

AGENDA
CITY OF RANCHO CORDOVA
CITY COUNCIL

Tuesday, March 29, 2005

5:30 p.m. – Special Meeting

Council Chambers
3121 Gold Canal Drive, Rancho Cordova, California



Ken Cooley, Mayor
Robert J. McGarvey, Vice Mayor
Linda Budge, Council Member
David M. Sander, Council Member
Dan Skoglund, Council Member



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City Council Chambers
3121 Gold Canal Drive, Rancho Cordova**

**Tuesday, March 29, 2005
5:30 P.M.**

Call to Order

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

Oral Communications

1. Public Comment

At a Special Meeting, citizens may address the Council/Planning Commission on any matter listed on the agenda. **Please keep your comments to three minutes or less.** Please state your name and community of residence. Under the provisions of the California Government Code, the City Council/Planning Commission is prohibited by law from discussing or taking action on any unagendized item unless it can be demonstrated to be of an emergency nature and the need to take action arose after the posting of the agenda.

Study Session

2. **Subject:** Total Community Pathway Connectivity System
Recommendation: Conduct study session.

3. **Subject:** Traffic and Transit Circulation Plan and Roadway Fee Nexus Study
Recommendation: Receive staff report on traffic and transit circulation elements of the General Plan and direct staff to prepare a Draft Transportation Master Plan that will serve as the basis for the Traffic Impact Mitigation Fee study for new developments.

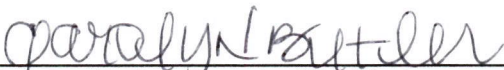
Adjournment

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (916) 942-0255 or www.cityofranhocordova.org. Requests must be made as early as possible and at least one full business day before the start of the meeting.

City Clerk's Certificate of Posting of Agenda

I, Carolyn Butler, Deputy City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the March 29, 2005 Special Meeting of the Rancho Cordova City Council posted on March 24, 2005 at the office of the City of Rancho Cordova, 3121 Gold Canal Drive, Rancho Cordova, California, 95670 and was available for public review at that location. The agenda is also available on the city web site at www.cityofranhocordova.org.

Signed this 24th day of March, 2005 at Rancho Cordova, California.



Carolyn Butler, Deputy City Clerk

MEMORANDUM



DATE: March 29, 2005
TO: Mayor and City Council
FROM: Paul Junker, Planning Director
SUBJECT: Total Community Pathway Connectivity System

RECOMMENDATION

Consider staff's presentation and provide direction as appropriate. Specific issues of discussion include:

- Adequacy of general approach to pathway system – Draft City Trails and Bikeway Plan and associated policies and implementation strategies noted herein
- Gaps or additional improvements to be added to pathway system
- Direction on projects to be included in Capital Improvement Plan

BACKGROUND

A future Rancho Cordova with a comprehensive system of trails throughout the community has been a recurring theme since incorporation. This vision for bicycle and pedestrian connectivity was initially communicated at the Urban Design Workshops in the fall of 2003. Shortly thereafter, the City's objectives were refined through the General Plan visioning process, resulting in the following relevant vision statements:

- A circulation system that connects all parts of Rancho Cordova
- An identifiable City identity and character for Rancho Cordova (sense of place)
- Walkable neighborhoods and a pedestrian orientation to all new development
- Less congestion on streets and highways in Rancho Cordova
- Expanded and new bike and pedestrian routes and options for local and regional connectivity, including the construction of grade-separated pedestrian/bicycle crossings

More recently, City decision-makers expressed a desire for exceptional design of parks, open space, and trails throughout Rancho Cordova. Specific provisions are discussed in more detail below. Finally, Draft Citywide Design Guidelines clarify non-vehicular circulation objectives as follows:

- Develop pedestrian oriented communities that are connected by a vast, efficient, community-oriented circulation and transit system.
- Establish a system of contiguous open space and trails throughout the City connecting to the American River Parkway and other regional trail systems.
- Promote connection between uses that are inviting and useable by pedestrians, vehicles, bicycles, and transit users.
- Reduce and eliminate barriers and visual impairments to pedestrian movement, making the pedestrian a priority in all development projects.
- Provide safe, comfortable public places where people can stop, sit, rest, meet, and visit with each other and enjoy their surroundings.

Collectively, the City's actions demonstrate recognition that good bicycle and pedestrian circulation is an essential component to building a "Smart City".

COMMUNITY PATHWAY SYSTEM

The community pathway system provides for the movement of people in modes other than motor vehicles. This system includes pedestrian, bicycle and multiuse trails throughout the community. The locations and configurations of these facilities are determined based upon intended function. The network of bicycle and pedestrian facilities includes a system of on-street and off-street facilities as described below.

On Street Bike Lanes

Bike lanes are on-street facilities located along the City's major roads (4 and 6-lane roads), as well as some two lane roads that provide desired connectivity. These facilities share the road with vehicles and are most commonly used by commute cyclists. In accordance with Caltrans standards, these bike lanes are considered Class II facilities and the minimum width of on-street bike lanes is 4 feet.

Sidewalks/Enhanced Walkways

Sidewalks and Enhanced Walkways are designed primarily for the pedestrian and are located along all City streets in urban areas. Minimum standards for sidewalk improvements are listed in the City's Pedestrian Design Standards. Typical monolith sidewalk facilities are four to five feet in width attached to the back of curb along all roadways in urban areas. Sidewalks may also be separated from the back of curb by a planter strip.

Sidewalks and enhanced walkways help define the pedestrian experience. The design, location, and relationship of sidewalks and walkways to the street and adjoining buildings and landscape create the pedestrian environment. The City's success in creating a walkable, pedestrian-friendly community will be determined through sidewalk and walkway facilities.

Parkway Trails

Parkways are enhanced corridors located next to roads that include either dedicated pedestrian facilities or shared pedestrian and bicycle facilities. Parkway typically include a wider paved trail (generally 8 to 10 feet in width) that meanders within a landscape corridor (generally 25 feet or greater in width) along major 4 and 6 lane roads. These trails are often used in combination with Local Paseos to connect residents to this system of trails.

Local Paseos

Local Paseos are joint-use, off-street trail facilities connecting neighborhoods, mixed-use developments, schools and other activity centers to the broader open space trail system. Local Paseos should be designed to minimize road crossings. Where road crossings do occur, at grade crossings are the norm and appropriate curb cuts and similar facilities should be provided. These facilities are considered Class I facilities by Cal Trans standards and must be a minimum travel surface of 8 feet in width, generally located within a corridor of between 25 and 50 feet in width.

Major Paseos

Major Paseos are the backbone of the City's trail system, establishing a network of continuous joint-use trails. These corridors are often located along creek corridors, drainage channels, designated open space areas, and other natural resources throughout the City, but will in some cases be located adjacent to roads and within urban land uses. Major Paseos connect to the American River Parkway, Laguna Creek Trail, and other regional trail systems near the Planning Area. These joint-use facilities are designed to create a safe environment for families and children with minimal interaction with vehicles. Where major road crossings intersect major paseos, grade separated crossings are the preferred design solution. Major paseos are considered Class I facilities by Cal Trans standards and must be a minimum of 8 feet in width. However, the City envisions these facilities will typically be 12 feet to 16 feet in width and will include a minimum 2-foot wide shoulder on either side of the paved trail.

Draft City Trails and Bikeway Plan

The attached City Trails and Bikeway Plan depicts a schematic layout of the on-street bike lane and major paseo trail system as it is currently evolving. This exhibit provides a generalized image of major facilities, but is clearly not in its final form. The Trails and Bike Plan identifies the major circulation routes, but omits on-street bike lane on minor streets and the local paseos that will connect into neighborhoods. Additionally, this diagram is based upon initial developer proposals that are currently under review and will be modified prior to formal project review by the Planning Commission and City Council.

While the Trails and Bikeway Plan has inherent limitations, this diagram does depict a general approach to trail alignments. The Council is requested to review this proposal and provide comments and suggestions on the proper configuration of trails. Input from the Council will then be considered as staff conducts on going discussions with applicants on the design of their proposed projects.

TRAIL SYSTEM IMPROVEMENT

Implementation of the majority of trail and bikeway improvements in areas of new development will be the obligation of the future developers. The various trail and bikeway links will often be incorporated within other public facilities such as drainage channels and detention basins, or within public rights-of-way along roads. Paseos located within projects that are independent of other public facilities would be constructed by the applicant during overall project construction.

While the substantial majority of future pedestrian and bicycle facilities will be constructed by developers, there are additional improvements that are either within the existing community or that are not directly linked to a specific project. These facilities are described below.

Grade Separated Crossings

In order to create a continuous and uninterrupted trail system with minimal interaction with automobiles, the City is pursuing grade separated crossings at intersections of key trails and major roads. Within new development the major trails often follow broad drainage corridors and incorporating trail crossings below roads. Other critical trail/road crossings may be accomplished through installing concrete box culverts prior to building roads. These types of crossing are relatively inexpensive if planned for and executed prior to project construction.

In addition to the crossings within new development projects, there are several key locations within the City that would benefit from new bicycle/pedestrian overcrossings. Notable among these sites are Highway 50 in the vicinity of Olson Drive, and additional crossing of Highway 50 generally west of Mather Field Road, and crossings associated with the Folsom South Canal. These facilities will be overcrossings due to existing roads and land uses, and are proposed to be included within the City's Capital Improvement Plan.

Undergrounding of Existing Drainage Canal

An existing concrete lined drainage channel extends generally east/west within the Riverside District of Rancho Cordova, terminating at the American River Parkway. The Council has previously discussed placing a trail next to this channel; however the corridor lacks adequate width to accommodate the trail and the channel. Staff has explored the potential for undergrounding this channel and placing a paseo trail connection over the drainage facility.

Due to the volume of water conveyed by this channel, undergrounding this facility will be a costly improvement. Staff is currently determining whether this project is feasible (an analysis of flow gradients will determine feasibility) and, if determined feasible, staff will present an initial cost estimate for converting the drainage channel to a trail corridor.

The cost associated with this improvement will be substantial and there is a lack of major development directly adjacent to this corridor. Therefore, if the City Council wishes to pursue this project, then staff would recommend this project be included within the City's Capital Improvement Plan.

DRAFT GENERAL PLAN

The City has adopted policy language within the Interim General Plan that addresses open space requirements that apply at both the citywide scale and at the project level for new development. Within recently approved policy language, the City Council determined that the City will require both traditional park lands (operated by the Cordova Recreation and park District) and open space land that would provide for community trails and often be sited near biological preserves/mitigation lands. As this open space concept has evolved, staff now views the accessible open space component as primarily a Paseos and Parkways feature that will extend corridors throughout new development and, to the extent feasible, throughout the existing community.

Within this evolving structure of open space features, the following policy language from the draft Open Space, Parks and Trails Element is directly relevant to achieving the goal of a comprehensive circulation system of walking trails and bicycle route throughout the City.

Policy OSPT.2.7: The following performance standards shall be followed in the design and location of open space areas:

- All new residential developments shall include a paseo/parkway system that is accessible to future residents and/or the public.
- Convenient access points should be provided along all paseos/parkways to facilitate public use for enjoyment and as an alternative transportation route. Generally, dwellings should be located no farther than ¼-mile from paseo or parkway.
- An access point to a paseo/parkway should serve as visually unifying landscape elements.
- Paseos/parkways should provide view corridors to points of orientation throughout the City; both for local, short range views to local landmarks, and distant vistas such as mountains or hills.
- Paseos should be sited where feasible and appropriate to be adjacent to existing riparian or other wildlife or botanical habitat areas. Habitat areas which are part of a mandated set-aside area, and are closed to the public, shall not be included in the calculation of required open space area.
- Paseo width should be sufficient to create an attractive, inviting space which allows for adequate distance between trails and adjoining homes; generally, 50 feet should be the minimum width.
- New paseo and parkway links should be created in places where access to the existing bicycle and pedestrian circulation system is currently lacking.

- Paseos/parkways may be used to provide a buffer between disparate land uses.
- In order to protect privacy of residents, project grading should ensure, to the maximum extent feasible, that trails are located 2 feet lower in elevation than adjacent property fences.
- Commercial developments shall be required to incorporate features to provide continuous linkages in those cases where the commercial site is located on a trail alignment.
- Paseos and parkways should connect neighborhoods to the collocated parks and schools around which neighborhoods are designed.
- Parkways adjacent to roads may be credited as open space when such corridors are located between the adjacent road and park land, open space or natural resource mitigation land.
- Parkways adjacent to roads may be credited as accessible open space at the City's direction; however, the majority of accessible open space generally should not be directly adjacent to roadways.
- Mature landscaping (e.g., native oak trees) should be included in open space areas and preserved and enhanced whenever possible.

Action OSPT.2.7.1: - The City shall:

- Prepare standards defining the improvements which must be provided in the paseo/parkway areas
- Develop standards for including detention basins, power line and other easements, and similar features in the required paseo/parkway area.

BICYCLE CIRCULATION WORKING MEETING

City staff conducted a meeting with key bicycle advocates on March 22, 2005. During this meeting staff presented the draft Bicycle/Pedestrian Facilities Map and solicited comments and suggested revisions. Specific comments from this working meeting included:

- North-south and east west connections starting with Folsom Blvd and Sunrise Ave Coloma

- Crossings over Highway 50 and east west connectivity from crossings - be sure that the overpass improvements accommodate bicycles and pedestrians to the maximum extent feasible (e.g., Mather Field)
- Improve access points to American River Parkway with striping, signage, and curb cuts
- Need bike trails through park at Hagen to get to American River Parkway trail – CRPD has submitted a grant for such improvements
- Add connection along west side of Sunrise from Gold Country Drive south
- Need landscape along Folsom South Canal, like grade separated crossings at Sunrise and White Rock - need additional access points south of White Rock for safety purposes
- Does the new Sunrise Reliever accommodate bicycle and pedestrian crossing to the north side of the freeway? If not, it should.
- If City is really going to take advantage of light rail, need access and bicycles to be accommodated at the light rail stations.
- Need improved signage for bike routes and parkway access along American River Parkway
- Need bike sensors at major intersections and adjustments to light cycle timing accordingly

NEXT STEPS

Staff is proceeding with the development and implementation of the various trail and bikeway improvements that will comprise the Community Pathway System. Major efforts underway include: 1) the General Plan process which will establish the City's policy direction; 2) development of open space/paseos and parkways performance standards which will guide review of development applications; 3) the review of current project applications which will include specific pedestrian and bicycle improvements; and 4) development of the City's Capital Improvement Plan which will fund various system components. Direction from the City Council on the approach and adequacy of the trail and bikeway system proposed herein will assist with these various efforts.

Attachment 1: Draft City Trails and Bikeway Plan

Date: March 29, 2005
To: Honorable City Council
From: Cyrus Abhar, Public Works Director
Subject: **Traffic and Transit Circulation Plan and Roadway Fee Nexus Study**



RECOMMENDATION

Receive staff report on Traffic and transit circulation elements of the General Plan and direct staff to prepare a Draft Transportation Master Plan that will serve as the basis for the Traffic Impact Mitigation Fee study for new developments.

BACKGROUND

The City Council addressed the Transportation Master Plan during discussions about the General Plan draft Land Use Policy Map on January 31, 2005. Public Works and Planning Department staffs have worked jointly to prepare a Draft Transportation Master Plan incorporating the Council's vision. The Plan includes vehicular, pedestrian, bicycle and transit elements.

Public Works Department staff will report on the transit component, identify recommended changes to the draft City circulation element shown on the draft Land Use Policy Map, identify proposed roadway sizing and classifications, grade separation locations and intersections with special treatment. Attached for Council information are schematics of the Proposed Roadway System, Roadway Sizing and Transit Enhancements.

Staff has also initiated the preparation of a Transportation Master Plan based on the circulation element of the General Plan. The purpose of the Transportation Master Plan is to:

- a. identify the ultimate transportation need of the community based on General Plan buildout,
- b. identify the cost of constructing the improvements required,
- c. spread the construction cost, using a fair share formula, to future development based on use of the transportation network, and
- d. establish the transportation projects to be included in the Capital Improvement Program.

Staff has contacted the development community, Chamber of Commerce and the Building Industry Association and invited them to attend the Council meeting.

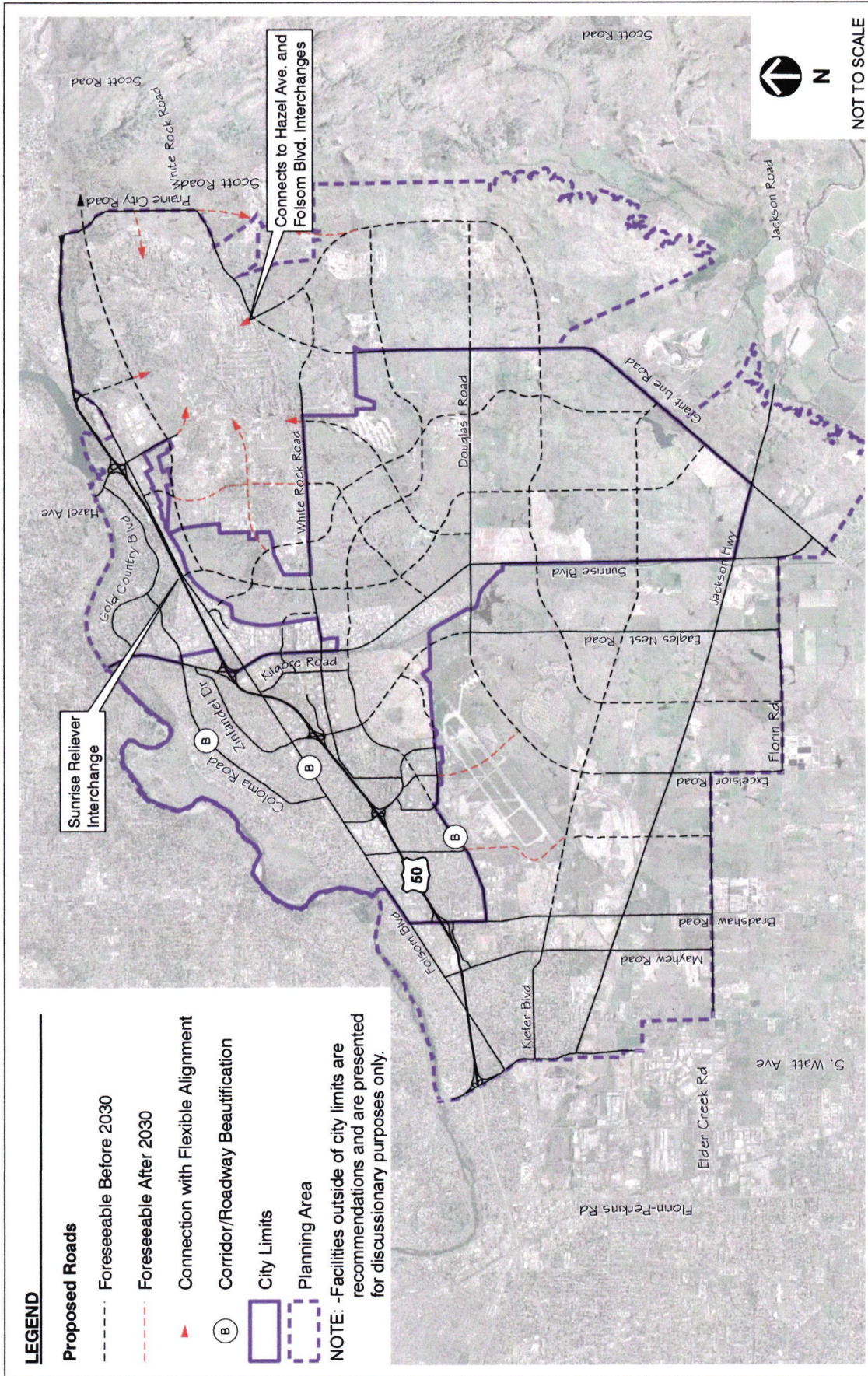
Following Council review and comment on the draft plan, staff will make requested amendments and prepare cost estimates for design and construction of all elements in the plan. Staff will provide a nexus study to fairly distribute costs to future developments which impact the City's transportation system.

Staff will return to Council on May 2, 2005 with a presentation of the nexus study, a draft Transportation Master Plan and draft Traffic Impact Mitigation Fee which charges development its fair share of costs to implement the selected plan thereby offsetting developments transportation impact. The cost for design and construction of transportation improvements required for existing users will be borne by the existing available revenue sources and grants.

Final adoption of a Traffic Impact Mitigation Fee based the nexus study will be held on May 16, 2005 at a regularly scheduled meeting of the City Council.

Attachments:

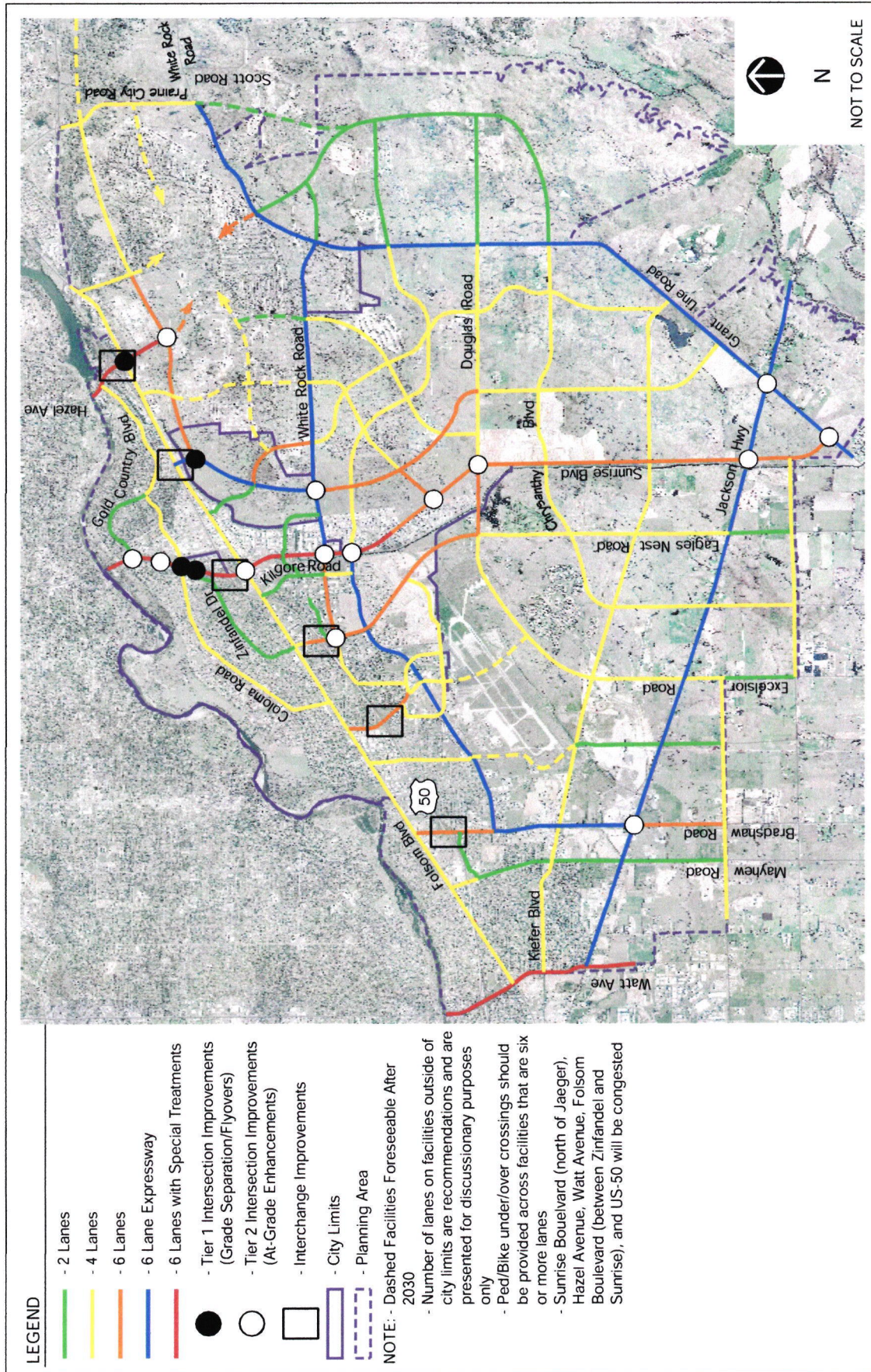
1. Proposed Roadway System
2. Roadway Sizing
3. Transit Enhancements



ROADWAY SIZING

FEHR & PEERS
TRANSPORTATION CONSULTANTS

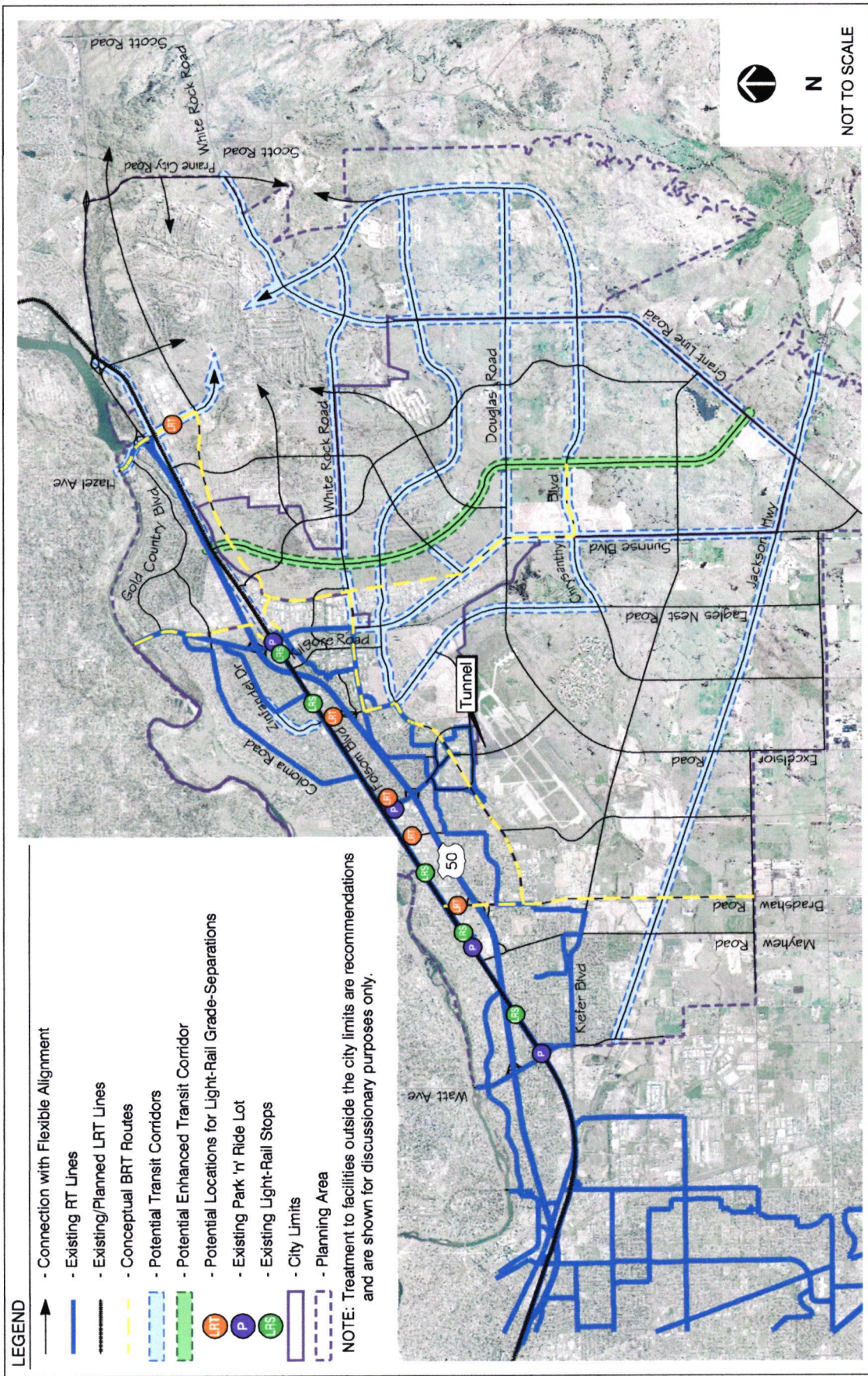
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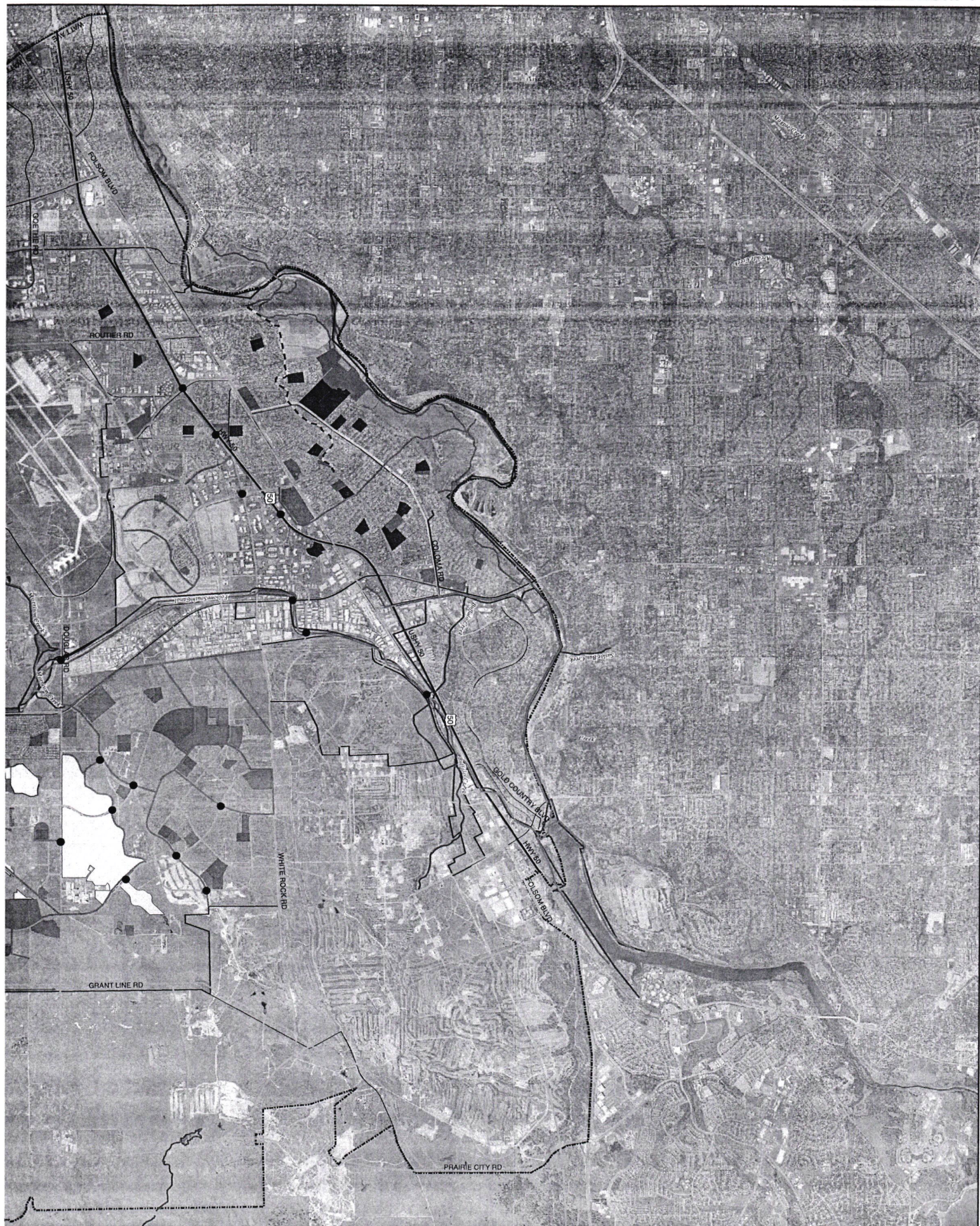


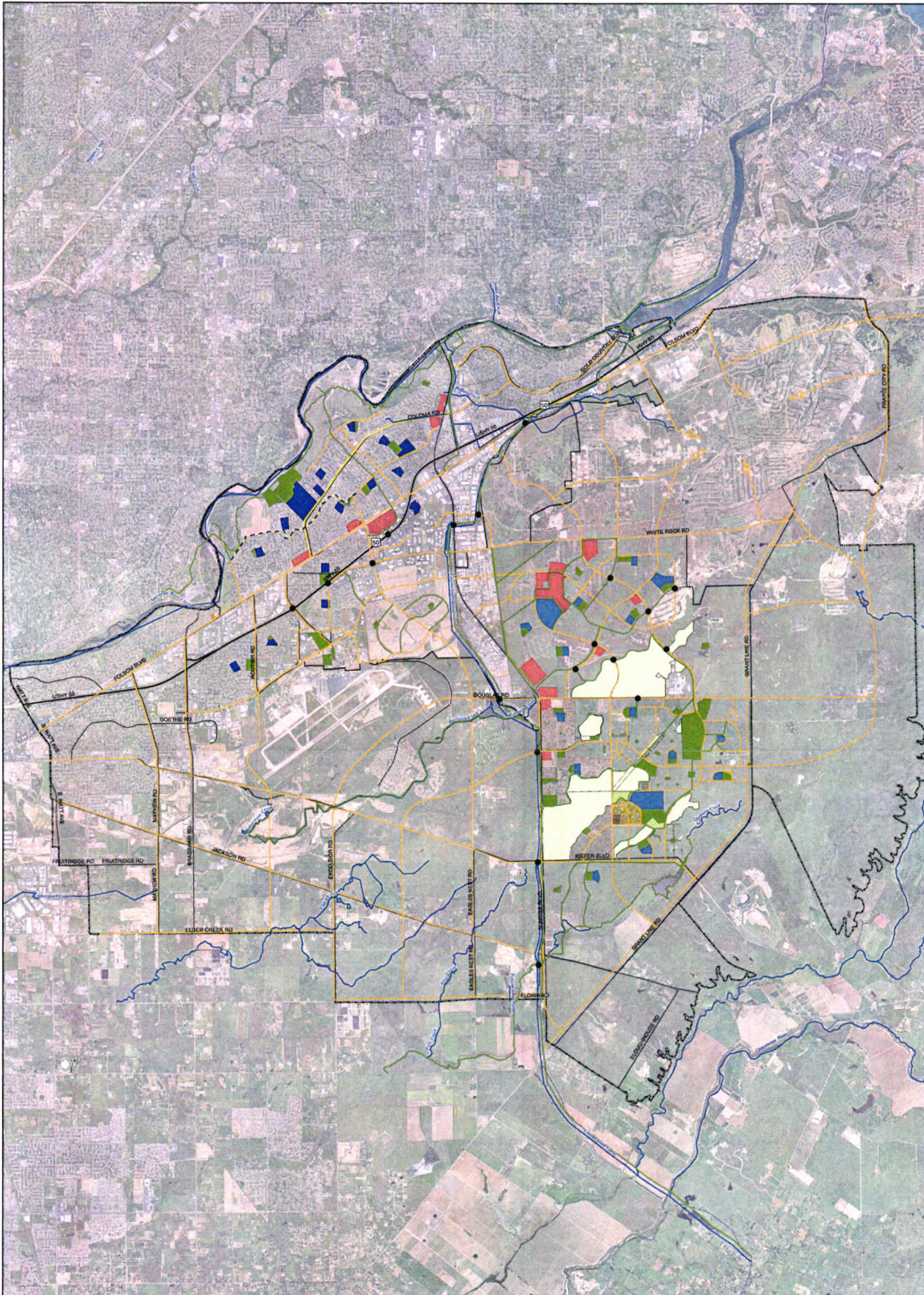
TRANSIT ENHANCEMENTS

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Mar 16, 2005 MJF
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- Legend**
- Grade Separated Crossing
 - Special Treatment Facility
 - Off Street Trail
 - Class II Bike Lane
 - Drainage Channel
 - Rivers and Streams
 - Public School
 - Public Park
 - Library
 - Major Retail Area
 - Open Space/Wetland Preserve
 - Rancho Cordova City Limits
 - General Plan Planning Area Boundary

Draft City Trails and Bikeways Plan March 19, 2005

