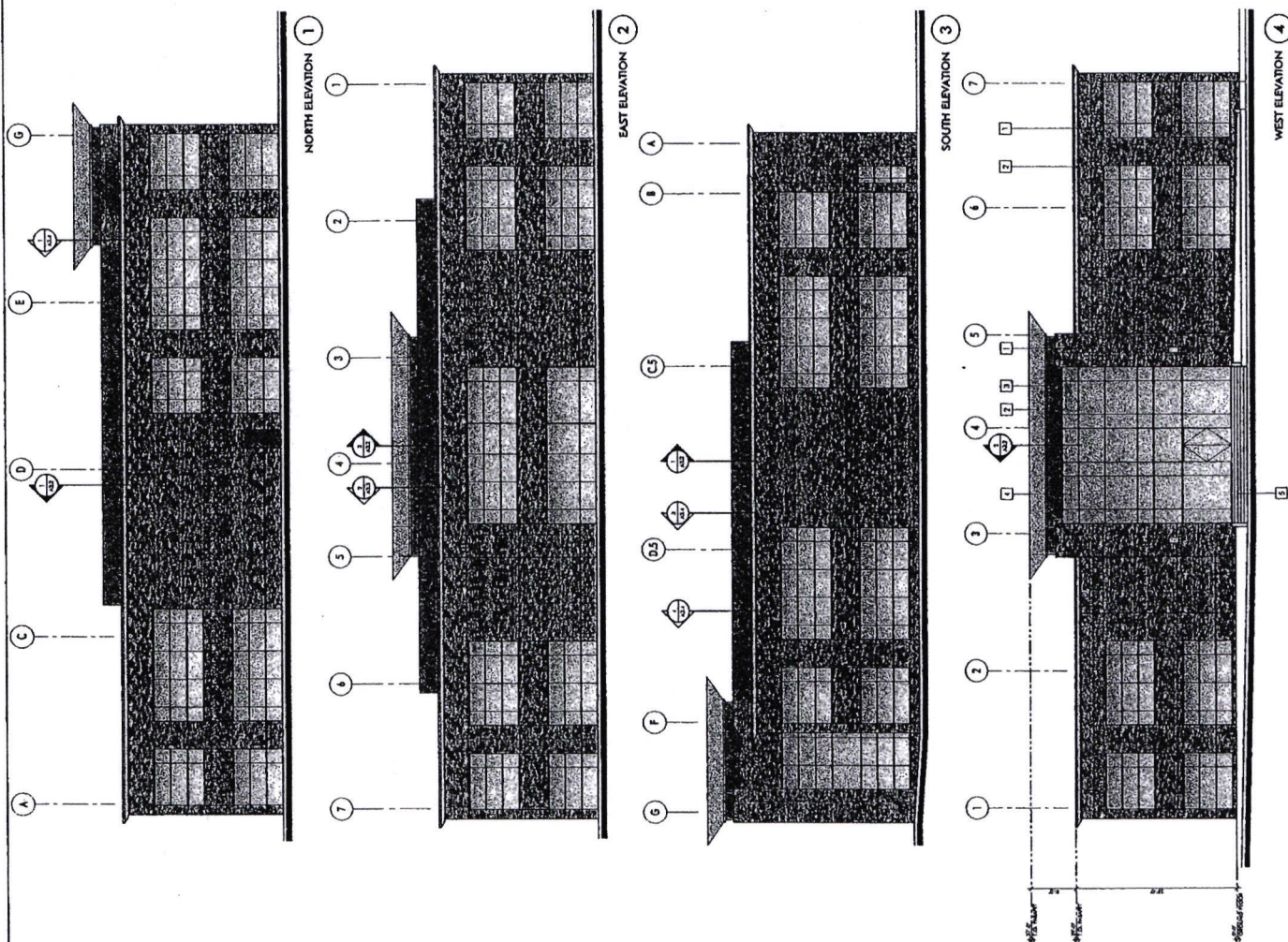
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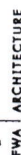
SHEET NO. A3.1

KEYNOTES 

2. CHALKED FINE VIBES
3. CHALK FASTER (COLOR NO. 1)
3. CHALK FASTER (COLOR NO. 2)
4. GLASS & PLAST STOMPING SECTION
5. CONCRETE SLAB



RECEIVED: AUGUST 15, 1967



PLANNING

INTERIORS

FORBES WILLIAMS ARCHITECTS
418 20th St., Sacramento CA 95814
Pc 916.448.2724 Fx 916.448.4991



LICENSE

NO.	DATE	DISCUSSION
1	09/20/05	BLDG. DEPT. SUBMITTAL
2	11/02/05	NO SET
3	11/10/05	BLDG. DEPT. RESUBMITTAL #1
4	01/19/06	BLDG. DEPT. RESUBMITTAL #2

ISSUE	DATE	LOCATION

REVISIONS

SITE PLAN SHEET

BLDG. B
GOLD CANAL DRIVE
OFFICE BUILDING

OLD GOLD CIGARETTES
SAN JOSE, CALIFORNIA, CA

1700

EEF. NORTH

SCALE 1" = 20'-0"

OBJ NO. GCO-05002

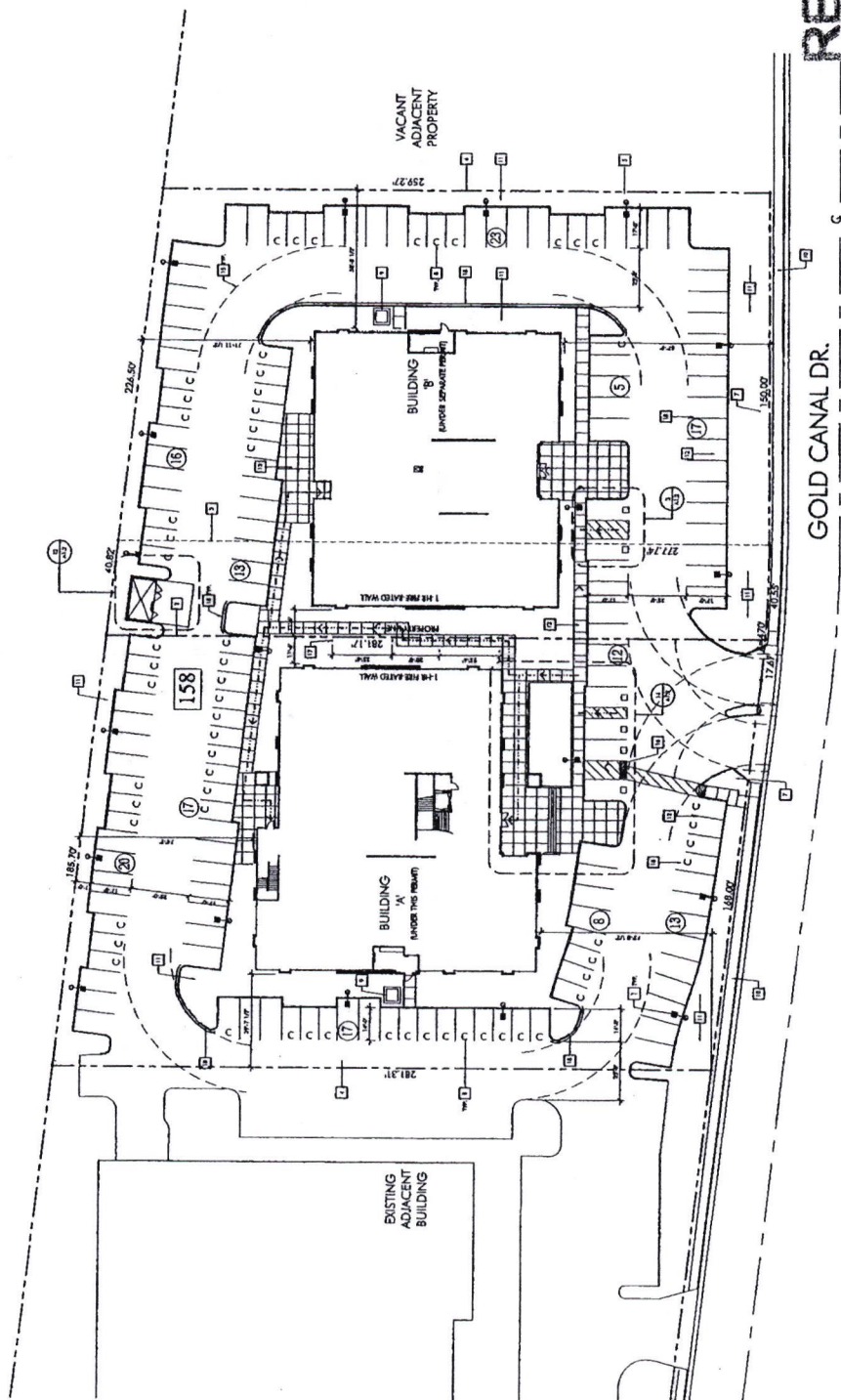
SHEET NO. **A1.1**

GENERAL NOTES

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GOLD CANAL DR.

RECEIVED

SITE PLAN 1

**FRANCO CORDOVA
PLANNING**



FMA
ARCHITECTURE
PLANNING
INTERIORS

FORBES WILLIAMS ARCHITECTS
1418 20th St., Sacramento CA 95814
Ph: 916.448.2724 Fax: 916.448.4991



CONTRACT NO. 10000
PROJECT NO. 10000
SHEET NO. 10000

CONSULTANT
1. FORBES WILLIAMS ARCHITECTS
2. 11/14/08 BLDG DEPT. SUBMITTAL
3. 11/14/08 BLDG DEPT. SUBMITTAL #1
4. 01/17/09 BLDG DEPT. SUBMITTAL #2

REVISIONS
1. 11/14/08 BLDG DEPT. SUBMITTAL
2. 01/17/09 BLDG DEPT. SUBMITTAL #1
3. 01/17/09 BLDG DEPT. SUBMITTAL #2

GROUND
FLOOR PLAN
SHEET

BLDG. B
GOLD CANAL DRIVE
OFFICE BUILDING

1418 20th St., Sacramento CA 95814
Ph: 916.448.2724 Fax: 916.448.4991

PROJECT
1. 11/14/08 BLDG DEPT. SUBMITTAL
2. 01/17/09 BLDG DEPT. SUBMITTAL #1
3. 01/17/09 BLDG DEPT. SUBMITTAL #2

REF. NORTH
SCALE 1/8" = 1'-0"

JOB NO. GCO-0802

SHEET NO. A2.1

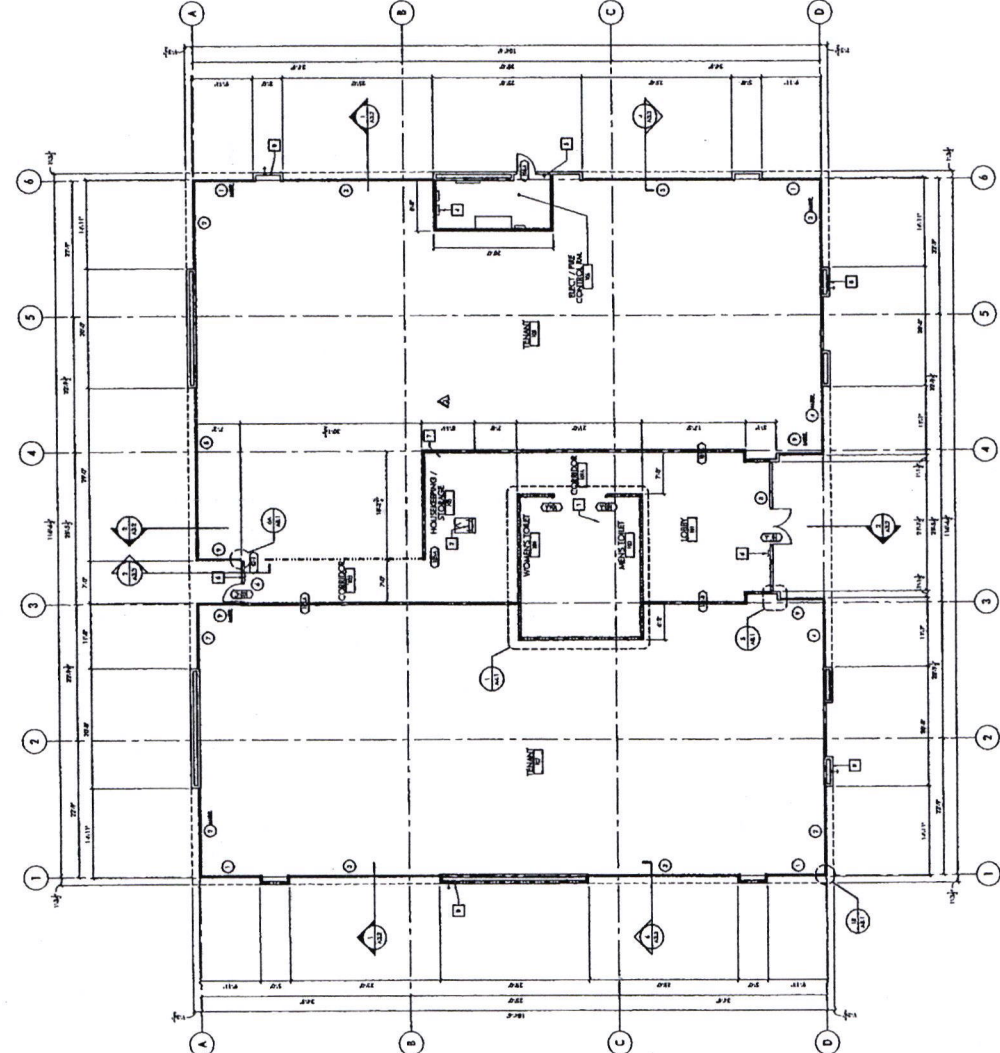
GENERAL NOTES
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE (CBC) AND THE CALIFORNIA MECHANICAL CODE (CMC).
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA ELECTRICAL CODE (CEC) AND THE CALIFORNIA PLUMBING CODE (CPC).
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA FIRE CODE (CFC) AND THE CALIFORNIA SAFETY CODE (CSC).
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA ENVIRONMENTAL CODE (CEC) AND THE CALIFORNIA WASTE CODE (CWC).
5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA LAND USE CODE (CLUC) AND THE CALIFORNIA ZONING CODE (CZC).
6. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA HISTORIC PRESERVATION CODE (CHPC) AND THE CALIFORNIA MONUMENTS CODE (CMC).

KEYNOTES
1. THE PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE (CBC) AND THE CALIFORNIA MECHANICAL CODE (CMC).
2. THE PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA ELECTRICAL CODE (CEC) AND THE CALIFORNIA PLUMBING CODE (CPC).
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6. THE PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA HISTORIC PRESERVATION CODE (CHPC) AND THE CALIFORNIA MONUMENTS CODE (CMC).

WALL LEGEND
1. EXTERIOR WALL
2. INTERIOR WALL
3. PARTITION WALL
4. GLASS WALL
5. GLASS CURTAIN WALL
6. GLASS DOOR WALL
7. GLASS WINDOW WALL
8. GLASS SKYLIGHT WALL
9. GLASS ROOF WALL
10. GLASS FLOOR WALL
11. GLASS CEILING WALL
12. GLASS BALCONY WALL
13. GLASS TERRACE WALL
14. GLASS PORCH WALL
15. GLASS PATIO WALL
16. GLASS ENTRY WALL
17. GLASS LOBBY WALL
18. GLASS RECEPTION WALL
19. GLASS CONFERENCE WALL
20. GLASS BOARDROOM WALL
21. GLASS OFFICE WALL
22. GLASS STORAGE WALL
23. GLASS JANITOR WALL
24. GLASS RESTROOM WALL
25. GLASS ELEVATOR WALL
26. GLASS STAIR WALL
27. GLASS MECHANICAL WALL
28. GLASS ELECTRICAL WALL
29. GLASS PLUMBING WALL
30. GLASS FIRE WALL
31. GLASS SAFETY WALL
32. GLASS SECURITY WALL
33. GLASS MONITORING WALL
34. GLASS ALARM WALL
35. GLASS DETECTION WALL
36. GLASS SUPPRESSION WALL
37. GLASS EXTINGUISHMENT WALL
38. GLASS EVACUATION WALL
39. GLASS ASSEMBLY WALL
40. GLASS GATHERING WALL
41. GLASS MEETING WALL
42. GLASS TRAINING WALL
43. GLASS EDUCATION WALL
44. GLASS RESEARCH WALL
45. GLASS DEVELOPMENT WALL
46. GLASS INNOVATION WALL
47. GLASS CREATION WALL
48. GLASS INSPIRATION WALL
49. GLASS IMAGINATION WALL
50. GLASS DREAM WALL

GROUND FLOOR OCCUPANT LOAD / EXIT REQUIREMENTS									
Room	Area (sq. ft.)	Occupant Load	Exit Width (ft.)	Exit Door (ft.)	Exit Stair (ft.)	Exit Ramp (ft.)	Exit Elevation (ft.)	Exit Slope (ft./ft.)	Exit Finish (ft.)
1. LOBBY	1,200	120	10	10	10	10	10	10	10
2. OFFICE	1,500	150	10	10	10	10	10	10	10
3. CONFERENCE	1,000	100	10	10	10	10	10	10	10
4. BOARDROOM	1,200	120	10	10	10	10	10	10	10
5. STORAGE	1,000	100	10	10	10	10	10	10	10
6. JANITOR	1,000	100	10	10	10	10	10	10	10
7. RESTROOM	1,000	100	10	10	10	10	10	10	10
8. ELEVATOR	1,000	100	10	10	10	10	10	10	10
9. STAIR	1,000	100	10	10	10	10	10	10	10
10. MECHANICAL	1,000	100	10	10	10	10	10	10	10
11. ELECTRICAL	1,000	100	10	10	10	10	10	10	10
12. PLUMBING	1,000	100	10	10	10	10	10	10	10
13. FIRE	1,000	100	10	10	10	10	10	10	10
14. SAFETY	1,000	100	10	10	10	10	10	10	10
15. SECURITY	1,000	100	10	10	10	10	10	10	10
16. MONITORING	1,000	100	10	10	10	10	10	10	10
17. ALARM	1,000	100	10	10	10	10	10	10	10
18. DETECTION	1,000	100	10	10	10	10	10	10	10
19. SUPPRESSION	1,000	100	10	10	10	10	10	10	10
20. EXTINGUISHMENT	1,000	100	10	10	10	10	10	10	10
21. EVACUATION	1,000	100	10	10	10	10	10	10	10
22. ASSEMBLY	1,000	100	10	10	10	10	10	10	10
23. GATHERING	1,000	100	10	10	10	10	10	10	10
24. MEETING	1,000	100	10	10	10	10	10	10	10
25. TRAINING	1,000	100	10	10	10	10	10	10	10
26. EDUCATION	1,000	100	10	10	10	10	10	10	10
27. RESEARCH	1,000	100	10	10	10	10	10	10	10
28. DEVELOPMENT	1,000	100	10	10	10	10	10	10	10
29. INNOVATION	1,000	100	10	10	10	10	10	10	10
30. CREATION	1,000	100	10	10	10	10	10	10	10
31. INSPIRATION	1,000	100	10	10	10	10	10	10	10
32. DREAM	1,000	100	10	10	10	10	10	10	10

NOTES
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE (CBC) AND THE CALIFORNIA MECHANICAL CODE (CMC).
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FWA ARCHITECTURE
PLANNING
INTERIORS

KORAN WILLIAMS ARCHITECTS
1418 20th St, Sacramento, CA 95814
PH: 916.442.2724 FX: 916.448.4991



Professional Engineer
Robert J. Koran
License No. 50688
State of California

CONSULTANT
NO. DATE DESCRIPTION
1. 11/05/08 BLDG. DEPT. SUBMITTAL
2. 11/05/08 BLDG. DEPT.
3. 11/11/08 BLDG. DEPT. REVISIONS 1 & 2
4. 01/11/09 BLDG. DEPT. REVISIONS 3 & 4

ISSUE
NO. DATE DESCRIPTION
1. 01/11/09 CHANGES

REVISIONS

ELEVATIONS
SHEET

BLDG. B
GOLD CANAL DRIVE
OFFICE BUILDING

3000 GOLD CANAL DRIVE
SACRAMENTO, CALIFORNIA, CA 95834
PROJECT

DATE: 01/11/09
BY: RJK
CHECKED BY: RJK

REF. NORTH

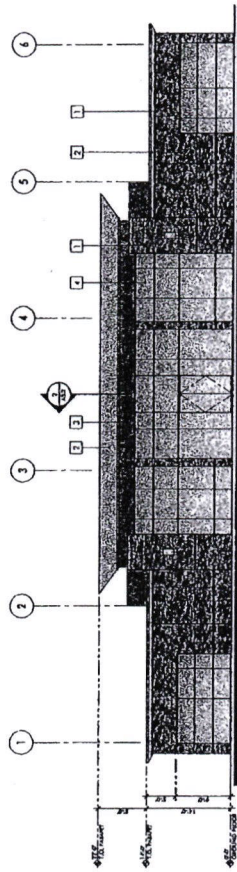
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JOB NO. GCO-05002

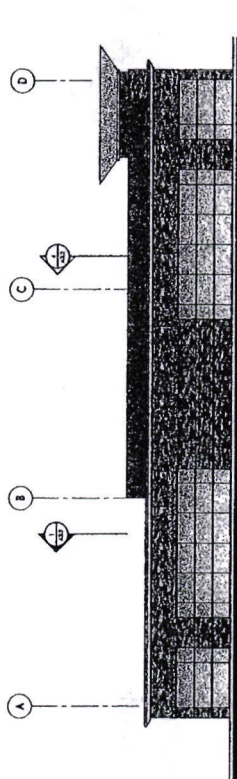
SHEET NO. A3.1

KEYNOTES

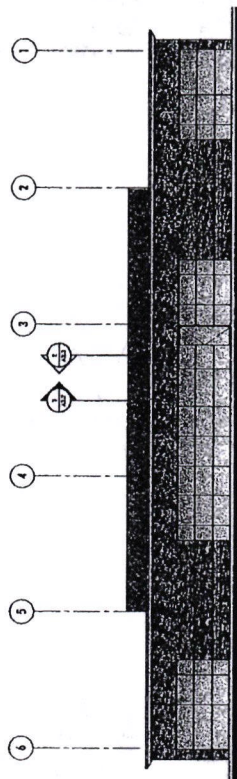
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2. CHIMNEY FINISHED GRADE NO. 1
3. CHIMNEY FINISHED GRADE NO. 2
4. CHIMNEY FINISHED GRADE NO. 3
5. CHIMNEY FINISHED GRADE NO. 4
6. CHIMNEY FINISHED GRADE NO. 5



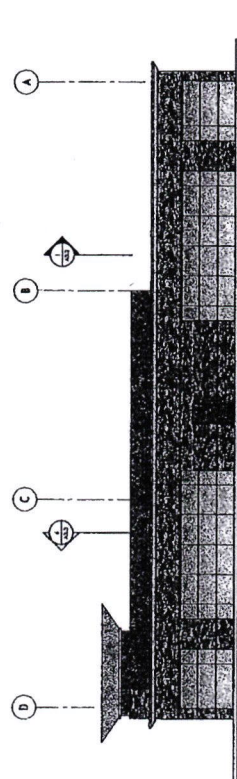
WEST ELEVATION 1



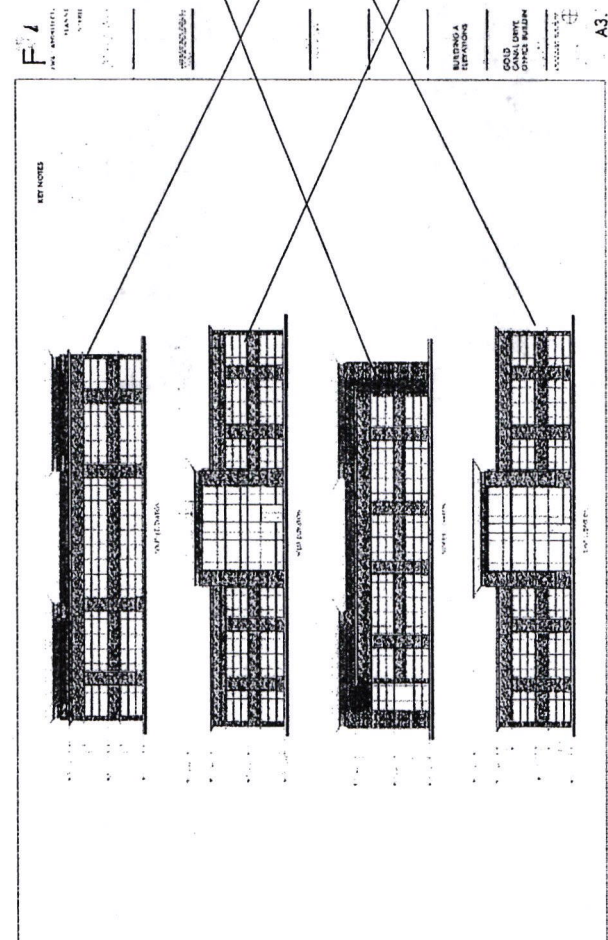
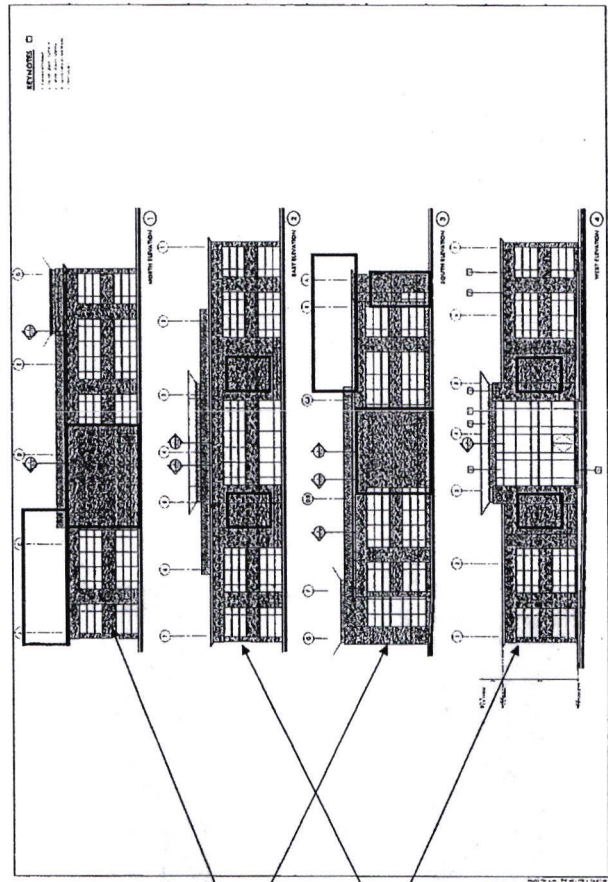
SOUTH ELEVATION 2

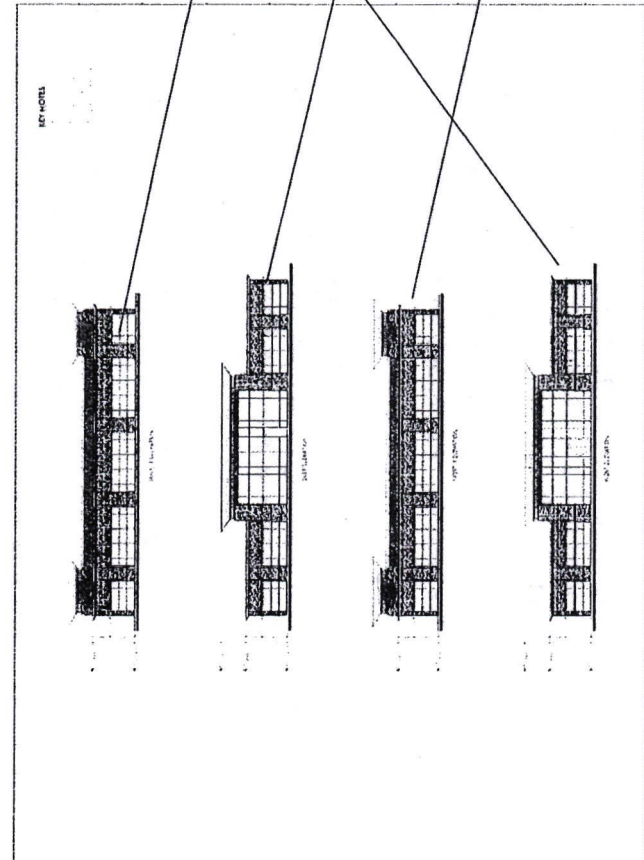


EAST ELEVATION 3



NORTH ELEVATION 4





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 (Exhibit A) for the new office buildings located on Gold Canal Drive, APN 072-0460-010 and 072-0470-028, project number RC-05-181.	On-Going	Planning	
2.	The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	On-Going	Planning	
	Prior to Issuance of Building Permits			
3.	The building shall be reviewed for architectural consistency with the approved plans by the Planning Director.	Prior to Building Permit	Planning	
4.	A landscape plan must be submitted for review and shall comply with shading requirements as described in the Rancho Cordova Zoning Code.	Prior to Building Permit	Planning	
5.	The project site shall provide connectivity to the Folsom South Canal bike path to the satisfaction of the Planning Director.	Prior to Building Permits	Planning	
6.	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	
7.	Driveways must be 35" wide, the minimum width required for a commercial driveway.	Prior to Building Permits	Public Works	
8.	An accessible path of travel is required from the public way to each building	Prior to Building	Building &	

		Timing/ Implementation	Enforcement / Monitoring	Verification (date and Signature)
	and between buildings.	Permits	Planning Departments	
9.	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.	Prior to Building Permits	Water Resources	
10.	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 On-Site Stormwater Quality Control Measures"; DWR considers these two buildings as one large project.	Prior to Building Permits	Water Resources	
11.	The applicant is required to file a boundary line adjustment with the Planning Department or a certificate of consolidation with the Public Works Department.	Prior to Building Permits	Public Works	
12.	Place structure so that it is not on the property line or apply and receive approval of a boundary line adjustment.	Prior to Building Permit	Public Works	
13.	Fire hydrant assemblies shall be located and installed as specified on the approved improvement plans on file in this office. If approval has not been obtained for the improvement plans, construction should not be started.	Prior to Building Permit	Metropolitan Fire	
14.	Every building shall be accessible to Fire District apparatus by means of an all-weather driving surface capable of supporting the imposed loads of the vehicle. The access is to be a minimum of twenty (20) feet wide and have a minimum turning radius of fifty (50) feet outside and twenty-five (25) feet inside. The minimum vertical clearance acceptable is thirteen feet, six inches (13'6"). The access roadway is to be extended to within one	Prior to Building Permit	Metropolitan Fire	

		Timing/ Implementation	Enforcement / Monitoring	Verification (date and Signature)
	hundred fifty (150) feet of all portions of the exterior walls of the first story. Dead end fire department access roads longer than one hundred fifty (150) feet shall be provided with an approved turn-around facility for fire department apparatus. Said access is to be provided prior to any combustible materials being brought on to the site.			
15.	The minimum required fire flow for commercial developments is outlined in the Uniform Fire Code, Table A-III-A-1, but shall not be less than 1500 gallons per minute at 20 pounds per square inch residual.	Prior to Building Permit	Metropolitan Fire	
16.	Fire District plan reviews are required per Sacramento County Code and such plans shall be submitted to the Fire District and the Building Department simultaneously. Pertinent architectural, site, fire sprinkler, fire alarm plans are required to be reviewed by the Fire District. The turn around time for such reviews may take up to twenty days. Permits and/or fees are required to be paid at the time of plan submittal.	Prior to Building Permit	Metropolitan Fire	
	Prior to Issuance of Occupancy Permits			
17.	Ensure that addressing for the project's buildings is clearly indicated. 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 to a light source and shall also contrast with their background.	Prior to Occupancy Permits	Metropolitan Fire	
18.	The installation of roadway gates or devices that may impede fire district access to buildings or grounds will necessitate the installation of "KNOX" access devices and plan prior to installation.	Prior to Occupancy Permits	Metropolitan Fire	
19.	The completed building and landscape installation shall be reviewed by the Director of Planning to insure consistency with the approved plans.	Prior to Occupancy	Planning	

ADVISORY COMMENTS- RANCHO CORDOVA POLICE DEPARTMENT

1. PARKING/CIRCULATION COMMENTS:

- a. All entrances to the parking area shall be posted with appropriate signs per 22658(a) CVC, to assist in removing vehicles at the property owner's/manager's request.
- b. Handicapped parking spaces shall be clearly marked and properly posted and be conveniently located near the buildings they are intended to serve.

Reciprocal driving/parking access shall be secured with surrounding parcels.

2. BUILDING SECURITY

- a. The jamb on all aluminum frame swinging doors shall be so constructed or protected to withstand 1600 lbs. of pressure in both a vertical distance of three (3) inches and a horizontal distance of (1) inch each side of the strike, so as to prevent violation of the strike.
- b. Glass doors shall be secured with a deadbolt lock with minimum throw of one (1) inch. The outside ring should be free-moving and case hardened.
- c. Employee/pedestrian and utility room doors shall be of solid core wood or hollow sheet metal with a minimum thickness of 1-3/4 inches and shall be secured by a deadbolt lock with minimum throw of one (1) inch.
- d. Outside hinges on all exterior doors shall be provided with nonremovable pins when pin-type hinges are used or shall be provided with hinge studs, to prevent removal of the door.
- e. Doors with glass panels and doors with glass panels adjacent to the door frame shall be secured with burglary-resistant glazing or the equivalent, if double-cylinder deadbolt locks are not installed.
- f. Doors with panic bars will have vertical rod panic hardware with top and bottom latch bolts. No secondary locks should be installed on panic-equipped doors, and no exterior surface-mounted hardware should be used. A 2" wide and 6" long astragal shall be installed on the door exterior to protect the latch. No surface-mounted exterior hardware need be used on panic-equipped doors.

- g. Windows that are capable of being opened shall be secured on the inside with a locking device capable of withstanding a force of three hundred (300) lbs. applied in any direction.
- h. All hatchway openings on the roof of any building shall be secured as follows:
 - i. If the hatchway is of wooden material, it shall be covered on the outside with at least 16 gauge sheet steel or its equivalent attached with screws.
 - ii. The hatchway shall be secured from the inside with a slide bar or slide bolts. The Fire Marshall must approve the use of crossbar or padlock.
 - iii. Outside hinges on all hatchway openings shall be provided with nonremovable pins when using pin-type hinges.
- i. All air duct or air vent openings exceeding 8" x 12" on the roof or exterior walls of any building shall be secured by covering the same with either of the following:
 - i. Iron bars of at least 1/2" round or one by one-fourth inch flat steel material, spaced no more than five inches apart and securely fastened.
 - or:
 - ii. A steel grill of at least 1/8" material or two inch mesh and securely fastened and
 - iii. If the barrier is on the outside, it shall be secured with galvanized rounded head flush bolts of at least 3/8" diameter on the outside.

3. 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 the building perimeter. A partial listing of security planting materials is available upon request from the Sheriff's Department.
- b. All walkway curbs shall be vertical in design. Rounded curbs shall be avoided whenever possible.

4. 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.

5. LIGHTING

- a. Parking lots, driveways, circulation areas, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with high intensity discharge lighting with sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness and provide a safe, secure environment for all persons, property, and vehicles on site. Such lighting shall be equipped with vandal-resistant covers. A lighting level of 2-footcandle minimum, maintained at ground level, is required. A combination of wall and pole mounted fixtures may be used.
- b. All exterior doors shall be provided with a light source and shall be adequately illuminated at all hours to make clearly visible the presence of any person on or about the premises and provide adequate illumination for persons exiting the building.
- c. Each premises, while closed for business after dark, must be sufficiently lighted by use of interior night lights.
- d. Exterior door, perimeter, and soffit lights shall be controlled by photocell and shall be left on during hours of darkness or diminished lighting. (The building photocells should be located near any roof hatch openings for ease of maintenance.)

6. BUILDING NUMBERING

- a. The address number of every commercial building shall be illuminated during the hours of darkness so that it shall be easily visible from the street. The numerals in these numbers shall be no less than four to six inches in height and of a color contrasting with the background.
- b. Each different unit within the building shall have its particular address prominently displayed on its front and rear doors. (Rear door numbers only need to be one inch in height.) If front door numbers are placed on glass, the numerals shall be white in color.
- c. Interior directional signs shall be employed as necessary.



FWA | ARCHITECTURE PLANNING INTERIORS

July 13, 2006

Ms. Anne Hersch
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, 95670

Re: Amendment to DR RC-05-181

Dear Anne;

We are requesting an amendment to the above referenced planning action. The changes consist of removing the tower element at the rear of the buildings and revising the driveway entrance to the project.

The reason for the changes is cost and functional considerations. The owner does not feel that the tower element at the rear of the building adds to the project as it would not be visible from the street. Cost is also a consideration. This element adds \$100,000.00 to the construction cost of the project. This combined with the additional \$300,000.00 in permit fees (above the original fee quote) makes the project uncompetitive in the Rancho Cordova market.

The driveway revision is to provide a single, grander entrance to the project and resolve ADA access issues in the previous design.

The revised design is still significantly upscale compared to most other buildings in Prospect Park, and would most likely have been approved if reflected in our original presentation.

Sincerely,

Hilton Williams

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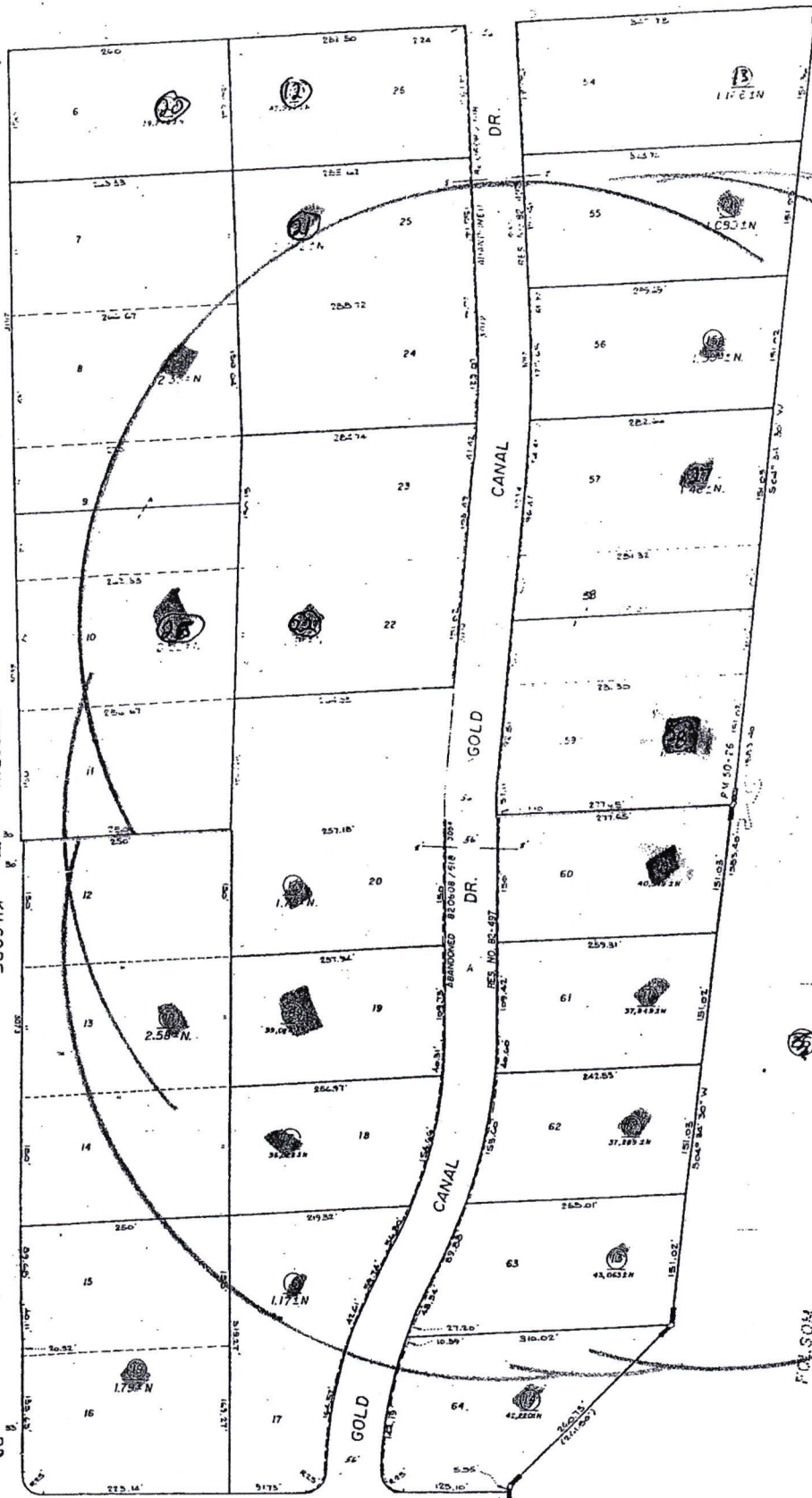
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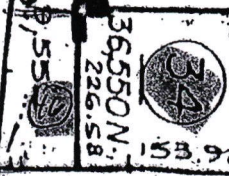
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SUNRISE

BLVD.

SUNRISE

DETAIL



= M E T R O S C A N P R O P E R T Y R E P O R T =

Sacramento (CA)

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*****
*   Date           :6/3/2005           Prepared By :           *
*   Time           :10:33 AM           Prepared For:           *
*   Report Type    :STANDARD.TCF       Company       :           *
*   Sort Type      :PARCEL              Address        :           *
*   Parcels Printed :27                 City/ST/Zip   :           *
*****
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*****
*           Search Parameters           *
*****
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Parcel Number...27
072 0460 006 0000
072 0460 007 0000
072 0460 008 0000
072 0460 011 0000 thru 072 0460 014 0000
072 0460 017 0000 thru 072 0460 019 0000
072 0470 014 0000
072 0470 015 0000
072 0470 021 0000
072 0470 022 0000
072 0470 025 0000 thru 072 0470 028 0000
072 0260 009 0000
072 0260 026 0000
072 0260 027 0000
072 0260 029 0000
072 0260 034 0000
072 0260 043 0000 thru 072 0260 046 0000
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MetroScan / Sacramento (CA)

Owner	: United States Of America	Parcel	: 072 0260 009 0000
Site	: Sunrise Blvd Rancho Cordova 95742	Xfered	: 06/29/1970
Mail	: Sunrise Blvd Rancho Cordova Ca 95742	Price	:
Use	: Waacoa Pub,Federal Use,Exempt	MapGrid	: 281 B3
Zoning	: O County O.... Recreation	Owner Phone	:
Census	: Tract : Block :	Tenant Phone	:
Bedrm	: Bth : YB :	BldgSF	: Ac:
Gar	:		
Pool	:		

Owner	: Brenkwitz Living Trust	Parcel	: 072 0260 026 0000
Site	: 3084 Sunrise Blvd Rancho Cordova 95742	Xfered	: 05/28/2002
Mail	: 3396 W Kenner Rd Tracy Ca 95304	Price	:
Use	: Bab00a Com,Small Multi-tenant	MapGrid	: 300 A2
Zoning	: Gc County Gc... General Commercial	Owner Phone	: 209-835-4539
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm	: Bth : YB :	BldgSF	: Ac:
Gar	:		
Pool	:		

Owner	: Kim Family Trust	Parcel	: 072 0260 027 0000
Site	: 3054 Sunrise Blvd Rancho Cordova 95742	Xfered	: 12/03/2003
Mail	: 801 Woodside Ln Encinitas Ca 92024	Price	:
Use	: Gmkc0a Ind,Multi-tenant	MapGrid	: 300 A1
Zoning	: Gc County Gc... General Commercial	Owner Phone	:
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm	: Bth : YB :	BldgSF	: Ac:
Gar	:		
Pool	:		

Owner	: Nelson Richard D	Parcel	: 072 0260 029 0000
Site	: 2990 Sunrise Blvd Rancho Cordova 95742	Xfered	: 03/24/2005
Mail	: 10933 Trade Center Dr #106 Rancho Cordova Ca 95670	Price	:
Use	: Gmfc0a Ind,Multi-tenant	MapGrid	: 300 A1
Zoning	: M 1 County M1... Light Industrial	Owner Phone	:
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm	: Bth : YB :	BldgSF	: Ac:
Gar	:		
Pool	:		

Owner	: Flyers Llc	Parcel	: 072 0260 034 0000
Site	: 3096 Sunrise Blvd Rancho Cordova 95742	Xfered	: 01/22/2001
Mail	: 2349 Rickenbacker Way Auburn Ca 95602	Price	: Non-disc
Use	: Bfa0ba Com,Service Station	MapGrid	: 300 A2
Zoning	: Gc County Gc... General Commercial	Owner Phone	:
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm	: Bth : YB :	BldgSF	: Ac:
Gar	:		
Pool	:		

Owner	: Kobra Properties	Parcel	: 072 0260 043 0000
Site	: 3040 Sunrise Blvd Rancho Cordova 95742	Xfered	: 10/18/1991
Mail	: 6741 Five Star Blvd #G Rocklin Ca 95677	Price	:
Use	: Bce00a Com,Drive-ins,Fast Food	MapGrid	: 300 A1
Zoning	: M 1 County M1... Light Industrial	Owner Phone	:
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm	: Bth : YB :	BldgSF	: Ac:
Gar	:		
Pool	:		

Owner	: Three Oaks Properties L P	Parcel	: 072 0260 044 0000
Site	: Sunrise Blvd Rancho Cordova 95742	Xfered	: 11/06/2001
Mail	: 8186 Caribbean Way Sacramento Ca 95826	Price	:
Use	: Ibedfa Vacant,Retail <2ac Site	MapGrid	: 281 B3
Zoning	: M 1 County M1... Light Industrial	Owner Phone	:
Census	: Tract : Block :	Tenant Phone	:
Bedrm	: Bth : YB :	BldgSF	: Ac:
Gar	:		
Pool	:		

MetroScan / Sacramento (CA)

Owner	: R Michael & Linda Rae McNally Revocable	Parcel	: 072 0260 045 0000
Site	: 3090 Sunrise Blvd Rancho Cordova 95742	Xfered	: 01/24/2003
Mail	: 2810 I St Sacramento Ca 95816	Price	: \$740,000 Full
Use	: Bce00a Com,Drive-ins,Fast Food	MapGrid	: 300 A2
Zoning	: Gc County Gc... General Commercial	Owner Phone	:
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm :	Bth :	YB :	Gar :
			Pool :
			BldgSF :
			Ac:

Owner	: Sweis Moses D/Shanon V	Parcel	: 072 0260 046 0000
Site	: Sunrise Blvd Rancho Cordova 95742	Xfered	: 01/20/2005
Mail	: 947 Sterling Cir Folsom Ca 95630	Price	: \$195,000 Full
Use	: Ibedfa Vacant,Retail <2ac Site	MapGrid	: 281 B3
Zoning	: Gc County Gc... General Commercial	Owner Phone	:
Census	: Tract : Block :	Tenant Phone	:
Bedrm :	Bth :	YB :	Gar :
			Pool :
			BldgSF :
			Ac:

Owner	: H & B Properties	Parcel	: 072 0460 006 0000
Site	: 3110 Gold Canal Dr Rancho Cordova 95670	Xfered	: 02/10/2000
Mail	: 10411 Old Placerville Rd #215 Sacramento Ca 95827	Price	: \$1,300,000 Full
Use	: Caa00a Off,General One Story	MapGrid	: 300 A2
Zoning	: Mp County Mp... Industrial,Office Park	Owner Phone	:
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm :	Bth :	YB :	Gar :
			Pool :
			BldgSF :
			Ac:

Owner	: John Arrillaga Survivors Trust	Parcel	: 072 0460 007 0000
Site	: Gold Canal Dr Rancho Cordova 95670	Xfered	: 03/30/2000
Mail	: 2560 Mission College Blvd #101 Santa Clara Ca 95054	Price	:
Use	: Igedfa Vacant,Industrial <2acsite	MapGrid	: 300 A2
Zoning	: Mp County Mp... Industrial,Office Park	Owner Phone	:
Census	: Tract : Block :	Tenant Phone	:
Bedrm :	Bth :	YB :	Gar :
			Pool :
			BldgSF :
			Ac:

Owner	: Ducks Unlimited Inc	Parcel	: 072 0460 008 0000
Site	: 3074 Gold Canal Dr Rancho Cordova 95670	Xfered	: 03/31/1995
Mail	: 3074 Gold Canal Dr Rancho Cordova Ca 95670	Price	:
Use	: Caa00a Off,General One Story	MapGrid	: 300 A2
Zoning	: Mp County Mp... Industrial,Office Park	Owner Phone	:
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm :	Bth :	YB :	Gar :
			Pool :
			BldgSF :
			Ac:

Owner	: Fenstermaker Family Revocable Living Tru	Parcel	: 072 0460 011 0000
Site	: Gold Canal Dr Rancho Cordova 95670	Xfered	: 11/09/2001
Mail	: 6146 Shadowbrook Dr Granite Bay Ca 95746	Price	:
Use	: Igedfa Vacant,Industrial <2acsite	MapGrid	: 300 A2
Zoning	: M 1 County M1... Light Industrial	Owner Phone	:
Census	: Tract : Block :	Tenant Phone	:
Bedrm :	Bth :	YB :	Gar :
			Pool :
			BldgSF :
			Ac:

Owner	: Pacific Gold Canal Llc	Parcel	: 072 0460 012 0000
Site	: 3083 Gold Canal Dr Rancho Cordova 95670	Xfered	: 11/17/2003
Mail	: 3083 Gold Canal Dr #100 Rancho Cordova Ca 95670	Price	: \$990,000 Full
Use	: Caa00a Off,General One Story	MapGrid	: 300 A2
Zoning	: Mp County Mp... Industrial,Office Park	Owner Phone	:
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm :	Bth :	YB :	Gar :
			Pool :
			BldgSF :
			Ac:

MetroScan / Sacramento (CA)

<i>Owner</i> : Sacramento Metropolitan Fire District					<i>Parcel</i>	: 072 0460 013 0000
<i>Site</i> : Gold Canal Dr Rancho Cordova 95670					<i>Xfered</i>	: 05/12/2003
<i>Mail</i> : 2101 Hurley Way Sacramento Ca 95825					<i>Price</i>	:
<i>Use</i> : Igedfa Vacant,Industrial <2acsite					<i>MapGrid</i>	: 300 A2
<i>Zoning</i> : M 1 County M1... Light Industrial					<i>Owner Phone</i>	:
<i>Census</i> : <i>Tract</i> : <i>Block</i> :					<i>Tenant Phone</i>	:
<i>Bedrm</i> :	<i>Bth</i> :	<i>YB</i> :	<i>Gar</i> :	<i>Pool</i> :	<i>BldgSF</i> :	<i>Ac</i> :
<i>Owner</i> : Sacramento Metropolitan Fire District					<i>Parcel</i>	: 072 0460 014 0000
<i>Site</i> : 3121 Gold Canal Dr Rancho Cordova 95670					<i>Xfered</i>	: 05/12/2003
<i>Mail</i> : 2101 Hurley Way Sacramento Ca 95825					<i>Price</i>	:
<i>Use</i> : Gaca0a Ind,Light Industry-assembly					<i>MapGrid</i>	: 300 A2
<i>Zoning</i> : Mp County Mp... Industrial,Office Park					<i>Owner Phone</i>	:
<i>Census</i> : <i>Tract</i> : 90.09 <i>Block</i> : 1					<i>Tenant Phone</i>	:
<i>Bedrm</i> :	<i>Bth</i> :	<i>YB</i> :	<i>Gar</i> :	<i>Pool</i> :	<i>BldgSF</i> :	<i>Ac</i> :
<i>Owner</i> : Gold Canal Investors Llc					<i>Parcel</i>	: 072 0460 017 0000
<i>Site</i> : 3054 Gold Canal Dr Rancho Cordova 95670					<i>Xfered</i>	: 04/01/2004
<i>Mail</i> : 210 Porter Dr San Ramon Ca 94583					<i>Price</i>	: \$2,600,000 Full
<i>Use</i> : Gc0d0a Ind,Distribution & Warehouses					<i>MapGrid</i>	: 300 A2
<i>Zoning</i> : Mp County Mp... Industrial,Office Park					<i>Owner Phone</i>	:
<i>Census</i> : <i>Tract</i> : 90.09 <i>Block</i> : 1					<i>Tenant Phone</i>	:
<i>Bedrm</i> :	<i>Bth</i> :	<i>YB</i> :	<i>Gar</i> :	<i>Pool</i> :	<i>BldgSF</i> :	<i>Ac</i> :
<i>Owner</i> : Pletz Investment Company					<i>Parcel</i>	: 072 0460 018 0000
<i>Site</i> : 3073 Kilgore Rd Rancho Cordova 95670					<i>Xfered</i>	: 11/10/2003
<i>Mail</i> : 1464 Sos Dr Walnut Creek Ca 94597					<i>Price</i>	: Non-disc
<i>Use</i> : Caa0ga Off,General One Story					<i>MapGrid</i>	: 300 A3
<i>Zoning</i> : Mp County Mp... Industrial,Office Park					<i>Owner Phone</i>	:
<i>Census</i> : <i>Tract</i> : 90.09 <i>Block</i> : 1					<i>Tenant Phone</i>	:
<i>Bedrm</i> :	<i>Bth</i> :	<i>YB</i> :	<i>Gar</i> :	<i>Pool</i> :	<i>BldgSF</i> :	<i>Ac</i> :
<i>Owner</i> : Parsons 1990 Revocable Trust					<i>Parcel</i>	: 072 0460 019 0000
<i>Site</i> : 11101 White Rock Rd Rancho Cordova 95670					<i>Xfered</i>	: 08/10/1999
<i>Mail</i> : 15450 Banyan Ln Monte Sereno Ca 95030					<i>Price</i>	: \$2,475,000 Full
<i>Use</i> : Caa00a Off,General One Story					<i>MapGrid</i>	: 299 J2
<i>Zoning</i> : Mp County Mp... Industrial,Office Park					<i>Owner Phone</i>	:
<i>Census</i> : <i>Tract</i> : 90.09 <i>Block</i> : 1					<i>Tenant Phone</i>	:
<i>Bedrm</i> :	<i>Bth</i> :	<i>YB</i> :	<i>Gar</i> :	<i>Pool</i> :	<i>BldgSF</i> :	<i>Ac</i> :
<i>Owner</i> : Tierra Del Ora Girl Scout Council					<i>Parcel</i>	: 072 0470 014 0000
<i>Site</i> : 3005 Gold Canal Dr Rancho Cordova 95670					<i>Xfered</i>	: 12/15/1983
<i>Mail</i> : 3005 Gold Canal Dr Rancho Cordova Ca 95670					<i>Price</i>	:
<i>Use</i> : Ekac0a Soc,Social Service Exempt					<i>MapGrid</i>	: 300 A2
<i>Zoning</i> : M 1 County M1... Light Industrial					<i>Owner Phone</i>	:
<i>Census</i> : <i>Tract</i> : 90.09 <i>Block</i> : 1					<i>Tenant Phone</i>	:
<i>Bedrm</i> :	<i>Bth</i> :	<i>YB</i> :	<i>Gar</i> :	<i>Pool</i> :	<i>BldgSF</i> :	<i>Ac</i> :
<i>Owner</i> : Csac Excess Insurance Authority					<i>Parcel</i>	: 072 0470 015 0000
<i>Site</i> : 3017 Gold Canal Dr Rancho Cordova 95670					<i>Xfered</i>	: 07/28/1992
<i>Mail</i> : 3017 Gold Canal Dr Rancho Cordova Ca 95670					<i>Price</i>	:
<i>Use</i> : Whcc0a Pub,Sbe Property,Non-exempt					<i>MapGrid</i>	: 300 A2
<i>Zoning</i> : Mp County Mp... Industrial,Office Park					<i>Owner Phone</i>	:
<i>Census</i> : <i>Tract</i> : 90.09 <i>Block</i> : 1					<i>Tenant Phone</i>	:
<i>Bedrm</i> :	<i>Bth</i> :	<i>YB</i> :	<i>Gar</i> :	<i>Pool</i> :	<i>BldgSF</i> :	<i>Ac</i> :

MetroScan / Sacramento (CA)

Owner	: Sacramento Metropolitan Fire District	Parcel	: 072 0470 021 0000
Site	: 3012 Gold Canal Dr Rancho Cordova 95670	Xfered	: 05/12/2003
Mail	: 2101 Hurley Way Sacramento Ca 95825	Price	:
Use	: Gc0a0a Ind,Distribution & Warehouses	MapGrid	: 300 A2
Zoning	: Mp County Mp... Industrial,Office Park	Owner Phone	:
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm	: Bth : YB :	BldgSF	: Ac:
Gar	:	Pool	:

Owner	: Capital Investment Trust	Parcel	: 072 0470 022 0000
Site	: 3034 Gold Canal Dr Rancho Cordova 95670	Xfered	: 07/29/2004
Mail	: 7150 Douglas Blvd Granite Bay Ca 95746	Price	:
Use	: Gc0d0a Ind,Distribution & Warehouses	MapGrid	: 300 A2
Zoning	: Mp County Mp... Industrial,Office Park	Owner Phone	:
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm	: Bth : YB :	BldgSF	: Ac:
Gar	:	Pool	:

Owner	: Hasegawa Management Llc	Parcel	: 072 0470 025 0000
Site	: 3017 Kilgore Rd Rancho Cordova 95670	Xfered	: 02/21/2001
Mail	: 3105 Burkhardt Ln Sebastopol Ca 95472	Price	:
Use	: Gaha0a Ind,Light Industry-ofc/Whse	MapGrid	: 300 A3
Zoning	: Mp County Mp... Industrial,Office Park	Owner Phone	:
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm	: Bth : YB :	BldgSF	: Ac:
Gar	:	Pool	:

Owner	: Hasegawa Management Llc	Parcel	: 072 0470 026 0000
Site	: 3039 Kilgore Rd Rancho Cordova 95670	Xfered	: 02/21/2001
Mail	: 3105 Burkhardt Ln Sebastopol Ca 95472	Price	:
Use	: Gaha0a Ind,Light Industry-ofc/Whse	MapGrid	: 300 A3
Zoning	: Mp County Mp... Industrial,Office Park	Owner Phone	:
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm	: Bth : YB :	BldgSF	: Ac:
Gar	:	Pool	:

Owner	: Ruggeri Peter & Helen S & Tr	Parcel	: 072 0470 027 0000
Site	: 3033 Gold Canal Dr Rancho Cordova 95670	Xfered	: 04/04/1988
Mail	: 3471 Crestmoor Dr San Bruno Ca 94066	Price	: \$1,050,000 Full
Use	: Gmha0a Ind,Multi-tenant	MapGrid	: 300 A2
Zoning	: Mp County Mp... Industrial,Office Park	Owner Phone	:
Census	: Tract : 90.09 Block : 1	Tenant Phone	:
Bedrm	: Bth : YB :	BldgSF	: Ac:
Gar	:	Pool	:

Owner	: John Arrillaga Survivors Trust	Parcel	: 072 0470 028 0000
Site	: Gold Canal Dr Rancho Cordova 95670	Xfered	: 03/30/2000
Mail	: 2560 Mission College Blvd #101 Santa Clara Ca 95054	Price	:
Use	: Igedfa Vacant,Industrial <2acsite	MapGrid	: 300 A2
Zoning	: Mp County Mp... Industrial,Office Park	Owner Phone	:
Census	: Tract : Block :	Tenant Phone	:
Bedrm	: Bth : YB :	BldgSF	: Ac:
Gar	:	Pool	:

MEMORANDUM



DATE: December 4, 2006

TO: Honorable Mayor and Council Members

FROM: William Campbell, Principal Planner *WC*

SUBJECT: **APPEAL OF T-MOBILE OMNIPOINT COMMUNICATIONS CONDITIONAL USE PERMIT; RC-06-252**

<u>OWNER / APPLICANT:</u> New Life Center Dave McFarland 2451 Zinfandel Drive Rancho Cordova, CA 95670	<u>REPRESENTATIVE:</u> T-Mobile OmniPoint Communications John Yu 1755 Creekside Oaks Drive, #190 Sacramento, CA 95833
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PROJECT:	T-Mobile OmniPoint Communications
FILE:	RC-06-252
LOCATION:	2451 Zinfandel Drive, near Italia Way at the New Life Center.
APN:	057-0323-006
PLANNER:	William Campbell

REQUEST

The applicant is seeking a Conditional Use Permit for the installation of nine (9) panel antennas placed inside a new cupola mounted on the roof of an existing building. The Use Permit would also grant an exception to the 30 feet maximum structure height in the RD-5 Zone, thus allowing the 39 foot cupola. The project is located at 2451 Zinfandel Drive, near Italia Way at the New Life Center.

RECOMMENDATION

The City Council determine the project is Categorically Exempt under Section 15303 – New Construction or Conversion of Small Structures, and approve Resolution No. 193-2006 approving a Conditional Use Permit for T-Mobile OmniPoint Communications, Project No. RC-06-252, subject to the modified project plans, findings and Conditions of Approval.

RESULT OF RECOMMENDED ACTION

The Use Permit approval would increase the serve capacity of T-Mobile in the Rancho Cordova area. It would also increase the maximum building height of the church from 29 feet to approximately 39 feet. The proposed cupola is architecturally consistent with the church building and has been designed to enclose and screen the antenna panels from public view. The project

as recommended for approval by staff includes a minor modification to the roof line from the version of the project approved by the Planning Commission and appealed to the Council.

SITE LOCATION

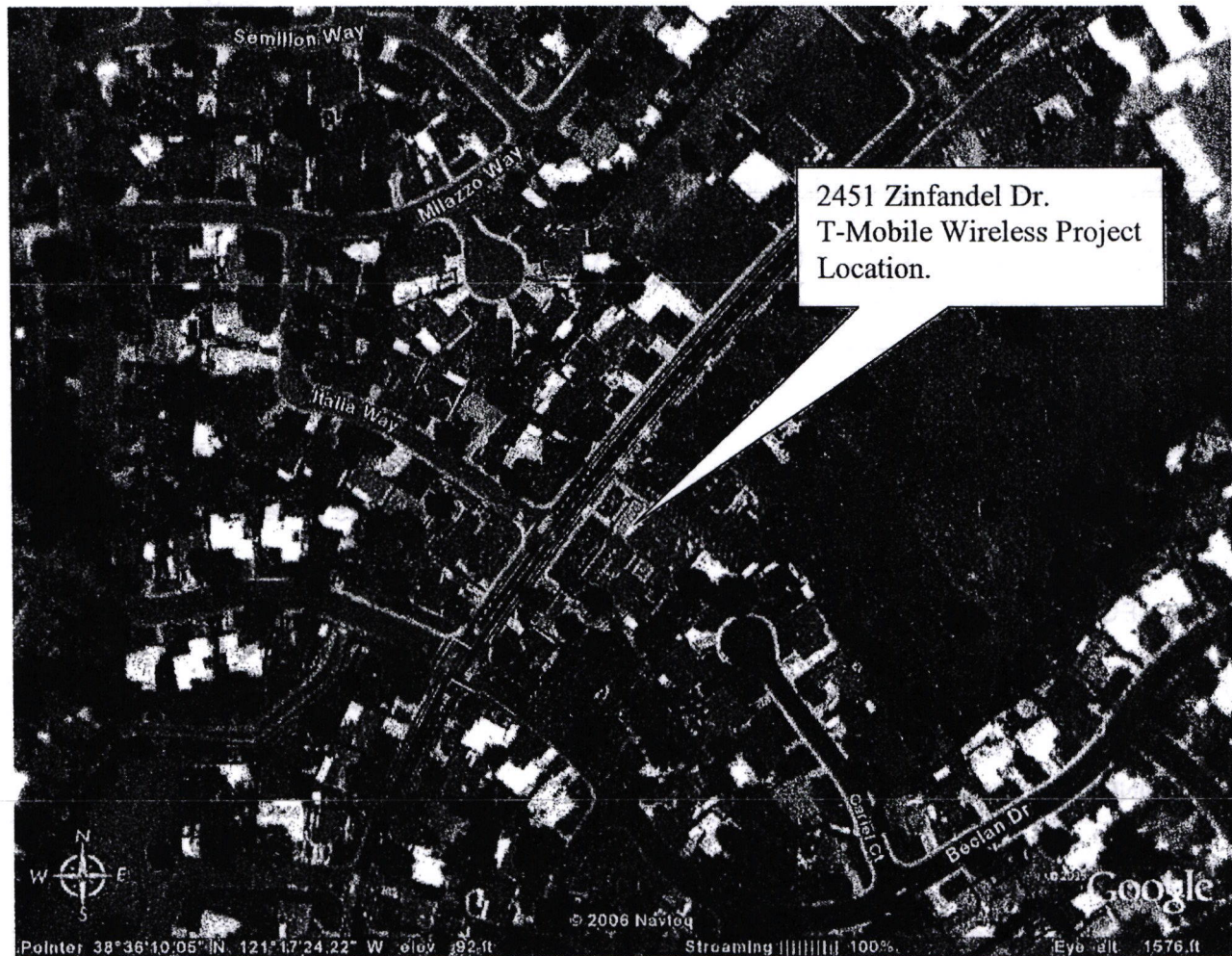


Figure 1. Project location

	Zoning & Land Use Designation	Current Use
Project Site	RD-5	Church
North	RD-5	Residential
South	RD-5	Residential
East	O	Park
West	RD-5	Residential

ANALYSIS

The applicant is seeking a Conditional Use Permit to locate nine (9) panel antennas in an architecturally integrated cupola feature to be attached to the roof of the existing building. The existing building is 29 feet in height; the cupola would raise the height of the building 10 feet,

making the proposed height 39 feet. The cupola is designed and painted to match the architectural detailing of the existing church. The cabinet area and electronic equipment are located on the east side of the main church building. There is an existing chain-link fence with a gate that will be expanded to surround the T-Mobile equipment. The proposed project would improve the T-Mobile wireless coverage to the area and will increase the T-Mobile network capacity for this area. The Planning Commission approved the project as submitted with the staff report of October 26, 2006 (see Attachment 2). Subsequent to the approval, an appeal was filed by Councilmember Budge regarding the Planning Commission approval of the facility.

Staff discussions with Councilmember Budge identified the need to ensure that the proposed cupola be fully integrated into the existing design of the church. Staff further reviewed the proposed project and the roofline of the cupola in the current design has been modified to match the roofline of the church (see Attachment 1, Exhibit A). Staff supports the proposed design and has provided the City Council with the necessary findings to approve the project, as modified.

Conditional Use Permit

To grant a Conditional Use Permit, the appropriate authority shall find and record in writing that the establishment, maintenance or operation of the use, building, or structure applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such a proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

Section 301-13.5 of the City of Rancho Cordova Zoning Code specifies the required entitlements, appropriate reviewing authority, and groups of zoning districts that are subject to particular standards for wireless communication facilities. The project site is located in an RD-5 zone and is therefore classified as a Group I facility. Under the Group I facility regulations, wireless antennas and roof-mounted antennas are allowed subject to approval of a Use Permit, when the following findings can be affirmed:

- a) All equipment cabinets located on the ground shall be outside of any setback area or vehicle parking allotment required for the underlying zoning district designation.
- b) Antennas affixed on the roof of a building shall not exceed 12 feet high above the existing structure.
- c) Wireless equipment of structures located on the roof must meet standards for mechanical equipment located on roofs subject to Section 301.21.

Evidence to the findings:

- a) All equipment for the proposed project is located behind an existing fence and is well out of the allotted setback area for the RD-5 Zone district.
- b) The cupola designed for the roof of the building increases the overall height of the church by approximately 10 feet, but does not exceed the maximum 40 feet building height of structures in the RD-5 Zone.
- c) The proposed project is in compliance with the restrictions listed in Section 301.21.

CONCLUSION

Staff has reviewed the applicant's request for a Conditional Use Permit for the installation of antenna panels and the increase to the over all building height of the church and can support the request. The project has been evaluated for compliance with the policies and goals of the City of Rancho Cordova General Plan and applicable standards in Zoning Ordinance. The granting of this Conditional Use Permit will not be detrimental to the City or the community in which the antenna equipment is installed.

ENVIRONMENTAL ANALYSIS

The project is Categorically Exempt under Section 15303 – New Construction or Conversion of Small Structures. Class 3 consists of the construction and location of limited numbers of new, small facilities or structures.

FINANCIAL IMPLICATIONS TO CITY

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

RECOMMENDED MOTIONS

Move the City Council determine the project is Categorically Exempt under Section 15303 – New Construction or Conversion of Small Structures, and approve Resolution No. 193-2006 approving a Conditional Use Permit for T-Mobile OmniPoint Communications, Project No. RC-06-252, subject to the modified project plans, findings and Conditions of Approval.

ATTACHMENTS

1. Resolution 193-2006 including the Project Plans (Exhibit A) and Conditions of Approval (Exhibit B).
2. Planning Commission Staff Report October 26, 2006, including Resolution 82-2006, with Exhibit A.
3. 500' Radius Map and Labels

CITY OF RANCHO CORDOVA

RESOLUTION NO. 193-2006

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
APPROVING A CONDITIONAL USE PERMIT FOR A T-MOBILE FACILITY AND EXTENDING
THE STRUCTURE HEIGHT TO 39 FEET IN THE RD-5 ZONE,
PROJECT # RC-06-252**

WHEREAS, T-Mobile (hereinafter referred to as Applicant) filed an application on August 22, 2006 with the City of Rancho Cordova (hereinafter referred to as City) requesting a Conditional Use Permit for the construction, operation and maintenance of roof-mounted antennas for T-Mobile, and increasing the allowable building height to 39 feet in the RD-5 Zone, located at 2451 Zinfandel Drive, (Assessor's Parcel Number: 057-0323-006); and

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

WHEREAS, the project was found to be Categorically Exempt under Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA).

WHEREAS, the proposed project is located on real property in the incorporated portions of the City of Rancho Cordova more particularly described as APN #057-0323-006; and

WHEREAS, the Planning Commission held a duly noticed public hearing as required by law to consider all of the information presented by staff, information presented by the project proponent, and public testimony presented in writing and approved the project at the meeting;

WHEREAS, an appeal was received by the City Clerk requesting the item be duly noticed for a public hearing as required by law reviewed by the City Council at the December 4, 2006 meeting.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Rancho Cordova approves the project based on the following findings:

Findings

1. CEQA

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

Evidence: This project has been determined to be exempt under section of 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA).

2. General Plan and Zoning Code

Finding: The proposed project is consistent with the goals and policies of the City of Rancho Cordova General Plan and Zoning Code.

Evidence: The project conforms to the goals and policies of the Rancho Cordova General Plan and development standards in the Zoning Code. In addition, the project has been conditioned to ensure development occurs in compliance with all applicable requirements.

3. Conditional Use Permit

Finding: The project is consistent with the following wireless facility standard section 301-13.5 (b) (1-4) Roof-Mounted Antennas, of the City of Rancho Cordova Zoning Code.

Evidence: The proposed antennas meet all of the conditions cited in the Zoning Code. Equipment will be located on the building at 2451 Zinfandel Drive and do not exceed permitted square footage requirements. In addition, the equipment will be hidden within a cupola structure, as modified, to match the existing building. The cupola will exceed the by right allowable building height, but will not exceed the maximum building height. The cupola is architecturally appropriate and in scale with the mass of the church building.

Finding: The establishment, maintenance and operation of the use, building, or structure applied for will not under the circumstances of the particular case be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City. (Zoning Code §110-30)

Evidence: The proposed facility would be constructed in compliance with the Uniform Building Code, Public Utilities Commission (P.U.C.) of the State of California, and the Federal Communication Commission (F.C.C.) regulations. As such, it will not be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the area.

BE IT FURTHER RESOLVED, the City Council approves the project subject to the submitted plans in **Exhibit A**, as modified, and the Conditions of Approval in **Exhibit B**.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 4th day of December, 2006.

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Anna Olea-Moger, CMC, City Clerk

GENERAL NOTES

1. DRAWINGS ARE NOT TO BE SCALED. WRITTEN DIMENSIONS TAKE PRECEDENCE. DIMENSIONS SHALL BE IN FEET AND INCHES. DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROAD OR TO THE CENTERLINE OF THE PROPERTY LINE, UNLESS OTHERWISE NOTED. DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROAD OR TO THE CENTERLINE OF THE PROPERTY LINE, UNLESS OTHERWISE NOTED. DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROAD OR TO THE CENTERLINE OF THE PROPERTY LINE, UNLESS OTHERWISE NOTED.
2. THE ARCHITECT/ENGINEER HAS CONDUCTED VISUAL SURVEYS OF THE SITE AND THE ADJACENT AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS.
3. THE GENERAL CONTRACTOR SHALL RECEIVE WRITTEN INFORMATION TO BE USED IN THE CONSTRUCTION OF THE PROJECT. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS.
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5. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS.
6. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS.
7. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS.
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10. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR CONDUCTING ALL NECESSARY SURVEYS.

T-Mobile OMNIPOINT COMMUNICATIONS

T-MOBILE	INITIALS	DATE
PROPERTY		
ZONING		
CONST.		
R.F.		

SITE ADDRESS

246 INFADEL DR.
RANCHO CORDOVA, CA 95710

T-Mobile
OMNIPOINT COMMUNICATIONS
1000 PLYMOUTH BLVD. SUITE 100
SAN JOSE, CA 95128

Peek Site-Com
853 Lincoln Hwy., Suite 106
San Jose, CA 95128
Phone: (408) 895-6160
E-Mail: info@peeksite.com

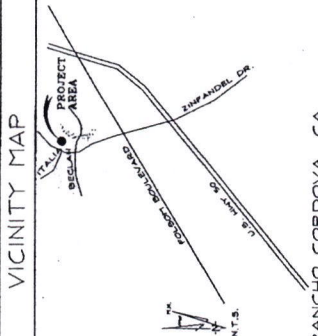
The drawing is not to be scaled. Dimensions take precedence over dimensions shown on the drawing. Dimensions shall be to the centerline of the road or to the centerline of the property line, unless otherwise noted.

REVISIONS	DATE	BY
1. NEW ZONING DEC. 15	4-11-06	WTT
2. NEW ZONING DEC. 15	7-19-06	TAP
3. NEW ZONING DEC. 15	9-29-06	WTT

NEW LIFE CENTER-ZINFANDEL	
TITLE SHEET	
DESIGNED BY	WTT
CHECKED BY	WTT
DATE NOTED	4-11-06
DATE	4-11-06
SCALE	AS SHOWN
PROJECT NO.	SCI5325
DATE	4-11-06

LEGEND	PROJECT SUMMARY	SHEET INDEX
A --- ANTENNA CABLE (ABOVE GROUND)	NEW LIFE CENTER-ZINFANDEL	T TITLE SHEET
T --- TELEPHONE SERVICE (ABOVE GROUND)	246 INFADEL DR.	C-1 SURVEY SHEET
E --- POWER SERVICE (ABOVE GROUND)	RANCHO CORDOVA, CA 95710	A-1 SITE PLAN
G --- GROUND RING (ABOVE GROUND)	ABT CHAMBER	A-2 ELEVATIONS
A --- ANTENNA CABLE (BURIED)	NEW LIFE CENTER	
T --- TELEPHONE SERVICE (BURIED)	246 INFADEL DR.	
E --- POWER SERVICE (BURIED)	OMNIPOINT COMMUNICATIONS	
G --- GROUND RING (BURIED)	175 CRENSHAW DR. DRIVE	
	APPLICANT: OMNIPOINT COMMUNICATIONS	
	APPLICANT'S ADDRESS: 175 CRENSHAW DR. DRIVE	
	APPLICANT'S ADDRESS: SACRAMENTO, CALIFORNIA 95833	
	APPLICANT'S ADDRESS: 853 LINCOLN HWY. SUITE 106	
	APPLICANT'S ADDRESS: SAN JOSE, CALIFORNIA 95128	

CONTACTS	DRIVING DIRECTIONS
R.E. ENGINEERING 175 CRENSHAW DR. DRIVE SUITE 106 SACRAMENTO, CALIFORNIA 95833	Start at I-580 to San Jose Exit 101 to I-580 to I-580 Exit 101 to I-580 to I-580 Exit 101 to I-580 to I-580
CONSTRUCTION MANAGER OMNIPOINT COMMUNICATIONS INC. 175 CRENSHAW DR. DRIVE SUITE 106 SACRAMENTO, CALIFORNIA 95833	Start at I-580 to San Jose Exit 101 to I-580 to I-580 Exit 101 to I-580 to I-580 Exit 101 to I-580 to I-580
SUBJECT CEL ENGINEERING 175 CRENSHAW DR. DRIVE SUITE 106 SACRAMENTO, CALIFORNIA 95833	Start at I-580 to San Jose Exit 101 to I-580 to I-580 Exit 101 to I-580 to I-580 Exit 101 to I-580 to I-580



NEW LIFE
CENTER-ZINFANDEL
Site No. SCI5325

RECEIVED

DEC 04 2006

RANCHO CORDOVA
PLANNING

KEY NOTES:

1. NEW BTS UNITS TYP.
2. NEW 200 AMP ELECTRICAL CABINET
3. NEW 200 AMP PER ELECTRICAL CABINET
4. NEW TELLER CABINET ON UNISTRUT
5. SUPPORTS FOR PRECAST ANTENNA ENCLOSURE TO MATCH (U) SEE PAGER PLANS.
6. NEW PRE-CAB CANAL CABLE TRAY OPEN TO MATCH (U) SEE PAGER PLANS.
7. NEW 1/2" ANTENNA MOUNTED TO UNISTRUT SUPPORT.
8. NEW 1/2" ANTENNA MOUNTED TO UNISTRUT SUPPORT.
9. NEW 1/2" ANTENNA MOUNTED TO UNISTRUT SUPPORT.
10. NEW 1/2" ANTENNA MOUNTED TO UNISTRUT SUPPORT.
11. NEW 1/2" ANTENNA MOUNTED TO UNISTRUT SUPPORT.
12. NEW 1/2" ANTENNA MOUNTED TO UNISTRUT SUPPORT.
13. NEW 1/2" ANTENNA MOUNTED TO UNISTRUT SUPPORT.
14. NEW 1/2" ANTENNA MOUNTED TO UNISTRUT SUPPORT.
15. NEW 1/2" ANTENNA MOUNTED TO UNISTRUT SUPPORT.

SITE ADDRESS
240 ZINFANDEL DR.
RANCHO CORDOVA, CA 95721

T-Mobile
OMNIPONT COMMUNICATIONS
1400 PAVAN ROAD, SUITE 100, SAN JOSE, CA 95128

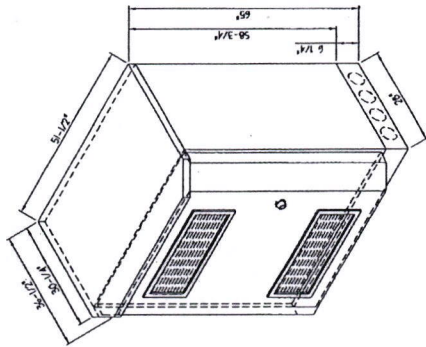
Peek Site-Com
853 Lincoln Way, Suite 106
Auburn, California 95603
Phone (530) 885-6160
E-Mail: info@peeksite.com

The drawings are prepared in accordance with the requirements of the California Building Code, and are intended to be used in conjunction with the applicable local, state and federal laws, codes and regulations.

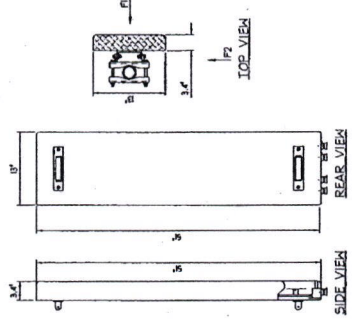
NO.	REVISIONS	DATE	BY
1	REV. ZONING DOC. 5	4-12-06	VRT
2	REV. ZONING DOC. 5	7-11-06	TAP
3	REV. ZONING DOC. 5	9-24-06	VRT

NEW LIFE CENTER-ZINFANDEL
DRAWING FILE
ELEVATIONS

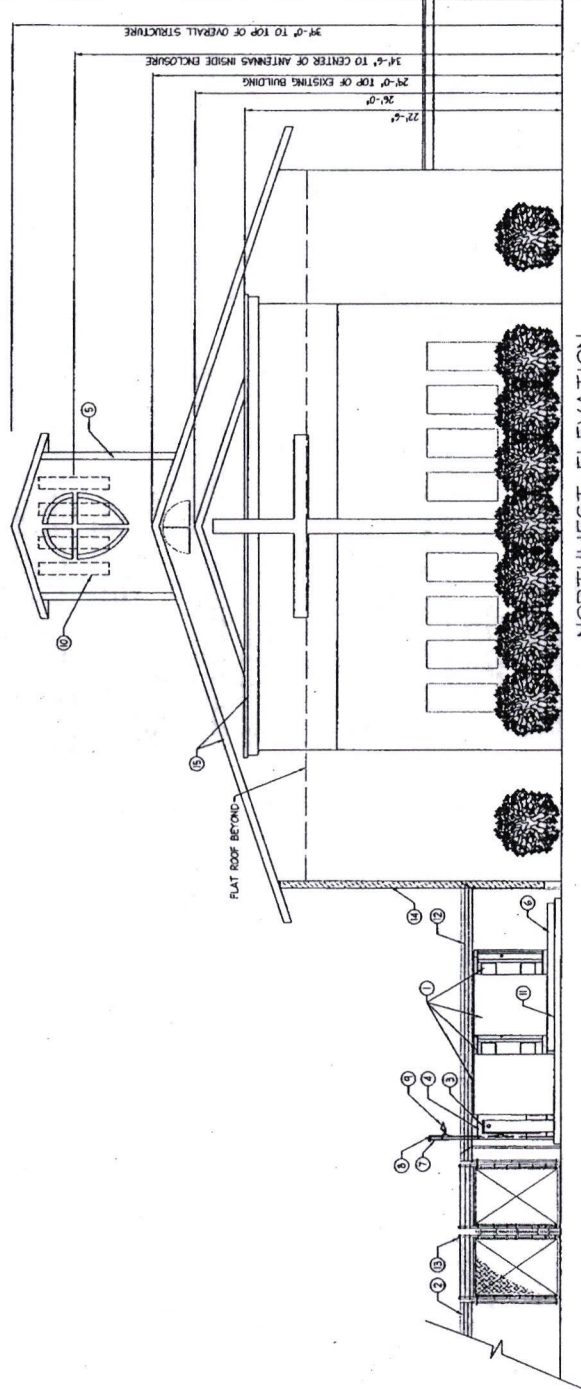
DATE	PROJECT NO.	CONTRACT NO.
4-12-06	SC1535	
SCALE	AS NOTED	DATE
1/4" = 1'-0"	4-12-06	
SHEET NO. A-2		



TYP. BTS DETAIL
NOT TO SCALE



TYP. ANTENNA DETAIL
NOT TO SCALE



NORTHWEST ELEVATION
SCALE: 1/4" = 1'-0"

1000

Conditions of Approval	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
1. The development approved by this action is for a Conditional Use Permit to establish a new wireless facility and to exceed the RD-5 height requirement by nine (9) feet as described in the City Council staff report dated December 4, 2006 and associated exhibits. Any significant modification shall require an amendment to the permit.	On-Going	Planning	
2. This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.	On-Going	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. The permit holder is hereby notified that failure to comply with any one of these conditions may result in the revocation of this permit pursuant to the City of Rancho Cordova Zoning Code.	On-Going	Planning	
5. In addition to the requirements listed herein, wireless communication facilities are subject to all other applicable regulations and permits, including those of Public Utilities Commission (P.U.C.) of the State of California and the Federal Communication Commission (F.C.C.)	On-Going	Planning	

Exhibit B

[illegible]

AGENDA ITEM 3D

MEMORANDUM

DATE: October 26, 2006
TO: Planning Commission Members
FROM: Alison Thornberry, Assistant Planner
SUBJECT: T-MOBILE OMNIPOINT COMMUNICATIONS, CONDITIONAL USE
PERMIT; RC-06-252

**OWNER / APPLICANT:**

New Life Center
Dave McFarland
2451 Zinfandel Drive
Rancho Cordova, CA 95670

REPRESENTATIVE:

T-Mobile OmniPoint Communications
John Yu
1755 Creekside Oaks Drive, #190
Sacramento, CA 95833

PROJECT: T-Mobile OmniPoint Communications
FILE: RC-06-252
LOCATION: 2451 Zinfandel Drive
APN: 057-0323-006
PLANNER: Alison Thornberry, Assistant Planner

REQUEST

The applicant is seeking a Conditional Use Permit for nine (9) panel antennas placed inside a cupola mounted on the roof of an existing building. The project is located at 2451 Zinfandel Drive and Italia Way, the New Life Center.

STAFF RECOMMENDATION

Staff recommends the Planning Commission determine the project Categorically Exempt under Section 15303 – New Construction or Conversion of Small Structures, and adopt Resolution No. 82-2006 approving a Conditional Use Permit for T-Mobile OmniPoint Communications, Project No. RC-06-252, subject to the project plans, findings and Conditions of Approval.

SITE LOCATION

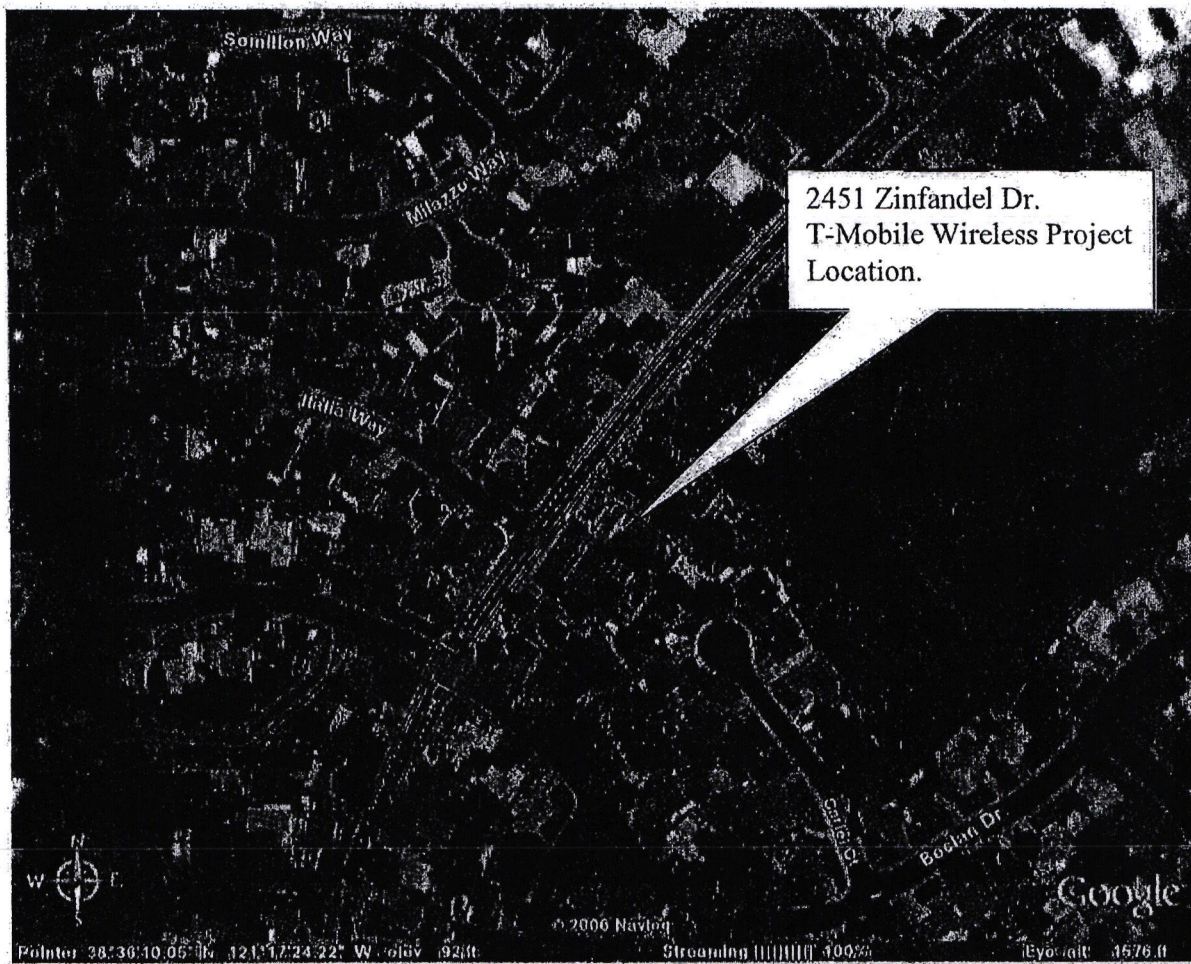


Figure 1. Project location

	Zoning & Land Use Designation	Current Use
Project Site	RD-5	Church
North	RD-5	Residential
South	RD-5	Residential
East	O	Park
West	RD-5	Residential

ANALYSIS

The applicant is seeking a Conditional Use Permit to locate nine (9) panel antennas in a stealth cupola feature attached to the roof of the existing building. The existing building is 29 feet in height; the cupola will raise the height of the building 10 feet, making the proposed height 39 feet. The cupola is designed and painted to match the architectural detailing of the existing church. The cabinet area and electronic equipment are located on the east side of the main church building. There is an existing chain-link fence with a gate that will be expanded to surround the T-Mobile equipment.



Figure 2. Proposed Cupola Design (photo simulation)

The proposed project will improve the T-Mobile wireless coverage to the area and will increase the T-Mobile network capacity for this area.

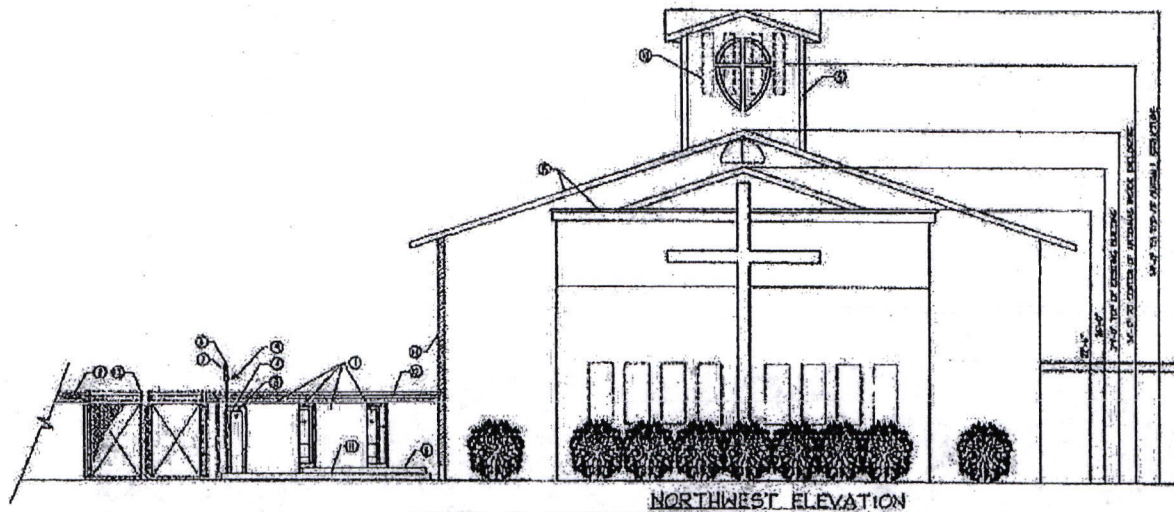


Figure 3. Building Elevation

Conditional Use Permit

To grant a Conditional Use Permit, the appropriate authority shall find and record in writing that the establishment, maintenance or operation of the use, building, or structure applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such a proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

Section 301-13.5 of the City of Rancho Cordova Zoning Code specifies the required entitlements, appropriate reviewing authority, and groups of zoning districts that are subject to particular standards for wireless communication facilities. Specifically, Group I facilities consist of RD, AR, O, CO, RM-2, DW, RR, and SPA zones (unless otherwise specified in the particular SPA ordinance); Group II facilities include BP, SC, LC, AC, TC, and GC zones; Group III consists of M-1, M-2, MP, AG, IR, and UR zones. The project site is zoned RD-5 and is classified under the Group I Uses according to Section 301-13.5.

The project site is located in an RD-5 zone and is classified under Group I. Wireless antennas and roof-mounted antennas are considered an acceptable collocation to an existing building. In order to approve the Use Permit, the Commission is required to make the following findings:

- a) All equipment cabinets located on the ground shall be outside of any setback area or vehicle parking allotment required for the underlying zoning district designation.
- b) Antennas affixed on the roof of a building shall not exceed 12 feet high above the existing structure.
- c) Wireless equipment of structures located on the roof must meet standards for mechanical equipment located on roofs subject to Section 301.21.

Evidence to the findings:

- a) All equipment for the proposed project is located behind an existing fence and is well out of the allotted setback area for the RD-5 zoning district.

- b) The stealth cupola designed for the roof of the building is 10 feet tall, and does not exceed the restricted height.
- c) The proposed project is in compliance with the restrictions listed in Section 301.21.

The proposed project is in compliance with all of the requirements in the Rancho Cordova Zoning Code.

CONCLUSION

Staff has reviewed the applicant's request for a Conditional Use Permit for the installation of antenna panels. The project has been evaluated for compliance with the policies and goals of the City of Rancho Cordova General Plan and applicable standards in Zoning Ordinance. The granting of this Conditional Use Permit will not be detrimental to the City or the community in which the antenna equipment is installed. In addition, T-Mobile has worked with City staff to insure project support and compliance. Staff is recommending approval of the project as proposed.

ENVIRONMENTAL ANALYSIS

The project is Categorically Exempt under Section 15303 – New Construction or Conversion of Small Structures. Class 3 consists of the construction and location of limited numbers of new, small facilities or structures.

FINANCIAL IMPLICATIONS TO CITY

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

NOTICE OF APPEAL

Any person dissatisfied with an act or determination of the Planning Commission may appeal such an act or determination as provided in Title 1, Chapter 15, Article 3 of the Rancho Cordova Zoning Code. Written notice must be provided to the Secretary of the Planning Commission not later than ten (10) calendar days after the day on which the act or determination appealed was made. A filing fee set must accompany the Notice of Appeal.

RECOMMENDED MOTIONS

"I move the Planning Commission determine the project Categorically Exempt under Section 15303 – New Construction or Conversion of Small Structures of the California Environmental Quality Act (CEQA) Guidelines and adopt Resolution No. 82-2006 approving a Conditional Use Permit for T-Mobile, subject to the findings contained in the resolution, Project Plans (Exhibit A) and Conditions of Approval (Exhibit B)."

ATTACHMENTS

1. Resolution 82-2006 including the Project Plans (Exhibit A) and Conditions of Approval (Exhibit B)
2. Photo Simulations

RESOLUTION NO. 82-2006

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO CORDOVA
APPROVING A CONDITIONAL USE PERMIT FOR T-MOBILE
PROJECT # RC-06-252

WHEREAS, T-Mobile (hereinafter referred to as Applicant) filed an application on August 22, 2006 with the City of Rancho Cordova (hereinafter referred to as City) requesting a Conditional Use Permit for the construction, operation and maintenance of roof-mounted antennas for T-Mobile at 2451 Zinfandel Drive, (Assessor's Parcel Number: 057-0323-006); and

WHEREAS, the Planning Commission is the appropriate authority to hear and take action on the project; and

WHEREAS, the project was found to be Categorically Exempt under Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA).

WHEREAS, the proposed project is located on real property in the incorporated portions of the City of Rancho Cordova more particularly described as APN #057-0323-006; and

WHEREAS, the Planning Department considered the project request pursuant to Title I, II and III of the City of Rancho Cordova Zoning Code, and all other applicable state and local regulations; and

WHEREAS, the Planning Commission held a duly noticed public hearing as required by law to consider all of the information presented by staff, information presented by the project proponent, and public testimony presented in writing and at the meeting;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Rancho Cordova approves the project based on the following findings:

Findings

1. CEQA

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

Evidence: This project has been determined to be exempt under section of 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA).

2. General Plan and Zoning Code

Finding: The proposed project is consistent with the goals and policies of the City of Rancho Cordova General Plan and Zoning Code.

Evidence: The project conforms to the goals and policies of the Rancho Cordova General Plan and development standards in the Zoning Code. In addition, the project has been conditioned to ensure development occurs in compliance with all applicable requirements.

3. Conditional Use Permit

Finding: The project is consistent with the following wireless facility standard section 301-13.5 (b) (1-4) Roof-Mounted Antennas, of the City of Rancho Cordova Zoning Code.

Evidence: The proposed antennas meet all of the conditions cited in the Zoning Code. Equipment will be located on the building at 2451 Zinfandel Drive and do not exceed permitted square footage requirements. In addition, the equipment will be stealthed in a cupola to match the existing building.

Finding: The establishment, maintenance and operation of the use, building, or structure applied for will not under the circumstances of the particular case be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City. (Zoning Code §110-30)

Evidence: The proposed facility would be constructed in compliance with the Uniform Building Code, Public Utilities Commission (P.U.C.) of the State of California, and the Federal Communication Commission (F.C.C.) regulations. As such, it will not be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the area.

BE IT FURTHER RESOLVED, the Planning Commission approves the project subject to the submitted plans in Exhibit A and conditions of approval as illustrated in Exhibit B.

PASSED AND ADOPTED by the Planning Commission of the City of Rancho Cordova on the 26th day of October, 2006.

AYES:

NOES:

ABSENT:

ABSTAIN:

**ERNEST VANCE,
PLANNING COMMISSION CHAIR
CITY OF RANCHO CORDOVA**

ATTEST:

**CHARLENE FORTUNKA
COMMISSION CLERK**

[illegible]

SITE ADDRESS
245 ZINFANDEL DR.
BAMFORD CENTRAL CA 95709

SHEET INDEX

LEGEND

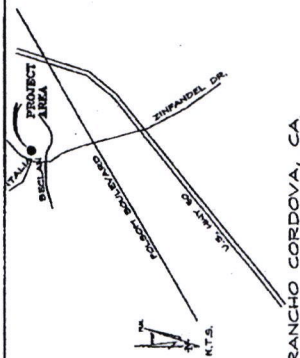
PROJECT SUMMARY

_____ A _____	ANTENNA CABLE (MOVIE SOUND)	SITE NAME	NO LIFE CENTER-SANFORD
_____ T _____	TELEPHONE SERVICE (MOVIE SOUND)	SITE ADDRESS	BOXES
_____ E _____	POWER SERVICE (MOVIE SOUND)	SITE ADDRESS	245 ZIMMERMAN DR
_____ G _____	GROUND RING (MOVIE SOUND)	SITE CONTACT	SANJO CORDOVA, CA 9430
			JOEY HANMER
			(530) 783-7942
		OWNER	NO LIFE CENTER
_____ A _____	ANTENNA CABLE (MURDER)	OWNER ADDRESS	NO LIFE CENTER
_____ T _____	TELEPHONE SERVICE (MURDER)		SANJO CORDOVA, CA 9430
_____ E _____	POWER SERVICE (MURDER)	APPLICANT	EMPIRE ESTIMATIONS
_____ G _____	GROUND RING (MURDER)	APPLICANT ADDRESS	PO BOX 245
			SANFORD, CALIFORNIA 9430
			ASSESSORS PARCEL NUMBER(S):
			67-482-05

SHEET INDEX

T	TITLE SHEET
C-1	SURVEY SHEET
A-1	SITE PLAN
A-2	ELEVATIONS

VICINITY MAP



CONTACTS

B. J. ENGINEERING
CENTROPOINT COMMUNICATIONS INC.
10000 VAN COTT DRIVE
SUITE 100
SACRAMENTO, CALIFORNIA 95833

CONSTRUCTION MANAGER:
BERRY CHAMBERLAIN (DB) 840-4062
10000 VAN COTT DRIVE
SUITE 100
SACRAMENTO, CALIFORNIA 95833

SUBJECT:
CELL ENGINEERING
1225 HIGH STREET
SACRAMENTO, CA 95805
ATTN: J. M. HARRIS

DRIVING DIRECTIONS

[illegible]

NEW LIFE
CENTER-ZIMMERMAN
Site No. SC15325
AUG 23 2006
RECEIVED
RANCHO CORDOVA
PLANNING

==
RANCHO CORDOVA, CA

T-MOBILE	INITIALS	DATE
PROPERTY		
ZONING		
CONST.		
R.F.		

T-Mobile.
OMNIPONT COMMUNICATIONS

Peek Site-Com
853 Lincoln Way, Suite 106
Auburn, California 95603
Phone (530) 885-6160
E-Mail: info@peeksite.com

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[illegible]

NEW LIFE CENTER-ZINFANDEL

TITLE SHEET

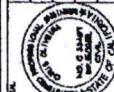
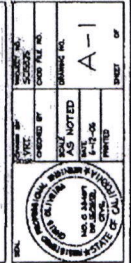


Exhibit A



- 1 NEW BKS UNITS TYP.
- (1) CHAM LUG PRICE IN FRONT
- 2 NEW 20 AMP PWC ELECTRICAL CABINET
- 3 NEW 20 AMP PWC ELECTRICAL CABINET
- 4 NEW 20 AMP PWC ELECTRICAL CABINET
- 5 NEW 20 AMP PWC ELECTRICAL CABINET
- 6 NEW 20 AMP PWC ELECTRICAL CABINET
- 7 NEW 20 AMP PWC ELECTRICAL CABINET
- 8 NEW 20 AMP PWC ELECTRICAL CABINET
- 9 NEW 20 AMP PWC ELECTRICAL CABINET
- 10 NEW 20 AMP PWC ELECTRICAL CABINET
- 11 NEW 20 AMP PWC ELECTRICAL CABINET
- 12 NEW 20 AMP PWC ELECTRICAL CABINET
- 13 NEW 20 AMP PWC ELECTRICAL CABINET
- 14 NEW 20 AMP PWC ELECTRICAL CABINET
- 15 NEW 20 AMP PWC ELECTRICAL CABINET

2451 ZINFANDEL DR.
BAYVIEW CRESTVA CA 95470



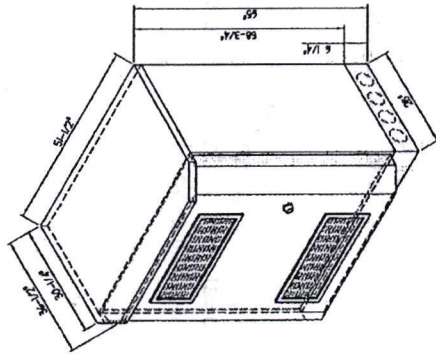
Peek Site-Com
 953 Lincoln Way, Suite 106
 Auburn, California 95603
 Phone (530) 885-6160
 E-Mail: info@peeksitecom.com

For more information, call 1-800-368-2777 or visit our website at www.3M.com.

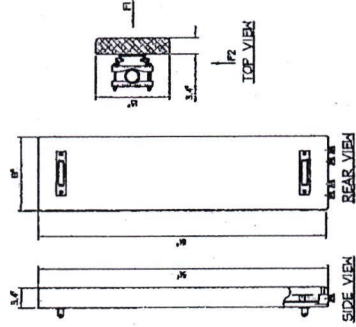
REVISIONS			
NO	DESCRIPTION	DATE	BY
1	408 ZONING DOC.'S	6-12-06	VRT
2	1009 ZONING DOC.'S	7-6-06	TAP

NEW LIFE CENTER-ZINFANDEL

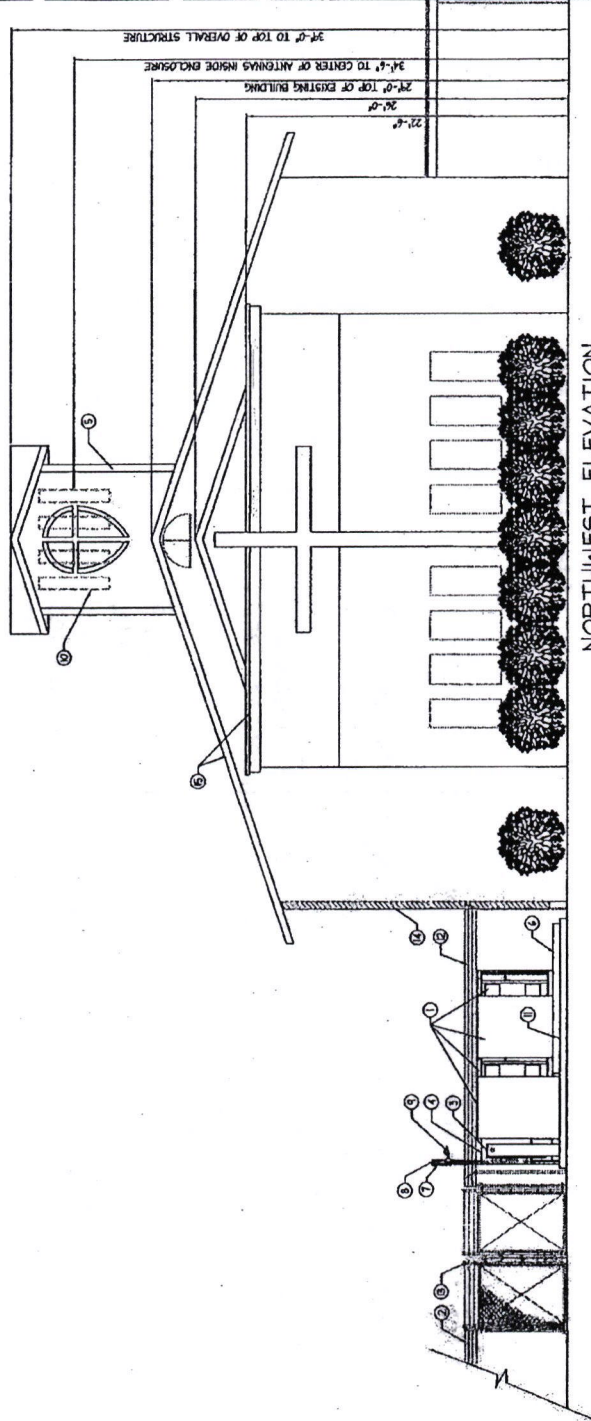
	ORDER BY VRT		INQUIRY NO. 500225	SHEET OF
	CHECKED BY [Signature]		CARD FILE NO. 500225	
DATE 1-15-66		CASE NOTED 1-15-66		A-2
FILED 1-15-66		[Signature]		



TYP. BTS DETAIL
NOT TO SCALE



TYP. ANTENNA DETAIL
NOT TO SCALE



NORTHWEST ELEVATION

Conditions of Approval

Exhibit B

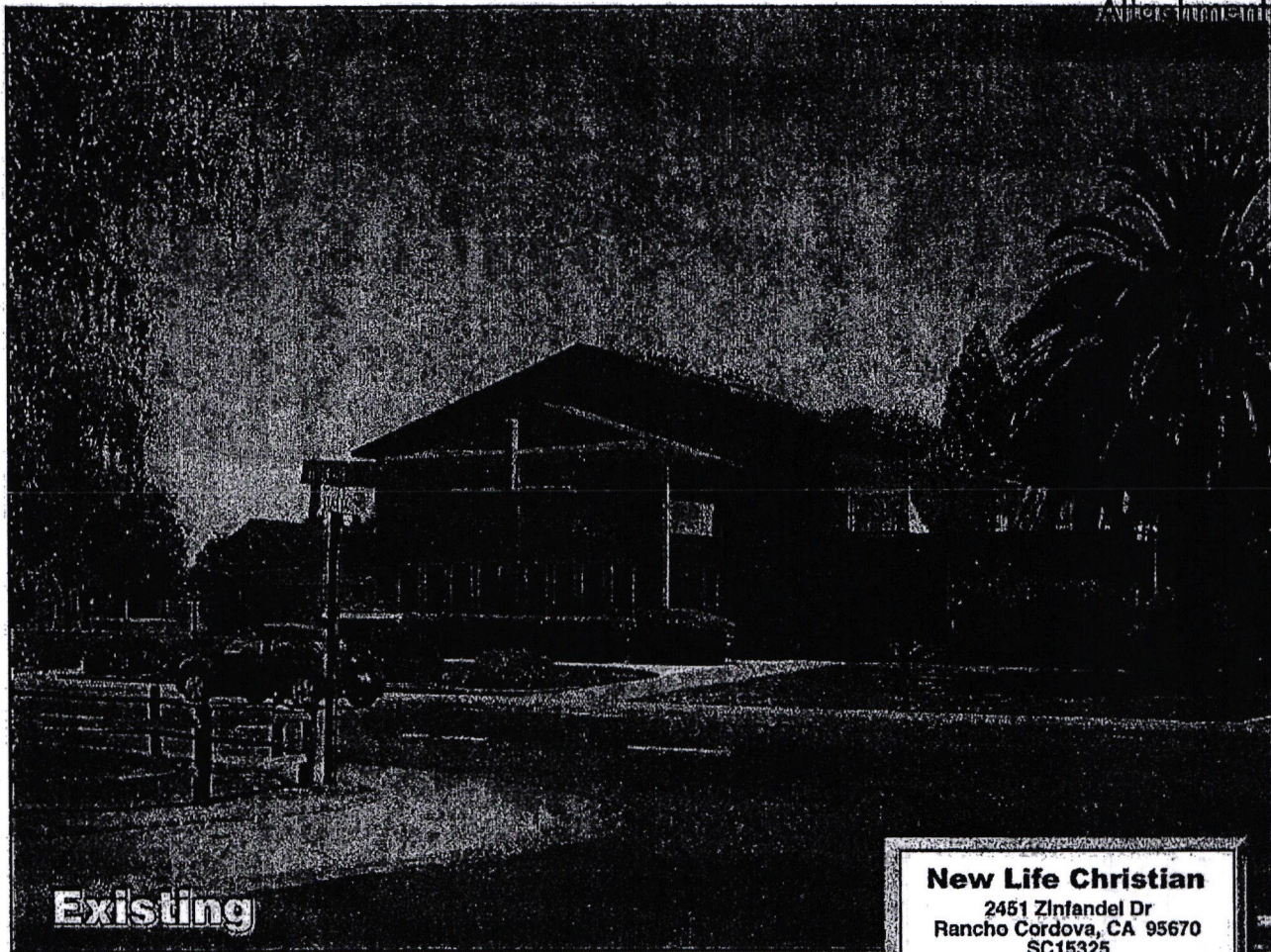
Conditions of Approval		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
1.	The development approved by this action is for a Conditional Use Permit to establish a new wireless facility as described in the Planning Commission staff report dated October 26, 2006 and associated exhibits. Any significant modification shall require an amendment to the permit.	On-Going	Planning	
2.	This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.	On-Going	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.	The permit holder is hereby notified that failure to comply with any one of these conditions may result in the revocation of this permit pursuant to the City of Rancho Cordova Zoning Code.	On-Going	Planning	
5.	Provided there are no appeals, this Conditional Use Permit shall become effective after a ten (10) day appeal period. In the event of an appeal, this permit shall be withheld pending the outcome of the appeal process.	On-Going	Planning	

Conditions of Approval

Exhibit B

6.	In addition to the requirements listed herein, wireless communication facilities are subject to all other applicable regulations and permits, including those of Public Utilities Commission (P.U.C.) of the State of California and the Federal Communication Commission (F.C.C.).	On-Going	Planning
	Prior to Issuance of Building Permit		
7.	Fire District records indicate that the existing building has a fire alarm system throughout the building. As part of this project, it is required that the existing system be extended to include protection in the new stealth copula. A complete and separate plan submittal is required prior to beginning installation of the fire alarm system components.	Prior to Building Permit	Sacramento Metro Fire District
8.	The installation of security gates is regulated by the Sacramento County Fire Code, Emergency access gates and barrier requirements. All proposed vehicle and pedestrian access gate installations shall be in full compliance with this regulation. Gates and fencing shall not be installed without plan review and approval by the Fire District.	Prior to Building Permit	Sacramento Metro Fire District
	Prior to Final Inspection		
9.	Antennas, monopoles, and equipment shall be constructed or mounted and painted to blend with the existing structure or appear to be a part of the structure to which it is attached.	Prior to Final Inspection and facility power up.	Planning

Photosimulation of view looking east from Italia Way across Zinfandel Dr.



New Life Christian
2451 Zinfandel Dr
Rancho Cordova, CA 95670
SC15325

...T...Mobile...



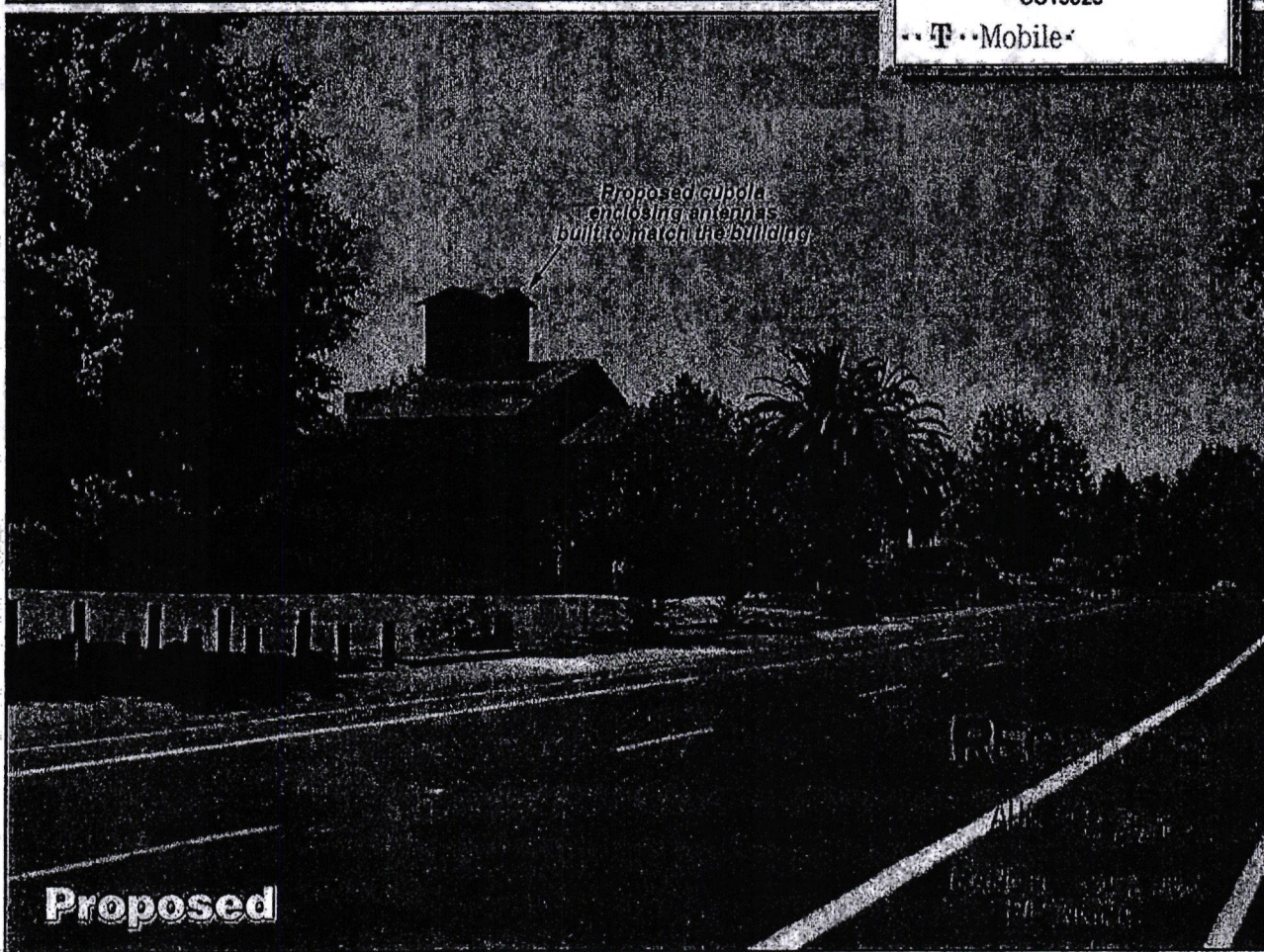
Photosimulation of view looking south from across Zinfandel Drive.



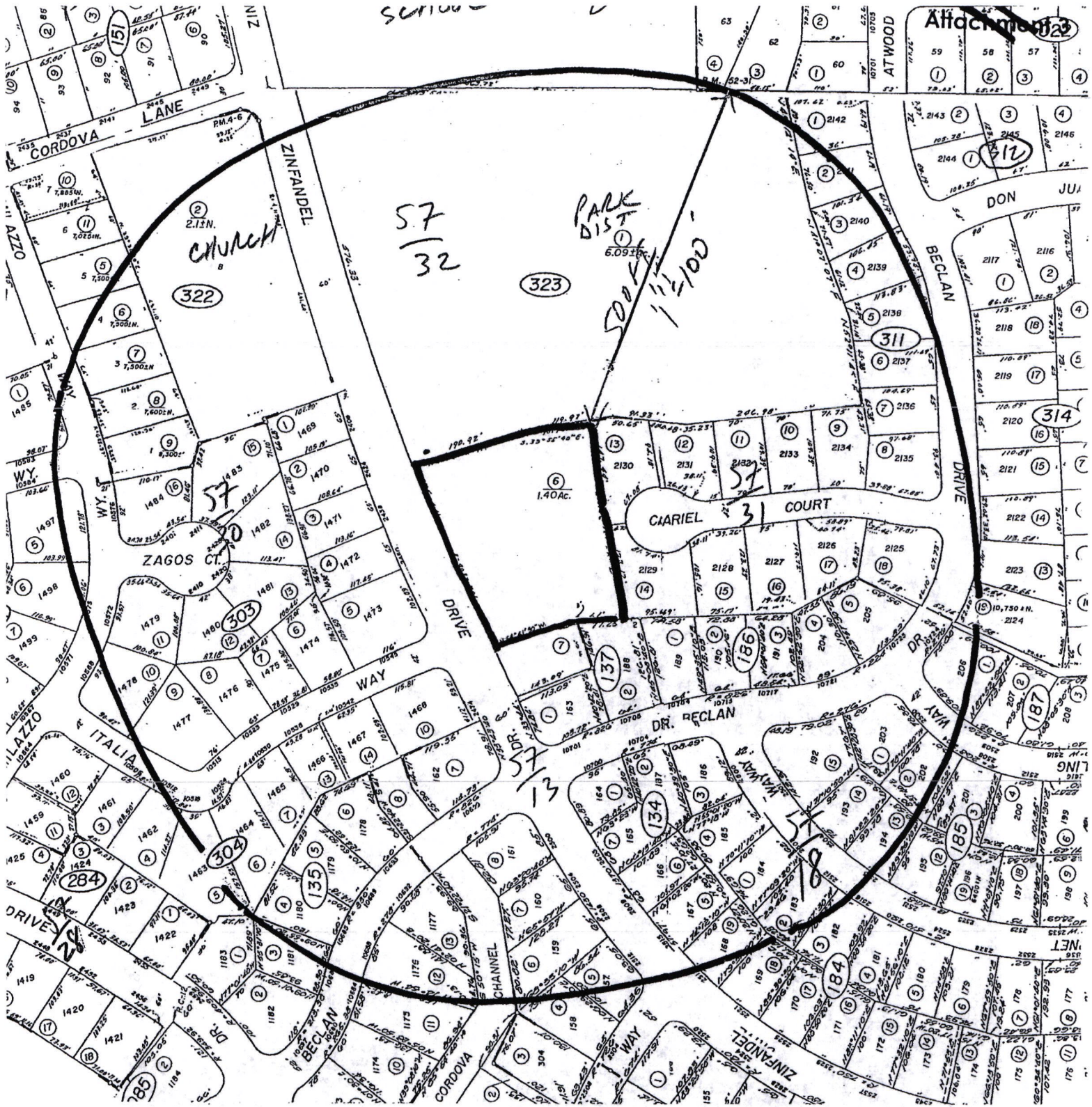
Existing

New Life Christian
2451 Zinfandel Dr
Rancho Cordova, CA 95670
SC15325

..T..Mobile



Proposed



	PARCEL	OWNERFIRST	OWNERLAST	MAILNUMBER	MAILSTREET	MAILCITY	MAILSTATE	MAILZIP
1	057 0323 006 0000	NEW LIFE CENTER						
2	057 0131 010 0000	Ray L & Judy A	Quintana	2451	Zinfandel Dr	Rancho Cordova CA	CA	95670
3	057 0131 011 0000	Maryann	Blackwell	10680	Beclan Dr	Rancho Cordova CA	CA	95670
4	057 0131 012 0000	Anne	Merris	1568	Garcez Dr	Concord CA	CA	94521
5	057 0131 013 0000	Thomas	Lopez	10688	Beclan Dr	Rancho Cordova CA	CA	95670
6	057 0132 002 0000	Kenneth & Verna	Thompson	10692	Beclan Dr	Rancho Cordova CA	CA	95670
7	057 0132 003 0000	Kenneth & Verna	Thompson	2508	Barbera Way	Rancho Cordova CA	CA	95670
8	057 0132 004 0000	Sardo	Trust	2508	Barbera Way	Rancho Cordova CA	CA	95670
9	057 0132 005 0000	Christopher D	Marks	2996	Twin Oaks Dr	Rancho Cordova CA	CA	95682
10	057 0132 006 0000	Harold E	Waller	2500	Barbera Way	Rancho Cordova CA	CA	95670
11	057 0132 007 0000	Mary H	Boughton	617	Weldon Rd	Circle MT	MT	59215
12	057 0132 008 0000	Andrew G & Camalin J	Ludlow	2504	Zinfandel Dr	Rancho Cordova CA	CA	95670
13	057 0133 001 0000	Guy W & Barbara S	Thiemann	2500	Zinfandel Dr	Rancho Cordova CA	CA	95670
14	057 0134 001 0000	Norman L & Betty A	Lane	2520	Zinfandel Dr	Rancho Cordova CA	CA	95670
15	057 0134 002 0000	V Millett	Leatrice	2501	Zinfandel Dr	Rancho Cordova CA	CA	95670
16	057 0134 003 0000	Michael Dean	Beach	7582	Lakeshore Dr	Granite Bay CA	CA	95746
17	057 0134 004 0000	SOUSA RUSSELL E & LIANE T		2500	Cabernet Way	Rancho Cordova CA	CA	95670
18	057 0134 005 0000	Thuan C	Khuc	2504	Cabernet Way	Rancho Cordova CA	CA	95670
19	057 0134 006 0000	Scott & Jackie	Root	2513	Zinfandel Dr	Rancho Cordova CA	CA	95670
20	057 0134 007 0000	Don C & Audra	Jamieson	2509	Zinfandel Dr	Rancho Cordova CA	CA	95670
21	057 0135 001 0000	Woodbridge		2505	Zinfandel Dr	Rancho Cordova CA	CA	95670
22	057 0135 002 0000	John Raymond	Withers	16161	Ventura Blvd #729	Encino CA	CA	91436
23	057 0135 003 0000	Richard J	Kobierecki	10677	Beclan Dr	Rancho Cordova CA	CA	95670
24	057 0135 004 0000	Hyatt	Adriana	10681	Beclan Dr	Rancho Cordova CA	CA	95670
25	057 0135 005 0000	Ramiro & Susan L	Cervantez	10685	Beclan Dr	Rancho Cordova CA	CA	95670
26	057 0135 006 0000	Richard	Madruza	10689	Beclan Dr	Rancho Cordova CA	CA	95670
27	057 0135 007 0000	Donald L	To	10693	Beclan Dr	Rancho Cordova CA	CA	95670
28	057 0135 008 0000	Richard & Melissa	Madruza	2480	Zinfandel Dr	Rancho Cordova CA	CA	95670
29	057 0137 001 0000	Robert E	McCullough	10693	Beclan Dr	Rancho Cordova CA	CA	95670
30	057 0137 002 0000	Hammer			Po Box 278213	Sacramento CA	CA	95827
31	057 0184 001 0000	Kenneth R & Mary C	McDonald	10705	Beclan Dr	Rancho Cordova CA	CA	95670
32	057 0184 002 0000	Vickie L	Raymond	2508	Cabernet Way	Rancho Cordova CA	CA	95670
33	057 0184 003 0000	Dale E	Gott	2512	Cabernet Way	Rancho Cordova CA	CA	95670
34	057 0184 004 0000	Joan F	Winchester	2516	Cabernet Way	Rancho Cordova CA	CA	95670
35	057 0184 017 0000	CHARLES O & MARILYN L KENDALL		2520	Cabernet Way	Rancho Cordova CA	CA	95670
36	057 0184 018 0000	Albert & Barbara H	Balliet	3898	La Rosa Rd #b	Mariposa CA	CA	95338
37	057 0184 019 0000	Maria	Sosa-Pedraza	2521	Zinfandel Dr	Rancho Cordova CA	CA	95670
38	057 0185 001 0000	Jason D & Marianella	Maduri	2517	Zinfandel Dr	Rancho Cordova CA	CA	95670
39	057 0185 002 0000	Carol R	Spiker	10720	Beclan Dr	Rancho Cordova CA	CA	95670
40	057 0185 003 0000	Jimmy Lavon & Shirley Ann	Brooks	6980	Mariposa Ave	Citrus Heights CA	CA	95610
				2508	Riesling Way	Rancho Cordova CA	CA	95670

41	057 0185 012 0000	William R & Pearl V	Klusman	2521	Cabernet Way	Rancho Cordova CA	95670
42	057 0185 013 0000	Susan M	Allen	2515	Cabernet Way	Rancho Cordova CA	95670
43	057 0185 014 0000	WADE FAMILY LIVING TRUST		2509	Cabernet Way	Rancho Cordova CA	95670
44	057 0185 015 0000	Wendy S	Kimsey	2501	Cabernet Way	Rancho Cordova CA	95670
45	057 0186 001 0000	Michael D	Shubert	10709	Beclan Dr	Rancho Cordova CA	95670
46	057 0186 002 0000	Andrew M	Avila	2000	Portsmouth Dr	El Dorado Hills CA	95762
47	057 0186 003 0000	Roland G & Diana L	Rinderneck	10717	Beclan Dr	Rancho Cordova CA	95670
48	057 0186 004 0000	Margar	Vice	10721	Beclan Dr	Rancho Cordova CA	95670
49	057 0186 005 0000	Richard A & Laurie Jean	Percy	10491	Ambassador Dr	Rancho Cordova CA	95670
50	057 0187 001 0000	Mike A & Cindy M	Lewandowski	10724	Beclan Dr	Rancho Cordova CA	95670
51	057 0187 002 0000	Michael & Tara L	Giboney	2507	Riesling Way	Rancho Cordova CA	95670
52	057 0284 001 0000	Ruth E	McDade	2455	Aramon Dr	Rancho Cordova CA	95670
53	057 0301 001 0000	Manuel E & Marguerita	Negron	10583	Semillon Way	Rancho Cordova CA	95670
54	057 0302 004 0000	RICHARD & MARY FAIRALL FAMILY		10580	Semillon Way	Rancho Cordova CA	95670
55	057 0302 005 0000	John B & Janice K	Essman	10579	Milazzo Way	Rancho Cordova CA	95670
56	057 0302 006 0000	Kathy R	Arrowsmith	10575	Milazzo Way	Rancho Cordova CA	95670
57	057 0302 007 0000	Donald & Hisae	Ratcliffe	10571	Milazzo Way	Rancho Cordova CA	95670
58	057 0303 001 0000	L Salo	Sandra	2408	Zinfandel Dr	Rancho Cordova CA	95670
59	057 0303 002 0000	MAYHEW FAMILY TRUST		2424	Zinfandel Dr	Rancho Cordova CA	95670
60	057 0303 003 0000	Charles D & Betty D	McCord	2438	Zinfandel Dr	Rancho Cordova CA	95670
61	057 0303 004 0000	James	Vahanian	2450	Zinfandel Dr	Rancho Cordova CA	95670
62	057 0303 005 0000	Richard E & Marjorie W	Scharf	10545	Italia Way	Rancho Cordova CA	95670
63	057 0303 006 0000	Dario	Montes	10535	Italia Way	Rancho Cordova CA	95670
64	057 0303 007 0000	Gilbert J & Helen	Zaragoza	10529	Italia Way	Rancho Cordova CA	95670
65	057 0303 008 0000	Robert A & Marilyn J	Hughes	10523	Italia Way	Rancho Cordova CA	95670
66	057 0303 009 0000	BEAN FAMILY TRUST		10513	Italia Way	Rancho Cordova CA	95670
67	057 0303 010 0000	SMUTS FAMILY 1994 TRUST		10501	Italia Way	Rancho Cordova CA	95670
68	057 0303 011 0000	Michael E & Lourdes A	Petralli	10572	Milazzo Way	Rancho Cordova CA	95670
69	057 0303 012 0000	Jack A & Bonnie F	Hurkens	2410	Zagos Ct	Rancho Cordova CA	95670
70	057 0303 013 0000	Swamer	Trust	2420	Zagos Ct	Rancho Cordova CA	95670
71	057 0303 014 0000	Gregory A & Robin E	Johnson	10706	Campana Way	Rancho Cordova CA	95670
72	057 0303 015 0000	James H & Shirley	Carlson	2411	Zagos Ct	Rancho Cordova CA	95670
73	057 0303 016 0000	Benny R & Helen R	Silbaugh	2401	Zagos Ct	Rancho Cordova CA	95670
74	057 0304 003 0000	Douglas Lee & Sandra Michelle	Diamond	10506	Italia Way	Rancho Cordova CA	95670
75	057 0304 004 0000	Mark T & Nikole L	Brady	10512	Italia Way	Rancho Cordova CA	95670
76	057 0304 005 0000	Walter Molina/ Sandra Portlock		10518	Italia Way	Rancho Cordova CA	95670
77	057 0304 006 0000	JOHNSON FAMILY LIVING TRUST		10524	Italia Way	Rancho Cordova CA	95670
78	057 0304 007 0000	Matthew J	McCarthy	10530	Italia Way	Rancho Cordova CA	95670
79	057 0304 010 0000	Kimberly	Hazard	10548	Italia Way	Rancho Cordova CA	95670
80	057 0304 012 0000	William Ross & Elizabeth Ann	Ely	10564	Milazzo Way	Rancho Cordova CA	95670
81	057 0304 013 0000	Craig	Tacla	10536	Italia Way	Rancho Cordova CA	95670

82	057 0304 014 0000	William L & Gail E	Bair	10542	Italia Way	Rancho Cordova CA	95670
83	057 0311 001 0000	Yawen	Huang	3300	Capital Center Dr #256	Rancho Cordova CA	95670
84	057 0311 002 0000	Dale E	Buss	10647	Atwood Dr	Rancho Cordova CA	95670
85	057 0311 003 0000	Eugene C & Mayumi	Dragon	10643	Atwood Dr	Rancho Cordova CA	95670
86	057 0311 004 0000	Scott & Tammy	Duke	10757	Beclan Dr	Rancho Cordova CA	95670
87	057 0311 005 0000	Cristian & Mariana	Turcu	10753	Beclan Dr	Rancho Cordova CA	95670
88	057 0311 006 0000	David & Christine L	Pomroy	10749	Beclan Dr	Rancho Cordova CA	95670
89	057 0311 007 0000	Lawrence & Yukie	Hoffman	10745	Beclan Dr	Rancho Cordova CA	95670
90	057 0311 008 0000	Herman K & Margarita C	Huppert	10741	Beclan Dr	Rancho Cordova CA	95670
91	057 0311 009 0000	Pascual & Catherine	Fidel	2417	Cariel Ct	Rancho Cordova CA	95670
92	057 0311 010 0000	Helmut & Judith	Heier	11490	Hawley Rd	Redding CA	96003
93	057 0311 011 0000	Leonard & Ursel	Walker	2409	Cariel Ct	Rancho Cordova CA	95670
94	057 0311 012 0000	Ruth E	Fast	2405	Cariel Ct	Rancho Cordova CA	95670
95	057 0311 013 0000	David K & Marsha J	McFarland	2401	Cariel Ct	Rancho Cordova CA	95670
96	057 0311 014 0000	Lawrence & Shirley	Benke	2400	Cariel Ct	Rancho Cordova CA	95670
97	057 0311 015 0000	Sue A	Bourne-Kent		Po Box 276568	Sacramento CA	95827
98	057 0311 016 0000	Miguel M	Robies	2410	Cariel Ct	Rancho Cordova CA	95670
99	057 0311 017 0000	THOMAS FAMILY TRUST		2414	Cariel Ct	Rancho Cordova CA	95670
100	057 0311 018 0000	Richard W & Delores P	Selleck	10729	Beclan Dr	Rancho Cordova CA	95670
101	057 0314 013 0000	Clare	Aldous	10732	Beclan Dr	Rancho Cordova CA	95670
102	057 0314 014 0000	Criste A & Teresita G	Silverio	10736	Beclan Dr	Rancho Cordova CA	95670
103	057 0314 015 0000	Charles & Mary	Davis	10740	Beclan Dr	Rancho Cordova CA	95670
104	057 0314 016 0000	Virgil M & Eloise F	Stratford	10744	Beclan Dr	Rancho Cordova CA	95670
105	057 0314 017 0000	Gary T & Debra A	Popp	10748	Beclan Dr	Rancho Cordova CA	95670
106	057 0314 018 0000	Robert A & Julie K	Gasbarro	10752	Beclan Dr	Rancho Cordova CA	95670
107	057 0314 019 0000	PETER T BUCKLEY 2004 REVOCABLE		10728	Beclan Dr	Rancho Cordova CA	95670
108	057 0321 001 0000	BISHOP OF CHURCH OF LDS	Rector	50	E North Temple #22nd	Salt Lake City UT	84150
109	057 0322 002 0000	Wardens	Chen	2376	Zinfandel Dr	Rancho Cordova CA	95670
110	057 0322 005 0000	Shyong Jen & Mei Huei	Haas	1608	Broder Cir	Folsom CA	95630
111	057 0322 006 0000	Marilyn A		208	Adrian Way	San Rafael CA	94903
112	057 0322 007 0000	Liniah & Michael Poole	Patterson	10606	Milazzo Way	Rancho Cordova CA	95670
113	057 0322 008 0000	Anthony J & Antonio M	Ricamara	10600	Milazzo Way	Rancho Cordova CA	95670
114	057 0322 009 0000	JANET KESSLER FAMILY TRUST		10580	Milazzo Way	Rancho Cordova CA	95670
115	057 0322 010 0000	Travis	Carlson	10630	Milazzo Way	Rancho Cordova CA	95670
116	057 0322 011 0000	Le Roy & Linda	Redmon	10624	Milazzo Way	Rancho Cordova CA	95670
117	057 0323 007 0000	Hector & Teresa	Esparza	2471	Zinfandel Dr	Rancho Cordova CA	95670
118	058 0021 001 0000	Maria	Dincuto	10701	Atwood Dr	Rancho Cordova CA	95670
119	058 0021 003 0000	Kay M	Dacy	10709	Pacific Ct	Rancho Cordova CA	95670
120	058 0021 004 0000	William F & Cynthia A	Miner	10713	Pacific Ct	Rancho Cordova CA	95670
121	058 0021 013 0000	FOLSOM CORDOVA UNIFIED SCHOOL		2400	Zinfandel Dr	Rancho Cordova CA	95670

MEMORANDUM

DATE: December 4, 2006
TO: Honorable Mayor and Council Members
FROM: Anne Hersch, Assistant Planner
SUBJECT: ZINFANDEL PLACE DESIGN REVIEW



OWNER / APPLICANT:

Catlin Properties
Eric Haffer
3620 Fair Oaks Blvd.
Sacramento, CA 95864

REPRESENTATIVE:

Williams & Paddon
Mark Posnick
2237 Douglas Blvd., # 160
Roseville, CA 95661

3101 Zinfandel

PROJECT: Zinfandel Place Design Review
FILE: RC-05-214
LOCATION: 3101 Zinfandel Drive (southeast corner of Zinfandel Drive & White Rock Rd.)
APN: 072-0680-051
PLANNER: Anne Hersch, Assistant Planner AH

Michael Dunleavy
Dunleavy Studio
Signage

REQUEST

The applicant is seeking Design Review for a new three-story office/retail building and single-story building with a below-surface parking facility at 3101 Zinfandel Drive. The project site is 4.64 acres and will include surface parking, landscaping, and related utilities.

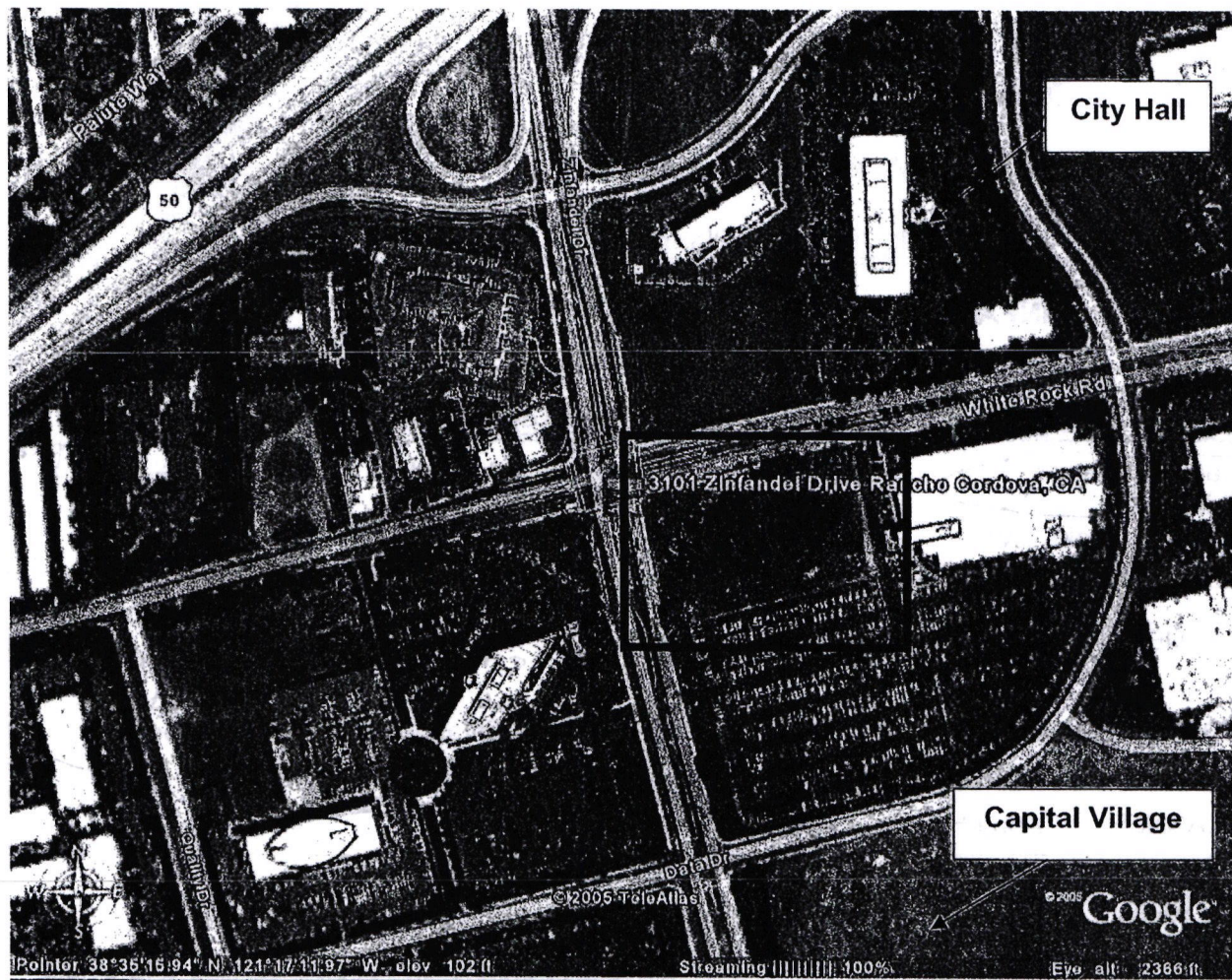
STAFF RECOMMENDATION

The Planning Commission forwards a recommendation to the City Council to determine the environmental document prepared adequate and adopt the Mitigated Negative Declaration and adopt Resolution No. 174-2006 approving Design Review for Project No. RC-05-214 for the construction of Zinfandel Place located at 3101 Zinfandel Dr., subject to the attached Design Package (Exhibit A), Conditions of Approval (Exhibit B), according to the Findings contained in the resolution.

RESULT OF RECOMMENDED ACTION

This action approves Design Review and allows for the construction of one single-story retail building and one multi-story office building creating a mixed-use development at the southeast corner of White Rock Rd. and Zinfandel Drive. A parking structure, plaza area, and landscaping will also be installed. This project will serve as the gateway into downtown Rancho Cordova providing much needed services to the Rancho Cordova office park, Villages of Zinfandel residents, and area renters.

SITE LOCATION



	Zoning and Community Plan Designation	Existing Land Use
Subject Property	MP-Office Park	Vacant
North	MP-Office Park	Vacant
East	MP-Office Park	Office Buildings
South	SPA	Capital Village
West	MP-Office Park	Office Buildings

Figure 1. Site Location

ANALYSIS

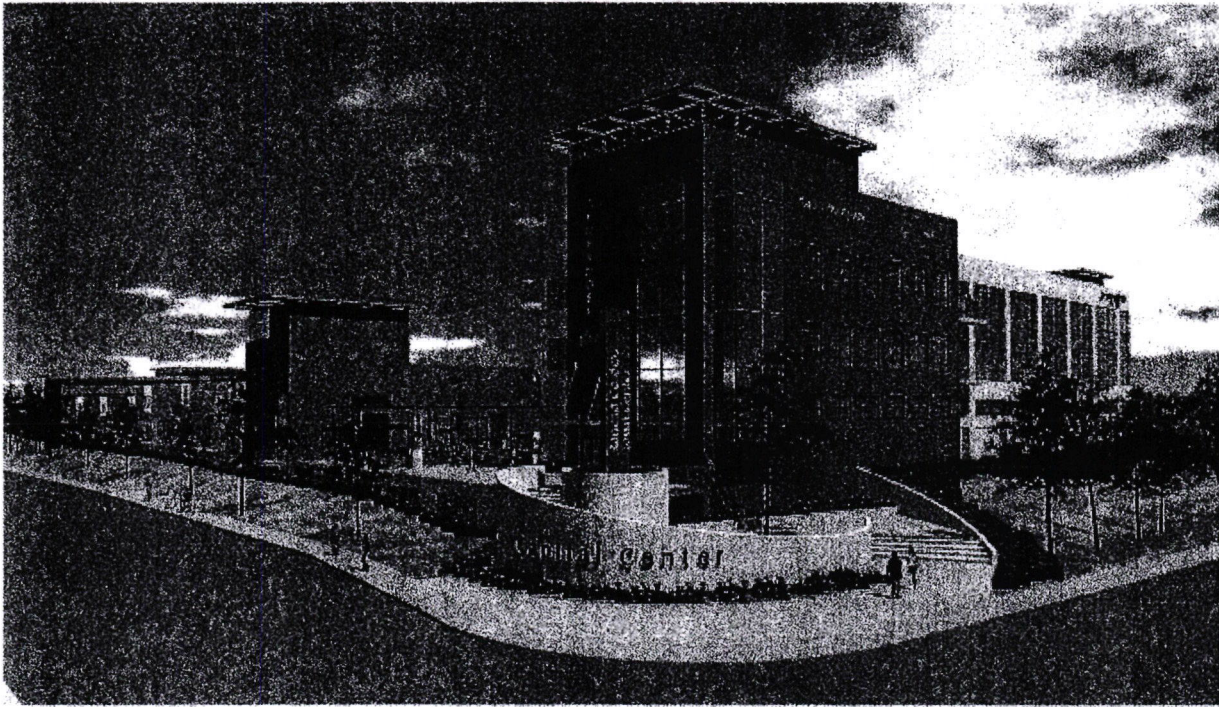


Figure 2. Rendering of Zinfandel Place

The applicant is seeking Design Review approval for the construction of a three-story mixed-use retail/office building (as shown in Figure 2) located at the southeast corner of White Rock Rd. and Zinfandel Dr. The project will include an underground parking garage with a single-story building to house retail businesses. See Figure 3. Retail services will face White Rock Rd. just east of Zinfandel Drive. Signs will be facade mounted and will face Zinfandel Drive. The total building area is approximately 61,600 sq. ft. with the retail uses occupying approximately 32,900 sq. ft. of the project site. Office uses will occupy approximately 28,700 sq. ft.

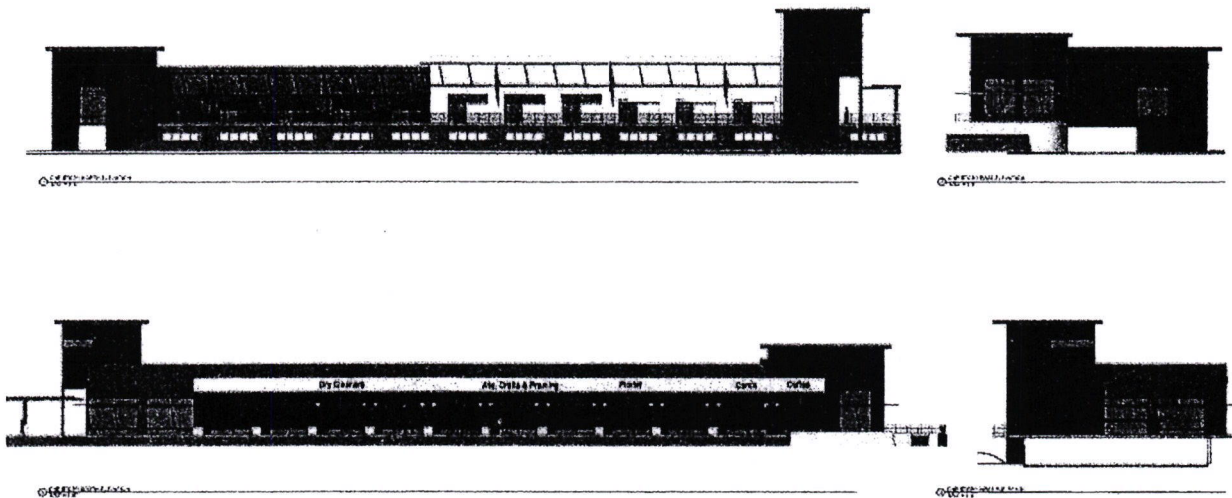


Figure 3. Single-Story Renderings with Related Garage Details

Offices will be located on the second and third floors of the building facing Zinfandel Drive. Retail uses will be located at the ground level and will face internally. This creates a pedestrian plaza that will be served with common area and places to sit.

The project resides at a prominent intersection in Rancho Cordova making it a highly visible destination. The corner detail will be further enhanced by an infinity pool. An ornate sculpture made of fiber optic cable strands will be displayed within the water feature. The cable strands change color regularly, creating additional visual interest.

Zinfandel Place will provide much needed services to the Rancho Cordova office park, Villages of Zinfandel residents, and area renters. Retail uses will include restaurants, coffee shops, florist shop, picture framing, and dry cleaning.

The southeast and southwest corners of the Zinfandel Dr. and White Rock Rd. intersection are identified as "Capital Center." The intersection of Zinfandel Dr. and White Rock Rd. serves as the gateway into downtown Rancho Cordova. Markers adorn each corner, further identifying entry into the City. The building opposite the proposed development is six stories in height and houses office uses exclusively. The structure is composed of defined edges, distinct glass panels, and varied architectural features. Zinfandel Place provides a nice juxtaposition to this building with a smaller size and scale, mixed uses, and equally interesting architecture. Both buildings define the gateway into Rancho Cordova, identifying a sense of place within the City.

ADA Accessibility

The Planning Commission expressed concern about handicap accessibility to Zinfandel Place. Condition 8 was added and requires the applicant to provide a handicap accessible path in the vicinity of Zinfandel Dr. & White Rock Rd., and to the satisfaction of the Building Official. The applicant asked for a continuance from the City Council to allow time to prepare a handicap route.

Figure 4 shows the proposed handicap access route. The applicant has proposed a ramp that parallels the curvature of the stair case at the corner of Zinfandel Drive and White Rock Rd. The design revision accommodates handicap accessibility as well as creating additional outdoor seating. This modification also provides open space around the edgeless pool and public art.

feature a distinct color. Figure 5 shows a rendering of a typical tenant sign. The top rendering indicates sign appearance during the daytime. The lower sign indicates sign appearance in the evening.

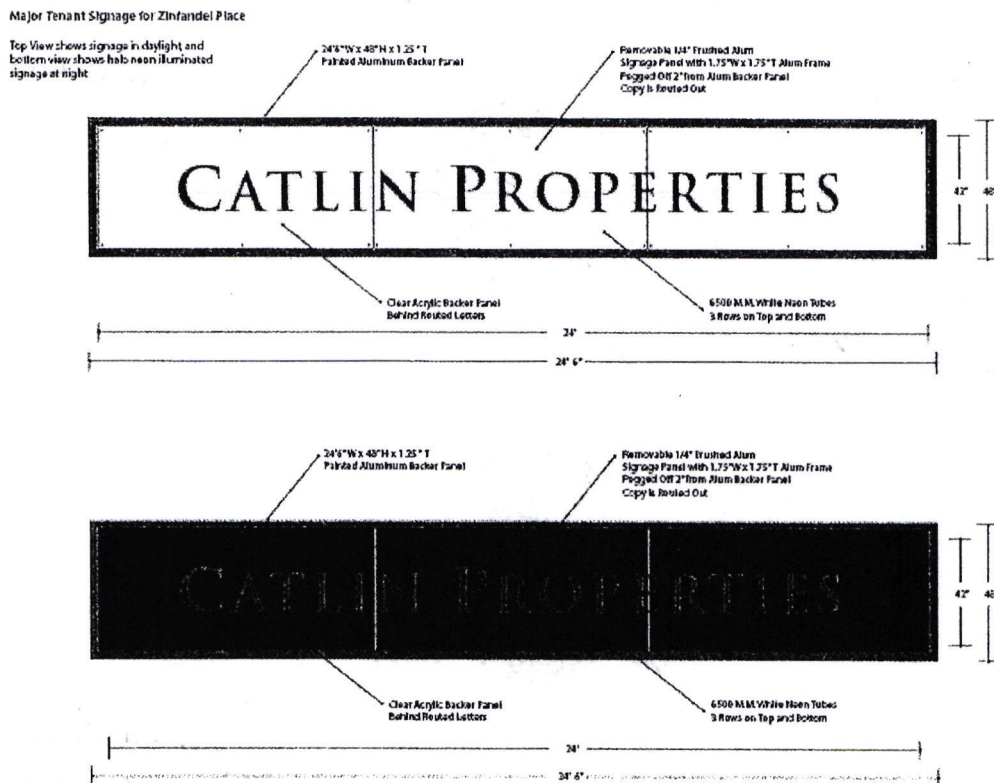


Figure 5. Tenant Signage

On-Site Parking

On-site parking will include surface parking, tandem parking, and a below-surface parking structure. Surface parking will face internally and will feature tandem parking. To manage this, the applicant will hire a parking lot attendant to oversee the spaces. In addition, building tenants will be assigned spaces in the tandem area. Retail uses may also utilize tandem parking as needed.

The below-surface parking structure will be located underneath the retail services building facing White Rock Rd. Approximately seventy-four (74) spaces will be located below surface with an elevator and stairwell leading to the surface level. This parking area will be utilized by retail patrons and will provide direct access to these businesses.

Rancho Cordova Zoning Code has a parking ratio of 4.5 spaces/1000 sq. ft. of usable area. Excluding non-usable space, there is a total usable area of 61,711 sq. ft. Based on this square footage, there is a requirement of 278 parking spaces. The applicant has indicated 293 parking spaces on the site plan.

Traffic Analysis

Due to the project location and anticipated traffic generation, the applicant was required to prepare a traffic study for review by the Planning and Public Works Departments. The applicant worked with Fehr & Peers to create a traffic study with analysis of impacts, recommendations for mitigation, and improving the site plan.

Staff met with the applicant to discuss the study and conditions. Recommendations from the traffic study are included in the Conditions of Approval and must be met to the satisfaction of the Public Works Department. Figure 4 details recommendations from the traffic study. Recommendations are detailed below.

Recommendations for Traffic & Site Improvement

- Eliminate parking stalls (as designated on Figure 4) to allow for egress
- Designate parking stalls as compact (as detailed on Figure 4)
- Improve pedestrian safety and connectivity with designated walkways
- Relocate bicycle parking near buildings

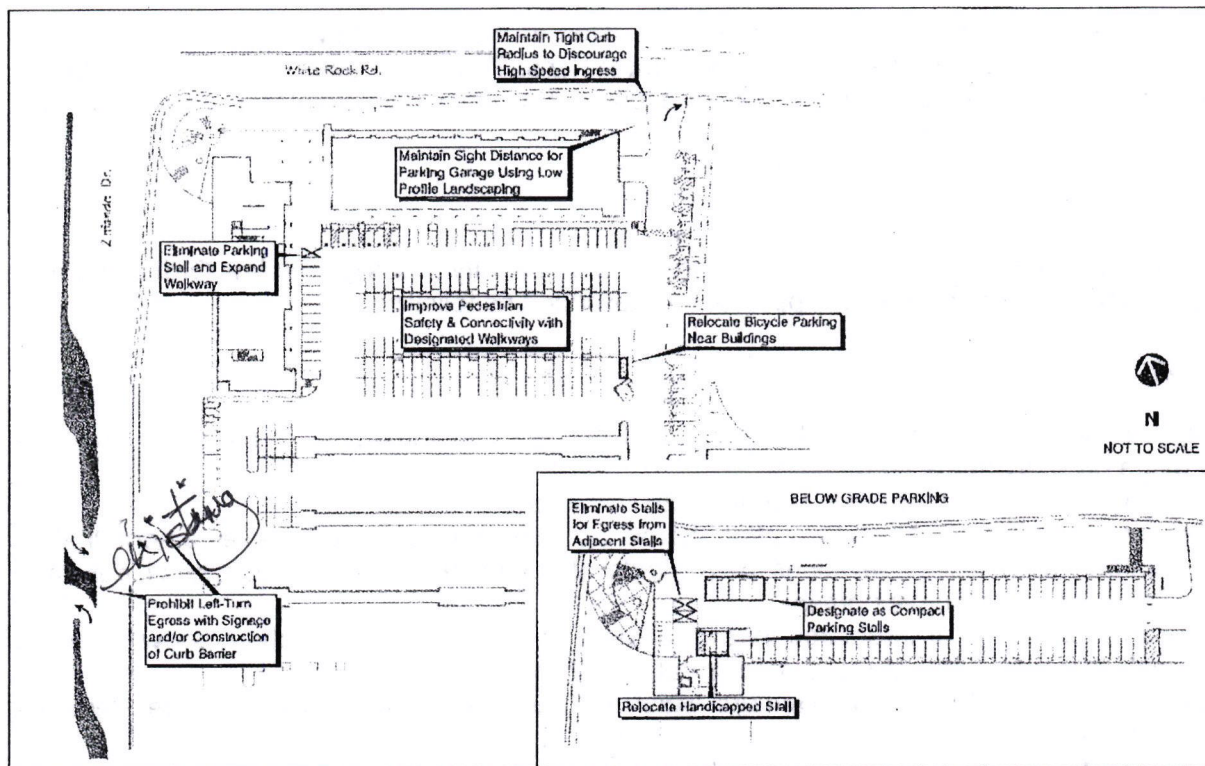


Figure 4. Traffic Recommendations

GENERAL PLAN CONSISTENCY

To insure consistency with the General Plan, the project must meet the intent of the designated Planning Area, conceptual land uses, and applicable overlay zones.

General Plan Designation: Downtown District

The proposed project is located on the western edge of downtown Rancho Cordova. This area will link established Rancho Cordova with new residential neighborhoods south of Highway 50. Land uses include commercial, office, and mixed-use residential designations. In addition, this area will feature a pedestrian oriented streetscape with a variety of uses.

Zinfandel Place is consistent with the downtown designation and will provide desired services and uses to the area. The buildings are easily accessible for pedestrians and feature plaza details consistent with General Plan standards. The prominent location and proximity to residents and businesses make Zinfandel Place an attractive destination for gathering and central location for services.

Commercial Mixed Use Overlay

There is a Commercial Mixed Use Overlay for land surrounding the intersection of White Rock Rd. and Zinfandel Drive. This overlay zone promotes the integration of retail and service commercial with office and/or residential uses. Commercial use is predominantly located at the ground level. Parking may be combined or separated, depending on project details.

Zinfandel Place will locate all commercial/retail uses at the ground level and will construct a parking garage that separates vehicles from pedestrians. The mix of uses is consistent with the overlay zone requirements. This separation allows for a pedestrian oriented facility as well as easy accessibility for drivers.

Design Review

The basis for the review of this project is provided in the City's Design Review Ordinance and staff's reasons for recommending approval are described as follows:

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 buildings will be clad in red brick veneer and accented with a palette of earth-tone colors. Both buildings are concrete tilt-up. Metal louvers and sunshade structures are employed at the higher elevations for architectural interest as well as shade coverage. Anodized aluminum mullions and glazed green 1/4" windows will further enhance building appearance. Flush-mounted and pop-out glass panels are prominently featured on the

northwest corner of the building. The glass features extend from the ground level to the roofline. Both buildings provide an aesthetically pleasing contrast of size and proportion. The internal area between buildings creates space that will be conducive for gathering and enjoying open air.

- b) The design of the building maintains human scale and interest by locating single-story commercial uses at street level as well as providing a plaza feature at the corner of White Rock Rd. and Zinfandel Drive. This provides great visibility and easy access to the site. A separate parking structure further separates pedestrian and vehicular traffic making the project conducive to walkability.
- c) The proposed materials and architectural features will provide visual interest to the building and surrounding area. The buildings create a diversity of architecture, contrasting in size and color. Both buildings are in proportion to neighboring structures and open up to the street, making the site easily accessible to pedestrians and automobiles.
- d) See "C" above.
- e) Architectural and site features include modern finishing details and locating the buildings closer to the street level. Buildings will have suspended walk-outs providing great visual interest to the structure as well as placing eyes on the street. The walkway at the corner of Zinfandel Drive and White Rock opens to the street, creating an entry plaza and open space feature within the project.
- f) Landscaping and sign program improvements enhance the project site and are sensitive to the surrounding area. The preliminary landscape plan provides additional aesthetic value. The landscape easement along Zinfandel Drive is preserved and will be furnished with new shrubbery. The proposed signs provide additional visual interest to the building and were architecturally designed to complement the building while adhering to the standards of the Scenic Sign Corridor.

ENVIRONMENTAL ANALYSIS

A Mitigated Negative Declaration (MND) was prepared for the project in compliance with the California Environmental Quality Act (CEQA) Guidelines. The document was released for public review on July 28, 2006 and was circulated for the required 30-day review period. Mitigation measures are included in the Conditions of Approval.

CALTRANS was the only agency to respond with comments. Concern was expressed about the currently permitted left turn on Zinfandel Drive. A letter was sent in response to these comments that indicates Condition 4 (D) requires the installation of a curb barrier to prohibit left turn access prior to the issuance of grading permits.

CONCLUSION

The City received this project from Sacramento County shortly after incorporation in 2003. In that time, the applicant has worked with City staff to insure consistency with the General Plan, Downtown Planning Area, and Design Review Guidelines.

This is the first mixed-use project in downtown Rancho Cordova. The proposed development and uses for Zinfandel Place are consistent with the General Plan, Downtown Planning Area, and Commercial Mixed-use Overlay Zone. In addition, this project provides much needed

services to downtown Rancho Cordova and surrounding residents. Staff is recommending approval of this project as proposed.

PLANNING COMMISSION COMMENTS

This project was presented to the Planning Commission on September 14, 2006. Concern was expressed about handicap accessibility from the corner of White Rock Rd. and Zinfandel Drive. Condition 8 was added and requires the applicant to provide an ADA accessible path of travel from the corner of White Rock Rd. & Zinfandel Drive and to the satisfaction of the Building Official.

Concern was also expressed about sidewalk widths and curb cut. The applicant provided a supplemental package detailing existing sidewalks (see attachments). Existing sidewalks are 6 ft. in width with vertical edges. This is consistent with City of Rancho Cordova street standards.

The Planning Commission was quite pleased with the project and is excited to see this development in Rancho Cordova. Several commissioners remembered the project from the CorPAC review and commended the applicant on revising the plans to be consistent with downtown Rancho Cordova guidelines. A recommendation for approval passed with a 6-0 vote.

FINANCIAL IMPLICATIONS TO CITY

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

RECOMMENDED MOTIONS

"I move the City Council determine the environmental document prepared is adequate and adopt the Mitigated Negative Declaration and adopt Resolution 174-2006, approving Design Review for Zinfandel Place, project number RC-05-214, subject to the attached Design Package (Exhibit A), Conditions of Approval (Exhibit B), and Findings contained in the Resolution."

ATTACHMENTS

1. Resolution No. 174-2006 including the Design Review Package, including color elevations, site plan, grading and utility plan, photometric plan, ADA accessibility, and landscape plan (Exhibit A) and Conditions of Approval (Exhibit B)
2. Conceptual Sign Package
3. Agency Letters: CALTRANS and Walk Sacramento
4. Design Checklist for Commercial Mixed Use Projects
5. Mitigated Negative Declaration
6. Sidewalk Exhibit
7. 500' Radius Map and Labels

CITY OF RANCHO CORDOVA

RESOLUTION NO. 174-2006

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
APPROVING DESIGN REVIEW FOR ZINFANDEL PLACE
PROJECT # RC-05-214**

WHEREAS, Catlin Properties, (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for Design Review for Zinfandel Place (Assessor's Parcel Number: 072-0680-051); and

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

WHEREAS, a Notice of Intent to adopt a Mitigated Negative Declaration (MND) was prepared and circulated according to the requirements of the California Environmental Quality Act (CEQA) Guidelines; and

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

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

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

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

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

2. Approve the Design Review, subject to the Design Package (**see Exhibit A**) and the Conditions of Approval (**see Exhibit B**); supported by the following Findings and Evidence:

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.
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Evidence:

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- f) Landscaping and sign program improvements enhance the project site and are sensitive to the surrounding area. The preliminary landscape plan provides additional aesthetic value. The landscape easement along Zinfandel Drive is preserved and will be furnished with new shrubbery. The proposed signs provide additional visual interest to the building and were architecturally designed to complement the building while adhering to the standards of the Scenic Sign Corridor.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 4th of December, 2006.

AYES:

NOES:

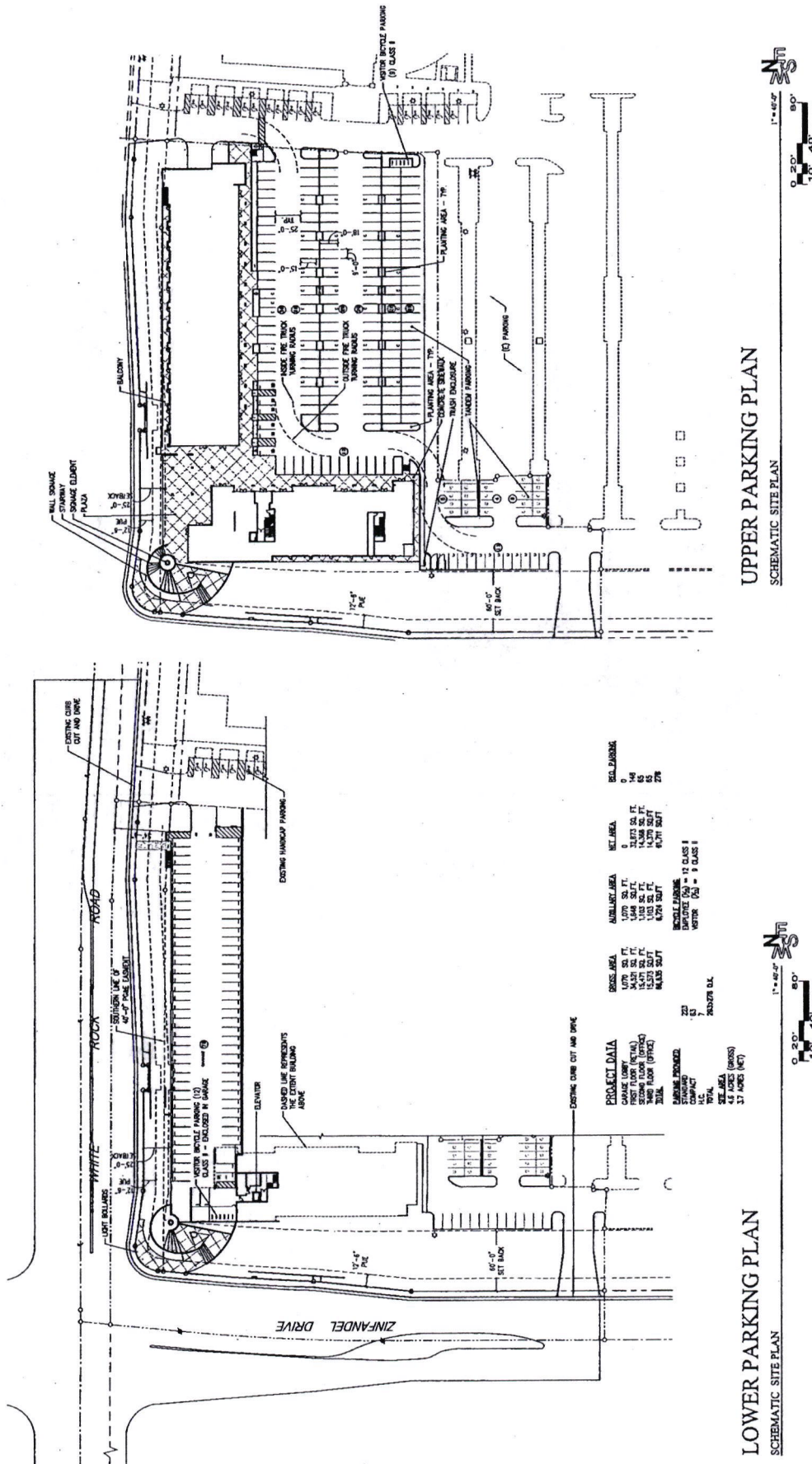
ABSENT:

ABSTAIN:

ATTEST:

Robert J. McGarvey, Mayor

Anna Olea-Moger, CMC, City Clerk



ZINFANDEL PLACE

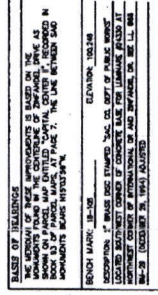
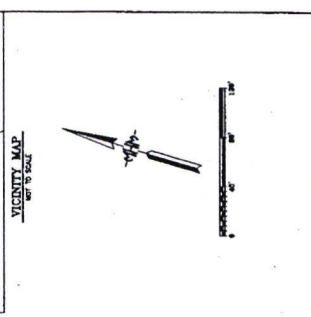
CATLIN PROPERTIES

3101 ZINFANDEL
RANCHO CORDOVA, CALIFORNIA

12-22-05

WILLIAMS + PADDON AROTHIST + PLAZERS

A map showing the project location at the intersection of Highway 26 and Highway 100. The project location is marked with a hatched rectangle. A north arrow is shown at the top. The map includes labels for 'PROJECT LOCATION', 'HIGHWAY 26', 'HIGHWAY 100', and 'NORTH'.



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				ORDERED FOR S.H.S.	
				JOB NO. 09447	OF THE NEW CITY OF THE NORTH ALABAMA
				FILE NAME: 09447	

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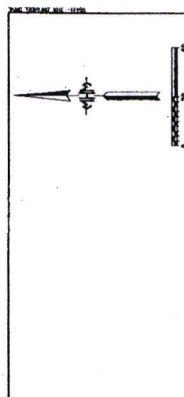
APPROVED:		DIRECTOR OF COUNTY ENGINEERING		DATE
APPROVED FOR FIRE PROTECTION		APPROVED FOR WATER SYSTEM		DATE
SACRAMENTO METROPOLITAN FIRE DISTRICT				
SACRAMENTO METROPOLITAN WATER COMPANY				
UTILITY	CONTRACT	REPRESENTATIVE	PHONE	DATE
SWP	MAGNALL CATER	CON-1	878-4013	8/24/00
SHAWNEE	MILL FOSTER	CHARTY OF SACRAMENTO	874-4801	
WALD	WESTERLY	SOUTHERN CALIFORNIA WATER	881-2002	
ELECTRICITY	WISSE	WALD ELECTRIC	308-5003	
TELEPHONE	WISSE	WALD ELECTRIC	308-5003	
TYPE	---	SAC METRO FIRE DISTRICT	877-3583	
	---	SAC METRO WATER COMPANY	874-1300	
SACRAMENTO COUNTY				
PUBLIC WORKS AGENCY				
3101 ZINFANDEL DRIVE				
FACILE MAIL			877-084-058	
400 DORRANWAY			E. 2.148.000 / N. 276.000	
ORDER NO.			ISSUANCE NO.	
CHECKED BY			APPROVED BY	

COVER SHEET	
PUMP SCALE	1"=4'0"
PROFILE SCALE	1"=1'
DATE	12/22/08
DWG. NO.	34521
GI	1

3101 ZINFANDEL DRIVE
CITY OF RANCHO CORDOVA, CA

W.H.W.
LOOKING FOR A SUPERIOR SERVICE?

[illegible]

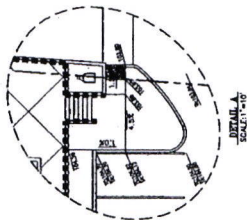


1. A 1" MINIMUM VERTICAL CLEARANCE SHALL BE MAINTAINED BETWEEN STORM DRAIN AND WATER MAIN.
2. DRAINAGE PIPE HAS MINIMAL COVER TO SURFACE. USE CAUTION WHEN GRADING AND DURING PAVING OPERATIONS.
3. STORM DRAIN PIPE ALTERNATIVES INCLUDE RCP, PVC AND HDPE PER SECTION 8-12 OF C.C.S.
4. REMOVE EXISTING ODD INLET AND 140 L.F. STORM DRAIN PIPE.

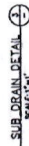
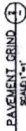
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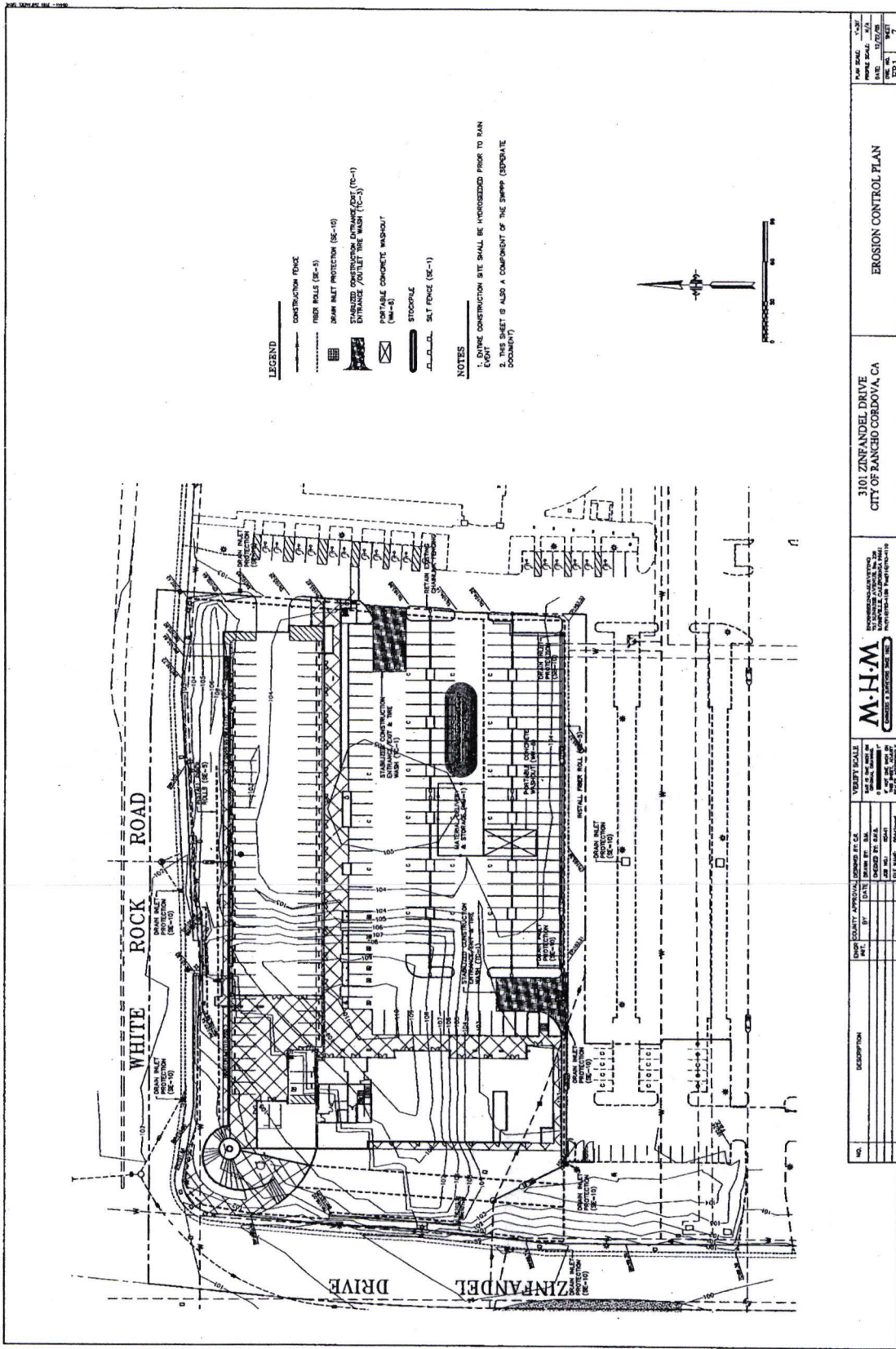
TECHNICAL
SUPPORT

STRUCTURAL SECTIONS	
ASPHALT	4.0
DRIVE ASLES	3.0
PARKING AREAS	5.0
PORTLAND CEMENT CONCRETE	4.0
CURBS	5.0
WALKWAYS	4.0
ESTIMATED EXCAVATION (CU)	4500
ESTIMATED EXCAVATION (CY)	4100
ESTIMATED EXCAVATION (MC)	400
NET EXCESS	

[illegible]

GRADING & DRAINAGE PALN

[illegible]



DATE	10/27/18
SCALE	1"=50'
PROJECT	3101 ZINFANDEL DRIVE
CITY	CITY OF RANCHO CORDOVA, CA

EROSION CONTROL PLAN

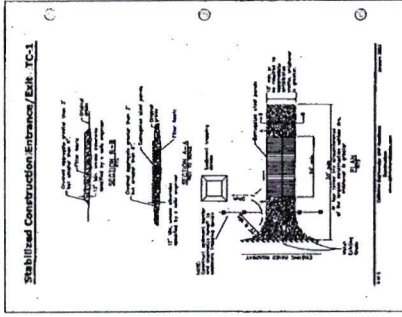
3101 ZINFANDEL DRIVE
CITY OF RANCHO CORDOVA, CA

M.H.M.
ENGINEERING
10000 N. GARDEN AVENUE
SUITE 100
DANFORTH, ONTARIO M1S 1T3
CANADA
TEL: (416) 291-1111
WWW.MHM-ENGINEERING.COM

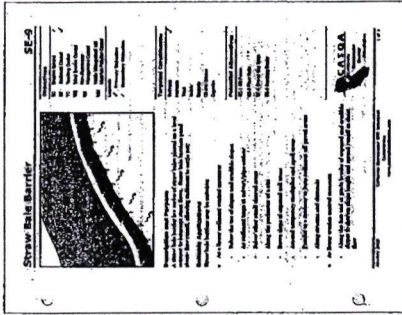
NO.	DESCRIPTION	DATE	BY	VERIFIED	SCALE
1	100% COMPLETE	10/27/18	MM	MM	1"=50'

NO.	DESCRIPTION	DATE	BY	VERIFIED	SCALE
1	100% COMPLETE	10/27/18	MM	MM	1"=50'

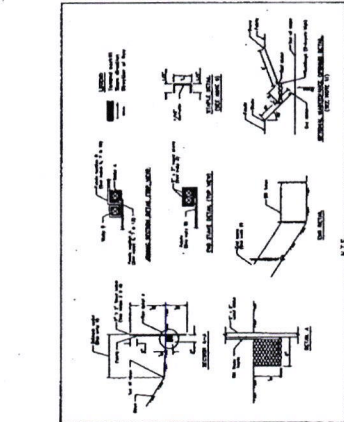
NO.	DESCRIPTION	DATE	BY	VERIFIED	SCALE
1	100% COMPLETE	10/27/18	MM	MM	1"=50'



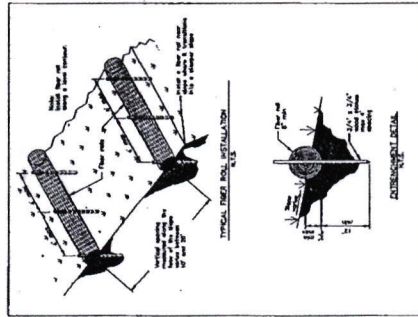
STABILIZED CONSTRUCTION ENTRANCE/EXIT (TC-1)



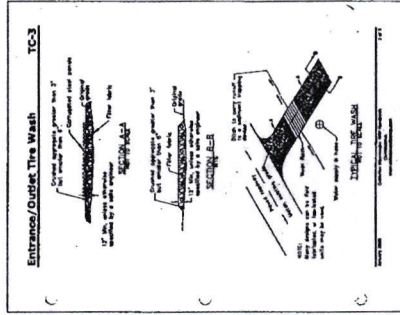
STRAW BALE BARRIER (SE-2)



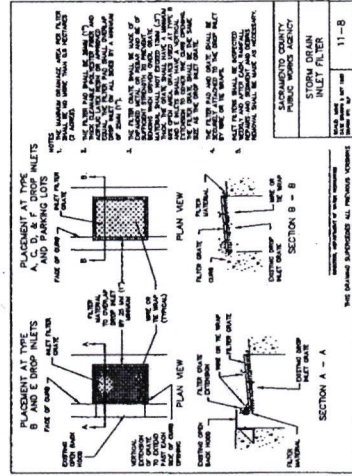
SILT FENCE (SE-1)



FIBER ROLLS (SE-5)

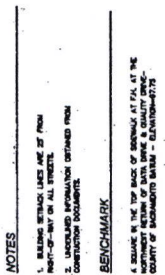


ENTRANCE/OUTLET TIRE WASH (TC-3)



STABILIZED CONSTRUCTION ENTRANCE/EXIT (TC-1)

COUNTY APPROVAL DATE: _____ BY: _____ CHECKED BY: _____ FILE NO.: _____		3101 ZINFANDEL DRIVE CITY OF RANCHO CORDOVA, CA	EROSION CONTROL DETAILS EP2	PLAN SCALE: 1"=10' ELEVATION SCALE: 1"=2' DATE: 11/15/05 BY: J.E.
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PLANT LIST AND LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE/SPACING	HEIGHT/SPREAD	REMARKS	WATER USE
TREES	LAUREL	LAUREL	8' DIA/10' DIA	15' H	RELOCATED	LOW
	SHRUBS	SHRUBS	8' DIA/10' DIA	15' H	RELOCATED	LOW
	SHRUBS	SHRUBS	8' DIA/10' DIA	15' H	RELOCATED	LOW
	SHRUBS	SHRUBS	8' DIA/10' DIA	15' H	RELOCATED	LOW
	SHRUBS	SHRUBS	8' DIA/10' DIA	15' H	RELOCATED	LOW
SHRUBS AND GROUND COVERS	SHRUBS	SHRUBS	8' DIA/10' DIA	15' H	RELOCATED	LOW
	SHRUBS	SHRUBS	8' DIA/10' DIA	15' H	RELOCATED	LOW
	SHRUBS	SHRUBS	8' DIA/10' DIA	15' H	RELOCATED	LOW
	SHRUBS	SHRUBS	8' DIA/10' DIA	15' H	RELOCATED	LOW
	SHRUBS	SHRUBS	8' DIA/10' DIA	15' H	RELOCATED	LOW

RELOCATED AREAS TO BE REMOVED AND REPLACED WITH THE FOLLOWING SPECIES:

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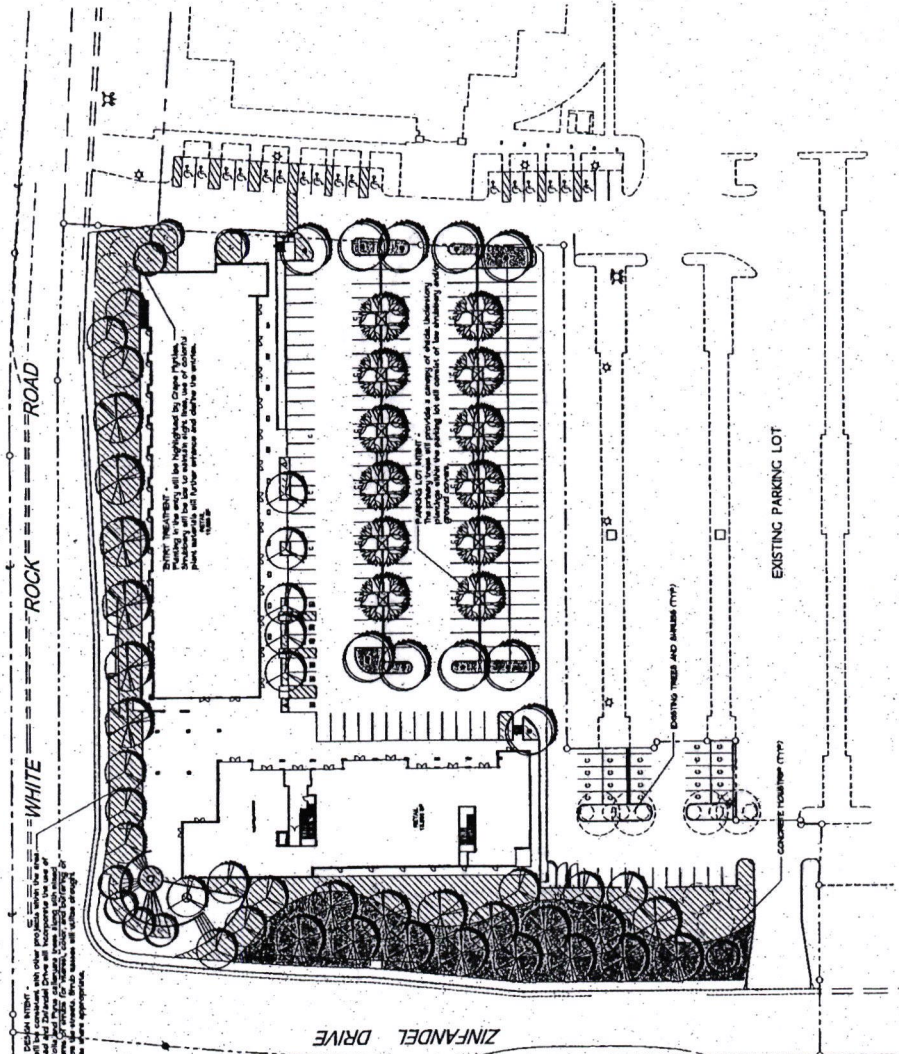
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RELOCATED AREAS TO BE REMOVED AND REPLACED WITH THE FOLLOWING SPECIES:



PRELIMINARY LANDSCAPE PLAN

3101 ZINFANDEL

CATLIN PROPERTIES

RANCHO CORDOVA, CALIFORNIA

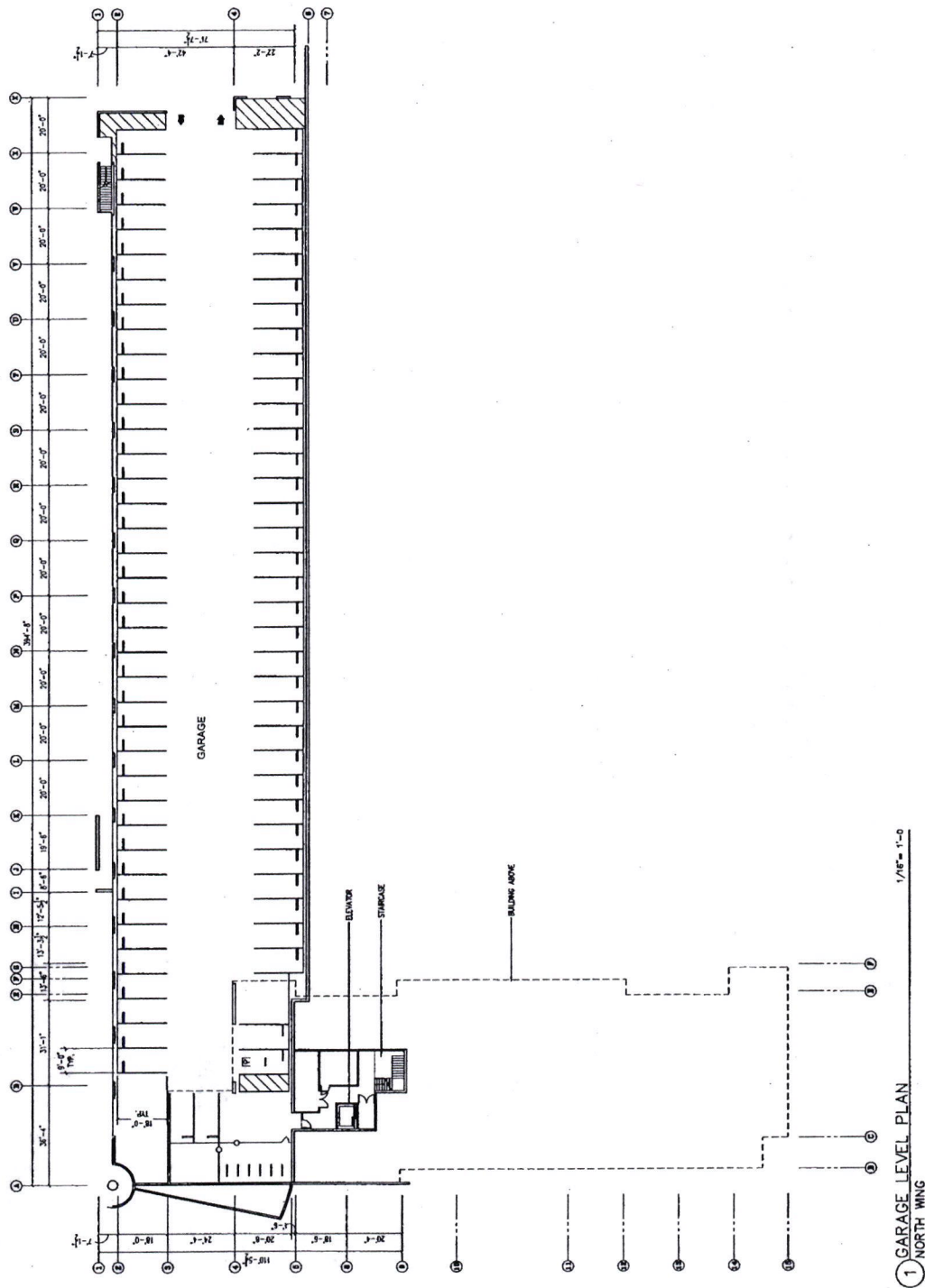
12-19-05

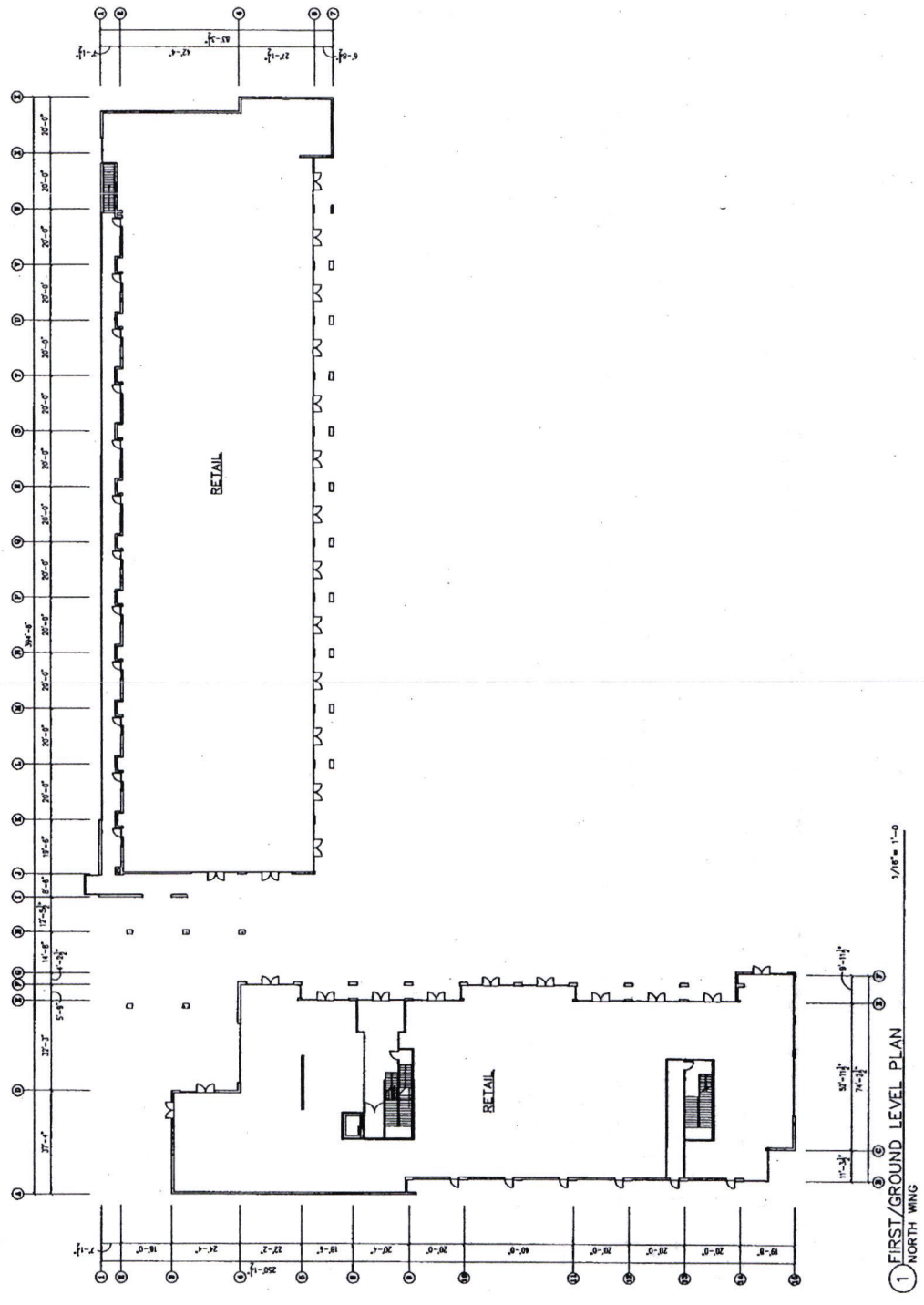
WILLIAMS + PADDON ARCHITECTS + PLANNERS



LAND ARCHITECTURE
INCORPORATED
2000 W. 10TH STREET
SAN ANTONIO, TEXAS 78207

DATE 1-07-09 CHECKED M. DECONCH DRAWN T. BLAIR SURVEYED M. DECONCH		SCALE 1" = 50' REVISIONS NO. 1 DATE 1/07/09 BY T. BLAIR DESCRIPTION: CORRECTED RECORD OF SURVEY, 1/07/09		TITLE CAPITOL CORPORATE CENTER 2 PLAT TO ACCOMPANY RECIPROCAL EASEMENTS FOR PANATTONI - CATALIX XXVIL LP APN: 072-0680-045 & 099		SURVEYORS GROUP, INC. LAND SURVEYING 10101 - 10102 - 10103 10104 - 10105 - 10106 10107 - 10108 - 10109 10110 - 10111 - 10112 10113 - 10114 - 10115 10116 - 10117 - 10118 10119 - 10120 - 10121 10122 - 10123 - 10124 10125 - 10126 - 10127 10128 - 10129 - 10130 10131 - 10132 - 10133 10134 - 10135 - 10136 10137 - 10138 - 10139 10140 - 10141 - 10142 10143 - 10144 - 10145 10146 - 10147 - 10148 10149 - 10150 - 10151 10152 - 10153 - 10154 10155 - 10156 - 10157 10158 - 10159 - 10160 10161 - 10162 - 10163 10164 - 10165 - 10166 10167 - 10168 - 10169 10170 - 10171 - 10172 10173 - 10174 - 10175 10176 - 10177 - 10178 10179 - 10180 - 10181 10182 - 10183 - 10184 10185 - 10186 - 10187 10188 - 10189 - 10190 10191 - 10192 - 10193 10194 - 10195 - 10196 10197 - 10198 - 10199 10200 - 10201 - 10202 10203 - 10204 - 10205 10206 - 10207 - 10208 10209 - 10210 - 10211 10212 - 10213 - 10214 10215 - 10216 - 10217 10218 - 10219 - 10220 10221 - 10222 - 10223 10224 - 10225 - 10226 10227 - 10228 - 10229 10230 - 10231 - 10232 10233 - 10234 - 10235 10236 - 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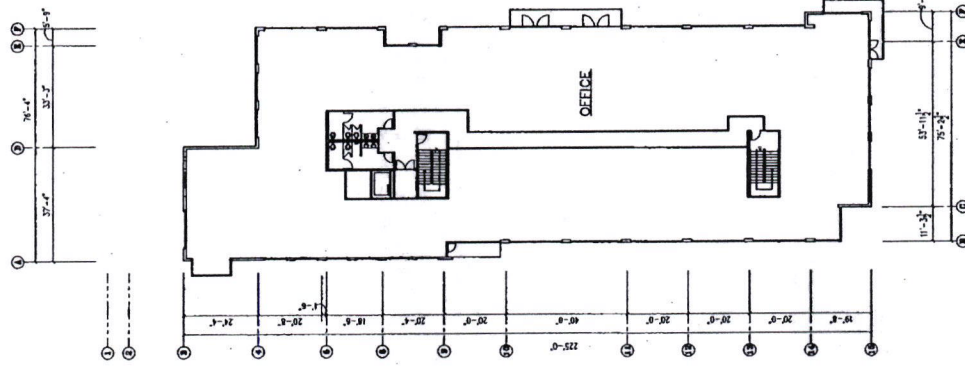


ZINFANDEL PLACE

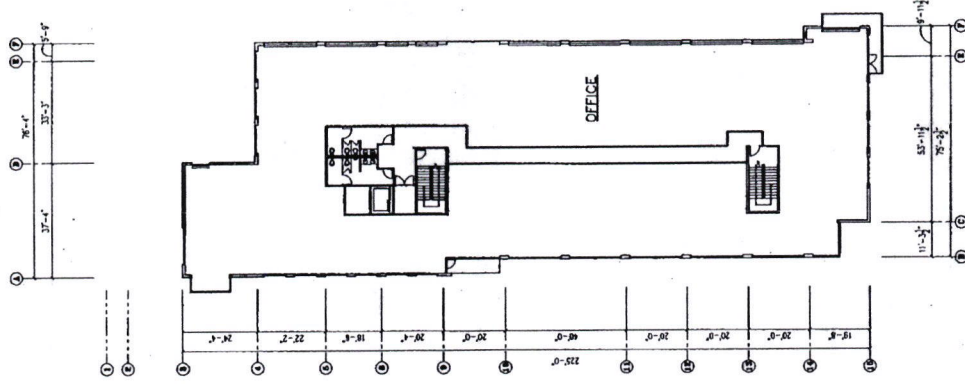
CATLIN PROPERTIES
 3101 ZINFANDEL
 RANCHO CORDOVA, CALIFORNIA
 12-22-05

WILLIAMS + PADDON ARCHITECTS + PLANNERS

1 FIRST/GROUND LEVEL PLAN
 NORTH WING 1/8" = 1'-0"



1 SECOND FLOOR PLAN
WEST WING
1/8" = 1'-0"

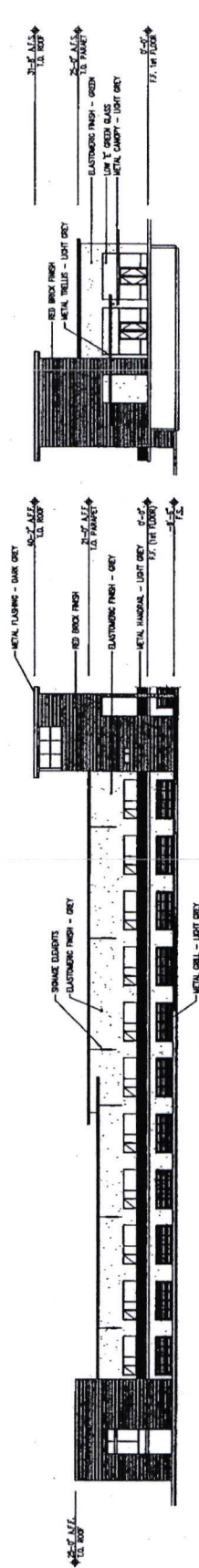


1 THIRD FLOOR PLAN
WEST WING
1/8" = 1'-0"

ZINFANDEL PLACE

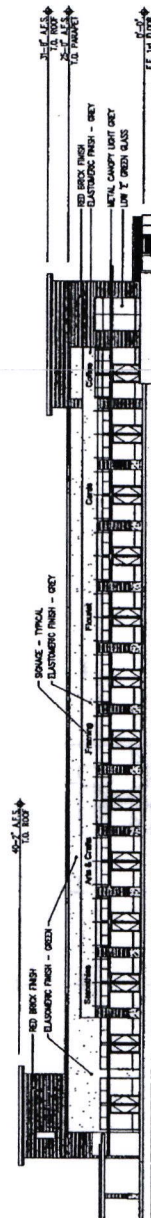
CATLIN PROPERTIES
3101 ZINFANDEL
RANCHO CORDOVA, CALIFORNIA
12-22-05

WILLIAMS + PADDON ARCHITECTS + PLANNERS



1 NORTH ELEVATION
NORTH WING
1/16" = 1'-0"

1 EAST ELEVATION
NORTH WING
1/16" = 1'-0"



1 SOUTH ELEVATION
NORTH WING
1/16" = 1'-0"

1 WEST ELEVATION
NORTH WING
1/16" = 1'-0"

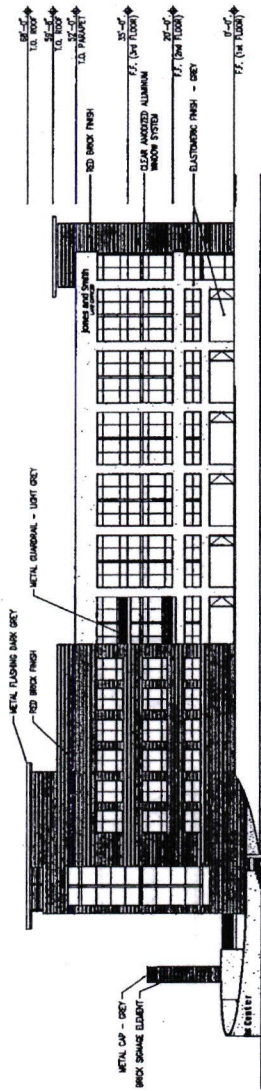
ZINFANDEL PLACE

CATLIN PROPERTIES

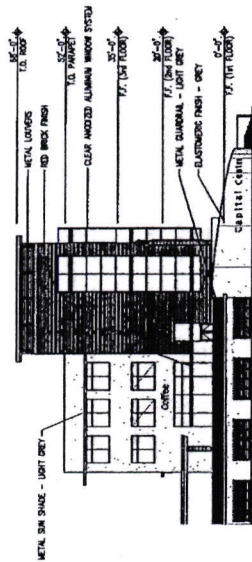
3101 ZINFANDEL
RANCHO CORDOVA, CALIFORNIA

12-22-05

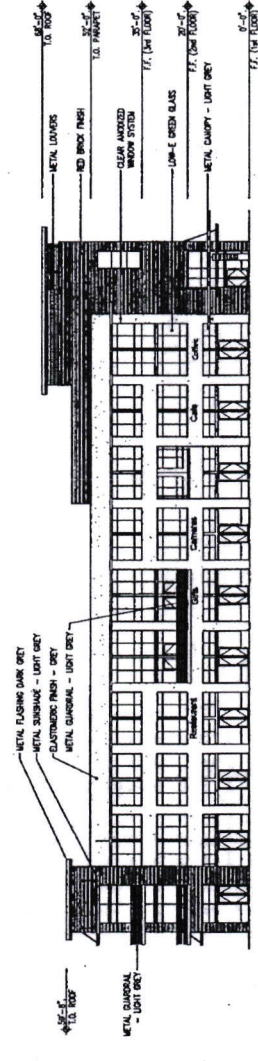
WILLIAMS + PADDON ARCHITECTS + PLANNERS



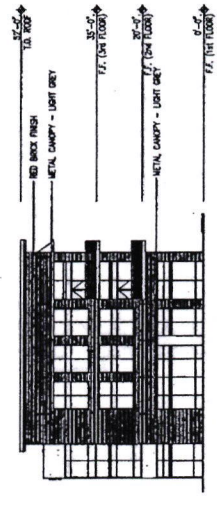
1 EAST ELEVATION
NORTH WING
1/8" = 1'-0"



1 NORTH ELEVATION
NORTH WING
1/8" = 1'-0"



1 WEST ELEVATION
NORTH WING
1/8" = 1'-0"



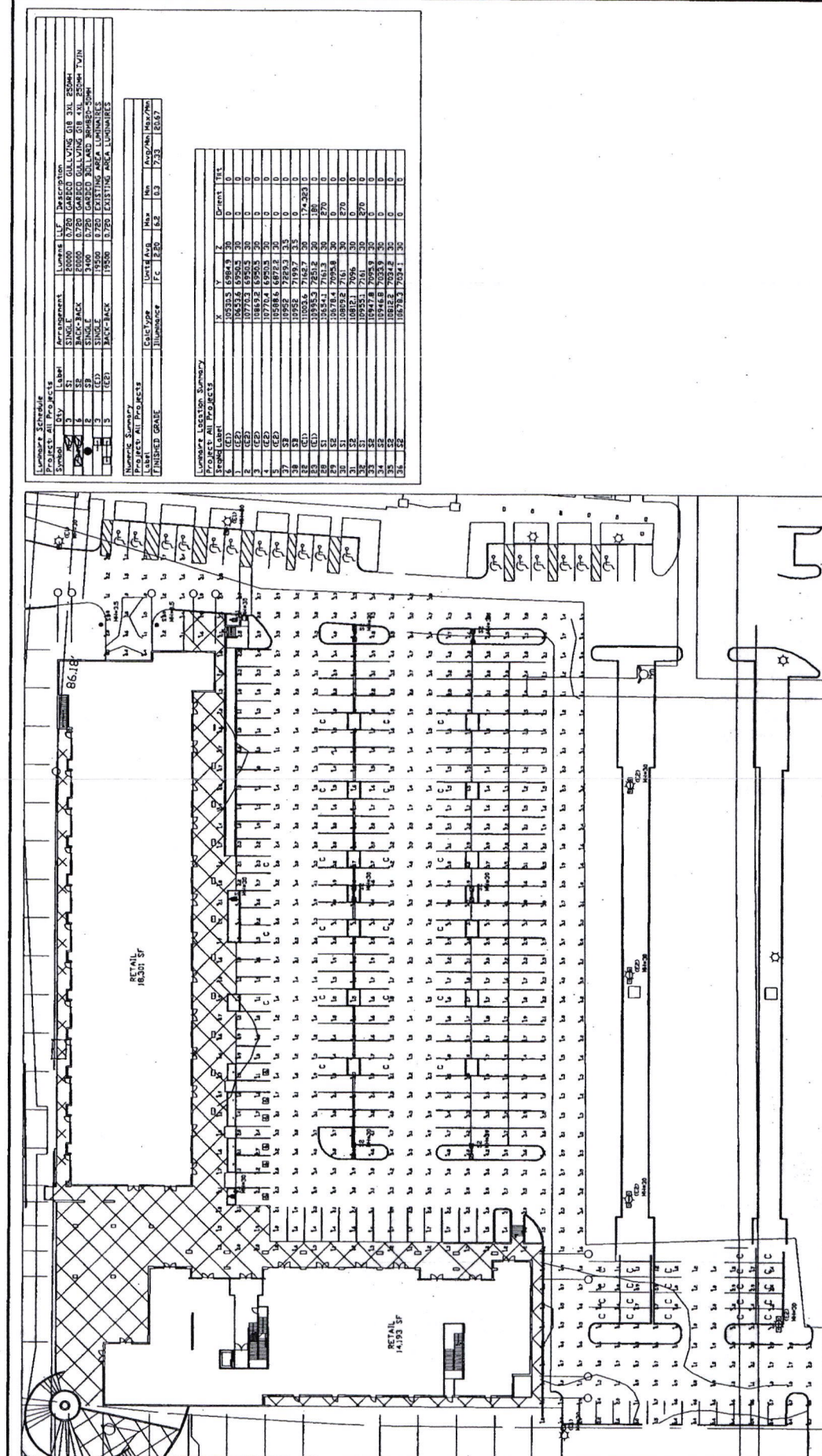
1 SOUTH ELEVATION
NORTH WING
1/8" = 1'-0"

ZINFANDEL PLACE

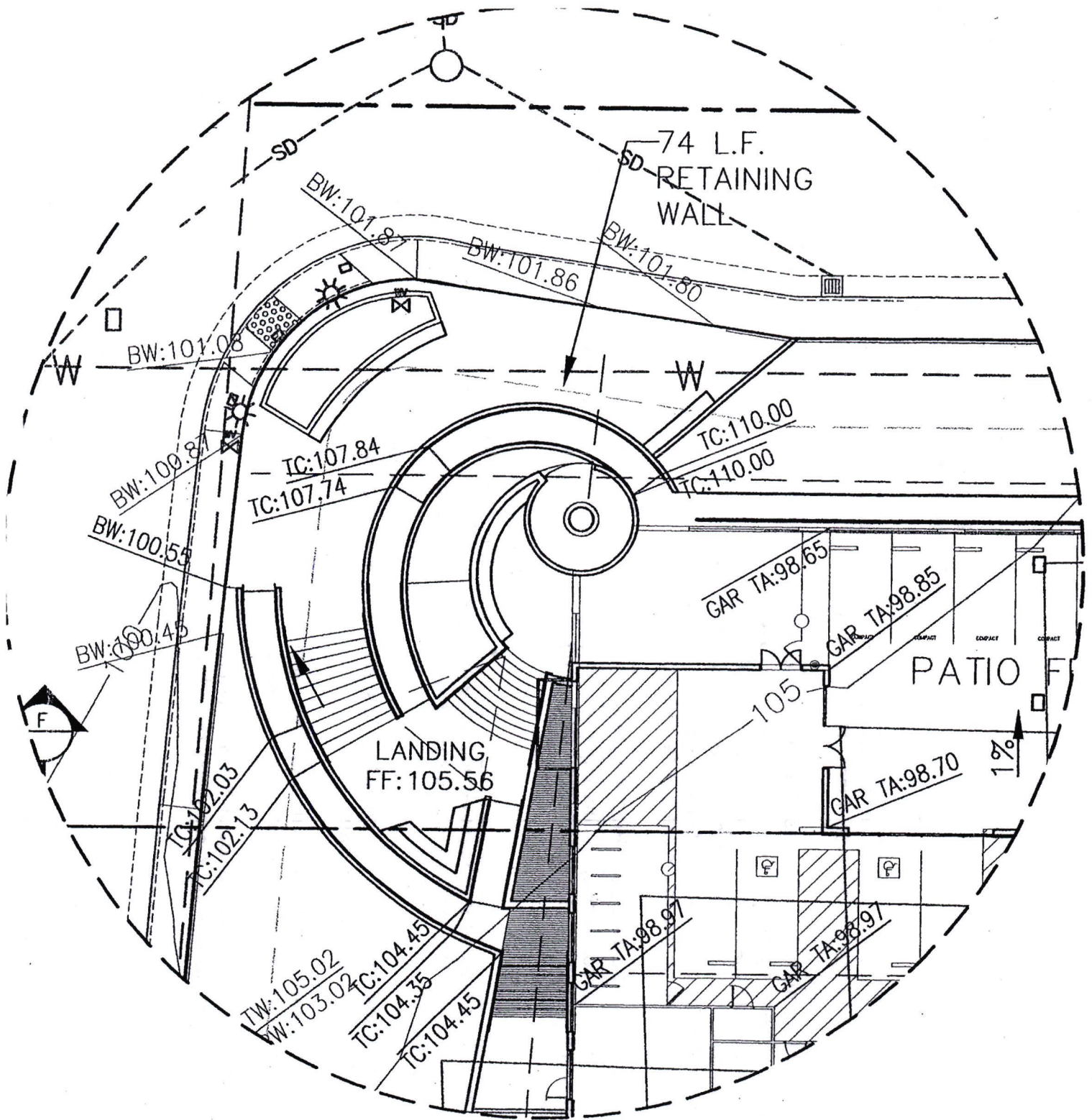
CATLIN PROPERTIES
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12-22-05

WILLIAMS + PADDON ARCHITECTS + PLANNERS



PROJECT PLAN LIGHTING LAYOUT - PHOTOMETRIC ANALYSIS
SCALE: 1" = 20'-0" (ALL VALVES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT GRADE, U.O.N.)



DETAIL B
SCALE: 1"=10'

GRADING & DRAINAGE PLAN

PLAN SCALE:	1"=30'
PROFILE SCALE:	N/A
DATE:	11/22/06
DWG. NO.	SHEET
GR1	2

CONDITIONS OF APPROVAL

EXHIBIT B

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
1.	The project shall be constructed in substantial compliance with the approved Design Review Package for Zinfandel Place, RC-05-214, as approved by the City Council (Exhibit A).	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 Grading Permit or Improvement Plan Approval			
3.	Improve pedestrian safety and connectivity on the improvement plans and to the satisfaction of the Public Works Department. (Please refer to Figure 1 of the Conditions of Approval).	Prior to Issuance of Grading Permit or Improvement Plan Approval	Public Works	
4.	Please refer to Figure 1 of the Conditions of Approval and make changes as noted, show revisions on the improvement plans, and to the satisfaction of Public Works. A. Eliminate parking stalls as noted in the project traffic study and show revisions on the improvement plans. B. Designate parking stalls as compact as noted in the project traffic study and show revisions on the improvement plans. C. Relocate bicycle parking near buildings on the improvement plans and to the satisfaction of the Public Works Department.	Prior to Issuance of Grading Permit or Improvement Plan Approval	Public Works	

CONDITIONS OF APPROVAL

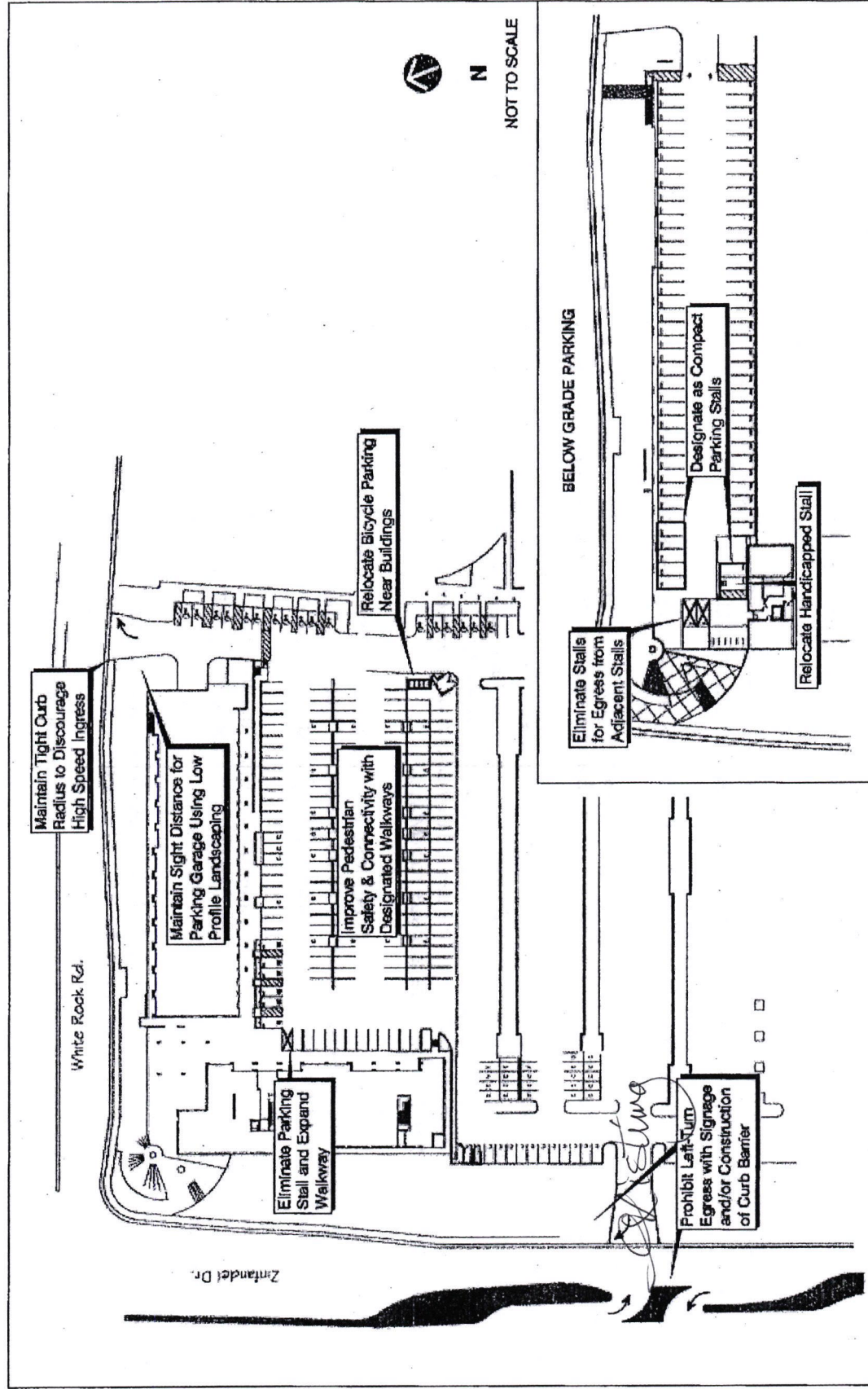
		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	D. Install a curb barrier to prohibit left-turn egress from Zinfandel Drive and show enhancement on the improvement plans. E. Relocate handicap stalls as noted in the project traffic study (Figure 1) and show revisions on improvement plans.			
5.	No improvements shall be made to the right-of-way improvements on White Rock Rd. unless an encroachment permit is granted by the Public Works Department.	Prior to Issuance of Grading Permit or Improvement Plan Approval	Public Works	
	Prior to Issuance of Building Permits			
6.	The landscape plans shall be reviewed by the Planning Director for consistency with Code shading requirements prior to installation.	Prior to Building Permits	Planning	
7.	The exterior building elevations shall be reviewed for architectural consistency with the approved plans by the Planning Director.	Prior to Building Permits	Planning	
8.	The applicant shall provide an ADA accessible path of travel from the corner of Zinfandel Dr. & White Rock Rd. to the satisfaction of the Building Official.	Prior to Building Permits	Building & Safety Department	
	Prior to Issuance of Occupancy Permit			
9.	The exterior building elevations shall be reviewed for architectural consistency with the approved plans by the Planning Director.	Prior to Occupancy Permits	Planning	
10.	Final landscape plans shall be reviewed by the Director of Planning to	Prior to	Planning	

CONDITIONS OF APPROVAL

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	insure consistency with proposed plans.	Occupancy Permit		
11.	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 Occupancy Permits	Sacramento Metro Fire	

CONDITIONS OF APPROVAL

FIGURE 1. TRAFFIC RECOMMENDATIONS



CONDITIONS OF APPROVAL

Sacramento Metro Fire - Advisory Comments

- Private underground fire services serving more than one fire hydrant and one riser require a minimum of two (2) taps to the public supply.
- 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.
- Hydrants shall be spaced at no more than 300 ft. intervals around the fire access roadway.
- 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.**
- 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 radii of 25 feet inside and 50 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 use of turf-block or grass-crete or similar alternate road surfaces is not approved for installation in fire apparatus access roadways.**
- Vehicle parking is prohibited on any street less than 28 feet in width. Vehicle parking is permitted on both sides of streets 35 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.
- 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. Gates and fencing shall not be installed without plan review and approval by the Fire District.
- All structures proposed for this project shall be equipped with an approved automatic fire sprinkler system. The automatic fire sprinkler system shall be designed to NFPA 13 standards.
- Traffic calming measures, speed bumps, humps, etc., shall not be installed in fire apparatus access roadways.

CONDITIONS OF APPROVAL

- Approved fire hydrants shall be spaced at 300-foot intervals along the route of the interior access roadway. The fire hydrants shall be capable of supplying a minimum fire flow of 1,500 gallons per minute at 20 pounds per square inch of pressure.
- 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.
- 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.
- Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures 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 between 150 and 250 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. Each approved fire hydrant shall have a minimum flow of 1,500 gallons per minute (gpm) for commercial developments. Additional requirements apply to residential dwellings with building areas greater than or equal to 3,600 square feet.

Rancho Cordova Police Department - Advisory Comments

A. SITE-SPECIFIC CONDITIONS

1. Parking areas should be laid out to allow a high degree of observation. Closed-in employee parking for people working late should be provided adjacent to the entrances.

CONDITIONS OF APPROVAL

2. 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 fence and property lines and in any other locations where the applicant wishes to restrict sitting, loitering, or cutting through landscaped areas.
3. All curbs shall be vertical in design. Rounded curbs shall be avoided whenever possible.
4. The applicant shall adopt a "no loitering" policy.
 - i) Graffiti and loiter-resistant benches and seating areas shall be utilized within this facility. These include plastic-coated chain benches and other open-style materials.
 - ii) Exposed aggregate, stamped concrete and other textured materials shall be incorporated into walking paths and parking areas to discourage skateboarding.
 - iii) Graffiti-resistant paint and scratch-resistant film shall be used on all exterior surfaces to discourage graffiti and allow for the fast removal of any graffiti that should occur.
5. If a pay phone is to be installed on the premises, the Police Department requests the following conditions be applied:
 - i) If installed, any pay phones will make outgoing calls only and not accept incoming calls.
 - ii) Outgoing calls shall be limited to, at maximum, 5 minutes. This should be a feature of most current pay phones provided by telephone companies.
6. It is recommended that security personnel be provided to monitor activity 24 hours, 7 days per week during time of construction.

B. LIGHTING

1. Parking lots, parking structures, driveways, circulation areas, aisles, loading zones, passageways, recesses, and grounds contiguous to buildings shall be provided with metal halide lighting with sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of business darkness and provide a safe, secure environment for all persons, property, and vehicles on site. Such lighting shall be equipped with vandal-resistant covers. A lighting level of one foot-candle minimum, maintained at ground level is required.
2. All exterior doors shall be provided with their own light source and shall be adequately illuminated at all hours to make clearly visible the presence of any person on or about the premises and provide adequate illumination for persons exiting the building.

CONDITIONS OF APPROVAL

3. The premises, while open or closed for business after dark, must be sufficiently lighted by use of interior night-lights.
4. Exterior door, perimeter, canopy, and parking area lights shall be controlled by photocell and shall be left on during hours of darkness or diminished lighting.

C. CONSTRUCTION CONDITIONS

1. The perimeter of the site shall be fenced during construction, and security lighting and patrols shall be employed as necessary.
2. All first-floor corner facilities shall be laid out with a high degree of visibility to allow pedestrians to view any obstructions as they turn the corner. It is recommended that glass or similar clear material be used.
3. The jamb on all aluminum frame swinging doors shall be so constructed or protected to withstand 1600 lbs. of pressure in both a vertical distance of three (3) inches and a horizontal distance of one (1) inch each side of the strike.
4. Glass doors shall be secured with a deadbolt lock with minimum throw of one (1) inch. The outside ring should be free moving and case hardened.
5. All hatchway openings on the roof of any building shall be secured as follows:
 - i) If the hatchway is of wooden material, it shall be covered on the outside with at least 16 gauge sheet steel or its equivalent attached with screws.
 - ii) The hatchway shall be secured from the inside with a slide bar or slide bolts. The use of crossbar or padlock must be approved by the Fire Marshal.
 - iii) Outside hinges on all hatchway openings shall be provided with nonremovable pins when using pin-type hinges.

CONDITIONS OF APPROVAL

Section 2: Mitigation Measures

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
MM 3.1a	The project applicant shall require that the contractors water all haul roads at least twice daily during construction activities. This requirement shall be included as a note in the improvement plan submittal.	During all phases of construction and site grading for the project	City of Rancho Cordova Planning Department in coordination with SMAQMD	
MM 3.1b	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 the improvement plan submittal.	During all phases of construction and site grading for the project	City of Rancho Cordova Planning Department in coordination with SMAQMD	
MM 3.1c	The project applicant shall require paved streets adjacent to the project site (White Rock Road and Zinfandel Drive) to be washed or swept daily to remove accumulated dust. This requirement shall be included as a note in the improvement plan submittal.	During all phases of construction and site grading for the project	City of Rancho Cordova Planning Department in coordination with SMAQMD	
MM 3.1d	The project applicant shall require that, when transporting materials by truck during construction activities, two feet of freeboard shall be	During all phases of	City of Rancho	

CONDITIONS OF APPROVAL

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	maintained by the contractor, and that the materials are covered. This requirement shall be included as a note in the improvement plan submittal.	construction and site grading for the project	Cordova Planning Department in coordination with SMAQMD	
MM 3.1e	The project shall provide a plan for approval by SMAQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction; and the project sponsor shall submit to 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 any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected 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. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.	Prior to ground disturbance and throughout construction activities. SMAQMD verification that the project is in substantial compliance with this measure shall be submitted to the City of Rancho Cordova Planning Department prior to approval of all project plans and permits.	City of Rancho Cordova Planning Department in coordination with SMAQMD	

CONDITIONS OF APPROVAL

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
MM 3.1f	The project applicant shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, 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 monthly summary of the visual survey results shall be submitted 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 regulations.	During all phases of construction and site grading for the project.	City of Rancho Cordova Planning Department in coordination with SMAQMD	
MM 4.1	Prior to grading or any ground disturbance, it shall be determined whether any construction or tree removal is proposed during the nesting season (February 1 to August 1). • If no grading, site preparation, construction activities, or tree removal is to occur during the nesting season, no further mitigation is necessary. • If any grading, site preparation, construction activities, or tree removal is proposed during the nesting season, a qualified biologist shall conduct a focused survey for nests during the nesting season to identify active nests within 250 feet of the project site. The survey shall be conducted no less than 14 days and no more than 30 days prior to the	Prior to ground disturbance, grading or any other site preparation related activities.	The City of Rancho Cordova Planning Department	

CONDITIONS OF APPROVAL

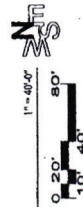
		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	beginning of construction or any tree removal. If nesting birds or evidence of active nests are present during the focused survey, no further grading, site preparation, construction activities, or tree removal shall occur within 250 feet of an active nest until the young have fledged as determined by a qualified biologist.			
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 construction 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.	During all phases of construction activities	City of Rancho Cordova Planning Department	
MM 7.1	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.	Prior to issuance of building permits	City of Rancho Cordova Planning Department	

CONDITIONS OF APPROVAL

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
MM 13.1	The project applicant shall submit improvement plans and implement the recommended safety and design measures to the satisfaction to the SMFD.	Prior to approval of improvement plans	SMFD and the City of Rancho Cordova Planning Department	
MM 13.2	The applicant shall submit improvement plans and implement the recommended safety and design features to the satisfaction of the RCPD.	Prior to approval of improvement plans	SMFD and the City of Rancho Cordova Planning Department	
MM 15.1	The project applicant shall pay a "fair share" portion for the project impacted roadway segments towards roadway improvements identified in the City of Rancho Cordova Capital Improvements Program and a "fair share" portion for impacted intersections as determined by the City of Rancho Cordova Public Works Department.	Prior to the approval of improvement plans	City of Rancho Cordova Planning and Public Works Departments	
MM 15.2a	Project applicant shall grant to the City of Rancho Cordova the right-of-way for White Rock Road and Zinfandel Drive and install public street improvements pursuant to City Improvement Standards.	Prior to the approval of improvement plans	City of Rancho Cordova Planning and Public Works Departments	
MM 15.2b	Project applicant shall dedicate additional right-of-way for intersection widening and provide a bus turnout per City Improvement Standards and to the satisfaction of the City of Rancho Cordova Public Works Department.	Prior to the approval of improvement plans	City of Rancho Cordova Planning and	

CONDITIONS OF APPROVAL

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
			Public Works Departments	
MM 15.2c	The project applicant shall dedicate a standard 12.5-foot Public Utility Easement for underground facilities and appurtenances adjacent to all public ways (C160).	Prior to the approval of improvement plans	City of Rancho Cordova Planning and Public Works Departments	



UPPER PARKING PLAN

SCHEMATIC SITE PLAN

ZINFANDEL

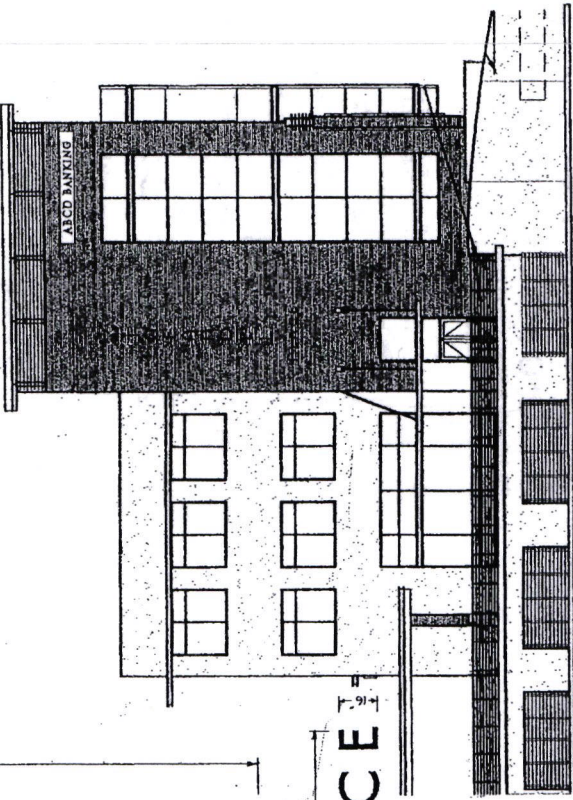
PLACE

SCALE: 1/2" = 1'

BUSHED ALUMINUM LETTERS
INTERMEDIATELY ILLUMINATED WITH
WHITE HALO NEON.

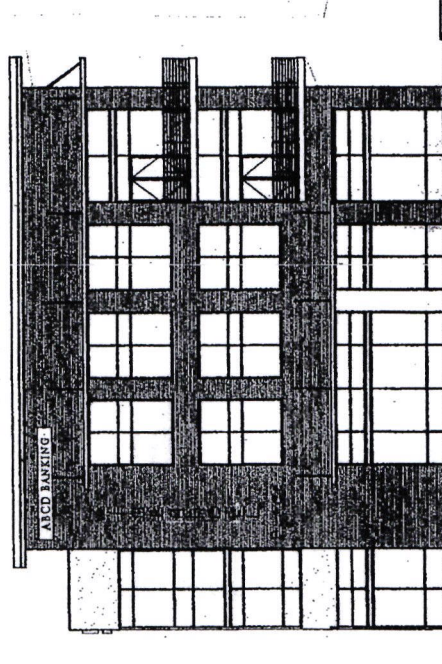
37' 4"

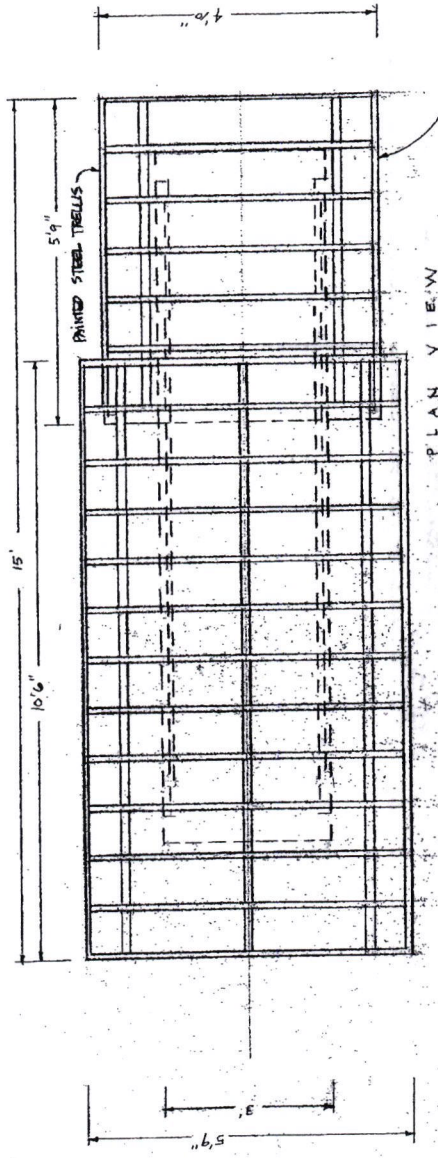
1 NORTH ELEVATION
NORTH WING



62' 11"

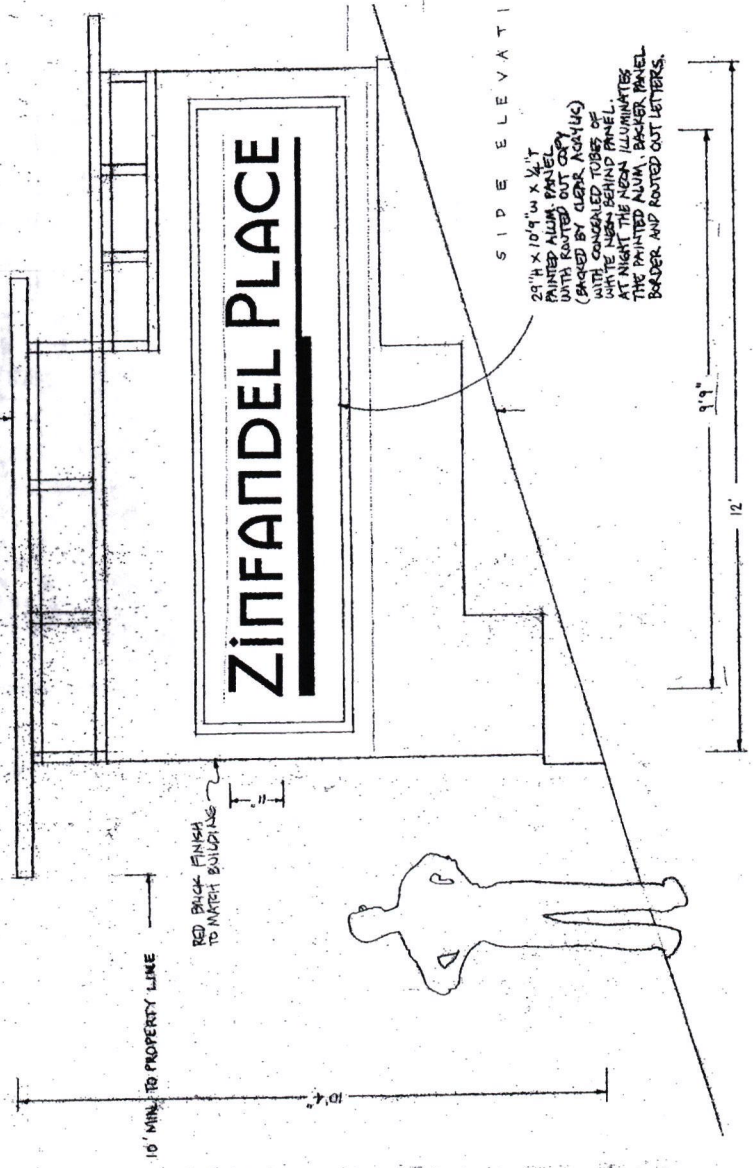
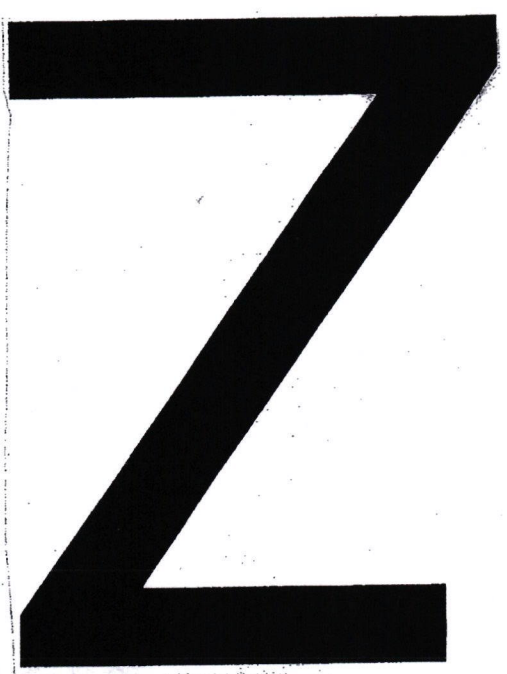
1 SOUTH ELEVATION
NORTH WING



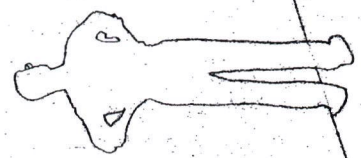


ACTUAL SIZE LETTERS

TRELLIS IS UP LIT AT NIGHT BY LIGHTS CONCEALED WITHIN BACK MONUMENT.



ZINFANDEL PLACE



THE DUKLAVET STUDIO, INC.

PROJECT: Zinfandel Place Monument Signage

CLIENT: Cellis Properties

ARCHITECT: Michael Dinkler

916.411.1170

September 23, 2006

1" = 1'

1/8" = 1"

1/16" = 1/8"

1/32" = 1/16"

1/64" = 1/32"

1/128" = 1/64"

1/256" = 1/128"

1/512" = 1/256"

1/1024" = 1/512"

1/2048" = 1/1024"

1/4096" = 1/2048"

1/8192" = 1/4096"

1/16384" = 1/8192"

1/32768" = 1/16384"

1/65536" = 1/32768"

1/131072" = 1/65536"

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1/524288" = 1/262144"

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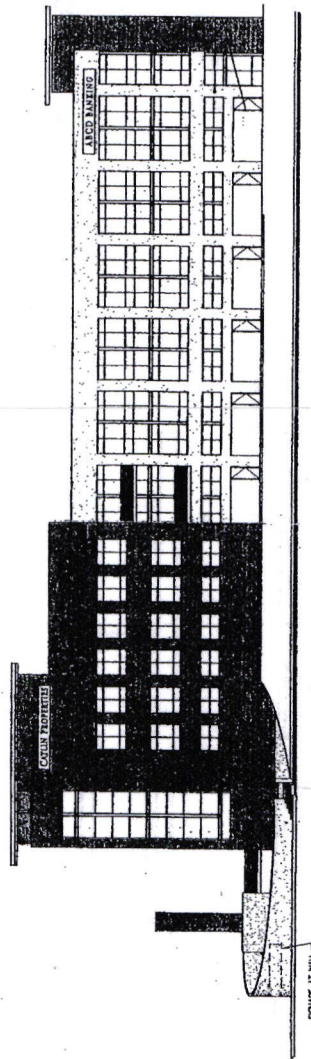
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1 EAST ELEVATION
NORTH WING

1/18" = 1'-0"

THE BULAVY STUDIO, INC.

ARCHITECT

2400 West 10th Avenue
Denver, CO 80202
303.733.1111

Major Tenant: [Redacted] East Elevation

Client: [Redacted]
Project: [Redacted]
916.612.1111

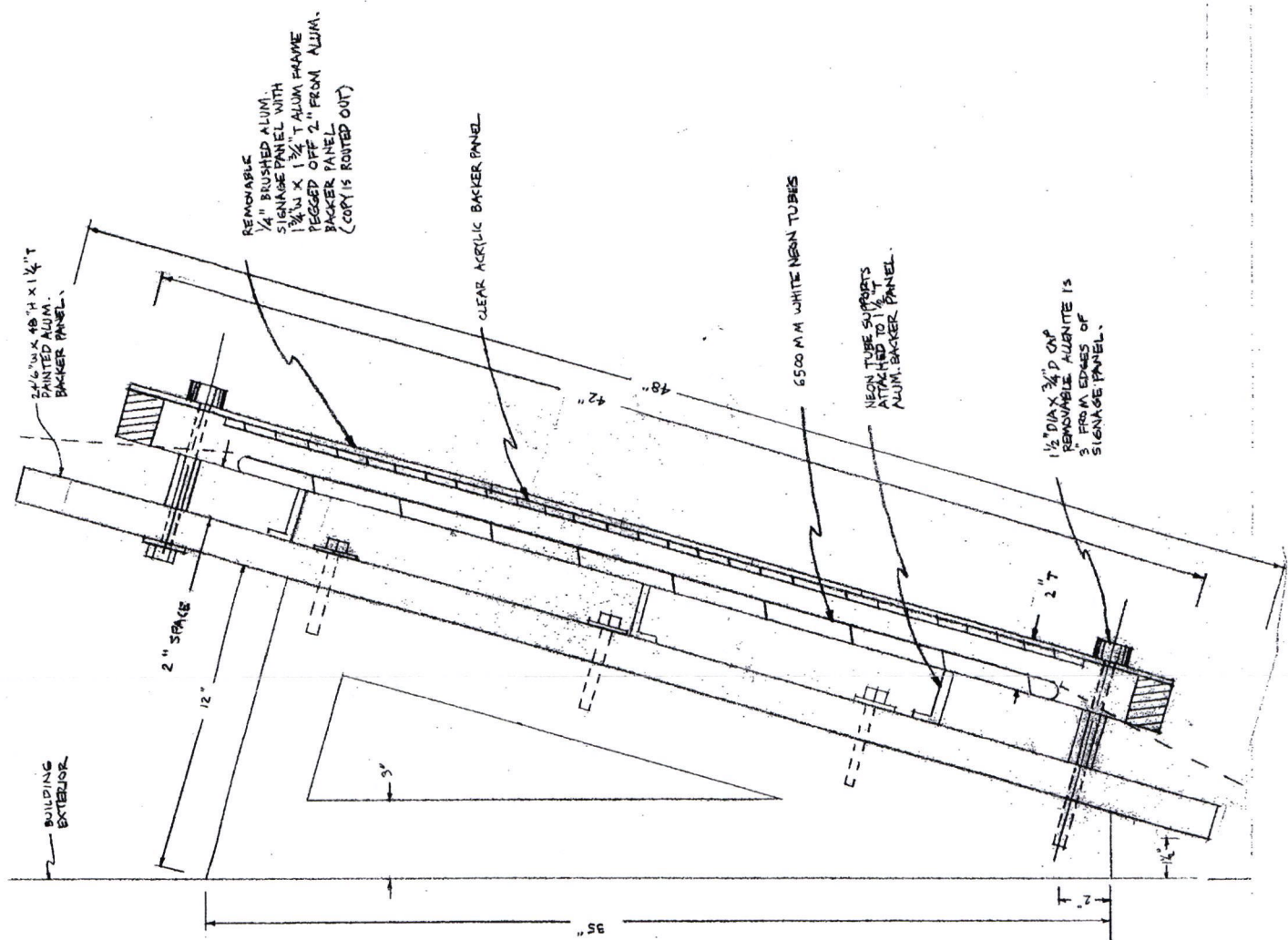
September 25, 2006

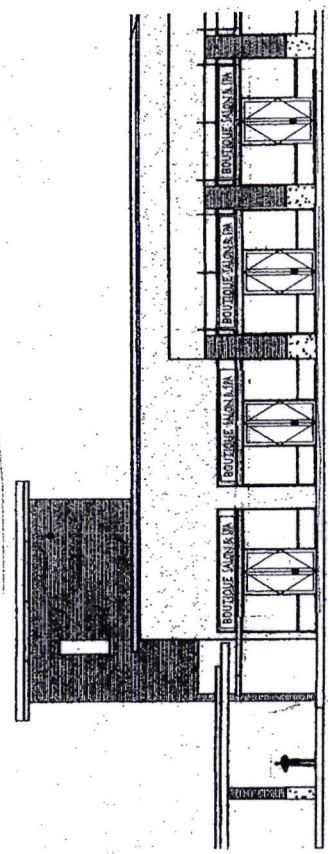
1/18" = 1'

S&A

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1/18" = 1'





1 SOUTH ELEVATION

SCALE 1/8" = 1'



- 20' H x 12' W
PAINTED ALUM.
BACKER PANEL
- 12' H x 12' W
PAINTED ALUM.
LETTER
(10 1/2\"/>

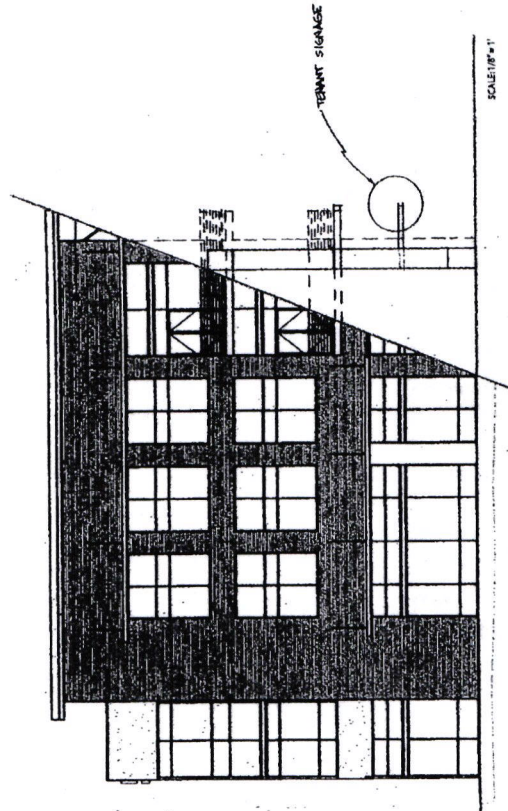
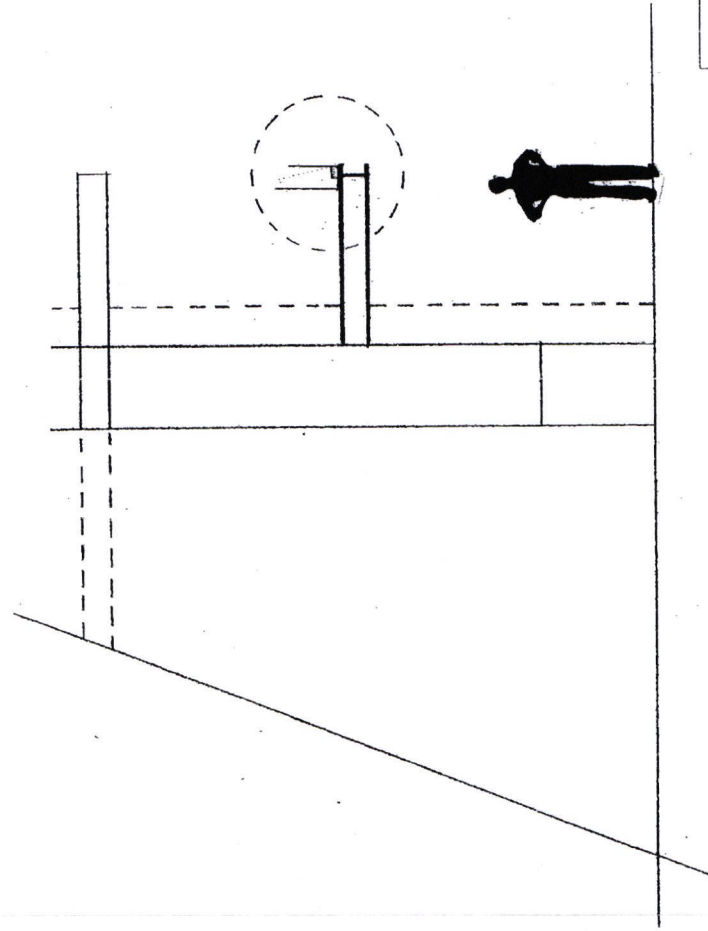
THE BUNLAVET STUDIO, INC.

PROJECT
Zoning
One-Story Towne Sign, Permit/Installation
(11/19/17)

Client
Celia Properties
Michael Dunaway
916.451.2170

Address
Supercenter 251, 1006
17th St
San Francisco, CA 94103

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THE DUNLAVY STUDIO, INC.

ARCHITECT
 1000 15th Street, NW
 Suite 1000
 Washington, DC 20004
 Phone: 202.462.1111
 Fax: 202.462.1112
 Email: info@dunlavy.com

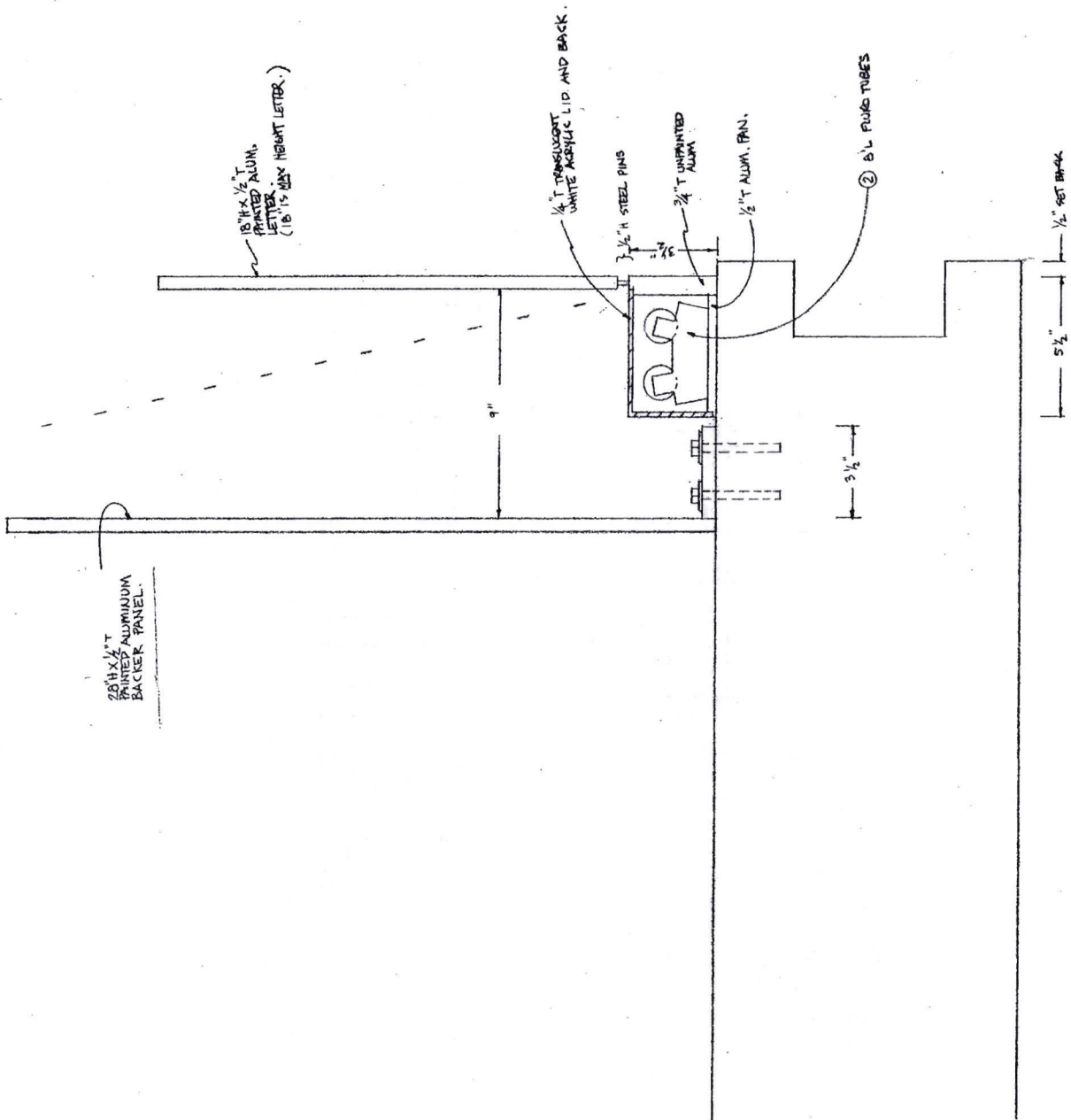
PROJECT
 1000 15th Street, NW
 Suite 1000
 Washington, DC 20004
 Phone: 202.462.1111
 Fax: 202.462.1112
 Email: info@dunlavy.com

DATE
 September 15, 2006

SCALE
 1/2" = 1'

SHEET
 33B

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THE DUNLAP STUDIO, INC.

PROJECT: Zaidan Place Overhead Signage Detail

CLIENT: Carlin Properties

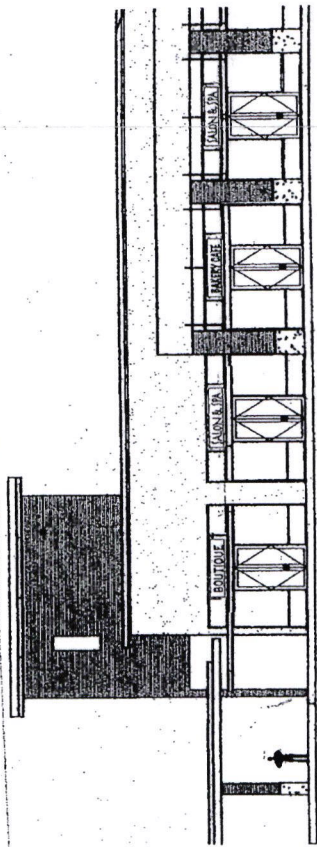
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BY: [Signature]

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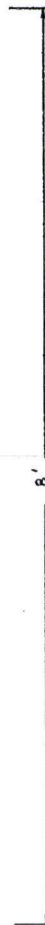
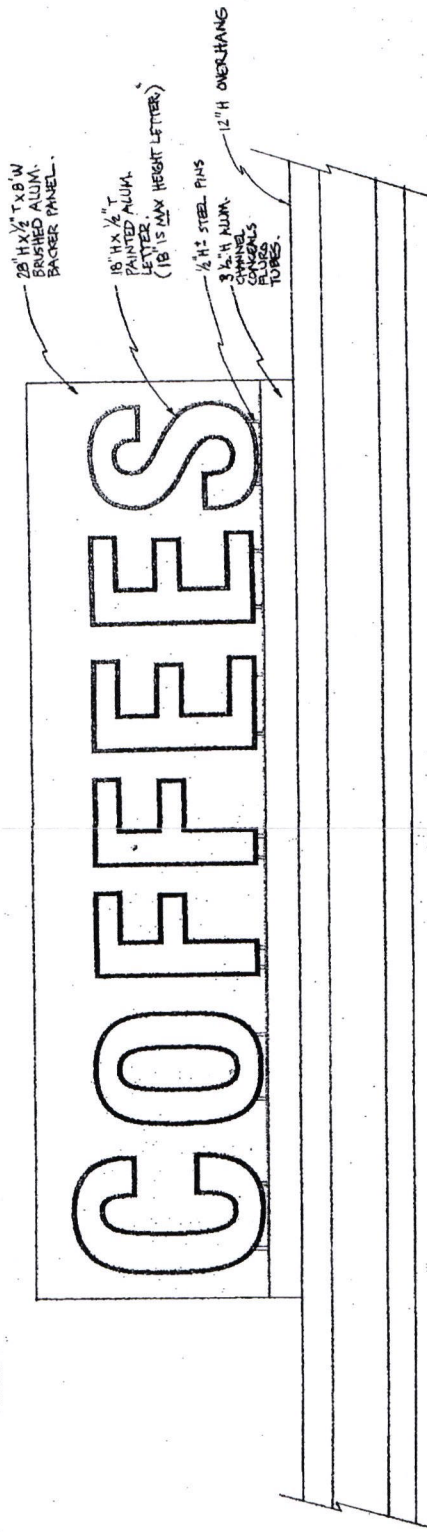
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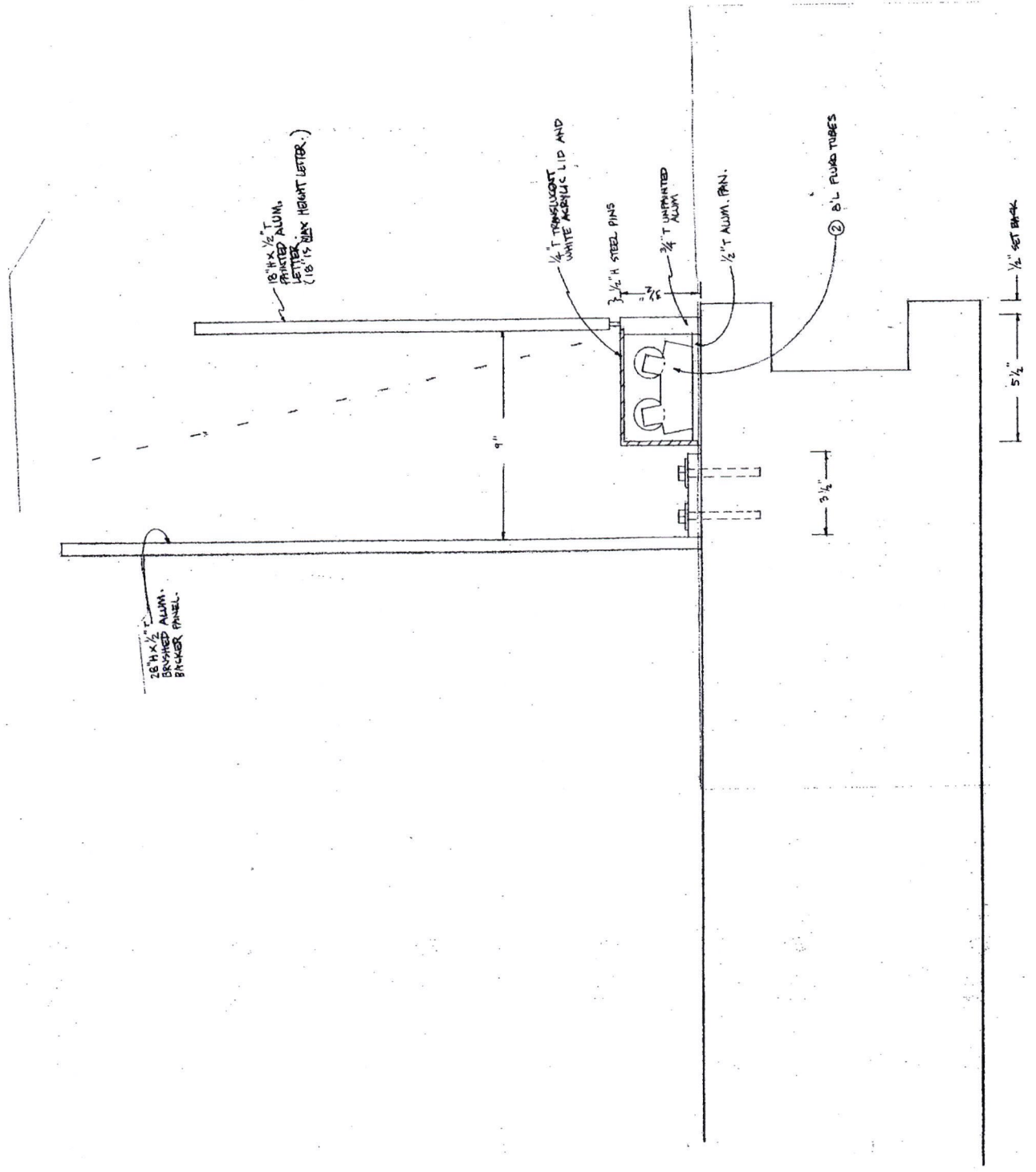
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1 SOUTH ELEVATION

SCALE 1/8"=1'-0"





THE SUNLAVY STUDIO, INC.

PROJECT

Zinkoff's Place

University of Maryland, College Park

Artist: Caitlin Protopopis

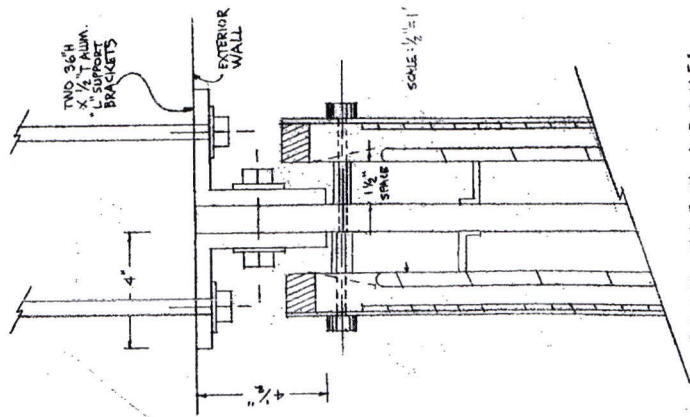
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Date: September 25, 2006

Scale: 1/2" = 1'

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PLAN VIEW ABOVE:

THE DUNLAP STUDIO, INC.

STANDARD INTERNATIONAL DESIGN

STAINLESS

One-Story Tuscan Style on Rise of Building
Front View of Side

16' x 14'

1" = 4"

1" = 8"

1" = 16"

1" = 32"

1" = 64"

1" = 128"

1" = 256"

1" = 512"

1" = 1024"

1" = 2048"

1" = 4096"

1" = 8192"

1" = 16384"

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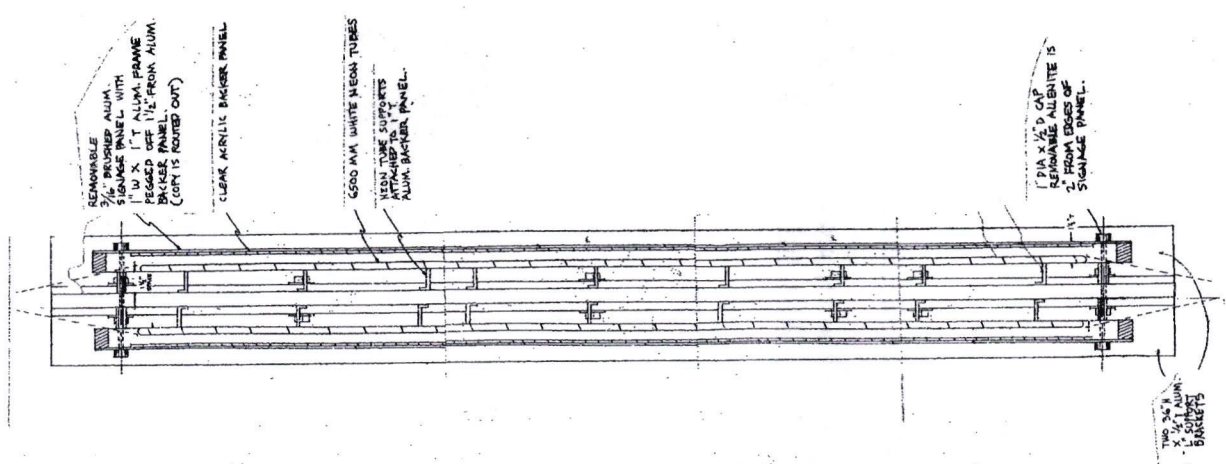
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9 9 9



THE BURLAVEY STUDIO, INC.

ARCHITECT

2200 Main Street
New York, NY 10011

OWNER

City Properties
Metropolitan
300 Madison Avenue
New York, NY 10017

DATE

September 21, 2006

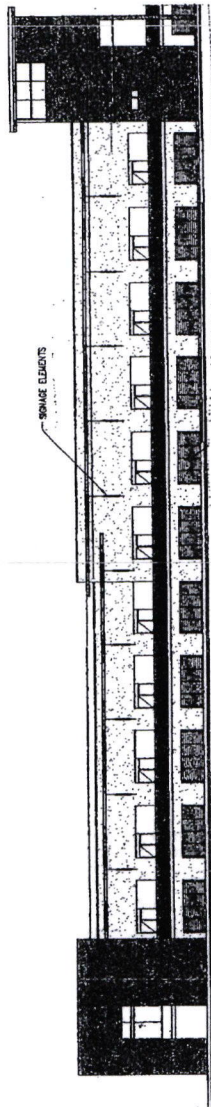
SCALE

1" = 4'

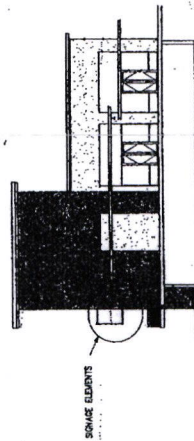
DATE

5.7.06

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1 NORTH ELEVATION
NORTH WING



1 EAST ELEVATION
NORTH WING

THE DUNLAVY STUDIO, INC.

ARCHITECT

PROJECT:

Exterior Phase

Community Training Center for the Deaf Division

Castillo Properties

1111 N. 1st St.

Phoenix, AZ 85004

916.431.1118

September 11, 2006

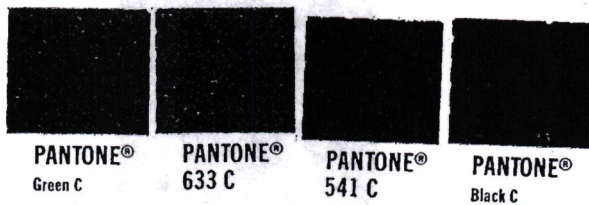
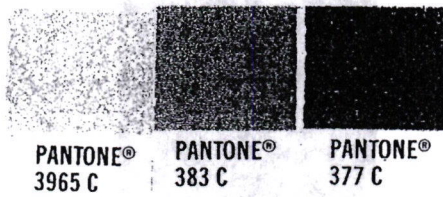
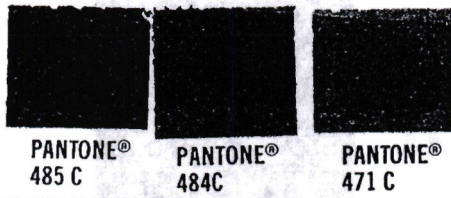
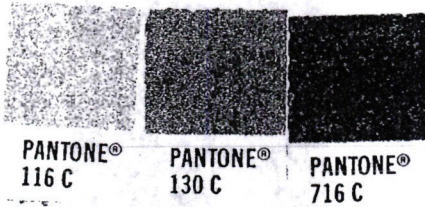
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SCALE

8/1/06

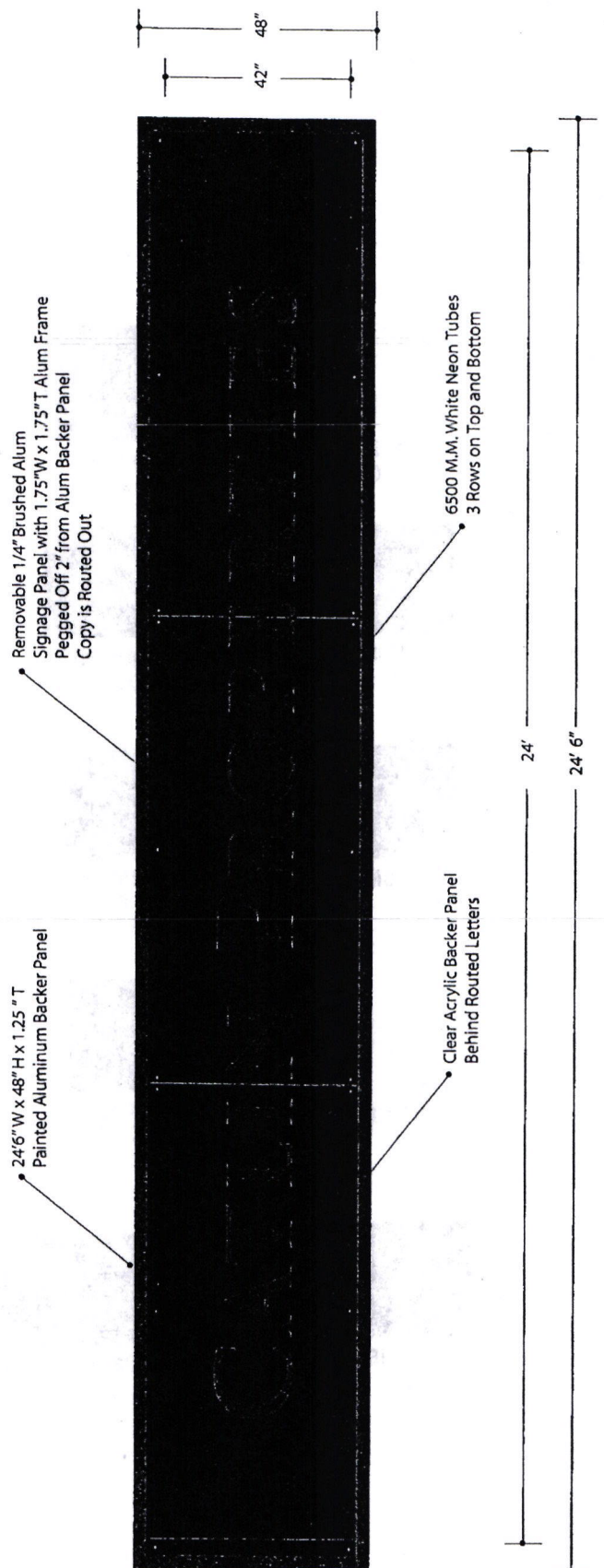
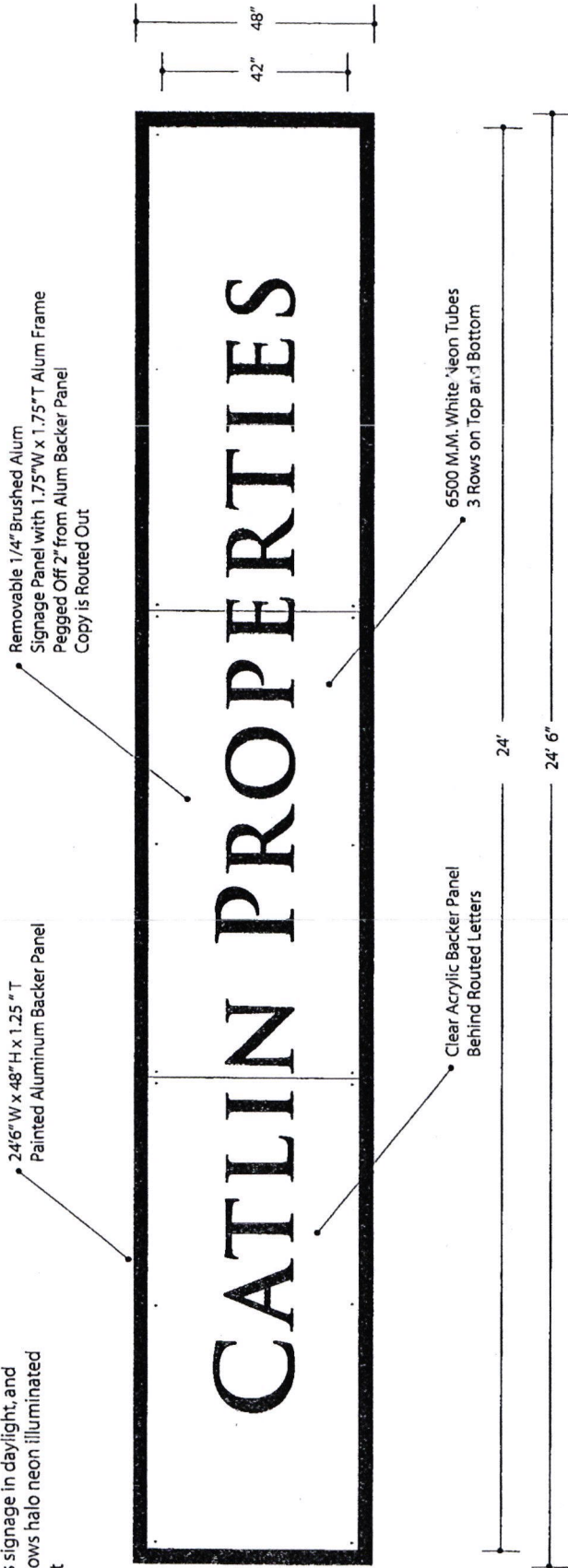
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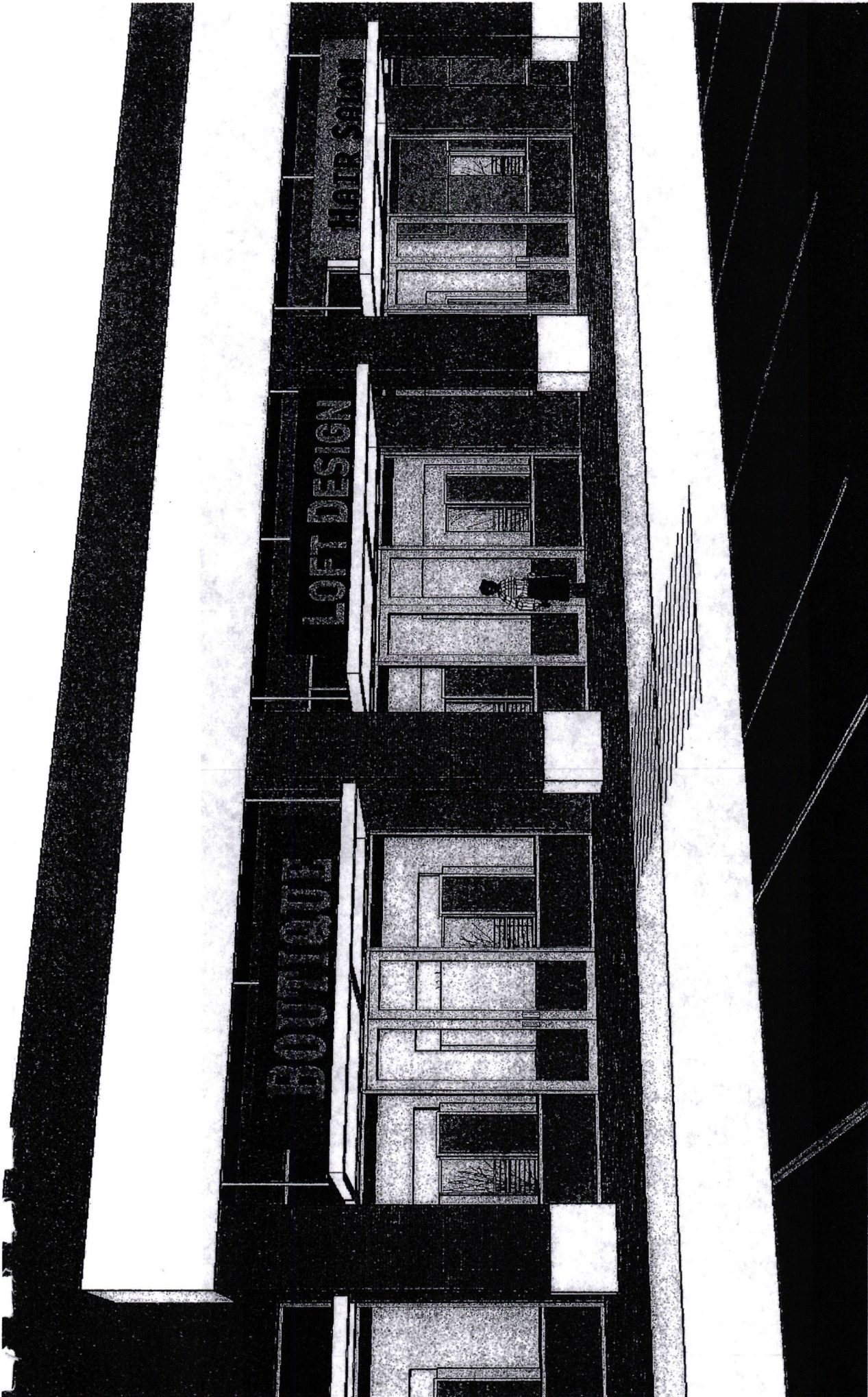
ZINFANDEL PLACE
FULL SPECTRUM
OF PAINT COLORS
FOR SIGNAGE PROGRAM

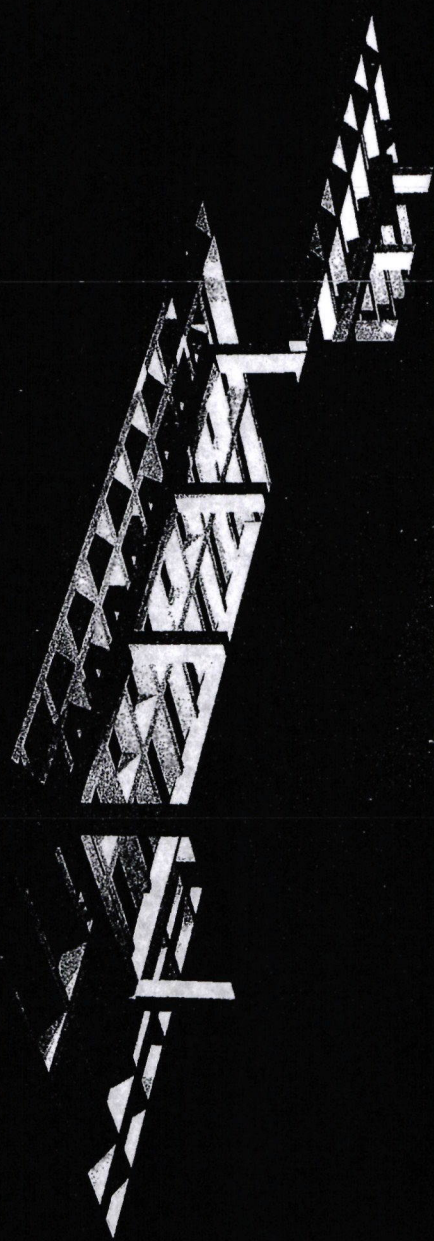


Major Tenant Signage for Zinfandel Place

Top View shows signage in daylight, and
bottom view shows halo neon illuminated
signage at night







ZIT-ATDEL PACE

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 - SACRAMENTO AREA OFFICE
VENTURE OAKS, MS 15
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0614
FAX (916) 274-0648
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

August 30, 2006

06SAC0130
03-SAC-50 PM 10.919
Zinfandel Place
Mitigated Negative Declaration
SCH#2006082004

Mr. Ben Ritchie
City of Rancho Cordova
Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Dear Mr. Ritchie:

Thank you for the opportunity to review and comment on the mitigated negative declaration document for the above mentioned project. Our comments are as follows:

- The project proposes to construct a 3-story office/retail building and a 1-story retail facility over a parking garage using 42,000 and 18,000 square feet of space. With 5% trip reduction, this project is estimated to generate approximately 80 AM and 124 PM peak hour trips. Table 1 on Page 2 of 6 within the Fehr and Peers Report indicates the daily trips for the office portion of the project will be 462 and the retail trips will amount to 773. However, it appears that these numbers were switched in the table.
- The project proposes to have a 75-foot left turn lane into the facility from southbound Zinfandel Drive. Caltrans recommends increasing the storage length to at least 120 feet, if possible, to prevent queuing on southbound Zinfandel Drive in the AM peak hour.
- The documentation did not provide the distance from the State Route 50/Zinfandel Drive Interchange ramp intersection to the left turn ingress into the project site. Based on this distance, traffic queuing characteristics, and the rate of traffic progression to the ingress point, Caltrans may recommend a "right-in, right-out only" access.
- Mitigation Measure 15.1 on Page 3-36 indicates the project applicant will pay a fair share portion of funding toward impacted roadway segments identified in the City of Rancho Cordova Capital Improvement Program and a fair share portion for impacted intersections as determined by the City of Rancho Cordova Public Works Department. This will be acceptable if the Capital Improvement Program and the Public Works Department include the State Route (SR) 50/Zinfandel Drive ramp intersections in their assessment of acceptable

Mr. Ben Ritchie
August 30, 2006
Page 2

Level of Service (LOS) for individual through and turn movements and acceptable conditions for freeway ramp merge areas. Signal phasing improvements at the ramp intersections and "upstream - downstream" intersections" (Olson Drive, White Rock Road) for maintaining acceptable Zinfandel Drive traffic progression through the interchange area should also be assessed, when impacted with heavier traffic volumes.

- The proposed new project should not contribute contaminants to storm waters handled by the State, for example oils, grease, sand, sediment, or debris. All runoff that enters SR50 right-of-way must meet Regional Water Quality Control Board (RWQCB) standards for clean water.
- Any increases of discharge into the State drainage system must be mitigated. Existing drainage patterns must be perpetuated or improved within the State right-of-way. Pre and post-project discharge information should be supplied for Caltrans review.
- The incorporation of environmental Best Management Practices, ie., retention ponds, infiltration trenches, or other drainage improvements should be used to mitigate drainage impacts by the proposed development.
- Any work conducted within State right-of-way will require an encroachment permit. For permit assistance, please contact Bruce Capaul at (530) 741-4403.

If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,



Bruce De Terra, Office Chief
Office of Transportation Planning - South

c: Scott Morgan, State Clearinghouse



RECEIVED

FEB 07 2006

RANCHO CORDOVA
PLANNING

February 3, 2006

Anne Hersch
Planning Department
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Re: Design Review for the Zinfandel Place Project Proposal
(Project No. RC-05-214)

Dear Ms. Hersch:

WALKSacramento is pleased to offer comments on the Design Review for the Zinfandel Place office-retail development project on 4.6 gross acres at the southeast corner of Zinfandel Drive and White Rock Road in Rancho Cordova. This appears to be another significant proposal for the City considering its proximity to the new City Hall.

WALKSacramento is a member of the Partnership for Active Communities, an Active Living by Design project funded by the Robert Wood Johnson Foundation. The Partnership is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. One way that we are doing this is through the review of proposed development projects in Natomas and Rancho Cordova. The benefits of such active environments include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

After reviewing the project's site plan and drawing, and inspecting the project site and the surrounding neighborhood, we offer the following comments and recommendations:

1. Sidewalks along roadways:

In order to have this project successfully integrate pedestrians, WALKSacramento strongly advocates for pedestrian-friendly sidewalks along both White Rock Road and Zinfandel Drive. Considering the volumes and speeds of traffic around this site, it is appropriate to install sidewalks that are at a width of six feet or greater, separated by landscaping from the roadway, and with vertical curbs. Currently the rolled curb adjacent to the project is so subtle, a pedestrian gets the sense that they walking in the roadway.

Separated sidewalks provide a buffer for noise, and create an environment where the pedestrian is less likely to be struck. In order for two people to pass each other or walk together and not leave the pavement, six feet of space is needed. We also recommend a minimum of six feet for the landscaping to provide enough space for large shade trees. The vertical curb helps prevent automobiles from encroaching on the landscaping and sidewalk. These basic elements will make the site something people are more likely to walk to, and would create a strong link to the nearby local bus stops.

2. Sidewalks along walls:

Long walls that do not provide any opportunity for pedestrians to interact with the adjoining environment are not high quality places to walk. Currently, such walls exist on both the north and west sides of the project area. With the opportunity to make changes that a new development brings, it would be preferable to have entrances to businesses or places to sit among shade as opposed to long walls. As proposed, the development is oriented almost exclusively to the parking rather than to the street.

The site plan shows a 60 foot set back on the west side of the site. The project site is zoned MP-Office Park, which requires only a minimum 25 foot setback. If there is not another reason for the 60 foot set back, then the extra 35 feet could be utilized to create a park-like corridor between the development and Zinfandel Drive. If the project was dropped to street level, a wide separated sidewalk along Zinfandel could run alongside the buildings and create a beautiful, shaded environment to walk and sit. Street level shops entrances and seating might be included on the north side as well. This arrangement would be an improvement for pedestrians.

To be clear, we do not recommend long walls with minimal pedestrian access. However, if the project moves forward as raised and with long walls, any sidewalk segments that are directly attached to the wall should include two feet of space between the sidewalk and the garage wall, either as landscaped or additional paved space that serves as a "frontage zone." This provides the needed space to make up for what pedestrians cannot use directly next to a wall and should be in addition to the recommended six foot minimum sidewalk width. Also, artistic features would make the long walls more attractive for all users. Many successful examples of school-led student art projects have accomplished this in other areas.

3. Street Crossings:

With a potential mixed-use project and the new City Hall directly north of the site, there will be pedestrians wanting to travel to and from the proposed retail. We recommend two improvements to help facilitate their travel. First, the City should require a midblock crossing about 400 feet east of the intersection of White Rock and Zinfandel and require that this project contribute to it's development. Pedestrians from City Hall will prefer to cross directly south of that facility to access the proposed retail center, and vice versa. The existing median could be modified to provide a refuge for those crossing. Second, the City should explore the potential for pedestrian refuges at the intersection of White Rock and Zinfandel.

At 8 lanes, the crossing distance on White Rock is quite large. According to the AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities (2004), "Depending upon the signal timing, crossing islands should be considered where the crossing distance exceeds 60', but can be used at intersections with shorter crossing distances where a need has been recognized." A pedestrian refuge in the center would provide more safety and comfort for walkers.

4. Bicycle Parking Location:

The most effective way to ensure that dedicated space for bicycle parking is used is for it to be visible, accessible, convenient, and easy to use. It needs to be out of the way of pedestrians and motor vehicles. If any of these aspects are not met, there is a good chance cyclists won't use what is provided and park wherever they think their bike will be safe.

Based on this criteria, the suggested locations for bicycle parking are not appropriate. The surface bicycle parking is located as far away as possible in the southeast corner of the site where it is not visible or convenient. This might work if it was serving the existing office to the east of the site, but not for the proposed office and retail. The bike parking should be located closer to the proposed buildings and in areas with adequate activity around it.

The bicycle parking in the garage will not be used by visitors as it is very unlikely that they will ever see it. If it is designed for employees, then there needs to be an extra layer of protection from theft, such as a locked cage. If the intent was to provide protection from the elements, the effort is appreciated. However, the area is not visible enough for users to trust it during a work day. If it is a locked cage design, there are management hurdles that may prevent its effective use. How will employees know it is there? Will someone be willing to manage a locked cage?

As mentioned, the most effective way to make sure that dedicated space for bike parking gets used, is to locate it in a well-lit location where there are many eyes around and that it is close to the facilities it is intended to serve. One option would be to make an even swap - locate the bicycle parking in the northwestern-most standard parking spot and open up the previous bicycle spot in the southwest corner to an automobile. Or considering that the provided parking exceeds the required parking by 15 spaces, the bicycle parking proposed for the garage could also be relocated in one of the parking stalls that are closest to the businesses.

5. Bicycle Parking Rack Selection:

The minimum standard for a bicycle rack is to support the whole bike and enable the user to lock the frame and wheel with a cable or U-shaped lock. The plan indicates that Class II bicycle parking will be installed. It is very important to clarify the specific brand and style of Class II parking that would be installed. Some designs have been deemed inferior by bicycle advocacy groups and some Class II styles are intimidating to the general user. The bicycle advocacy group which covers Rancho Cordova, Sacramento Area Bicycle Advocates (SABA), recommends four rack

designs. A print-out of their recommendations is attached and can also be found on their website at www.sacbike.org/sacbiking.

6. Active Space Versus Parking Stalls:

The proposal includes 293 parking spaces, but city code requires 278. The space for those extra 15 parking spots could be used differently. For example, the activity space in front of the retail could be enlarged. Reducing the parking to code levels would provide room for more outside seating, shade, or could be used to better locate the bicycle parking – activities that make a location memorable and enjoyable to visit.

7. Existing Trees:

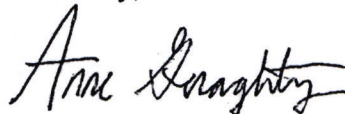
WALKS Sacramento would like to know more about what will happen to the existing trees. Their presence currently provides a nice touch of green to area, but we understand that the development at this key location could be a more productive use of land. It would be nice to integrate them into the development somehow since they are already at the location and are already of the size to provide good shade.

8. ADA Access:

It is unclear how the site plan meets American with Disability Act requirements, considering the varying grades at the project site. In particular, at the northwest corner of the project it is unclear if the proposal would include a ramp at the appropriate grade for wheelchair users. This is another issue that could be resolved by lowering the project to street level.

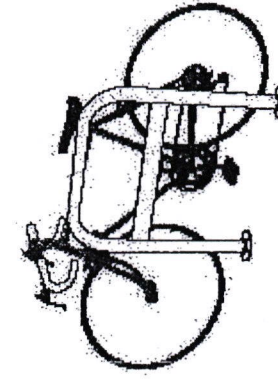
Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact Scott Clark or me at (916) 446-9255 or via email at sclark@walksacramento.org or ageraghty@walksacramento.org.

Sincerely,

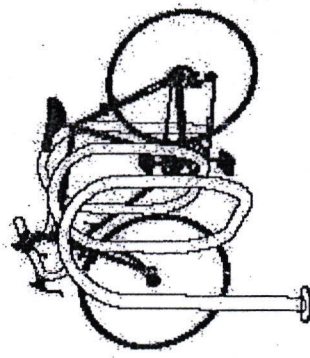


Anne Geraghty
Executive Director

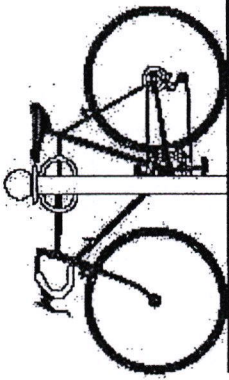
Cc: Jim Bowman, Catlin Properties
Rich Bell, Active Living by Design
Jeane Borkenhagen, Sacramento Metro Air Quality Management District
Tracy Canfield, Sacramento Regional Transit
Teri Duarte, Sacramento County Department of Health
Walt Seifert, Sacramento Area Bicycle Advocates (SABA)
Paul Zykofsky, Local Government Commission



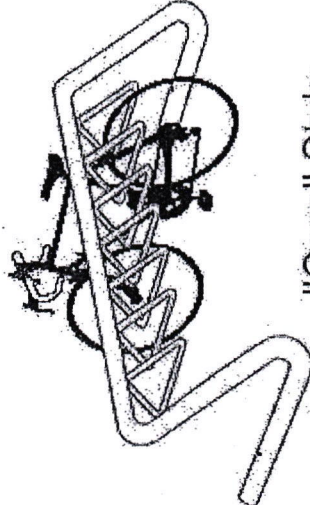
"A" Rack



Spiral Design



Hitching Post



"Cora" Style

Preferred Bike Parking Designs

Project Name: _____

Date of Review: _____

RANCHO CORDOVA DESIGN GUIDELINES		The Proposed Project				
B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS		n	-	=	+	Description/Comments
SITE DESIGN > CIRCULATION (3:10)						
OBJECTIVE: Develop an on-site circulation system that promotes efficient movement of vehicles in a clear and well-defined manner and minimizes conflicts with pedestrians and bicycles. Provide on-site facilities to accommodate pedestrian, bicyclists, and transit riders.						
DESIGN STANDARDS						
Pedestrian connections are provided between buildings and adjoining commercial and residential developments. The project is connected to the sidewalk.		☐	☐	☐	☒	Connectivity is provided between neighboring buildings and is directly connected to the sidewalk with stairway entry to retail services.
DESIGN GUIDELINES						
1. Large commercial developments are designed with a "Main Street" style. (three provisions listed for implementation). The Main Street concept brings buildings close to the street, developing a pedestrian area in front of stores and offices, consolidates parking in the rear, under, or within the building or along the street.		☐	☐	☒	☐	The building is kept as close as possible to the street while maintaining required easements and setbacks. A pedestrian plaza is provided.
2. Auto dependent uses are designed to reduce conflicts with pedestrians (three provisions listed for implementation).		☐	☐	☐	☒	Vehicular traffic and pedestrian areas are separated entirely.
3. Commercial centers are linked to the surroundings with pedestrian connections as appropriate.		☐	☐	☐	☒	The project provides pedestrian connections and easy accessibility to surrounding centers.
4. For TODs (Transit Oriented Development), the transit stop is an integrated component of the development.		☐	☐	☐	☐	N/A
SITE DESIGN > PUBLIC SPACES AND PEDESTRIAN AMENITIES (3:14)						
OBJECTIVE: Provide usable public spaces and gathering spaces oriented towards the pedestrian user as a key component of the development.						
DESIGN STANDARDS						
A minimum of one public plaza or similar gathering place is provided.		☐	☐	☐	☒	Public area is provided on-site.

RANCHO CORDOVA DESIGN GUIDELINES		The Proposed Project				
B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS		n	-	=	+	Description/Comments
DESIGN GUIDELINES						
1. Large sites feature public spaces that are meaningful.	☐	☐	☐	☒	☐	Public space will provide places to sit and a distinct gathering spot.
2. Uses such as restaurants front onto plazas and take advantage of outdoor spaces.	☐	☐	☐	☐	☒	Restaurant uses are proposed and may feature patio seating.
3. Outdoor areas are landscaped and include street furniture and landscape elements.	☐	☐	☐	☒	☐	Landscaping is provided throughout the site. Furniture may be included in the gathering area.
4. Street corners are developed as active portions of the site with building entrances, public plazas, or small parks.	☐	☐	☐	☐	☒	The stairway opens up to the street, providing a distinct pedestrian entrance and creating activity on the street.
5. Different materials and colors are used to offset the paving and to provide visual interest.	☒	☐	☐	☐	☐	N/A
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION (3:18)						
OBJECTIVE: Design and construct buildings to create safe, pleasant, and active environments.						
DESIGN STANDARDS						
Buildings are setback appropriate distances from the public right-of-way and the setback envelope does not include parking. Landscaping is provided as appropriate.	☐	☐	☐	☐	☒	Buildings are setback far enough to maintain easements. Parking has been located on the interior of the project site, separating vehicular and pedestrian traffic.
DESIGN GUIDELINES						
1. Commercial buildings on sites over 15 acres are designed to create "Main Street" environments.	☐	☐	☐	☐	☐	N/A

RANCHO CORDOVA DESIGN GUIDELINES		The Proposed Project				
B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS		n	-	=	+	Description/Comments
2. Projects are designed as vibrant mixed-use centers that attract and captivate the pedestrian user (five provisions listed for implementation).		☐	☐	☐	☒	The project is located at a prominent corner in RC, and opens up to the street providing a distinct entrance and pedestrian accessibility.
3. Loading and delivery service areas are located in appropriate locations and adequately screened.		☐	☐	☒	☐	Loading and delivery areas are located in appropriate locations.
4. Corner and mid-block pad buildings are oriented towards the street and public sidewalk (two provisions listed for implementation).		☐	☐	☐	☒	Buildings are oriented towards the street.
ARCHITECTURE > MASSING, SCALE, AND FORM (3:24)						
OBJECTIVE: Commercial and mixed-use structures should be designed to a human scale, help create vibrant activity areas, and should complement adjoining properties.						
DESIGN GUIDELINES						
1. Multi-level buildings are designed with architecture that is visually interesting (four provisions listed for implementation).		☐	☐	☐	☒	There is three-story level glass panes that project out to the intersection of Zinfandel and White Rock Rd. Metal louvers and sunshade structures are employed at the higher elevations for architectural interest as well as shade coverage.
2. Large retailers are integrated into multi-tenant developments, rather than being freestanding buildings (four provisions listed for implementation).		☒	☐	☐	☐	N/A
ARCHITECTURE > STYLE AND DESIGN DETAILS (3:26)						
OBJECTIVE: Commercial development shall be designed with an architectural style or theme that establishes a clear, interesting project identity that will contribute to an enhanced character for Rancho Cordova. The architectural style shall be evident on all elevations of all buildings.						

RANCHO CORDOVA DESIGN GUIDELINES		The Proposed Project				
B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS		n	-	=	+	Description/Comments
DESIGN GUIDELINES						
1. Design all sides of the building with consistent architecture and façade elements (three provisions listed for implementation).		☐	☐	☐	☒	Architecture is consistent throughout the project and provides visual interest to the surrounding area.
ARCHITECTURE > STYLE AND DESIGN DETAILS > COMMERCIAL FACADES (3:28)						
OBJECTIVE: Commercial facades should appear open, inviting and engaging to the passerby.						
DESIGN GUIDELINES						
1. Storefronts promote a sense of entry into the structure as well as a sense of shelter (three provisions listed for implementation).		☐	☐	☐	☒	Storefronts will be adorned with visually interesting signage. Stores will face out towards an open, pedestrian area. Metal overhangs will provide shade coverage around business entrances.
2. Entries are clearly visible from the street and provide visual interest (three provisions listed for implementation).		☐	☐	☐	☒	The entrance is clearly visible and identifiable.
3. Windows are used to create an open and inviting atmosphere (six provisions listed for implementation).		☐	☐	☐	☒	There is three-story level glass panes that project out to the intersection of Zinfandel and White Rock Rd.
CHECKLIST EVALUATION						
Total (19 Guidelines)		2	3	14	N/A	

ZINFANDEL PLACE

Final Mitigated Negative Declaration



City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

October 2006

FINAL MITIGATED NEGATIVE DECLARATION
FOR
ZINFANDEL PLACE
CITY OF RANCHO CORDOVA, CALIFORNIA



Prepared by:

THE CITY OF RANCHO CORDOVA
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Phone 916.851.8750
Fax 916.851.8762

OCTOBER 2006

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1.0 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (MND) prepared pursuant to the California Environmental Quality Act (CEQA), for the proposed Zinfandel Place project. This MND has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 *et seq.*, and the CEQA Guidelines.

An initial study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the CEQA Guidelines, Section 15064, an environmental impact report (EIR) must be prepared if the initial study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

- a) *The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or*
- b) *The initial study identified potentially significant effects, but:*
 - (1) *Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*
 - (2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

If revisions are adopted into the proposed project in accordance with the CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared.

During the public review period, mitigation measure MM 4.1 was revised to reflect adopted City policies for the protection of nesting birds. The revised measure is equivalent in effect to the original measure. CEQA Guidelines Section 15074.1(a) allows the lead agency to revise mitigation as follows:

- a) *As a result of the public review process for a proposed mitigated negative declaration, including any administrative decisions or public hearings conducted on the project prior to its approval, the lead agency may conclude that certain mitigation measures identified in the mitigated negative declaration are infeasible or otherwise undesirable. Prior to approving the project, the lead agency may, in accordance with this section, delete those mitigation measures and substitute for them other measures which the lead agency determines are equivalent or more effective.*

The changes to mitigation measure MM 4.1 are being made prior to the project being heard by the City Council. Because the revisions result in equivalent mitigation and are made prior to

1.0 INTRODUCTION

project approval, the final mitigated negative declaration does not require recirculation or extended public review. According to CEQA Guidelines Section 15074.1(c):

- c) No recirculation of the proposed mitigated negative declaration pursuant to Section 15072 is required where the new mitigation measures are made conditions of, or are otherwise incorporated into, project approval in accordance with this section.

No changes other than those described above were made in preparation of the Final MND.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b) (1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on these criteria, the City of Rancho Cordova will serve as lead agency for the proposed Zinfandel Place project.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study and Final Mitigated Negative Declaration is to evaluate the potential environmental impacts of the proposed Zinfandel Place project.

This document is divided into the following sections:

- 1.0 Introduction** – Provides an introduction and describes the purpose and organization of this document.
- 2.0 Project Description** – Provides a detailed description of the proposed project.
- 3.0 Environmental Setting, Impacts and Mitigation Measures** – Describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as "no impact," "less than significant," or "potentially significant unless mitigation incorporated" in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level.
- 4.0 Cumulative Impacts** – Includes a discussion of cumulative impacts associated with this project.
- 5.0 Determination** – Provides the environmental determination for the project;
- 6.0 Report Preparation and Consultations** – Identifies staff and consultants responsible for preparation of this document, persons and agencies consulted, and references.
- 7.0 References** – List of references used to prepare the MND.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The project site is located at the southeastern corner of the intersection of Zinfandel Drive and White Rock Road in the City of Rancho Cordova. The project site is adjacent to the existing Bank of America building and is encompassed by Data Drive. Surrounding land uses include White Rock Road and a vacant parcel (proposed for the Rancho Cordova Gateway project to the north, Capital Village to the south, the existing Bank of America building and office/business parks to the east and Zinfandel Drive and office/business parks to the west.

2.2 PROJECT CHARACTERISTICS

The project proposes to construct (1) new 3-story Office/Retail building and (1) new 1-story Retail building over a parking garage with related surface parking, landscaping and utilities. The project would include approximately 66,635 square feet of commercial development on the 3.73 net-acre site. The project would also include corner monument signs, typical retail and office signage and blade wall signage. The project site would have one (1) main access off of Zinfandel Drive, approximately 500-feet north of Data Drive and provide 293 parking spaces, and 21 Class II employee and visitor bicycle parking spots.

2.3 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):

- Caltrans
- Sacramento Metropolitan Air Quality Management District (SMAQMD)
- County Sanitation District (CSD-1)
- Golden States Water Company (GSWC)

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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 California Environmental Quality Act (CEQA) Mandatory Findings of Significance. There are 14 specific environmental issues evaluated in this chapter. Cumulative impacts to these issues are evaluated in Section 4.0. The environmental issues evaluated in this chapter include:

- Land Use
- Population, Housing and Employment
- Geology and Soils
- Air Quality
- Transportation/Circulation
- Biological Resources
- Mineral Resources
- Human Health/Risk of Upset
- 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 projects would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures;
- **Less than Significant Impact with Mitigation Incorporation:** 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; or,
- **Potentially Significant Impact:** The proposed projects would result in an environmental impact or effect that is potentially significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.2 INITIAL ENVIRONMENTAL STUDY

1. **Project Title:** Zinfandel Place
2. **Lead Agency Name and Address:** City of Rancho Cordova
2729 Prospect Park Place
Rancho Cordova, CA 95670
3. **Contact Person and Phone Number:** David Young (916) 361-8384
4. **Project Location:** 3101 Zinfandel Drive in the City of Rancho Cordova at the southeastern corner of Zinfandel Road and White Rock Road.
5. **Project Sponsor's Name and Address:** Catlin Properties (Eric Hafter)
6. **General Plan Designation(s):** Commercial Mixed Use
7. **Zoning:** MP/Office Park
8. **General Plan:** The project site is located within the Downtown Planning Area in the Rancho Cordova General Plan.
9. **APN Number(s):** 072-0680-051
10. **Description of the Project:** The project proposes to construct (1) new 3-story Office/Retail building and (1) new 1-story Retail building over a parking garage with related surface parking, landscaping and utilities. The project would include approximately 66,635 square feet of commercial development on the 3.73 net-acre site. The project would also include corner monument signs, typical retail and office signage and blade wall signage. The project site would have one (1) main access off of Zinfandel Drive, approximately 500-feet north of Data Drive and provide 293 parking spaces, and 21 Class II employee and visitor bicycle parking spots.
11. **Surrounding Land Uses and Setting:** Surrounding land uses include White Rock Road and a vacant parcel (proposed for the Rancho Cordova Gateway project to the north), Capital Village to the south, the existing Bank of America building and office/business parks to the east and Zinfandel Drive and office/business parks to the west.
12. **Other public agencies whose approval is required:** (e.g., permits, financing approval, or participation agreement)
 - 1) City of Rancho Cordova
 - 2) Sacramento Metropolitan Air Quality Management District (SMAQMD)
 - 3) Golden State Water Company (GSWC)
 - 4) County Sanitation District (CSD-1)

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a "Less Than Significant Impact with Mitigation Incorporation" 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 Zinfandel Place project(hereafter referred to as the "proposed project"), as proposed, may have a significant effect upon the environment. This document incorporates both an Initial Study and a Mitigated Negative Declaration (MND). The discussion below demonstrates that there are no potentially significant impacts identified that cannot be mitigated to a less than significant level. Therefore, an Environmental Impact Report (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 a project 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 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) "Less than Significant Impact with Mitigation Incorporation" 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.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- 6) "Reviewed Under Previous Document" applies where the impact has been evaluated and discussed in a previous document. Discussion will include reference to the previous documents. If an impact is reviewed under a previous document, an impact of "Potentially Significant" does not necessarily require an EIR.
- 7) Earlier analyses may be used where, pursuant to the tiering, program Environmental Impact Report, or other CEQA process, an impact 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.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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.* There are no scenic vista views available from the project site or from the immediate vicinity. The proposed project is an in-fill project in the Downtown Planning area and is surrounded by other existing office/business park and commercial developments. Mid-range and long-range views are generally unavailable due to the size, density and scale of the surrounding development; therefore, implementation of the project would not adversely affect views on nearby or distant scenic vistas and *less than significant* impacts are anticipated.
- b) *Less than Significant Impact.* The project site is not located in the vicinity of a state scenic highway and does not contain any substantial scenic resources (i.e., rock outcroppings, historic buildings, etc). U.S. 50 and the Jackson Highway/State Route 16 (SR 16) are the closest highways to the project site. SR 16, which is approximately 3.5 miles south of the project site, is designated as a scenic highway but not in the vicinity of the project site. Therefore, the project would not damage any scenic resources in a scenic highway corridor or vicinity and *less than significant* impacts would result.
- c) *Less than Significant Impact.* See a) above. As previously discussed, the proposed project is an in-fill project in the Downtown Planning area and is surrounded by other existing office/business park and commercial developments. The conceptual land use plan for the Downtown Planning Area consists of a Local Town Center, Transit Oriented Developments, Commercial/Mixed Uses, Office/Mixed Uses, and Residential/Mixed Uses. The commercial and retail land uses proposed in association with the project are consistent with the existing and proposed land uses in the Downtown Planning Area; therefore, the project would not substantially degrade the existing visual character in the area and *less than significant* impacts would result.
- d) *Less than Significant Impact.* The project proposes commercial and retail uses, which would introduce new sources of light and glare on the currently undeveloped site. However, the site is surrounded by other commercial and mixed used developments. The project would be designed consistent with the Urban Design Strategy in the Rancho Cordova General Plan and is subject to the adopted City of Rancho Cordova Design Guidelines, which would reduce the project's light and glare impacts to *less than significant*.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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.* The Zinfandel Place project site is a commercial/retail infill project and does not contain important farmland or valuable agricultural soils. The site is identified as urban and built-up land in the Rancho Cordova General Plan and is within the Downtown Planning Area, which is designated for urbanized uses. Therefore, implementation of the project would not convert Prime, Farmland of Statewide Importance, or Unique Farmland to non-agricultural uses and the project's agricultural resource impacts are considered *less than significant*.
- b) *No Impact.* The project site is not under a Williamson Act contract. Therefore, the project would not conflict with agricultural zoning or existing Williamson Act contracts and *no impacts* are anticipated.
- c) *No Impact.* See a) and b) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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?	☐	☐	☒	☐	☐

SETTING

The project is located within the boundaries of The Sacramento Metropolitan Air Quality Management District (SMAQMD). The management of air quality in Sacramento County is the responsibility of the SMAQMD. This agency is responsible for bringing air quality in the County into compliance with federal and State air quality standards. Specifically, the SMAQMD has the responsibility to monitor ambient air pollutant levels throughout the County and to develop and implement attainment strategies to ensure that future emissions will be within federal and state standards.

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact.* SMAQMD was consulted during the project's development, SMAQMD indicated that the project would not substantially conflict with or obstruct implementation of the most recent Sacramento Metropolitan Air Quality Plan (Borkenhagen, July 2006) or objectives or provisions of the Rancho Cordova General Plan and *less than significant* impacts would result.
- b) *Less than Significant Impact with Mitigation Incorporation.* Sacramento County is a known area of non-attainment for State and federal standards for carbon monoxide (CO), ozone (O), and particulate matter of less than 10 microns in diameter (PM10). The grading and site preparation activities and disturbance of 2.8-acres would result in temporary construction related emissions. The Sacramento Metropolitan Air Quality Management District (SMAQMD) has established a threshold of 85 pounds per day (lbs/day) for construction related emissions. Appendix B of SMAQMD's *Guide to Air Quality Assessment in Sacramento County* provides mitigation measures that are dependent on the size of the project site and maximum acreage disturbed at any one time. Based on the size and scale

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

of the project, Level 3 mitigation (identified below) is appropriate and would reduce the project's construction related impacts to *less than significant*.

The project would increase trip generation in the area and result in increased CO concentrations. SMAQMD's *Guide to Air Quality Assessment in Sacramento County* contains a screening procedure for determining if a project would significantly impact local CO concentrations. The limited amount of traffic generated as a result of the project is not expected to approach or exceed the most stringent SMAQMD ambient air quality standards of 20.0 ppm (1-hour) or 9.0 (8-hour) for CO. The project would temporarily increase fugitive dust and other construction related emissions and contribute to an increase in local CO concentrations; however, implementation of the mitigation measure identified below would ensure that the project would not exceed SMAQMD's established thresholds, violate any air quality standard or contribute substantially to an existing or projected air quality violation for construction or operational emissions and *less than significant* impacts would result.

Mitigation Measures

The project is subject to the following mitigation measures, which are incorporated into the proposed project to reduce the project's construction related emissions.

MM 3.1a The project applicant shall require that the contractors water all haul roads at least twice daily during construction activities. This requirement shall be included as a note in the improvement plan submittal.

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

Enforcement/Monitoring: City of Rancho Cordova Planning Department in coordination with SMAQMD.

MM 3.1b 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 the improvement plan submittal.

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

Enforcement/Monitoring: City of Rancho Cordova Planning Department in coordination with SMAQMD.

MM 3.1c The project applicant shall require paved streets adjacent to the project site (White Rock Road and Zinfandel Drive) to be washed or swept daily to remove accumulated dust. This requirement shall be included as a note in the improvement plan submittal.

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

Enforcement/Monitoring: City of Rancho Cordova Planning Department in coordination with SMAQMD.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- MM 3.1d** The project applicant shall require that, when transporting materials by truck during construction activities, two feet of freeboard shall be maintained by the contractor, and that the materials are covered. This requirement shall be included as a note in the improvement plan submittal.

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

Enforcement/Monitoring: City of Rancho Cordova Planning Department in coordination with SMAQMD.

- MM 3.1e** The project shall provide a plan for approval by SMAQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction; and the project sponsor shall submit to 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 any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected 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. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

Timing/Implementation: Prior to ground disturbance and throughout construction activities. SMAQMD verification that the project is in substantial compliance with this measure shall be submitted to the City of Rancho Cordova Planning Department prior to approval of all project plans and permits.

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

- MM 3.1f** The project applicant shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, 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 monthly summary of the visual survey results shall be submitted 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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

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

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

Implementation of mitigation measures **MM 3.1a** through **MM 3.1f** would reduce the project specific and cumulative construction and operational related emissions to *less than significant*.

- c) *Less than Significant Impact with Mitigation Incorporation.* See b) above.
- d) *Less than Significant Impact.* Limited amounts of hazardous materials, which are considered pollutants and can be associated with objectionable odors, would be used during the construction phase of the project; however, would not result in substantial concentrations. Additionally, the proposed land uses (i.e., commercial and retail) are not typically associated with large amounts of pollutants or odor concentrations and *less than significant* impacts would result.
- e) *Less than Significant Impact.* See d) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IV. BIOLOGICAL RESOURCES	Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means?	☐	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐

SETTING

The project site is located at the intersection of White Rock Road and Zinfandel Drive in the City of Rancho Cordova. The site (APN 072-0680-051) was evaluated on May 16, 2006 by a City of Rancho Cordova staff biologist. The evaluation is included as **Appendix A**. The purpose of the preliminary biological resource assessment was to describe on-site vegetation communities, identify potentially jurisdictional waters of the U.S., and assess the potential for occurrence of special-status plant and wildlife species. Prior to the site visit a background information search for potential special-status species was conducted utilizing the California Natural Diversity Data Base (CNDDDB 2006a), CNDDDB QuickViewer for unprocessed data (CNDDDB 2006b), U.S. Fish and Wildlife Service (USFWS 2006), and California Native Plant Society (CNPS 2006) for the 9 USGS quadrangles surrounding the project site to determine which species have previously been documented within the project vicinity. The project site is predominantly grassland vegetation, with landscaped plant and ruderal vegetation present to a lesser extent. The site is an infill site with extremely limited amount, if any at all, of foraging habitat for Swainson's hawk (*Buteo swainsoni*) which requires grasslands, alfalfa, or grain fields that support rodent populations.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact with Mitigation Incorporation.* As discussed under the setting, the project site is an infill site surrounded by other urbanized development, and as such has extremely limited amount, if any at all, of foraging habitat for Swainson's hawk (*Buteo swainsoni*). However, there may be foraging habitat in the surrounding vicinity. Although the project site has the potential to support various federally listed and protected species, suitable habitat for these species was not identified within the project area during the site evaluation. Reader is referred to d) below for mitigation to ensure that impacts to Swainson's hawk are less than significant. Given that the project site is an infill project, implementation would not have a substantial adverse effect, either directly or through habitat modifications, on 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 and *less than significant* impacts would result.
- b) *Less than Significant Impact.* See a) above. The project site is an infill project surrounded completely by other urbanized development. As such, the project site does not contain riparian habitat or other sensitive biological communities and *less than significant* impacts would result.
- c) *Less than Significant Impact.* See a) and b) above.
- d) *Less than Significant Impact with Mitigation Incorporation.* A number of suitable bird nesting sites are present within and surrounding the project area. Raptors (birds of prey), migratory birds, and other avian species are protected by a number of state and federal laws. The federal Migratory Bird Treaty Act (MBTA) prohibits the killing, processing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Based on the field visit, the habitat on the project site can support nesting birds. Implementation of the following mitigation measure would reduce impacts to birds covered under the MBTA.

Mitigation Measure

MM 4.1 ~~Prior to grading or any ground disturbance, it shall be determined whether any construction or tree removal is proposed during the nesting season (February 1 to August 1).~~

- ~~• If no grading, site preparation, construction activities, or tree removal is to occur during the nesting season, no further mitigation is necessary.~~
- ~~• If any grading, site preparation, construction activities, or tree removal is proposed during the nesting season, a qualified biologist shall conduct a focused survey for nests during the nesting season to identify active nests within 250 feet of the project site. The survey shall be conducted no less than 14 days and no more than 30 days prior to the beginning of construction or any tree removal.~~
- ~~• If nesting birds or evidence of active nests are present during the focused survey, no further grading, site preparation, construction~~

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

~~activities, or tree removal shall occur within 250 feet of an active nest until the young have fledged as determined by a qualified biologist.~~

~~Timing/Implementation: Prior to ground disturbance, grading or any other site preparation related activities.~~

~~Enforcement/Monitoring: The City of Rancho Cordova Planning Department.~~

MM 4.1

Prior to each phase of grading and construction or any other site disturbance between the dates of March 1 and August 31, a determinate survey shall be conducted to determine if active nesting by birds protected under the Migratory Bird Treaty Act (MBTA) or other special-status bird species is taking place. Surveys shall be conducted according to the following requirements:

- The survey(s) shall be conducted by a qualified biologist or other equivalent professional.
- The survey(s) shall be conducted no more than 30 days and no less than 14 days prior to site disturbance to occur between March 1 and August 31.
- The survey(s) shall include all areas within 100 feet of the project site.
- A copy of the survey(s) shall be provided to the City of Rancho Cordova no less than 7 business days prior to site disturbance.

If any special-status bird species are found to be nesting within the survey area, the project proponent shall immediately contact the City of Rancho Cordova Planning Department in order to determine the appropriate mitigation, if any, required to minimize impacts to nesting birds. No activity of any kind may occur within 100 feet of any nesting activity or as otherwise required following consultation with the City Planning Department and the California Department of Fish and Game until such time as the young have fledged.

If all construction activities are to be completed outside the nesting season (identified above), determinate surveys shall not be required.

Timing/Implementation: All necessary surveys shall be provided to the City of Rancho Cordova Planning Department no less than 7 days prior to site disturbance between March 1 and August 31.

Enforcement/Monitoring: City of Rancho Cordova Planning Department in consultation with the California Department of Fish and Game.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Mitigation measure MM 4.1 has been deleted and replaced with a new measure MM 4.1 in order to be consistent with City policies as adopted in the Rancho Cordova General Plan. The revised measure would provide for the equivalent amount of impact mitigation.

Implementation of **MM 4.1** would ensure that the project would not interfere with the movement of any wildlife species or impede the use of native wildlife nursery sites and *less than significant* impacts would result.

- e) *Less than Significant Impact.* The City of Rancho Cordova Tree Ordinance establishes provisions to regulate the planting, maintaining, protecting and preserving the City's tree resources. Based on the field survey, the project would not conflict with the provisions or implementation of the Ordinance; therefore, this impact is considered *less than significant* and no mitigation is necessary.
- f) *Less than Significant Impact.* The South Sacramento Habitat Conservation Plan is currently under development; however, since it is not finalized and adopted, it cannot be ascertained if the project will be in conflict with the Plan. However, since the project is an infill project, no conflicts with the plan are anticipated. Additionally, there is no Natural Community Conservation Plan for the area and *less than significant* impacts would result.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with 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

Records searches and field examinations were conducted in preparation for the Rancho Cordova General Plan Draft Environmental Impact Report (DEIR) 2006. The investigations included a records search at the North Central Information Center at California State University, Sacramento, archival research at other repositories (e.g., California State Library), and field investigation of the Planning Area, which included the project site. No historical, archeological, paleontologic, or evidence of human remains were identified on the proposed project site during preparation of the Rancho Cordova General Plan DEIR.

DISCUSSION OF IMPACTS

- a) *No Impact.* As previously discussed, the proposed project site is vacant and is not known to have any historical resources or significant characteristics as defined by the criteria within the CEQA Guidelines and based on historical record searches conducted by City staff. Therefore, implementation of the project would not adversely affect any historically significant resources and *no impacts* would result.
- b) *Less than Significant with Mitigation Incorporated.* As indicated above, the project is not expected to contain any prehistoric sites or unique archaeological resources; however, there is a possibility of unanticipated and accidental archaeological discoveries during ground-disturbing project-related activities. Any unanticipated and accidental archaeological discoveries during project implementation have the potential to affect unique archaeological resources that may be present; therefore, mitigation is required.

Mitigation Measure

- 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 construction 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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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: *During all phases of construction activities.*

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

The project is subject to existing CEQA and the Rancho Cordova General Plan policies for the protection of cultural resources (e.g., prehistoric sites and archeological sites). Implementation of mitigation measure **MM 5.1** would ensure that the project's potential cultural, historic, paleontologic, and archeological resource impacts are *less than significant*.

- c) *Less than Significant with Mitigation Incorporated.* City of Rancho Cordova staff conducted a search of the database at the University of California Museum of Paleontology in preparation of the Rancho Cordova General Plan which concluded that there were no formally documented paleontological sites in the City of Rancho Cordova, but there are documented finds primarily associated with the Riverbank Formation in the east Sacramento County area. Project construction activities would not likely impact the Riverbank Formation, however, there is a possibility of unanticipated and accidental paleontological discoveries during ground-disturbing and other site preparation activities. Unanticipated and accidental paleontological discoveries during project construction and site preparation activities have the potential to adversely affect unknown paleontological resources and this is considered a potentially significant impact. Implementation of mitigation measure **MM 5.1** identified under b) above and required compliance with CEQA and the Rancho Cordova General Plan policies would reduce this impact to *less than significant*.
- d) *Less than Significant Impact.* There are no known cemeteries on the project site. However, due to the large Native American population in the area in the past, the primary concern is the disturbance of hidden or unmarked sites, such as gravesites or 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 **MM 5.1** (see b) above, would ensure *less than significant impacts* to human remains as a result of the Zinfandel Place project.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VI. GEOLOGY AND SOILS Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒	☐
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 projects, 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

According to the Soil Survey of Sacramento County, the project site is comprised of Xerorthents, Dredge Tailings-Urban Land Complex, with slopes from 0% to 2%. This soil group is characterized by very low to low water holding capacity, slight erosion potential and very slow runoff rates and is generally suitable for urbanized development, with the main limitations including moderately rapid to very rapid permeability and a high content of gravel and cobbles.

DISCUSSION OF IMPACTS

a)

- i) *Less Than Significant Impact.* The site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone and no known active fault exists within the site. The project site, as with virtually all sites within the State of California, is, however, subject to minor ground shaking and potential secondary hazards (i.e., liquefaction and subsidence) as a result of earthquakes. The project site, like the majority of

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Sacramento County, is in the area of Seismic Zone 3, which is considered an area of relatively low ground shaking potential, as defined by the California Department of Mines and Geology on the Preliminary Map of Maximum Expectable Earthquake Intensity in California, and the Sacramento County General Plan Safety Element. A Seismic Zone 3 is an area that can expect to experience ground motion of low severity. Based upon the seismologic and geologic conditions discussed above, the maximum level of ground motion potentially experienced on the project site and in the immediate vicinity would occur as a result of a 6.5 magnitude earthquake on the Foothills Fault zone or Great Valley fault. Compliance with City of Rancho Cordova Safety Element policies and adherence to the requirements of the Uniform Building Code (UBC) and the California Building Code (CBC) would ensure that the project's fault related impacts are *less than significant*.

- ii) *Less than Significant Impact.* See response to a (i) above. The potential for strong seismic ground shaking on the project site is not a significant environmental concern due to the infrequent seismic activity of the area; however, as stated in a) above, the project would be required to comply with any seismic standards enforced by the UBC and the CBC; therefore, the project's ground shaking impacts are considered *less than significant*.
 - iii) *Less Than Significant Impact.* See response to a (i) above. The potential for soil liquefaction due to earthquakes and ground shaking is considered minimal, because of the project site characteristics, and also because development would have to comply with the structural requirements of the UBC and CBC. The depth to groundwater beneath the project site is generally greater than 50 feet, rendering the potential for liquefaction low. In addition, the potential for liquefaction is considered low due to the nature of on-site soils underlying the site as the soil units generally have low to moderate water holding capacities. The low risk to liquefaction due to the depth of groundwater and the nature of soils underlying the site would be further reduced by proper design of all proposed structures in conformance with the UBC and CBC requirements. The potential for other secondary hazards (i.e., ground lurching, differential settlement, or lateral spreading) occurring during or after seismic events in the vicinity of the project site is also considered to be low due to the distance of active faults and *less than significant* impacts would result.
 - iv) *No Impact.* Due to the project's topography, which is characterized by flat terrain, the potential for landslides is considered very low and *no impacts* related to landslides would occur.
- b) *Less Than Significant Impact.* Grading and site preparation activities associated with development of the project would remove the existing site coverage and increase the potential for wind and surface water runoff. However, the project site soil characteristics display slight erosion potential and very slow runoff rates. Additionally, the project is subject to the Rancho Cordova 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. The Ordinance also establishes penalties when a project is in non-compliance with the provisions of the Ordinance; therefore, this impact is considered *less than significant*.
- c) *Less Than Significant Impact.* See a) (i) through (iv). As indicated, the soil groups present on the project site do not constitute a geologic unit or soils that are unstable, or that would

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

become unstable as a result of the project. Additionally, adherence with UBC and CBC requirements would ensure that the project's potential to result in on- or off-site landslide, lateral-spreading, subsidence, liquefaction or collapse related impacts are considered *less than significant*.

- d) *Less Than Significant Impact*. 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, *no impact* would occur.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact.* The commercial and retail land uses proposed as part of the project are not typically associated with the use or routine transport of large amounts of hazardous materials. The transportation of hazardous materials on the roadways used for the project site is subject to the California Highway Patrol (CHP, U.S. Department of Transportation (Hazardous Materials Transportation Act) and Caltrans regulations, which would ensure that the project's hazardous material transportation and disposal related impacts are *less than significant*.
- b) *Less than Significant Impact with Mitigation Incorporation.* See a) above. The site preparation and construction activities and operational phase of the project would involve the limited use and handling of small amounts of hazardous materials. The use, storage, and transport of hazardous materials by developers, contractors, business owners, and others are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. Additionally, the project's use of these materials is regulated by the Department Toxic Substances Control (DTSC, 22 Cal. Code Regs §§ 66001, et seq.). Although not anticipated, underground storage tanks may be encountered during site preparation activities. Implementation of mitigation measure **MM 7.1**, identified below, would ensure that the project's impacts involving the release of hazardous materials into the environment is *less than significant*.

Mitigation Measure

MM 7.1 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 measure **MM 7.1** would reduce the potential impacts of underground storage tank discovery and 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.* As indicated in a) and b) above, the proposed project would not handle substantial amounts of hazardous materials or materials that would pose a threat to human safety if released. Additionally, the site is greater than one-quarter of mile any public school and would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Therefore, *less than impacts* are anticipated from hazardous emissions or releases.
- d) *No Impact.* The proposed project is not located on a site or in the immediate vicinity of a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As a result, it would not create a significant safety hazard to the public or the environment and *no impacts* from a hazardous materials site are expected.
- e) *Less than Significant.* The project site is located directly northeast of Mather Field Airport. The project site is located within the Comprehensive Land Use Planning (CLUP) area and the Overflight Zone of the Mather Airport. However, it is located outside of the safety zone of this facility. Due to the scale and size of the proposed structures and uses, 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*.
- f) *No Impact.* The project area is not located within the vicinity of a private airstrip and would not affect operations at such facilities; therefore, *no impacts* are anticipated.
- g) *Less Than Significant Impact.* Implementation of the proposed project would not conflict with the *Sacramento County Multi-hazard Disaster Plan, the Sacramento County Area Plan*

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or any other adopted emergency response or evacuation plan. Therefore, this impact is considered *less than significant*.

- h) *No Impact*. The project site is an infill project surrounded entirely by other urbanized development and is not adjacent to wildlands. Implementation of the project would not place residences or structure where they are intermixed with wildlands. Therefore, there is *no impact*.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VIII. HYDROLOGY AND WATER QUALITY Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐	☐
e) Create or contribute to the potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	☐	☐	☒	☐	☐
f) Create or contribute to the potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	☐	☐	☒	☐	☐
g) Create or contribute to the potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies?	☐	☐	☒	☐	☐
h) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☐
i) Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
j) 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?	☐	☐	☐	☒	☐
k) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐	☐
l) 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?	☐	☐	☒	☐	☐
m) Inundation by seiche, tsunami or mudflow?	☐	☐	☐	☒	☐

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact.* The proposed project would involve site preparation and construction activities, which would increase the amount of impervious surfaces on the site and result in urbanized runoff (i.e., oils, grease, fuel, antifreeze, byproducts of combustion such as lead, cadmium, nickel, and other metals) and other surface pollutants. These constituents could result in water quality impacts to onsite and offsite drainage flows and to downstream area waterways and result in violations of applicable federal, state and regional water quality standards. The City of Rancho Cordova operates under a County-wide NPDES permit for municipal discharges to surface waters (NPDES No. CAS082597). The permit requires that the City impose water quality and watershed protection measures for all development projects. The intent of the waste discharge requirements in the NPDES Permit is to attain water quality standards and protection of beneficial uses consistent with the Basin Plan. The NPDES permit prohibits discharges from causing violations of applicable water quality standards or impairing the water quality in the receiving aquatic resource. The City has identified a range of Best Management Practices (BMPs) and measurable goals to address the stormwater discharges in the City. Additionally, the project is subject to regulations/procedures, including but not limited to the City of Rancho Cordova Grading and Erosion Control Ordinance. Strict adherence to the provisions of the NPDES permit and the correct use of proven Best Management Practices would ensure that the project does not violate any water quality standards or other stormwater discharge requirements and *less than significant* impacts would result.
- b) *Less than Significant Impact.* The Golden States Water Company (GSWC) provides municipal water service to portions of the City and would serve the proposed project. The GSWC, which receives wholesale water supplies from the Sacramento County Water Agency (SCWA), will have an excess of approximately 5,000 acre-feet a year (af/yr) of water supply under City of Rancho Cordova General Plan buildout conditions or 2030 (RC GP EIR, page 4.9-45). The project would contribute to increased water demands; however, would be supplied through a combination of surface and groundwater resources; therefore, would not 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 and *less than significant* impacts would result.
- c) *Less than Significant Impact.* See a) above. As indicated, the project is subject to the City of Rancho Cordova Grading and Erosion Control Ordinance, which establishes administrative procedures, minimum standard of review, and implementation and enforcement procedures for controlling erosion, sedimentation and other pollutant runoff from new development projects. The ordinance also addresses grading, filling, land excavation, construction activities and drainage as they relate to a particular project. The ordinance also ensures the project's compliance with the City's NPDES Permit and California Regional Water Quality Control Board (CRWQCB) standards and requirements. Strict adherence and the City's enforcement of the Ordinance would ensure that this impact is *less than significant*.
- d) *Less than Significant Impact.* See a) and c) above. Strict adherence to the City Grading and Erosion Control Ordinance, appropriate use of proven BMPs, and proper site and storm drainage design would ensure that the project's potential on-site and off-site flooding impacts are *less than significant*.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- e) *Less than Significant Impact.* See a), c) and d) above. The project would contribute to the discharge of storm water during the project's construction and operational phases; however, *less than significant* impacts are anticipated.
- f) *Less than Significant Impact.* See c) and d) above. Additionally, Rancho Cordova General Plan Policy NR.5.5 and associated Action Items requires that new developments minimize erosion by incorporating runoff control measures into the project's design and integrated drainage systems to enhance water quality. Additionally, Action Item NR.5.5.4 requires that new developments comply with established Best Management Practices (BMPs) to protect any receiving water bodies from the project's construction activities, increased runoff, or sediment resulting from the project's implementation. Strict adherence to the Policy NR.5.5 and associated Action Items and appropriate use of BMPs would ensure that the project's stormwater related impacts are *less than significant*.
- g) *Less than Significant Impact.* See c) through f) above.
- h) *Less than Significant Impact.* The project would contribute to increased runoff rates over existing conditions. The project's proposed uses are not associated with substantial sources of polluted runoff. The project would tie into the City's existing stormwater system and is not anticipated to exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. This impact is *less than significant* impacts.
- i) *Less than Significant Impact.* See a) and f) above.
- j) *No Impact.* The project is a commercial/retail project and would not include residential development. Additionally, the project is not within the 100-year floodplain as identified in the Rancho Cordova General Plan Environmental Impact Report (RC GP EIR). As such, project implementation would not place residential structures within the 100-floodplain; therefore, *no impact* would result.
- k) *Less than Significant Impact.* See j) above. As indicated in j), the site is not located within the boundaries of a 100-year flood hazard area (RC GP EIR, Figure 4.9-2); therefore, the proposed structures would not redirect or impede flood flows and *no impact* would result.
- l) *Less than Significant Impact.* See j) and k) above.
- m) *No Impact.* The project site is not located near waterways and would not be threatened by seiches, tsunamis or mudflows and *no impacts* are anticipated.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IX. LAND USE AND PLANNING Would the project:					
a) Physically divide an existing 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.* The proposed project is located at the southeastern corner of the intersection of Zinfandel Drive and White Rock Road. Both Zinfandel Drive and White Rock Road are major arterials in a commercial mixed-use zone. There is no residential development in the vicinity of the proposed project and since the project site is located at the corner of two major arterial roads, implementation would not physically divide an existing community. Therefore, this impact is considered *less than significant*.
- b) *Less Than Significant Impact.* The proposed project site is located in an area designated in the recently adopted Rancho Cordova General Plan as the Downtown Planning Area. The General Plan designates the Downtown Planning Area as the "heart" of Rancho Cordova, which will become a vibrant place to live, work, play, and shop. Furthermore, the area surrounding the intersection of Zinfandel Drive and White Rock Road is designated a commercial mixed-use zone (RC GP DEIR, page 4.1-22 and Figure 3.0-6). The proposed project does not conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project since the proposed land uses (i.e., office/retail/parking garage) are consistent with the intent and vision of the commercial mixed-use zone in the Downtown Planning area. Therefore, this impact is considered *less than significant*.
- c) *Less Than Significant Impact.* Currently, there is no adopted Habitat Conservation Plan (HCP) in Sacramento County; therefore, *less than significant* impacts are expected.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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?	☐	☐	☒	☐	☐

SETTING

The Surface Mining and Reclamation Act (SMARA) (Cal. Pub. Res. Code §§ 2710 et seq.) requires the State Geologist to identify and map the non-fuel mineral resources of the State in order to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data. Areas known as Mineral Resource Zones (MRZs) are classified on the basis of geologic factors, without regard to existing land use and land ownership. The areas are categorized into four general classifications "MRZ-1 through MRZ-4." MRZ-1 zones are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence, MRZ-2 areas are areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists, MRZ-3 zones are areas containing mineral deposits, the significance of which cannot be evaluated from available data and MRZ-4 zones areas where available data is inadequate for assignment to any other MRZ.

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact.* The project site is located within an MRZ-2 zone, which are areas that are known to contain significant mineral resources. However, due to the project's size and location, the mining of these resources is not economically viable or feasible. Therefore, implementation of proposed project would not result in the loss or impede the mining of regionally or locally important mineral resources and *less than significant* impacts would result.
- b) *Less than Significant Impact.* See a) above. The project would not impede the recovery or mining of valuable mineral resources as depicted in the Rancho Cordova General Plan or any other applicable land use plan; therefore, *less than significant* impacts would result.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact.* The project's construction and site preparation activities would include the use of heavy equipment and trucks which would result in noise increases in the project's vicinity. Construction activities are temporary in nature and typically occur during daytime hours. Construction activities typically generate maximum noise levels ranging from 85 to 90 dB at a distance of 50 feet and would result in the temporary exceedance of established standards. The project's design and operational phase would include stationary noise generating features (i.e., heating and air conditioning units, etc.). However, the project's operational phase is not anticipated to exceed noise level performance standards for stationary sources established in the Table N-1 of Rancho Cordova General Plan (RC GP Noise Element, page 10). Given that the project is an infill site and surrounded by other commercial development, the construction activities are not anticipated to expose people or residences to excessive noise levels that exceed applicable standards. The following Rancho Cordova General Plan policies are applicable to the proposed project and would ensure that the project's construction and operational noise levels are reduced to *less than significant* with mitigation incorporation.

GENERAL PLAN POLICIES AND ASSOCIATED ACTION ITEMS

The following General Plan policies and associated Action items are applicable to the proposed project:

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Policy N.1.4	Mitigate noise created by proposed non-transportation sources to comply with the City's noise standards to the maximum extent feasible.
Action N.1.4.1	Limit construction activity to the hours of 7 a.m. to 7 p.m. weekdays and 8 a.m. to 6 p.m. weekends when construction is conducted in proximity to residential uses.
Action N.1.4.2	Consider restricting the hours of operation of loading docks, trash compactors, and other noise-producing uses in commercial areas that are adjacent to residential uses.
Action N.1.4.3	Require stationary construction equipment and construction staging areas to be set back from existing noise-sensitive land uses.

Strict adherence General Plan **Policy N.1.4** and associated **Action Items N.1.4.1** through **N.1.4.3** would reduce this impact to *less than significant*.

- b) *Less than Significant Impact.* See a) above.
- c) *Less than Significant Impact.* See a) above. As previously discussed, the project's construction activities would increase noise over existing levels; however, construction noise increases are temporary in nature and not permanent sources of noise generation. The project's operational phase would result in permanent noise increases over existing levels but would not exceed standards set forth in the Rancho Cordova General Plan and *less than significant* impacts would result.
- d) *Less than Significant Impact.* See a) through c) above.
- e) *Less than Significant Impact.* The project site is located approximately two miles northeast of Mather Field Airport. The project site is located within the Comprehensive Land Use Planning (CLUP) and the Overflight Zone of the Mather Airport. However, it is located outside of the safety zone of this facility. Therefore, Mather Field Airport operations would not expose people on the project site to excessive noise levels. Additionally, the construction activities and proposed land uses associated with the project would not expose workers or people at the airport to excessive noise levels. Therefore, this impact is considered *less than significant*.
- f) *No Impact.* There are no private airstrip and private air facilities in the vicinity of the project that would adversely affect people on the site or immediate vicinity; therefore, there is *no impact*.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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.* The proposed project is an infill development consisting of a 3-story Office/Retail building and a 1-story Retail building over a parking garage with related surface parking. No residential development is planned for the proposed project; therefore, there is *no impact* from substantial population growth in the area due to the construction of new homes. The construction of two new retail/office buildings on a vacant lot would result in moderate population increases from the new employment and retail opportunities. However, not all the employees are likely to be Rancho Cordova citizens. The project was considered in the population increases and projections evaluated in the Rancho Cordova General Plan EIR and would not result in substantial temporary or permanent population increases and *less than significant* impacts would result.
- b) *No Impact.* The proposed project site is currently vacant; therefore, there would be no displacement of existing housing and no need for the construction of replacement housing elsewhere and *no impacts* would result.
- c) *No Impact.* See b) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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, the 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) *Less Than Significant Impact with Mitigation Incorporation.* The Sacramento Metropolitan Fire District (SMFD) provides fire protection services, fire suppression, inspection, and emergency medical services for the City of Rancho Cordova and would serve the proposed project. The closest fire station to the proposed project site is located at 10595 Folsom Boulevard in the City of Rancho Cordova, which is less than 5 minutes from the project site. Additionally, since this is an infill project, there are presently two fire hydrants adjacent to the proposed project site to assist in fire suppression. SMFD staff was consulted and recommended several design measures for the project.

Mitigation Measures

MM 13.1 The project applicant shall submit improvement plans and implement the recommended safety and design measures to the satisfaction to the SMFD.

Timing/Implementation: Prior to approval of the improvement plans.

Enforcement/Monitoring: SMFD and the City of Rancho Cordova Planning Department.

Implementation of **MM 13.1** would ensure that fire protection impacts are *less than significant*.

- b) *Less Than Significant Impact with Mitigation Incorporation.* The City of Rancho Cordova Police Department (RCPD) is contracted through the Sacramento County Sheriff's Department (SCSD) Patrol Services. Police Department staff was consulted and recommends the following specific security and safety conditions be appended to the application for the proposed project.

Mitigation Measures

MM 13.2 The applicant shall submit improvement plans and implement the recommended safety and design measures to the satisfaction to the RCPD.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Timing/Implementation: Prior to approval of the improvement plans.

Enforcement/Monitoring: RCPD and the City of Rancho Cordova Planning Department.

Implementation of **MM 13.2** would reduce the project's law enforcement, security, and safety related impacts *less than significant*.

- c) *No Impact.* The proposed project consists of two office/retail buildings with a parking garage and related surface parking. The proposed project does not contain residential development; therefore, would not generate students or increase the demand for public school facilities and *no impacts* would result.
- d) *Less Than Significant Impact.* The proposed project consists of two office/retail buildings with a parking garage and related surface parking. The proposed project does not contain residential development; however, employees from the office/retail businesses may utilize local parks in a very limited fashion during breaks or after work. The number of employees that would use local parks and recreational facilities would not result in the deterioration or overuse of these facilities, and *less than significant* impacts would result.
- e) *No Impact.* Given that the project is a commercial, office and retail development, it would not adversely affect service standards or result in overuse of other public facilities (i.e., social services and libraries); therefore, *no impacts* would result.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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.* The proposed project site is located in a Commercial-Mixed Use zone in the Downtown Planning Area. The proposed project consists of one new 3-story Office/Retail building and one new 1-story Retail building over a parking garage with related surface parking. As such, the project would not result in substantial uses or the deterioration of existing Cordova Recreation and Park District parks or other recreational facilities. Therefore, this impact is considered *less than significant*.
- b) *Less Than Significant Impact.* See a) above.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XV. TRANSPORTATION/TRAFFIC Would the project:					
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐	☐
e) Result in inadequate emergency access?	☐	☒	☐	☐	☐
f) Result in inadequate parking capacity?	☐	☐	☒	☐	☐
g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐	☐

SETTING

Fehr and Peers completed a site access and on-site circulation study for the proposed project on June 2, 2006. The morning and evening peak hour trip generation for the project was estimated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (7th Edition, 2003). The on-site circulation study provided recommendations regarding the project's driveways, site access, on-site circulation, bicycle and pedestrian facilities and mitigation measures to reduce the project's impacts on nearby roadway segments and affected intersections.

DISCUSSION OF IMPACTS

- a) *Less than Significant Impact with Mitigation Incorporation.* The proposed uses would generate traffic volumes typical of retail and office land uses. The mixed land uses would allow for a percentage of the trips to be internalized, with five percent of all trips assumed to be internal to the project site. The project's trip generation is illustrated in **Table 15-1**.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Table 15-1
Trip Generation for the Zinfandel Place Project

Land Use	Amount	Trip Rate			Trip Generation		
		Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
Retail (Shopping Center)	18 ksf	42.94	1.03	3.75	462	19	68
Office (General)	42 ksf	11.01	1.55	1.49	773	65	63
Gross Trips					1235	84	131
Internal Trips					62	4	7
External Trips					1174	80	124

Source: Fehr and Peers, June 2006.

The Traffic Memorandum prepared by Fehr and Peers on June 2, 2006 analyzed and evaluated the project's traffic and circulation and concluded that the project would generate approximately 1,235 daily trips and contribute to worsening conditions on some the roadways in close proximity to the site and require improvements to maintain acceptable operating conditions. The Memorandum is attached as **Appendix B**. Based on the generation rates in **Table 15-1**, the City of Rancho Cordova Public Works Department has indicated that the project would impact roadways: Zinfandel Drive, White Rock Road, Data Drive, and Disk Drive, some of which are identified in the City of Rancho Cordova Capital Improvement Program (CIP); therefore, the project would be subject to the City-wide Traffic Impact fees (established by the City's Public Works Department) to mitigate any project-related roadway segment impacts. Additionally, the project would also contribute to unacceptable conditions at some of the intersections in the project's vicinity. If the impacted intersections are not identified in the CIP, the applicant would be required to pay a "fair share" portion to mitigate the project's impacts to these facilities. Implementation of the following mitigation measures would reduce the project's roadway and intersection impacts to *less than significant*.

Mitigation Measures

MM 15.1 The project applicant shall pay a "fair share" portion for the project' impacted roadway segments towards roadway improvements identified in the City of Rancho Cordova Capital Improvement Program and a "fair share" portion for impacted intersections as determined by the City of Rancho Cordova Public Works Department.

Timing/Implementation: Prior to approval of improvement plans.

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

Implementation of mitigation measure **MM 15.1** would reduce the project's roadway and intersection impacts to *less than significant*.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- b) *Less than Significant Impact.* See a) above. The project would generate approximately 1,235 daily vehicle trips and contribute to cumulative impacts and unacceptable operating conditions on area roadway segments and intersections. However, implementation of mitigation measure **MM 15.1**, which requires the applicant to pay its "fair share" portion to reduce cumulative impacts resulting from the project, would ensure the project's cumulative traffic and level of service impacts are *less than significant*.
- c) *Less than Significant Impact.* The project site is located approximately 2 miles north of the Matherfield Airport and is located outside the Comprehensive Land Use Plan (CLUP) area for this facility. Additionally, the commercial structures associated with the project are subject to height restrictions and development standards established in the City of Rancho Cordova General Plan for the Downtown Planning Area, which would ensure that the proposed uses do not conflict or unsafely affect the operations of this facility and *less than significant* impacts would result.
- d) *Less than Significant Impact with Mitigation Incorporation.* The City of Rancho Cordova Public Works Department recommends the following mitigation measures, which would require the project to be improved to City of Rancho Cordova roadway standards and to ensure safe access to the site and for travelers using White Rock Road and Zinfandel Drive, which are adjacent to the project site.

Mitigation Measures

MM 15.2a Project applicant shall grant to the City of Rancho Cordova the right-of-way for White Rock Road and Zinfandel Drive and install public street improvements pursuant to City Improvement Standards.

Timing/Implementation: Prior to the approval of improvement plans.

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

MM 15.2b Project applicant shall dedicate additional right-of-way for intersection widening and provide a bus turnout per City Improvement Standards and to the satisfaction of the City of Rancho Cordova Public Works Department.

Timing/Implementation: Prior to the approval of improvement plans.

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

MM 15.2c The project applicant shall dedicate a standard 12.5-foot Public Utility Easement for underground facilities and appurtenances adjacent to all public ways (C160).

Timing/Implementation: Prior to the approval of improvement plans.

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Implementation of mitigation measures **MM 15.2a** through **MM 15.2c** would ensure that the project's roadway design and safety related impacts are reduced to less than significant.

- e) *Less than Significant Impact.* See d) above.
- f) *Less Than Significant Impact.* The Zinfandel Place project is subject to parking requirements established in the City of Rancho Cordova Zoning Code for the proposed land uses. Therefore, parking related impacts are considered *less than significant*.
- g) *Less than Significant Impact.* The Zinfandel Place project will incorporate features to improve pedestrian safety and connectivity with designated walkways and include bicycle parking facilities near the structures to promote non-motorized circulation. As such, the project would not conflict with the provision of alternative modes of transportation and *less than significant* impacts.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The project is completely surrounded by urbanized development and would be served by the existing County Sanitation District-1 (CSD-1) public sewer system. Any expansion or new wastewater facilities would be required to comply with CSD-1 standards and regulations, which is the agency responsible for providing public sewer service to the project site. Any new facilities would be constructed within previously disturbed public right-of-ways to lessen physical environmental impacts. The project site is located in the Downtown Planning Area, which is designated for urbanized development. As such, the proposed project was considered in the land uses and wastewater flows evaluated in the Rancho Cordova General Plan EIR (RC GP EIR) and the certified "CSD-1 Sewerage Facilities Expansion Master Plan, Final EIR" and the "Sacramento Regional County Sanitation District Interceptor Master Plan, Final Program EIR, which are all available for public review. The project would contribute project-specific and to cumulative wastewater flows in the City of Rancho Cordova but would not exceed the discharge requirements of the California Regional Water Quality Control Board. Strict compliance with the requirements of CSD-1 and the CRWQCB would ensure that wastewater impacts are *less than significant*.

b) *Less than Significant Impact.* As discussed under a) above, the project would be served by the existing CSD-1 public sewer system. The project would require extending the

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

existing system to the site; however, minimal environmental impacts are anticipated as any new facilities would be constructed in previously disturbed areas. The project would be served by the Golden States Water Company (GSWC) and would require the extension of the existing "Cordova System" 6-inch conveyance and transmission facilities to provide water service. As with wastewater facilities, all new water facilities would be constructed within previously disturbed public right-of-ways which would lessen physical environmental impacts. The provision of new water infrastructure was programmatically considered in the technical analysis of the Rancho Cordova General Plan. Additionally, the environmental effects of providing water to supply the land uses associated with the City's General Plan were considered and addressed in the certified SCWA Zone 40 Water Supply Master Plan EIR and the Water Forum Agreement EIR. Therefore, this impact is considered *less than significant*.

- c) *Less Than Significant Impact.* Grading and site preparation activities would increase the amount of impervious surfaces and incrementally increase stormwater runoff in the project vicinity. The project site less than 5 acres in size and would result in substantial stormwater increases over existing conditions. Minor modifications and improvements to existing system may be required but no new systems would be needed. The modifications and improvements would take place in previously disturbed areas and within existing right-of-way easement; therefore, would not result in adverse physical or environmental effects and *less than significant* impacts are anticipated.
- d) *Less Than Significant Impact.* As previously discussed, the GSWC would provide water service to the project site. The GSWC will have an excess of approximately 5,000 acre-feet a year (af/yr) of water supply under City of Rancho Cordova General Plan buildout conditions or 2030 (RC GP EIR, page 4.9-45). The developer is to provide verification from the Sacramento County Water Maintenance District or the appropriate water purveyor that an adequate and potable water system is available to service the project and that a potable water supply system capable of receiving and distributing surface and groundwater shall be installed. Implementation of these standards would reduce impacts to a *less than significant* level.
- e) *Less than Significant Impact.* See a) and b) above.
- f) *Less than Significant Impact.* The solid waste generated from the proposed project would be collected and transported to either the Kiefer Road Landfill, the Forward Landfill, or the Lockwood Regional Landfill. All of these solid waste facilities have adequate permitted capacity to accommodate waste generated as a result of implementing the City's General Plan (RC GP EIR, page 4.12-61). The physical environmental effects of transporting additional waste, including additional trucks and trips, increased air emissions, traffic, noise, and biological related impacts etc., were addressed in the appropriate technical sections (i.e., Air Quality, Transportation and Circulation, Biological Resources, etc.) of the RANCHO CORDOVA General Plan EIR. The landfill facilities that will receive solid waste from the proposed project all have adequate permitted capacity to accommodate the project and would not need expansion or other improvements that may result in adverse environmental effects and *less than significant* impacts are expected.
- g) *No Impact.* The project and all solid waste service providers must comply with all federal, state and local statutes and regulations related to solid waste; therefore, *no impacts* would result.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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, substantially 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 the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐	☐
c) 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.	☐	☐	☒	☐	☐
d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐

DISCUSSION OF IMPACTS

- a) *Less than Significant.* The proposed project may result in short-term impacts in various resource areas including air quality, biological resources, cultural resources, hazardous materials, noise, public services, and traffic and circulation. However, with proper enforcement and strict adherence to the identified mitigation, the project would not substantially degrade the quality of the environment, adversely affect 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, substantially 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 and *less than significant* impacts would result.
- b) *Less Than Significant Impact.* As indicated in a) above, the project would result in short-term air quality, cultural resource, hazards and hazardous materials, and noise impacts from the associated construction and may result in long-term transportation/traffic related impacts. However, the project's proposed land uses and cumulative related impacts uses were programmatically evaluated in the Rancho Cordova General Plan. Given that the majority of the project's impacts would result from construction related activities, which are temporary, the identified mitigation would reduce the project's short-term and cumulative contribution to long-term environmental impacts and *less than significant* impacts are anticipated.
- c) *Less than Significant Impact.* The project would contribute to cumulative air quality, biological resources, public service, and traffic and circulation impacts. However, with

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

proper enforcement and strict adherence to the identified mitigation the project's impacts would be less than cumulatively considerable.

- d) *Less Than Significant Impact with Mitigation Incorporation.* The proposed project has the potential to temporarily affect human safety. However, as previously discussed, the majority of the project's impacts would be construction related and temporary in nature and if properly monitored, would ensure that direct and indirect adverse impacts to human being are insubstantial and *less than significant*.

4.0 CUMULATIVE IMPACTS

4.1 INTRODUCTION

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

4.2 CUMULATIVE SETTING

The cumulative setting for the Zinfandel Place project includes the buildout proposed under the Rancho Cordova General Plan and other proposed, planned or reasonably foreseeable projects in eastern Sacramento County. When applicable, the cumulative settings individual resource areas (i.e., air quality) are included under the individual discussions provided in Section 3.0.

4.3 CUMULATIVE IMPACT ANALYSIS

AESTHETICS

The project is an in-fill project and surrounded by other urbanized development. As such, Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts and *less than cumulatively considerable* impacts would result.

AGRICULTURAL RESOURCES

The project would not result in loss of agricultural resources or farmland of statewide, regional, or local importance. The site is an infill project and does not contain soils that provide agricultural opportunities; therefore, *less than cumulatively considerable* impacts would result.

AIR QUALITY

The proposed project would contribute to cumulative air quality impacts in the vicinity. However, Mitigation measures contained in Section 3.0 (Subsection III, Air Quality) of this MND would reduce the project's air quality related impacts to *less than cumulatively considerable*.

BIOLOGICAL RESOURCES

The project would contribute to cumulative biological resource impacts in the project vicinity; 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 cumulatively considerable*.

CULTURAL RESOURCES

Implementation of the proposed project would not contribute to an increase in cultural resource impacts. There is a chance that important cultural resources may be discovered during site preparation activities. However, strict enforcement of mitigation measures identified in Section 3.0 (Subsection V, Cultural Resources) of this MND would ensure a *less than cumulatively considerable* impact to cultural resources.

4.0 CUMULATIVE IMPACTS

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 would have *no impact* on cumulative geophysical conditions in the region.

HAZARDS AND HAZARDOUS MATERIALS

The project would not contribute to hazards associated with the accidental release of hazardous materials in the area and *less than cumulatively considerable* impacts would result.

HYDROLOGY AND WATER QUALITY

The project is subject to the County-wide NPDES permit and the City of Rancho Cordova Grading and Erosion Control Ordinance the use of Best Management Practices during construction activities which would ensure that project's hydrology and water quality related impacts are *less than cumulatively considerable*.

LAND USE AND PLANNING

The project site is currently undeveloped and is surrounded by office and residential development. The surrounding area is developed with established commercial uses. Additionally, the project is consistent with the land uses evaluated and planned in the Rancho Cordova General Plan EIR and *less than cumulatively considerable* impacts are anticipated.

MINERAL RESOURCES

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

NOISE

Implementation of project would not result in temporary and permanent changes in the ambient noise levels in the vicinity that exceed noise criteria during construction activities; however, *no cumulatively considerable* or permanent noise impacts would result.

POPULATION AND HOUSING

The project is a commercial and retail project that would provide limited employment opportunities; therefore, would not induce population or housing related impacts and *less than cumulative considerable* impacts would result.

PUBLIC SERVICES

Implementation of the proposed project would result in a subsequent increase in demand for public services and require infrastructure extensions and improvements. However, project implementation would not result in inadequate storage or transmission capacities, or affect response times impede the service providers ability maintain adequate service levels and *less than cumulatively considerable* impacts would result.

RECREATION

The proposed project may increase the use of existing recreational facilities in the area for employee lunches, breaks, and exercise. Given that the project is exclusively a commercial and retail development, the no additional facilities would be required and impacts to recreational facilities are considered *less than cumulatively considerable*.

UTILITIES AND SERVICE SYSTEMS

The proposed project would be served by the extension of existing infrastructure, which would be placed and constructed within existing rights-of-way; therefore, *less than cumulatively considerable* impacts are anticipated.

TRANSPORTATION/CIRCULATION

The proposed project would increase the number of vehicle trips, the volume-to-capacity ratio on roads, and congestion at intersections over existing conditions. However, enforcement of mitigation measures identified in Section 3.0 "XV. Transportation/Traffic" would ensure that the project's contribution to traffic related impacts would be *less than cumulatively considerable*.

WATER

The developer is required to provide verification from the Golden States Water Company (GSWC) that an adequate supply of potable water is available to service the project and that a District operates and maintains a potable water supply system capable of receiving and distributing surface and groundwater to serve the project. The project would contribute to increased water demands when considered with other projected development within the service boundaries of the GSWC. Given that the project's water infrastructure would be located within previously disturbed rights-of-way and that GSWC has adequate water supplies to meet its projected needs through 2030, the project's water supply and infrastructure impacts would be *less than cumulatively considerable*.

5.0 DETERMINATION

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, however; there will not be a significant effect in this case because the mitigation measures described in Section 3 of this document have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed Project **MAY** have a 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 _____ Date: _____

Printed name: Ben Ritchie For City of Rancho Cordova

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

Signature _____ Date: _____

Printed name: _____ For _____

6.0 REPORT PREPARATION AND CONSULTATIONS

6.0 REPORT PREPARATION AND CONSULTATIONS

6.1 REPORT PREPARATION AND REFERENCES

CITY OF RANCHO CORDOVA- LEAD AGENCY

Paul Junker	Planning Director
Anne Hersch	Assistant Planner
Ben Ritchie	Environmental Coordinator
David Young	Environment Planner
Cyrus Abhar	City Engineer
Kevin Freibott	Environmental Planner
Cori Resha	Assistant Environmental Planner

6.2 PERSONS AND AGENCIES CONSULTED

Jeane Borkenhagen	SMAQMD
Benjamin Larson	Fehr and Peers
Thomas McMahon	Rancho Cordova Chief of Police
Michael Magee	Sacramento Metropolitan Fire Department

7.0 REFERENCES

7.0 REFERENCES

- City of Rancho Cordova. 2006, March. *Rancho Cordova General Plan Draft Environmental Impact Report*. Referenced in document as GP EIR. Available for review at the City of Rancho Cordova on request or online at <http://gp.cityofranhocordova.org/>
- City of Rancho Cordova. 2006, May. *Zinfandel Place Preliminary Biological Resources Evaluation*. Attached to this document as Appendix A.
- City of Rancho Cordova. 2006, June 26. *Rancho Cordova General Plan: Final Adopted Version*. Referenced in document as General Plan. Available for review at the City of Rancho Cordova on request or online at <http://gp.cityofranhocordova.org/>
- County of Sacramento. 1993. *Sacramento County General Plan*. Available online at <http://www.sacounty.net>
- County of Sacramento. 1993. *Sacramento County General Plan Environmental Impact Report*. Available online at <http://www.sacounty.net>
- Fehr and Peers. 2006, June. *Zinfandel Place Site Access and On-Site Circulation Study*. Attached to this document as Appendix B.
- Pacific Municipal Consultants. 2005. *Archaeological and Historical Investigations for the City of Rancho Cordova General Plan*. Available for review at the City of Rancho Cordova on request.
- Sacramento Metropolitan Air Quality District (SMAQMD). 2004, July. *Guide to Air Quality Assessment in Sacramento County*. Available at the City of Rancho Cordova on request or online at <http://www.airquality.org/>

APPENDIX A
PRELIMINARY BIOLOGICAL RESOURCES
EVALUATION



Robert McGarvey
Mayor

David Sander
Vice Mayor

Ken Cooley
Councilmember

Linda Budge
Councilmember

Dan Skoglund
Councilmember

Memorandum

Date: May 23, 2006

To: David Young

CC: Jeannette Owen

From: D.J. Eichenberger

SUBJECT: ZINFANDEL PLACE PRELIMINARY BIOLOGICAL RESOURCES EVALUATION

The proposed project, Zinfandel Place, a new three-story office/retail building and new one-story retail building over a parking garage with related surface parking, located at the southeast corner of the intersection of Zinfandel Drive and White Rock Road in the City of Rancho Cordova, APN 072-0680-051, was evaluated on May 16, 2006 by a City of Rancho Cordova staff biologist. The purpose of the preliminary biological resource assessment was to describe on-site vegetation communities, identify potentially jurisdictional waters of the U.S., and assess the potential for occurrence of special-status plant and wildlife species. Prior to the site visit a background information search for potential special-status species was conducted utilizing the California Natural Diversity Data Base (CNDDDB 2006a), CNDDDB QuickViewer for unprocessed data (CNDDDB 2006b), U.S. Fish and Wildlife Service (USFWS 2006), and California Native Plant Society (CNPS 2006) for the within 9 USGS quadrangles surrounding the project site to determine which species have previously been documented within the project vicinity. A pedestrian reconnaissance-level survey of the project study area was conducted. The weather was warm and breezy with sunny skies. Photographs were taken within the boundaries of the project study area as well as at points of interest (**Appendix A; Plates 1-12**).

The project site is adjacent to the existing Bank of America building and is encompassed by Data Drive. Surrounding land uses include White Rock Road and a vacant parcel proposed for the Rancho Cordova Gateway project to the north, Capital Village to the south, the existing Bank of America building and office/business parks to the east and Zinfandel Drive and office/business parks to the west.

The project study area, consisting of approximately 3.73± acres, is predominantly grassland vegetation. Landscaped plant and ruderal vegetation were present to a lesser extent. The northwest corner consists of landscaping, including manicured grass, pine trees (*Pinus spp.*), and a stone sign marker. The landscaped area is heavily watered by sprinklers as evidenced by the runoff at the border of the manicured grass and the grassland vegetation (**Appendix A; Plates 7 and 8**). The east and south borders are directly adjacent to the asphalt parking lot of the existing Bank of America. A temporary fence prevents vehicle and foot traffic from crossing the

site. The ruderal areas contained dumped concrete than now supports vegetation that can survive in ruderal/disturbed areas (**Appendix A; Plate 12**). The predominant vegetation present consisted of wild oat (*Avena fatua*), milk thistle (*Silybum marianum*), tarweed (*Hemizonia* spp.), and plantain (*Plantago lanceolata*).

Special-status plant or animal species were not observed during the survey, however no species-specific surveys were conducted. According to the background searches and the available habitat, the following species have potential to occur within the project: Conservancy fairy shrimp (*Branchinecta conservatio*), vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), mid-valley fairy shrimp (*Branchinecta mesovallensis*), Bogg's Lake hedge-hyssop, (*Gratiola heterosepala*), Legenere (*Legenere limosa*), Pincushion navarretia (*Navarretia myersii* spp. *Myersii*), Slender orcutt grass (*Orcuttia tenuis*), and Sacramento orcutt grass (*Orcuttia viscida*); however suitable habitat for these species was not identified within the project study area.

The site is an infill site with extremely limited amount, if any at all, of foraging habitat for Swainson's hawk (*Buteo swainsoni*). Swainson's hawk requires adjacent suitable foraging areas such as grasslands, alfalfa, or grain fields that support rodent populations. Rodent burrows and runways were absent within the project (CNDDDB 2006a). Due to the lack of foraging habitat within the site and adjacent areas, mitigation for Swainson's hawk is not required.

IMPACTS TO SPECIES

A number of suitable bird nesting trees are present within and surrounding the project area. Raptors (birds of prey), migratory birds, and other avian species are protected by a number of state and federal laws. The federal Migratory Bird Treaty Act (MBTA) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior. Section 3503.5 of the California Fish and Game Code states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto."

RECOMMENDATIONS

Based upon the pedestrian survey, habitat within the project study area, and analysis of the multiple nine-quadrangle database searches, the habitat present within the project area can support nesting birds.

Bird Nests

- Prior to project construction, it shall be determined whether any construction or tree removal is proposed during the nesting season (*February 1 to August 31*).
- If no construction or tree removal shall occur during the nesting season, no further mitigation shall be necessary.
- If construction or tree removal is proposed during the nesting season, a qualified biologist shall conduct a focused survey for nests during the nesting season to identify active nests within 250 feet of the project area. The survey shall be conducted no less than 14 days and no more than 30 days prior to the beginning of construction or tree removal.

- If nesting birds are found during the focused survey, no construction or tree removal shall occur within 250 feet of an active nest until the young have fledged as determined by a qualified biologist.

Implementation of the above mitigation measures would reduce direct impacts to endangered, threatened, and rare species within the project area to **less than significant**.

Please do not hesitate to contact me if you have any questions.
Thank you,

D. J. Eichenberger

REFERENCES:

- California Native Plant Society. (CNPS) *Inventory of Rare and Endangered Plants*. v06-05d. September 2005. <<http://cnps.web.aplus.net/cgi-bin/inv/inventory.cgi>> Accessed: May 15, 2006.
- California Natural Diversity Database (CNDDDB). 2006a. California Department of Fish and Game (CDFG): Commercial Version dated March 2006. Wildlife and Habitat Data Analysis Branch, California Dept. Fish and Game, Sacramento, CA.
- California Natural Diversity Database (CNDDDB). 2006b. California Department of Fish and Game (CDFG): QuickViewer. Wildlife and Habitat Data Analysis Branch, California Dept. Fish and Game, Sacramento, CA. Accessed: May 15, 2006.
http://www.dfg.ca.gov/whdab/html/quick_viewer_launch.html
- U.S. Fish and Wildlife Service (USFWS). 2006. Species List for Elk Grove topographical 7.5' quadrangle and surrounding 8 quadrangles. Accessed: May 15, 2006.
http://www.fws.gov/sacramento/es/spp_list.htm

Appendix A

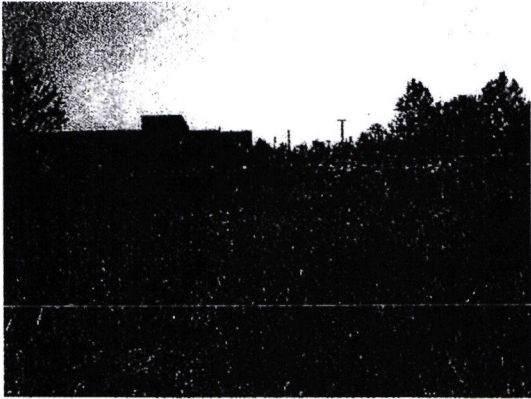


Plate 1 Looking east

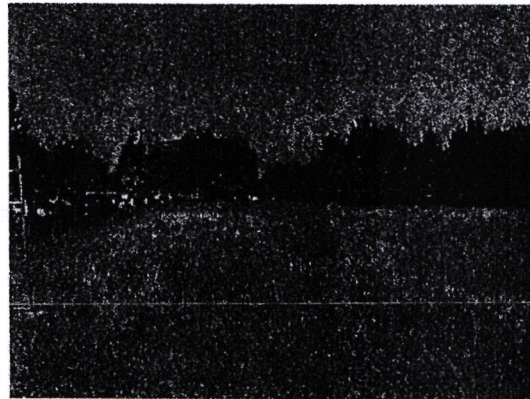


Plate 4 Looking west



Plate 2 Looking northeast

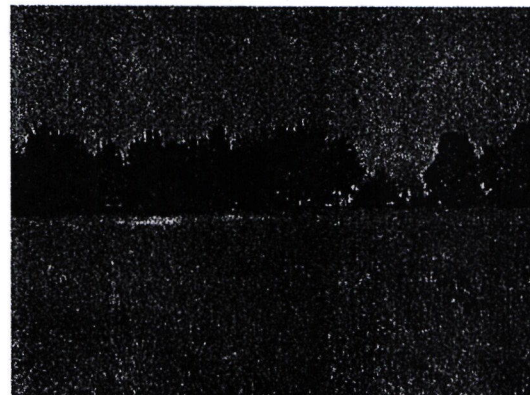


Plate 5 Looking north

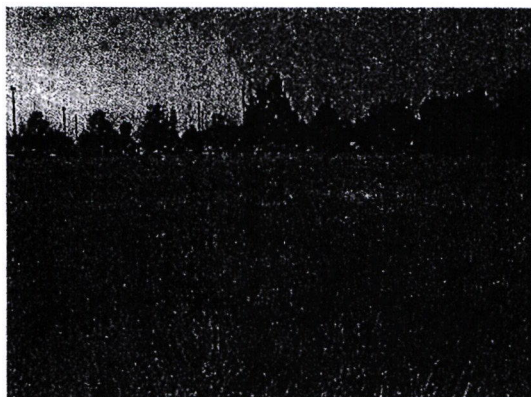


Plate 3 Looking southwest

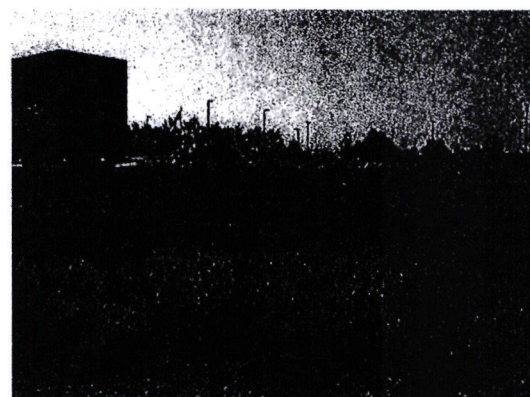


Plate 6 Looking southeast

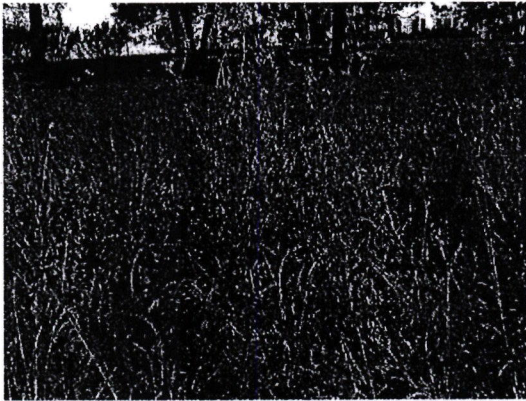


Plate 7 Northwest corner showing landscaped vegetation

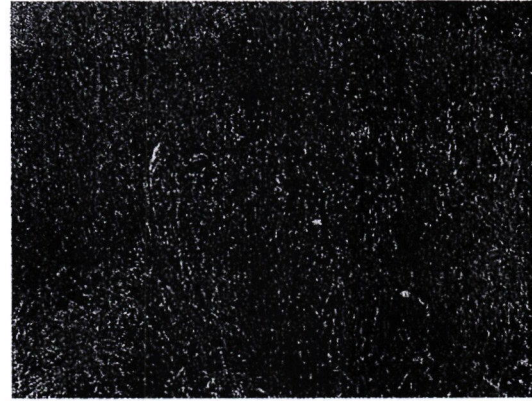


Plate 10 Vernal pool depression (1)

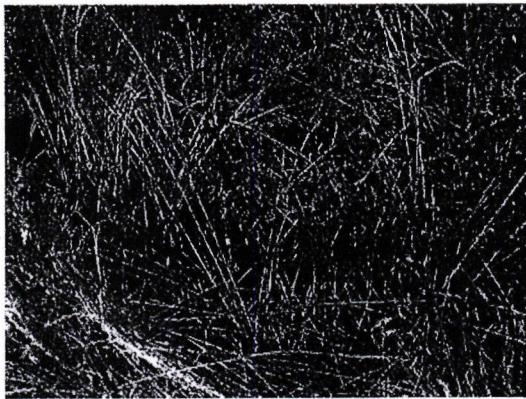


Plate 8 Boundary between landscaping and grassland, showing water flow onto project site

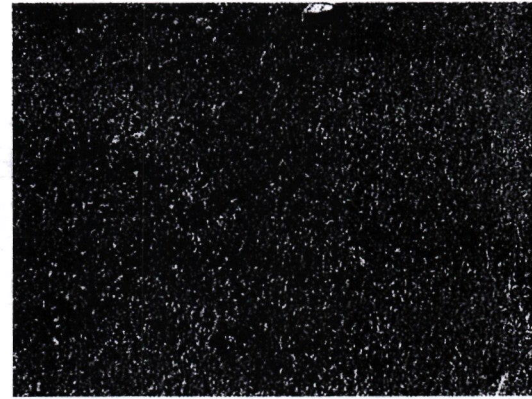


Plate 11 Vernal pool depression (2)

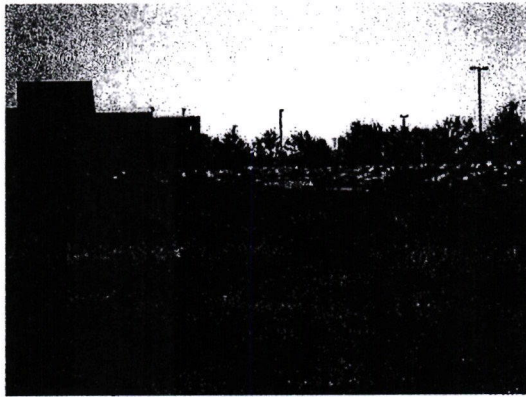


Plate 9 Looking southeast, showing vernal pool depressions



Plate 12 Concrete pile

APPENDIX B
ZINFANDEL PLACE SITE ACCESS AND ON-SITE
CIRCULATION STUDY



MEMORANDUM

Date: June 2, 2006

To: Eric Hafter
Catlin Properties

From: Benjamin J. Larson
David B. Robinson, P.E.

Subject: *Zinfandel Place Site Access and On-site Circulation Study*

RS06-2290

Fehr & Peers has completed a site access and on-site circulation study for the proposed Zinfandel Place project at 3101 Zinfandel Drive in the City of Rancho Cordova. This memorandum summarizes our analysis results and recommendations regarding project driveways, site access, and the on-site circulation system.

PROJECT DESCRIPTION

According to the most recent site plan provided by Williams + Paddon Architects and information provided by the applicant, the Zinfandel Place project will consist of about 18,000 square feet of retail development and 42,000 square feet of office space on the southeast quadrant of the Zinfandel Drive/White Rock Road intersection. Figure 1 displays the project site location and access.

Access to the proposed project will be provided by existing driveways located on Zinfandel Drive, White Rock Road, and Data Drive. There is one driveway on Zinfandel drive that has full access. White Rock Road has one driveway that has right-in-right-out access. Data Drive connects to both Zinfandel Drive and White Rock Road and has two project driveways with full access. Figure 1 shows the location of the driveways and the permitted turning movements.

Trip Generation

The morning and evening peak hour trip generation of the project was estimated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation*, 7th Edition, 2003. Based on input from the project applicant and architect, we assumed that the 18,000 square feet of retail development will generate trips at typical shopping center rates (ITE code 820).¹ and the 42,000 square feet of office space will generate at

¹. Recent communication with the project applicant indicates the possibility of a sit-down style restaurant (size unknown at this time) that could replace some of the square footage designated for retail development. Upon determination of future tenants, we recommend the City perform a trip generation applying ITE rates to compare to the project volumes used in this report and determine parking requirements. We anticipate that an increase in trips would not effect the recommendations presented in this report.

general office building rates (ITE code 710). It should be noted that the mixed land use will allow for a percentage of generated trips to be internalized. Five percent of gross trips were assumed to be internal to the project site. Table 1 shows the trip generation of the project.

TABLE 1 TRIP GENERATION FOR THE ZINFANDEL PLACE PROJECT							
Land Use	Amount	Trip Rate ¹			Trip Generation		
		Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
Retail (Shopping Center)	18 ksf	42.94	1.03	3.75	462	19	68
Office (General)	42 ksf	11.01	1.55	1.49	773	65	63
Gross Trips					1235	84	131
Internal Trips³					62	4	7
External Trips					1174	80	124
Notes: ¹ Trip generation rates based on data in <i>Trip Generation</i> , Seventh Edition (Institute of Transportation Engineers, 2003). ² KSF = 1,000 square feet ³ Internal trips are trips between retail and office in and around project site. Source: Fehr & Peers, 2006.							

Trip Distribution and Assignment

The expected distribution of vehicle trips generated by the Zinfandel Place project to the surrounding area was estimated based on existing travel patterns and similar projects in the area. The expected distribution of vehicle trips for trips generated by the project is:

<u>Direction</u>	<u>Percentage of Trips</u>
To/from the northwest on Zinfandel Drive and White Rock Road	55%
To/from the northeast on Data Drive and White Rock Road	19%
To/from the southwest on Zinfandel Drive and Data Drive	24%
To/from the southeast on Disk Drive	2%

Project trips were assigned to the driveways based on the above distribution, the location of the driveways in relation to the project site, and permitted driveway turning movements.

REVIEW OF SITE ACCESS AND ON-SITE CIRCULATION

We evaluated vehicular site access, on-site circulation, and pedestrian and bicycle access. Figure 2 summarizes the recommended improvements to the site plan, which are discussed below.

Driveway Throat Depth Requirements

We calculated minimum required throat depth (MRTD) at each driveway based on the projected volumes. Estimating throat depth for vehicles exiting the project site is necessary to minimize blockages within the circulation system and impacts to adjacent roadways. We also assessed the required storage length for the left-turn ingress on Zinfandel Drive.

As illustrated in Figure 2, we recommend that left-turn egress onto Zinfandel drive be prohibited to minimize queuing at the project driveway. This should be done with signage, striping, and/or the construction of a curb barrier. Please note that installing a curb barrier at this location would eliminate access for existing uses.

Using cumulative traffic volume forecasts, we estimated the maximum queue in the southbound left-turn lane at the project driveway on Zinfandel Drive to be 75 feet (about 3 vehicles). This queue length assumes free-flow conditions. The existing turn pocket has sufficient storage for the maximum queues. Based on field observations, the northbound queue from the Zinfandel Drive/White Rock Road intersection, in the PM peak hour, spills back through the Zinfandel project driveway. However, field observations indicate that drivers still provide gaps for the movement.

The location of the garage entrance is about 50 feet from the northeast access of the project site. Figure 2 outlines recommendations to improve safety for vehicles accessing the garage. We recommend maintaining the existing curb radius on the west-side of the northern entrance to reduce turning speed and preserving adequate sight distance out of the garage by using low growing landscaping in the area between White Rock Road and the garage access.

Internal Circulation

The proposed site plan uses tandem parking in the surface lot to meet City parking requirements. According to the applicant, the following strategies are proposed to manage the tandem parking:

- The property management company will hire a parking lot attendant to oversee the tandem parking spaces
- Office building tenants will be assigned spaces in the tandem parking area
- Valet parking for some of the retail uses as appropriate

These measures are necessary to maximize the use of the tandem parking. If parking management is not implemented, tandem parking is not recommended

We used the program, AutoTurn, to determine sufficient access to the parking stalls on the west end of the parking garage. Based on our evaluation, we recommend the following (refer to Figure 2):

- Eliminate the designated stalls and preserve the open space to provide room for turn-around movement from adjacent stalls.
- Restrict the highlighted area to compact parking due to larger vehicles being unable to maneuver within the limited aisle width.
- Relocate the handicapped stall.

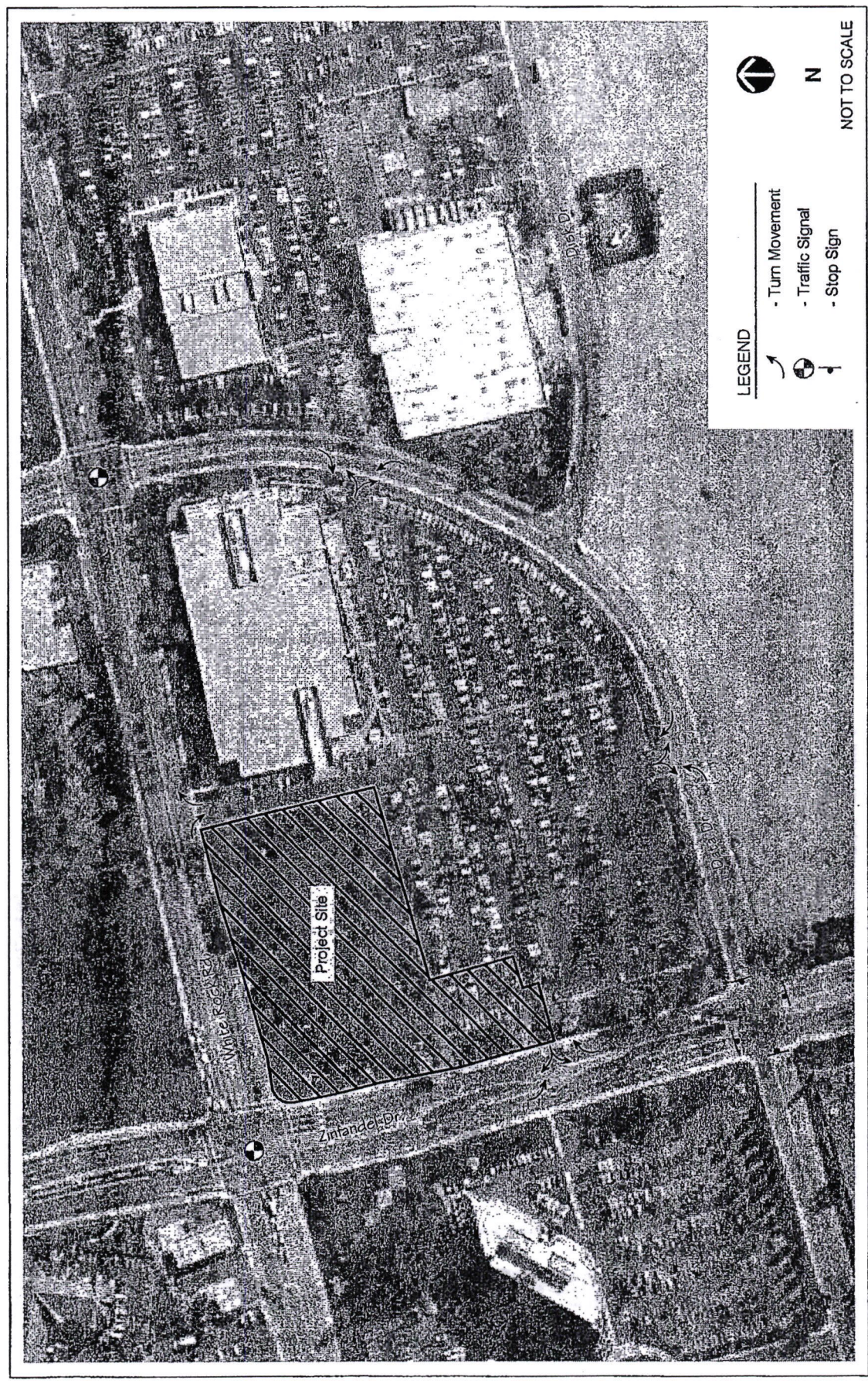
The stall designated in the surface lot on Figure 2 should be eliminated because it creates the potential for blockage of a handicapped stall. Extending the walkway into this stall will also provide for better pedestrian connectivity.

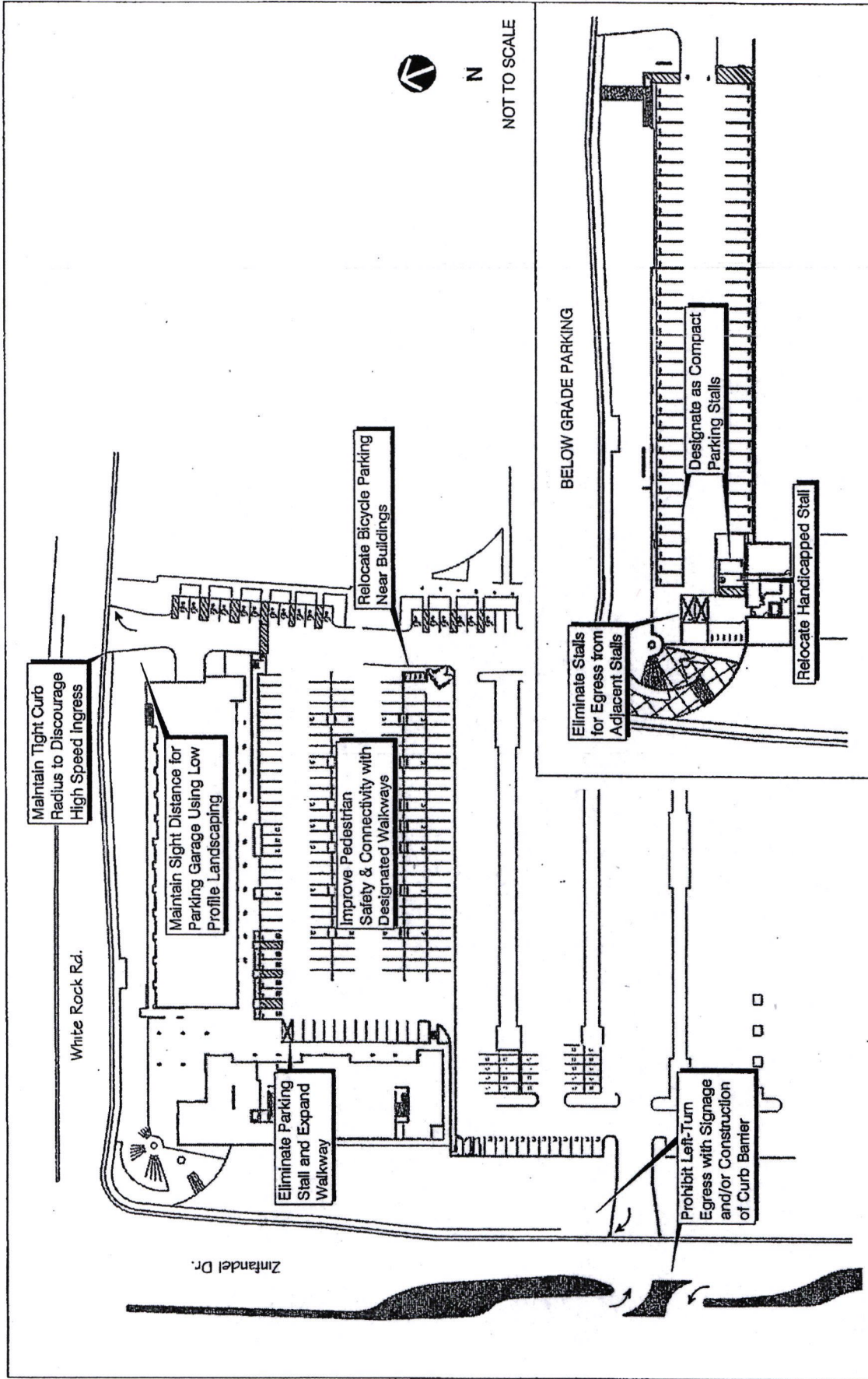
Pedestrian and Bicycle Considerations

The Rancho Cordova Design Guidelines (2005) state that site design shall provide pedestrian and bicycle amenities that increase safety and comfort. We recommend that pedestrian routes be identified using raised pathways, textured surfaces, colored pavement, or striping.

Bicycle facilities should be provided in well-lit areas near the building entries. We recommend that the bicycle parking proposed at the southeast corner of the project site (called out on Figure 2) be relocated near the buildings to be consistent with the policies in the city's design guidelines.

DRIVEWAY TURNING MOVEMENTS
FIGURE 1





FEHR & PEERS
TRANSPORTATION CONSULTANTS

Jun 02, 2006 MJC
N:\2006Projects\2290_Zinfandel_Plaza_Circulation_Study\Graphics\drai\fig02_recs.dwg

RECOMMENDATIONS

FIGURE 2

ATTACHMENT

Technical Calculations

Maximum Queue Estimation for: Minor Street Left/Through/Right-Turn

Zinfandel Drive and Project Driveway 1
Cumulative Conditions - PM peak

Input Data

Subject Approach	
Total Approach Volume (vph) =	181
PHF=	0.82
%RT's =	0.989
Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	1

Major Street	
Conflicting Traffic Volume for Left/Through Movements (vph) =	3231
PHF=	0.82
Conflicting Traffic Volume for Right-Turn Movements (vph) =	1651
PHF=	0.82

Output

21.30997
21
0.30997

Estimated Maximum Queue	22	vehicles
-------------------------	----	----------

Maximum Queue Estimation for: Minor Street Right-Turn

Zinfandel Drive and Project Driveway 1

Cumulative Conditions - PM peak

Input Data

Subject Approach	
Traffic Volume (vph) =	179
PHF=	0.83

Major Street	
Conflicting Traffic Volume (vph) =	1651
PHF=	0.7
Conflicting Number of Through Lanes	0.65
Posted Speed Limit (mph)=	45

Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	1
---	---

Output

9.443973

9

0.443973

Estimated Maximum Queue	10 , vehicles
-------------------------	---------------

Maximum Queue Estimation for: Major Street Left-Turn

Zinfandel Drive and Project Driveway 1
Cumulative Conditions - PM peak

Input Data

Subject Approach	
Traffic Volume (vph) =	20
PHF=	0.8

Major Street	
Conflicting Traffic Volume (vph) =	1676
PHF=	0.9
Conflicting Number of Through Lanes	3
Posted Speed Limit (mph)=	40

Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	1
---	---

Output

Estimated Maximum Queue	3 vehicles
-------------------------	------------

Maximum Queue Estimation for: Minor Street Right-Turn

White Rock Road and Project Driveway 2
Cumulative Conditions - PM peak

Input Data

Subject Approach	
Traffic Volume (vph) =	35
PHF=	0.8

Major Street	
Conflicting Traffic Volume (vph) =	1636
PHF=	0.8
Conflicting Number of Through Lanes	3
Posted Speed Limit (mph)=	40

Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)	1
---	---

Output

5.229025
5
0.229025

Estimated Maximum Queue	5	vehicles
-------------------------	---	----------

3101 Zinfandel
Pre-Construction Photo Journal
September 15, 2006

Following is a set of photos showing existing pre-construction conditions of the streets fronting the site. These photos are intended to clarify the existing-to-remain features.



Zinfandel northbound, near site driveway.

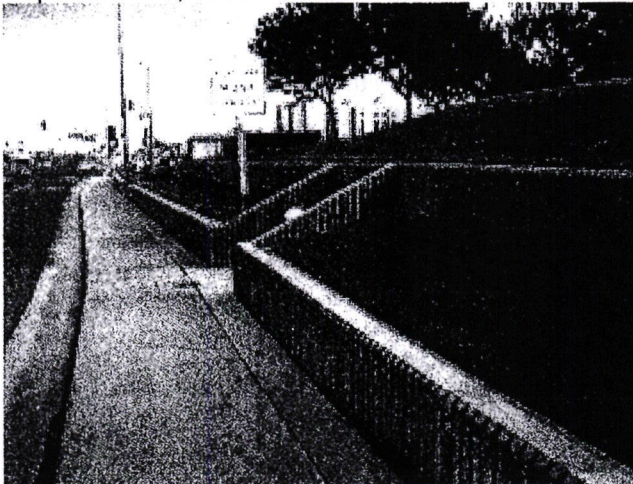
Note vertical curbs, and 6' sidewalks



Zinfandel northbound, approaching the White Rock intersection

Note change of relative grade and start of retaining walls within the city landscape areas

3101 Zinfandel
Pre-Construction Photo Journal
September 15, 2006



Zinfandel northbound,
approximately 150' south of
intersection

Note substantial retaining
structures



Zinfandel northbound,
approximately 100' south of
intersection

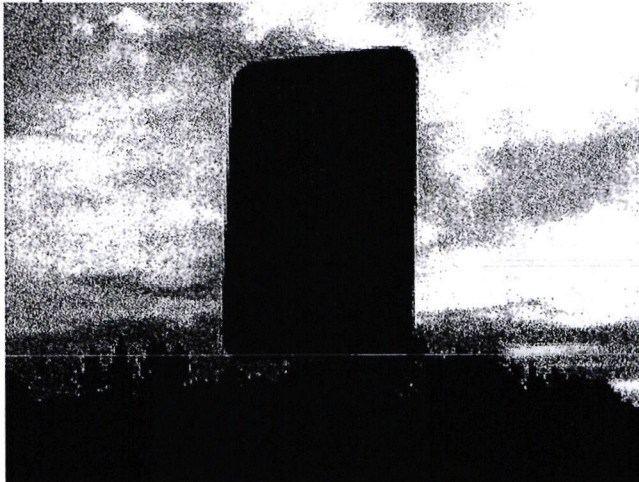
Note continued retaining
structures, and street lighting
within sidewalk right of way



White Rock eastbound, near
intersection with Zinfandel

Note start of bus turnout and
retaining walls

3101 Zinfandel
Pre-Construction Photo Journal
September 15, 2006

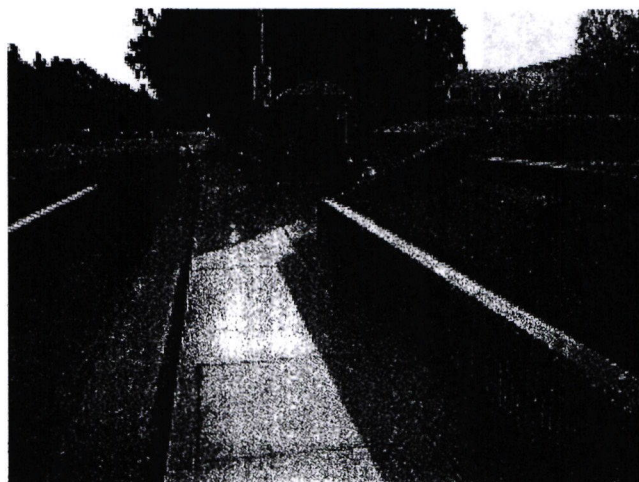


Traffic control sign placed near start of bus turnout absolutely prohibiting drop off along White Rock



White Rock eastbound at bus turnout

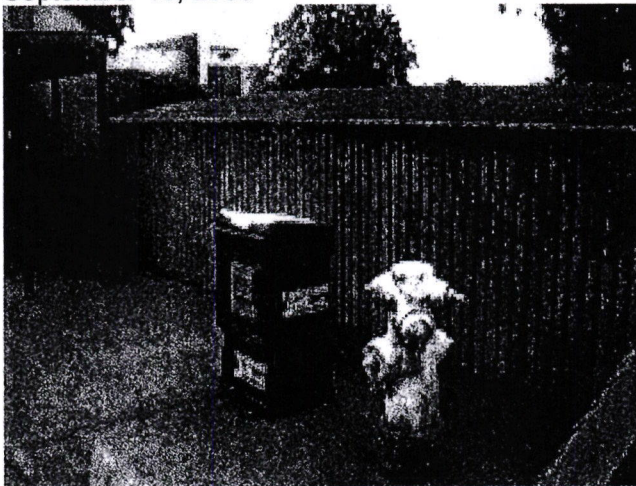
Note increasing retaining wall structure



White Rock eastbound at bus turnout

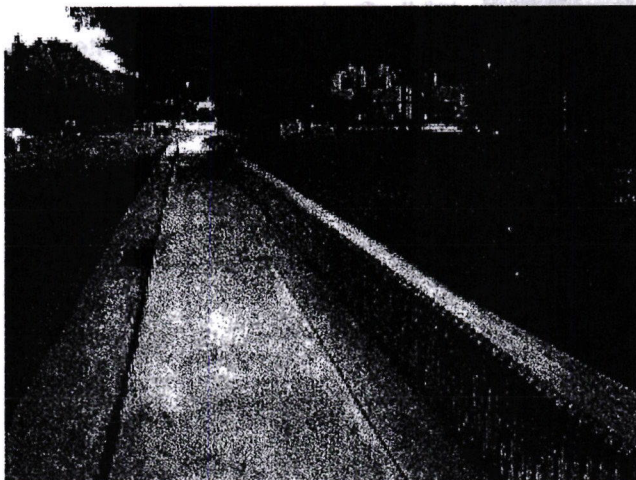
Note substantial retaining wall structure, and bus stop which is not being disturbed as part of this project

3101 Zinfandel
Pre-Construction Photo Journal
September 15, 2006



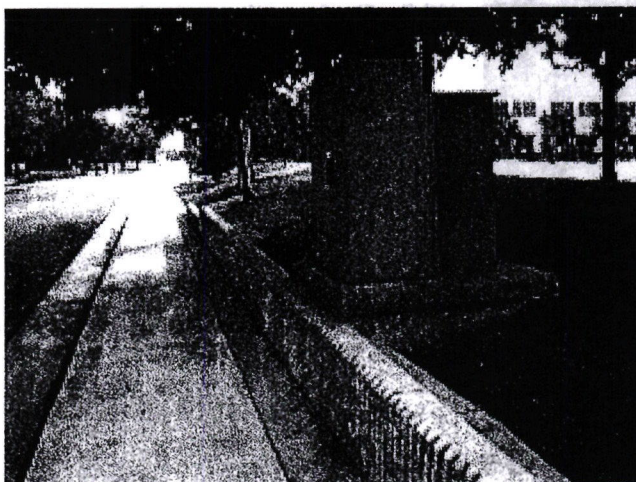
Bus stop

Note substantial retaining wall structure which is not being disturbed as part of this project



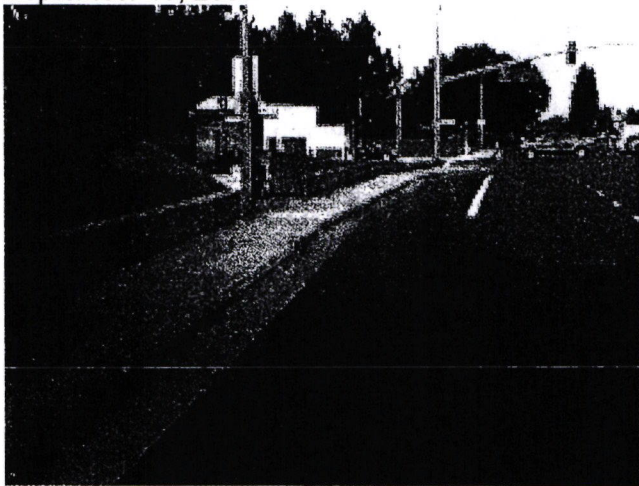
White Rock eastbound at bus turnout

Note lack of opportunity to move sidewalk into the planned site



White Rock, existing-to-remain traffic signal control equipment placed at back of sidewalk

3101 Zinfandel
Pre-Construction Photo Journal
September 15, 2006



White Rock, looking west at bus stop



White Rock eastbound,
approaching driveway onto site

Note grades appropriate for ADA
access

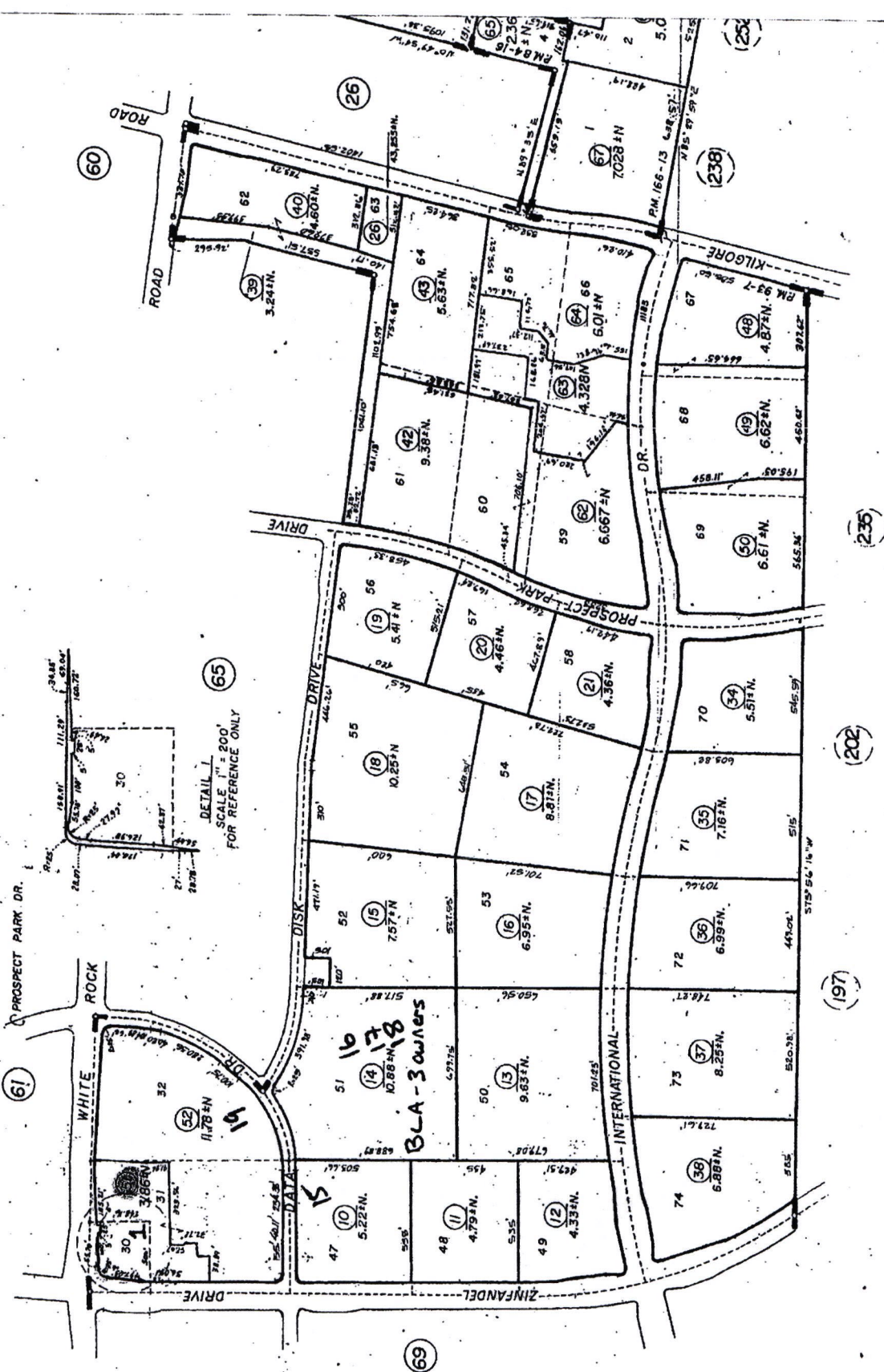


White Rock eastbound, at
driveway onto site

Note grades appropriate for ADA
access



(PROJ. INTO. RANCHO RIO DE LOS AMERICANOS)



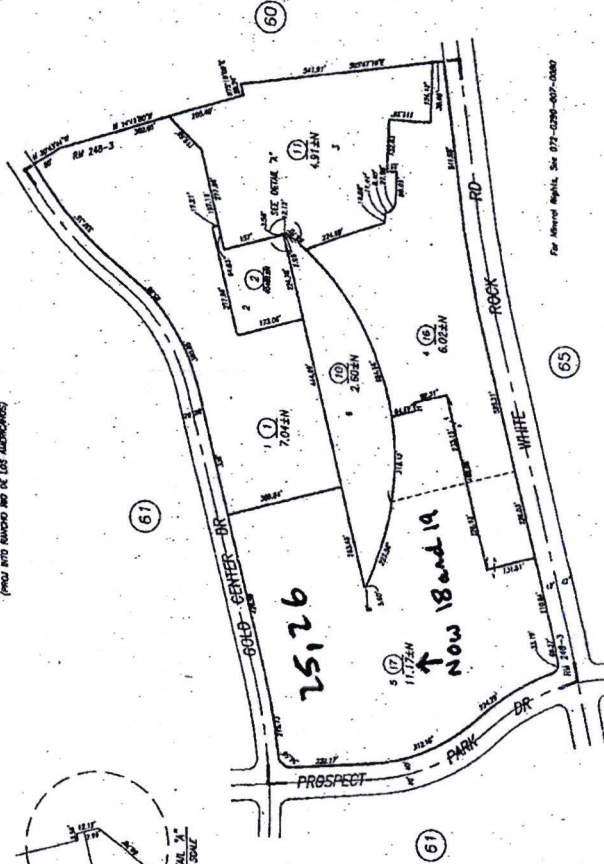
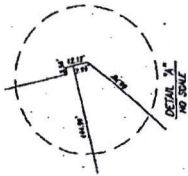
Por. Cook Capital Center, P.M. Bk. 84, Pg. 16 (12-14-84)

Por. Capital Center II, Parcel Map Bk. 93, Pg. 7 (4-10-86)

Assessor's Map E
County of Sacra

072-152

POR T9N R6E MDB & M
(FROM INTO RANCHO AND DE LOS ANGELES)

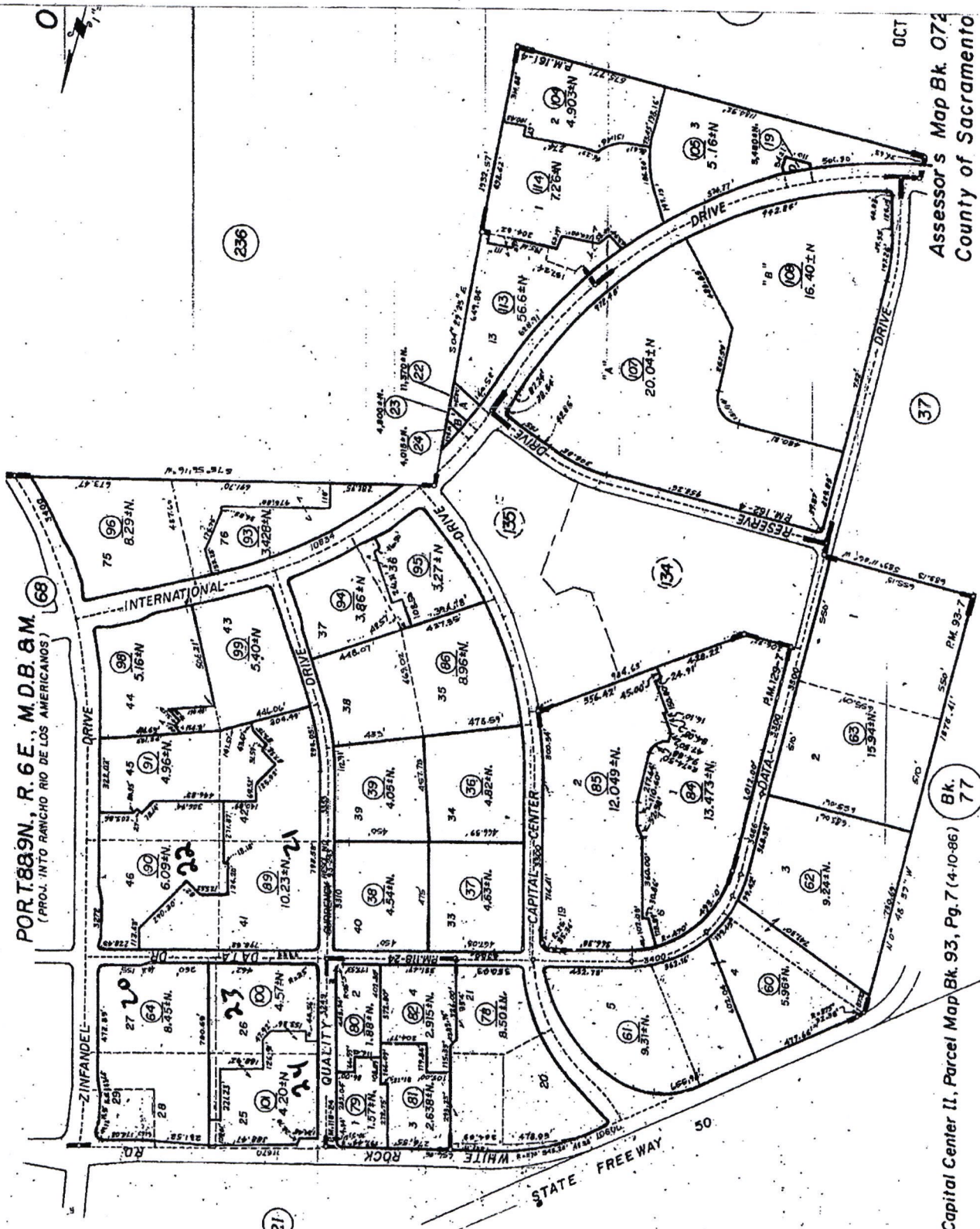


For Mineral Rights, See 072-0290-007-0000

Assessor's Map Bk. 072 Pg. 152
County of Sacramento, Calif.

Prospect Green Open Space, RM Bk 248, Pg 3 (8-24-97)

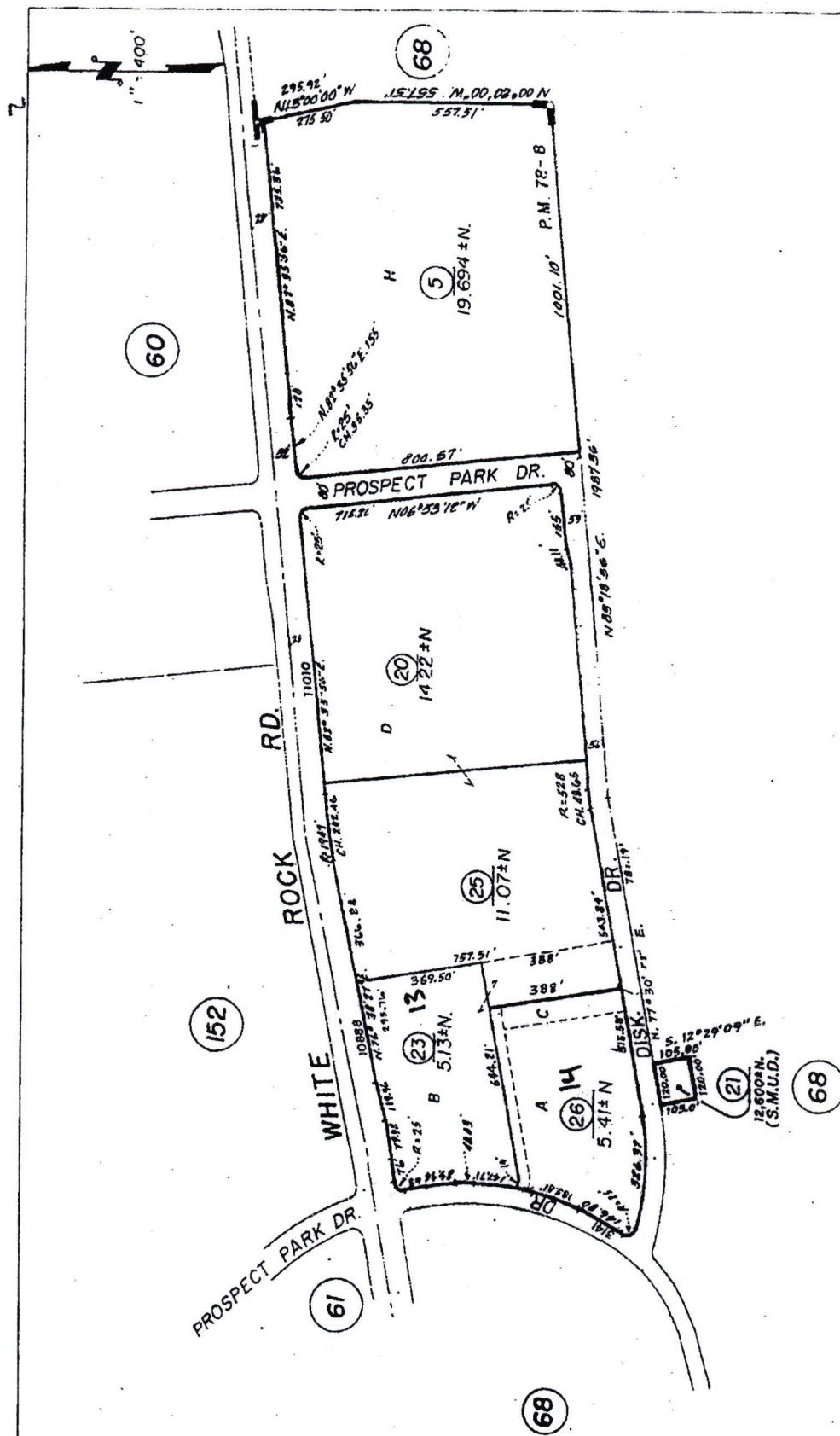
PORT 889N., R. 6 E., M.D.B. 8 M.
(PROJ. INTO RANCHO RIO DE LOS AMERICANOS)



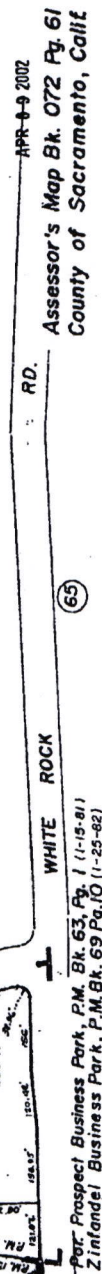
For Capital Center II, Parcel Map Bk. 93, Pg. 7 (4-10-86)

Bk. 77

Assessor's Map Bk. 072
County of Sacramento



072-61



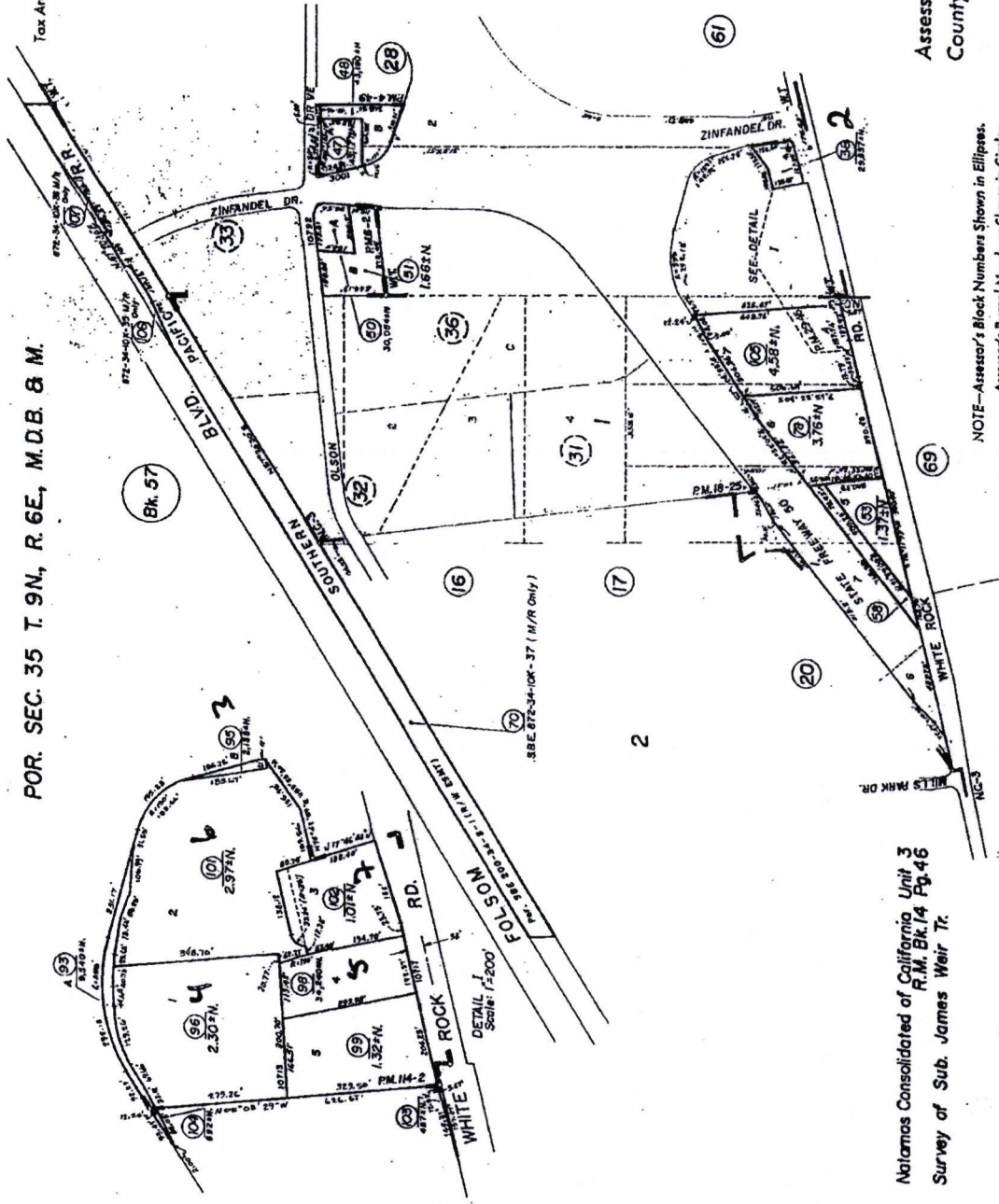
~~APR-09 2002~~

Assessor's Map Bk. 072 Pg. 61
County of Sacramento, Calif.

POR. SEC. 35 T. 9N, R. 6E, M.D.B. & M.

Tax Area Code

72-21



Natamas Consolidated of California, Unit 3
R.M. Bk. 14 Pg. 46
Survey of Sub. James Weir Tr.

Assessor's Map Bk. 72 -Pg. 21
County of Sacramento, Calif.

JUN 13 2002

NOTE—Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

500' Radius around
072-0680-051-0000

APN	Owner Name	Situs Address	Mail Address	Mail City	Mst Mzip	Land Use
072-0680-051-0000	Benjamin & Gail Catlin	Zinfandel Dr	13573 Romany Dr	Pacific Palisades	Ca 90272	Commercial Acreage
072-0210-038-0000	Equilon Enterprises Lic	3050 Zinfandel Dr	Po Box 4369	Houston	Tx 77210	Service Station
072-0210-095-0000	State Of California	White Rock Rd	Po Box 911	Marysville	Ca 95901	
072-0210-096-0000	Presidio Hotel-Rancho Lic	10713 White Rock Rd	1300 Oliver Rd	Fairfield	Ca 94534	Motel
072-0210-098-0000	Rosalind D. Bastian	10717 White Rock Rd	417 Walnut Ave	South San Fran	Ca 94080	Restaurant Building
072-0210-101-0000	Bre & Esa Properties L L C	10721 White Rock Rd	345 Park Ave	New York	Ny 10154	Hotel
072-0210-102-0000	Mcdonalds Corporation	10725 White Rock Rd	2400 Sunrise Blvd	Gold River	Ca 95670	Restaurant Drive In
072-0610-039-0000	Sheet Metal Workers Pension	2701 Prospect Park Dr	1 Bush St Ste 800	San Francisco	Ca 94104	Office Building
072-0610-044-0000	State Of California	Zinfandel Dr	Po Box 911	Marysville	Ca 95901	
072-0610-053-0000	Sheet Metal Workers Pension	2729 Prospect Park Dr	1 Bush St Ste 800	San Francisco	Ca 94104	Office Building
072-0610-090-0000	Bre & Amerisuites Properties Lic	10744 Gold Center Dr	345 Park Ave	New York	Ny 10154	Hotel
072-0610-091-0000	Ree Trust	Gold Center Dr	Po Box 1773	Pebble Beach	Ca 93953	Commercial Acreage
072-0650-023-0000	E D S Realty Corp	10888 White Rock Rd	5400 Legacy Dr # Stax-ppt	Plano	Tx 75024	Office Building
072-0650-026-0000	E D S Realty Corporation	3141 Data Dr	5400 Legacy Dr # Stax-ppt	Plano	Tx 75024	Office Building
072-0680-010-0000	Beazer Homes Holdings Corp	Zinfandel Dr	3009 Douglas Blvd	Roseville	Ca 95661	Industrial Acreage
072-0680-014-0000	John Arrillaga	Disk Dr	2560 Mission College Blvd	Santa Clara	Ca 95054	Industrial Acreage
072-0680-014-0000	Hearthstone Multi-Asset	Disk Dr	781 Lincoln Street #300	San Rafael	Ca 94901	Industrial Acreage
072-0680-014-0000	Beazer Homes Holdings Corp	Disk Dr	3009 Douglas Blvd	Roseville	Ca 95661	Industrial Acreage
072-0680-052-0000	Lic Cordova	10850 White Rock Rd	Po Box 2818	Alpharetta	Ga 30023	Office Building
072-0690-064-0000	Pgocc Lic	3100 Zinfandel Dr	180 Maiden Ln	New York	Ny 10038	Office Building
072-0690-089-0000	Altair Holding Company	3333 Quality Dr	3333 Quality Dr	Rancho Cordova	Ca 95670	Office Building
072-0690-090-0000	Altair Holding Company	3188 Zinfandel Dr	3333 Quality Dr	Rancho Cordova	Ca 95670	Office Building
072-0690-100-0000	Haven Rcq Lic Belle	3249 Quality Dr	3249 Quality Dr	Rancho Cordova	Ca 95670	Office Building
072-0690-101-0000	George & Gaye Nicholau	White Rock Rd	8401 Jackson Rd	Sacramento	Ca 95826	Commercial Acreage
072-1520-018-0000	Pgocc Lic	10850 Gold Center Dr	180 Maiden Ln	New York	Ny 10038	Office Building
072-1520-019-0000	Pgocc Lic	10877 White Rock Rd	180 Maiden Ln	New York	Ny 10038	Office Building

MEMORANDUM



DATE: December 4, 2006

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: PRESENTATION OF PHASE ONE REPORT OF THE 50 CORRIDOR MOBILITY PARTNERSHIP AND A RESOLUTION ENDORSING THE RECOMMENDATIONS OF THE 50 CORRIDOR MOBILITY PARTNERSHIP FOR ROAD AND TRANSIT IMPROVEMENTS THAT WILL REDUCE CONGESTION AND TRAFFIC DELAY ALONG THE HIGHWAY 50 CORRIDOR

RECOMMENDATION

1. Approve **Resolution 191-2006** endorsing the recommendations of the 50 Corridor Mobility Partnership for near term priority road and transit improvements.
2. Direct staff to include the near term priority road and transit improvements in the Metropolitan Transportation Plan and to seek state bond funding.
3. Direct staff to complete the Phase Two process that includes funding recommendations and implementation steps.

RESULT OF RECOMMENDED ACTION

The eastern portion of Sacramento County and the western portion of El Dorado County have experienced dramatic growth in housing and jobs over the past decade which has contributed to significant peak period traffic congestion. This growth is forecasted to continue over the next 25 years, worsening traffic conditions. The 50 Corridor Mobility Partnership (Partnership) is a collaboration of both public and private sectors representatives to evaluate the necessary roadway and public transit improvements to alleviate existing and projected traffic congestion along the Highway 50 corridor.

Adoption of Resolution 191-2006 results in City Council endorsing the recommendations of the 50 Corridor Mobility Partnership for near term priority road and transit improvements that will reduce congestion and traffic delay along the Highway 50 corridor.

BACKGROUND

Highway 50 is the key transportation corridor linking downtown Sacramento to western El Dorado County. This area, which includes the local jurisdictions of the County of Sacramento, the County of El Dorado, the City of Rancho Cordova and the City of Folsom (Local Agencies), has experienced dramatic growth in housing and jobs over the past decade. The roadway network already experiences significant peak period traffic congestion. With forecasted growth (based on the Blueprint Model) of 78,000 dwelling units and 53,000 more jobs over the next 25 years, traffic conditions in this area will continue to worsen.

To more proactively address these challenges, the four Local Agencies joined together in 2005 to evaluate necessary road and public transit improvements that would alleviate existing congestion along the Highway 50 Corridor. The Local Agencies were joined in this collaborative transportation planning effort by the Sacramento Area Council of Governments (SACOG), Sacramento Regional Transit (RT) and Caltrans (Advisory Agencies). Four area landowners (AKT Properties, GenCorp, Elliott Homes, and Carpenter Ranch) also participated in and supported the transportation planning effort. This informal public-private partnership has become known as the 50 Corridor Mobility Partnership (Partnership). The Study Area was defined roughly by Bradshaw Road on the west, American River on the north, El Dorado Hills on the east, and Jackson Highway on the south.

Phase One of the transportation planning effort was to develop a coordinated transportation plan for the Study Area that reduces congestion and improves mobility. Many transportation projects are being planned along the Highway 50 corridor by several agencies. The Partnership recognized that these projects need to be considered holistically, and not just within jurisdictional boundaries, to address overall mobility and transportation system performance. After over a year of weekly meetings, the Local Agency professional staff and the Advisory Agencies jointly developed a list of both near and long term improvements. As explained in more detail below, the list of improvements, which includes both road and transit investments, is expected to reduce vehicles hours of delay in the corridor by 30 per cent.

The Partnership presents the Final Phase One Report to each of the Local Agencies, along with the list of near term road and transit improvements, for consideration and endorsement. Endorsement of the transportation and transit improvements suggested in this report does not constitute a final review or approval of any project. The purpose of seeking endorsement by each of the Local Agencies is to ensure consensus at the policy making level to move the list of near term projects forward for consideration as part of the SACOG Metropolitan Transportation Planning process that is currently underway. The Partnership will take advantage of the extensive public outreach process underway by SACOG, and will complement that outreach process by meeting with public and private stakeholders with interests in the Study Area. Endorsement of the list of projects from the Phase One Report will also allow for detailed analysis of total cost of projects and funding options. Within the next few months, the Local Agencies expect to report back to each board/city council with funding and implementation recommendations.

DISCUSSION:

This short summary focuses on key highlights of the Phase One Report. A full copy of the Phase One Report is available from Public Works staff.

The technical work of the Partnership focused on the development of a travel demand model for the Study Area that would allow travel forecasts for near term (2012) and long range (2030) time horizons. Transportation improvements that best addressed the projected growth in the study area were evaluated in the travel model. Road and transit improvements were separated into three categories: Near Term Expected Improvements; Near Term Priority Improvements; and Long Term Improvements. The technical work also included preliminary analysis of cost and funding options.

Near Term Expected Road and Transit Improvements

The Near Term Expected Improvements are identified on Exhibit B to the attached Resolution. This list of improvements was regarded as "readily expected" because the particular improvement had been tied to expected development, already was part of near-term capital improvement programs and would not be subject to lengthy environmental/funding/approval processes. It is important to emphasize that each of the Near Term Expected Improvements is a critical component to the overall goal of congestion relief along the Highway 50 corridor. In addition there are other key regional improvements that extend beyond the study area with important relief benefits. This is particularly true with respect to the extension of high occupancy vehicle (HOV) lanes from downtown Sacramento to Sunrise Boulevard, and the extension of HOV lanes from the El Dorado County line up as far as Bass Lake Road. The attached resolution highlights the significance of these Near Term and regional corridor improvements.

Near-Term Priority Improvements

The Near Term Priority Improvements (both road and transit) are identified on Exhibit A to the attached Resolution. This section provides a general overview of those improvements, with further detail in the Phase One Report.

Road Improvements

The Local Agencies identified seven major roadways and several enhancements along Highway 50 as priorities for near-term road improvements. Most importantly, the Local Agencies have recommended each of the improvements identified below as a package that would both provide system-wide travel benefits and help mitigate traffic increases that would be caused by the stand alone implementation of the individual projects that make up this package. The transportation and public works directors strongly recommend including this entire group of improvements as a package, in order to achieve the 30 percent reduction in vehicle hours of delay as identified by the study's technical analysis.

The Local Agencies recognize that as land use patterns shift in the future (either by timing or shifts in land use boundaries) the projects on this list may require further analysis. However, the Local Agencies strongly recommend that any changes to or additions to projects on this corridor be subject to the same analysis as conducted for each of the projects on the Priority Near Term Improvement list. This will not only assist with funding priorities, but will ensure that the regional effect of transportation improvements receives an appropriate level of consideration as development occurs.

Transit Improvements

With the development of about 15,000 dwelling units (a population growth of about 38,000) through 2012, some bus service can be expected to serve the new growth areas east of Sunrise Boulevard. However, the ability to provide new bus service will be limited by scarce funding for operations. Thus, although the Local Agencies are recommending several near term transit improvements in the high priority category, RT's ability to expand operations is effectively capped by operating funding. Anything beyond a modest and gradual expansion of service would require new operation funds.

The Partnership recommends implementation of both north-south and east-west Bus Rapid Transit (BRT)/Express Bus routes through the study area in the long-term. The Partnership has decided that it is important to establish some initial elements of that BRT/Express Bus system in the near-term through the following:

- Constructing a BRT/Express Bus facility on exclusive right-of-way from Folsom Boulevard to the American River. This facility would use the Citrus underpass of US 50, available right-of-way along the east side of Sunrise Boulevard and the available extra width on the Sunrise Boulevard bridge over the American River to allow buses to avoid traffic congestion along Sunrise Boulevard.
- Defining an adequate BRT/Express Bus route connecting Rancho Cordova Parkway to the Sunrise light rail transit (LRT) station and to the Citrus underpass of US 50 so that right-of-way can be preserved.
- Defining a concept for an east-west BRT/Express Bus facility along Easton Valley Parkway and International Drive, including which portions may need right-of-way or special treatment so that right-of-way can be preserved.

One significant enhancement to the light rail system is recommended as a near-term improvement. The Folsom City Council has placed a high priority on the installation of "passing tracks" on RT's Gold Line east of the Sunrise station to allow headways to be decreased from 30 minute to 15 minute service. The design and construction work for this project has been included as a Near Term Priority Transit Improvement in order to ensure that design work commences as soon as possible. The Local Agencies, and in particular the City of Folsom, recognize that a significant operations and maintenance issue must be bridged to ensure success for this project.

Long-Term Roadway and Transit Improvements

The travel demand model was used to forecast 2030 traffic volumes for alternative long-term roadway/transit systems to help the Partnership define a roadway system that attempts to meet those demands. While additional studies will be needed to fine-tune the long-range transportation system, the key roadway elements identified by the Partnership are identified in greater detail in the Phase One Report. Design costs for long-term improvements will be included in the funding analysis.

Cost Estimates and Funding

The Phase One Report includes a general estimate of costs for the Near Term Improvements. The estimates were provided by the responsible jurisdiction from existing capital improvement program data or were estimated using generic "per lane mile" unit costs. An allowance for environmental, design, construction management and other project development activities was calculated using a percentage of construction cost, typically 35% to 40%. Where an improvement was expected to be constructed incrementally, such as building two lanes in the near term and widening to four lanes in the long term, costs were allocated proportionally.

Both capital and operational cost estimates also were developed for proposed transit improvements in the study area. The capital costs were derived from a combination of cost estimates provided by RT and estimates developed using representative unit costs

from other sources. The operating costs of BRT/Express Bus, trunk line and local bus service, and modifications to LRT service were based on operating assumptions for each type of transit service.

The initial estimate is the Near Term Priority Improvements costs total **\$424 million**. The Partnership is currently working with an economic consultant to verify the cost figures and develop recommendations for funding. After endorsement of the Near-Term Priority Improvement list by each Local Agency, this funding analysis will be finalized as Phase Two of the Partnership's effort.

Potential funding sources for the projects include the following:

- Transportation Development Fees (Sacramento County, Rancho Cordova, Folsom, El Dorado County)
- Measure A
- Infrastructure Bond (Corridor Management, State and Local Partnership)
- State and Local Partnership
- State Transportation Improvement Program (STIP)
- State Highway Operation and Protection Program (SHOPP)
- Federal Earmarks
- Transportation Development Act (TDA)
- Fare Box Revenue (for transit operations)
- Other

Community Outreach

The Local Agencies and the private developers have been actively working on briefing stakeholder groups and business organizations on a one-on-one basis. After endorsement of the Near Term Priority Project list, the outreach effort will continue with more formal neighborhood and stakeholder outreach meetings. Most importantly, however, it is the intent of the Local Agencies to take advantage of the highly sophisticated outreach effort in the Tall Order process. Each of the projects on the Near Term Priority project list is included in the "common projects" under consideration in the Tall Order process.

FISCAL IMPACT

To date, costs to fund the activities of the 50 Corridor Mobility Partnership have been shared by each of the members of the Partnership. The costs to the City have been limited to staff time and minor contracts to fund consultants (\$64,400). Costs to implement Phase Two are not defined at this time, but will be shared by Partnership members and will be minor in magnitude. Costs will be funded by the Transportation Fund and have been included in the 2005/2006 and 2006/2007 budget for the Public Works Department.

CONCLUSION AND RECOMMENDED ACTION.

Staff recommends that City Council consider the list of Near Term Priority Improvements and take action to endorse the project list. It is also recommended that staff be directed to take all necessary steps to include this list of projects in the upcoming Metropolitan Transportation Plan, and to seek state bond funding if available. Staff will also continue

the public outreach process through the SACOG Tall Order workshops and neighborhood and stakeholder meetings. Finally, staff is seeking concurrence by Council to complete a Phase Two process that includes funding recommendations and implementation steps.

ATTACHMENT(S)

1. Resolution 191-2006 Endorsing the Recommendations of the 50 Mobility Partnership for Road and Transit Improvements that will Reduce Congestion and Traffic Delay Along the Highway 50 Corridor
 - Exhibit A – Near Term Priority Improvements
 - Exhibit B – Near Term Expected Improvements

CITY OF RANCHO CORDOVA

RESOLUTION NO. 191-2006

**A RESOLUTION OF THE CITY COUNCIL ENDORSING THE RECOMMENDATIONS OF THE
50 CORRIDOR MOBILITY PARTNERSHIP FOR ROAD AND TRANSIT IMPROVEMENTS
THAT WILL REDUCE CONGESTION AND TRAFFIC DELAY
ALONG THE HIGHWAY 50 CORRIDOR**

WHEREAS, in 2005 the City of Rancho Cordova and the City of Folsom, the County of Sacramento, and the County of El Dorado (the "Local Government Agencies"), joined together to evaluate necessary road and public transit improvements that would alleviate existing congestion along the Highway 50 Corridor and that would mitigate the impacts of future growth projected by the Blueprint model developed and approved by the Sacramento Area Council of Governments;

WHEREAS, the Local Government Agencies have been joined in this collaborative transportation planning effort by the Sacramento Area Council of Governments, Sacramento Regional Transit, and Caltrans (the "Advisory Agencies");

WHEREAS, four area landowners (AKT Properties, GenCorp, Elliott Homes, and Carpenter Ranch) also have participated in and supported this effort and have had an opportunity to review and comment on the package of proposed road and transit improvements;

WHEREAS, this informal public-private partnership, known as the 50 Corridor Mobility Partnership, has been recognized by regional and state officials as a model for collaborative transportation planning;

WHEREAS, after more than a year of weekly meetings of the directors of transportation and public works of the Local Government Agencies and the Advisory Agencies, the 50 Corridor Mobility Partnership prepared a list of recommended near-term and long-term road and transit improvements;

WHEREAS, it is anticipated that this package of near-term priority improvements (consisting of road, transit, and bikeway and pedestrian paths) will result in a 30% reduction in vehicle hours of delay during commute hours;

WHEREAS, the 50 Corridor Mobility Partnership also identified a list of expected near term improvements, which will also be essential to achieving the projected reduction in congestion and traffic delay times along the Highway 50 Corridor;

WHEREAS, there is a significant funding shortfall (in excess of \$450 million) for completion of the necessary road and transit improvements and all available resources (federal, state, regional and private) must be pursued expeditiously and with great diligence;

WHEREAS, opportunities for federal, state and regional funding opportunities will be enhanced by the collective support of the Local Government Agencies for the package of proposed road and transit improvements;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF RANCHO CORDOVA, hereby endorses the recommendation by the 50 Corridor Mobility Partnership that the near-term priority improvements described in more detail on **Exhibit A** to this Resolution should be prepared for design and environmental consideration;

BE IT FURTHER RESOLVED that City of Rancho Cordova also recognizes that the completion of the near-term expected priority improvements described in more detail on **Exhibit B** to this resolution are a key component to achieve the projected reduction in traffic congestion, with particular recognition that the completion of the HOV lanes extending from the vicinity of Bass Lake Road in El Dorado County into the vicinity of downtown City of Sacramento in Sacramento County will be a critical factor in alleviating congestion along the Highway 50 Corridor;

BE IT FURTHER RESOLVED that staff is directed to continue outreach efforts with interested parties, stakeholders and landowners as part of the design and environmental process and to return with recommendations for consideration based upon that ongoing public outreach;

BE IT FURTHER RESOLVED that staff is directed to proceed expeditiously to seek funding for improvements in any available federal, state or regional funding program, and to take all necessary efforts to include the recommended improvements in the upcoming Metropolitan Transportation Plan;

BE IT FURTHER RESOLVED that staff is directed to report back to City of Rancho Cordova with recommendations for local shares of funding, including but not limited to developer impact fees and other local transportation fees, as well as recommendations for credits to developers that have funded portions of the evaluation and design work for the proposed improvements;

BE IT FURTHER RESOLVED that staff should also continue to work collaboratively with the other local agencies and the Advisory Agencies, and in particular Sacramento Regional Transit, to evaluate and provide recommendations for solutions for the current shortfalls in operations and maintenance expenses for the operation of a regional public transportation system, and

BE IT FURTHER RESOLVED that staff shall continue to work with the Local Agencies, the Advisory Agencies and the private landowners to identify opportunities for improving mobility along the Highway 50 Corridor.

PASSED AND ADOPTED by the City Council on the 4th day of December, 2006 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert J. McGarvey, Mayor

ATTEST:

Anna Olea-Moger, CMC, City Clerk

MEMORANDUM



DATE: December 4, 2006
TO: Mayor and Council Members
FROM: Anna Olea-Moger, CMC, City Clerk *AM*
SUBJECT: **PLANNING COMMISSIONER APPOINTMENT REPORT**

RECOMMENDATION

Receive information and provide direction, if needed.

RESULT OF RECOMMENDED ACTION

Council formalizes its practice of reviewing appointments to the Planning Commission every even-numbered year, in conjunction with the general municipal election for Council Member offices.

BACKGROUND

Ordinance No. 56-2004 Regarding the Establishment and Functions of the Planning Commission was adopted by the City Council in 2004. Relevant facts extracted from sections of the Ordinance are:

1. The Planning Commission consists of seven (7) Commissioners.
2. Five Commissioners were nominated by the individual members of the City Council and seated in January 2004. Two At-Large Commissioners were selected by the City Council as a whole body and seated in January 2004 (one of the At-Large Commissioners may live outside the City but in the planning area).
3. A Commissioner's term coincides with the term of the Council Member that nominated that Commissioner.
4. An At-Large Commissioner's term is for four years (after serving an initial term of two years which commenced January 2004 and expired December 2005). The four-year terms commenced January 2006 and will end December 2010.

Below is the current composition of the Planning Commission with terms of office:

Planning Commission Nominations and Current Terms			
Commissioner	Nominated By	Initial Appointment	Current Term
Tom Wentz	Dan Skoglund	January 2004	Jan. 2004 – Dec. 2006
Thomas Moe	Linda Budge	January 2004	Jan. 2004 – Dec. 2006

Planning Commission Nominations and Current Terms (Continued)			
Commissioner	Nominated By	Initial Appointment	Current Term
Troy Konarski	Robert McGarvey	January 2004	Jan. 2005 – Dec. 2008
Ray Savorn	Ken Cooley	January 2004	Jan. 2005 – Dec. 2008
Therese Burke	David Sander	July 2004	Jan. 2005 – Dec. 2008
Art Smith	At Large	January 2004	Jan. 2006 – Dec. 2009
Ernest Vance	At Large	January 2004	Jan. 2006 – Dec. 2009

An Invitation to Apply for Appointment to the Planning Commission for the two terms expiring at the end of December 2006 was published in the **Grapevine** for three consecutive editions (October 27th, November 3rd, and November 10th). The Invitation to Apply was also sent to the following neighborhood associations:

1. Lincoln Village
2. Anatolia Live
3. Raven Oaks Subdivision
4. Sunriver

Fourteen individuals applied as listed below. Two applicants did not meet the registered voter requirement** at the application deadline time period (November 15th). One of the two sent email confirmation withdrawing his application (Mr. Santos) on Monday, November 27th and the other one (Mr. Schuler) notified the City Clerk's office on Tuesday, November 28th, via voice mail, that he had registered to vote with Sacramento County Registrar of Voters. His voter registration has not yet been confirmed by the County ROV. One applicant, Mr. Osborn*, indicates he is not able to serve at the present time, but wishes to be considered for future.

NO.	LAST NAME	FIRST NAME	RC RESIDENT	REGISTERED VOTER
1.	✓ Anders	Olivia	Yes	Yes
2.	✓ Barkhouse	Larry	Yes	Yes left*
3.	✓ Baxter	Mark	Yes	Yes
4.	✓ Cummings	Matthew	Yes	Yes
5.	David	Marguerite	Yes	Yes
6.	✓ Drobesh	Jerald	Yes	Yes
7.	✓ Ehnisz	Kirk	Yes	Yes left*
8.	✓ Loveless	Shannan	Yes	Yes
9.	Mrizek	David	Yes	Yes
10.	✓ Moe	Thomas	Yes	Yes
11.	Wentz	Tom	Yes	Yes
12.	✓ *Osborn	Craig	Yes	Yes
13.	**Santos	Rick	Yes	No record found
14.	**Schuler	Chuck	Yes	Filled out Form on 11/28/06

The first call for application to serve on the Commission (Fall 2003) yielded a pool from which the Council selected Commissioners and subsequent task force or ad-hoc committee members. Council, once again, has the opportunity to establish an eligibility pool of citizens interested in serving the citizenry.

A tentative date for interviewing the applicants is Monday, December 11th. Since Council Members Budge and Skoglund must make new nominations for appointment to the Planning Commission, they will be on the interview panel along with either Mayor McGarvey, Vice Mayor Sander, or Council Member Cooley. Council may wish to include a member of the Planning Department staff as well.

Biennial review of Planning Commissioner appointments also provides Council with an opportunity to make non-expiring term Commissioner changes. Ordinance 56-2004 stipulates that, "...a Commissioner may be removed from office without cause, notice, or hearing."

The City Council is scheduled to take formal action on appointments to the Planning Commission at its meeting of December 18, 2006.

20 minutes ea
beginning @ 3pm

MEMORANDUM

Date: December 4, 2006
To: Mayor and Council Members
From: Anna Olea-Moger, CMC, City Clerk *AM*
Subject: SELECTION OF MAYOR AND VICE MAYOR



RECOMMENDATION

That Council selects its next Mayor and Vice Mayor

RESULT OF RECOMMENDED ACTION

Result of recommended action is that Council appoints its leadership officers, per Resolution No. 05-2004. The ceremonial seating of the new Mayor and new Vice Mayor will take place at the next Council Meeting on December 18th.

BACKGROUND

On January 5, 2004, the City Council adopted Resolution No. 5-2004 to set forth the Council policy that one of its members would be selected as Mayor and one of its members selected as Mayor Pro Tempore at the first regular City Council meeting in December. Subsequently, Council adopted Resolution 185-2004 changing to Vice Mayor designation from Mayor Pro Tempore.

Copy of both Resolutions 5-2004 and 185-2004 is attached.

Attachments: Resolution No. 5-2004 & Resolution No. 185-2004

CITY OF RANCHO CORDOVA

RESOLUTION NO. 5-2004

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
SELECTING DATE ON WHICH THE CITY COUNCIL SHALL ANNUALLY SELECT
A MAYOR AND MAYOR PRO TEMPORE**

RECITALS

WHEREAS, Government Code §36801 provides that the City Council shall select one of its members as mayor and one of its members as mayor pro tempore.

NOW, THEREFORE, the City Council of the City of Rancho Cordova resolves that the City Council shall select one of its members as Mayor and one of its members as Mayor Pro Tempore at the first regular City Council meeting in December.

ADOPTED, THIS 5th day of January, 2004 by the following vote:

AYES: Cooley, McGarvey, Sander, Budge, Roberts

NOES: None

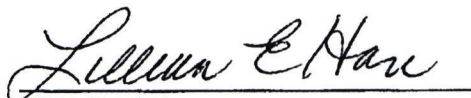
ABSENT: None

ABSTENTIONS: None

APPROVED:


MAYOR

ATTEST:


CITY CLERK

RESOLUTION NO. 185-2004

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO
CORDOVA, CALIFORNIA AMENDING RESOLUTION 31-2004 AND
CHANGING THE DESIGNATION OF MAYOR PRO TEMPORE TO VICE
MAYOR**

WHEREAS, the City Council is desirous of changing the designation of "Mayor Pro Tempore" to "Vice Mayor."

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Rancho Cordova does hereby determine and order that:

1. Section 4 and 5 of Resolution No. 31-2003 is amended to replace the "Mayor Pro Tempore" designation with "Vice Mayor" and that
2. That references to "Mayor Pro Tempore" in Resolution No. 5-2004 are hereby amended to be "Vice Mayor."

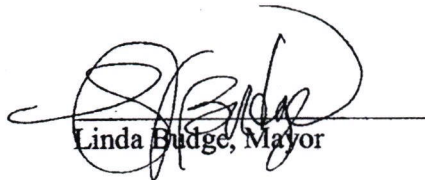
I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the City Council of the City of Rancho Cordova, held on the 6th day of December, 2004, by the following vote:

AYES: Skoglund, Sander, McGarvey, Cooley, Budge

NOES: None

ABSENT: None

ABSTAIN: None


Linda Budge, Mayor

ATTEST:


Lillian E. Hare, City Clerk