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

City Hall
David B. Roberts Council Chambers
2729 Prospect Park Drive, Rancho Cordova

Tuesday, September 5, 2006
5:30 P.M. – Regular Meeting

AGENDA

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

Invocation

1. Reverend Jim Boyd, Sun River Church, will give the invocation

Presentations

2. Presentation from SMUD Board Member, Susan Patterson, on Yolo County Service Proposal.
3. Presentation from Children Now's Director, Andrea Margolis, on Proposition 86 – The Tobacco Tax of 2006.
4. Proclamation for International Literacy Month 2006.

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

ANY ITEM THAT IS NOT INITIATED BEFORE 11 P.M. WILL BE CONTINUED TO THE NEXT DAY AT 5:30 P.M. OR SCHEDULED ON THE NEXT REGULAR MEETING AGENDA OF THE COUNCIL

ORAL COMMUNICATIONS

4. **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 by the Mayor 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

5. **Subject:** Minutes of City Council Meetings:
   a. Special Meeting of March 28, 2006
   b. Special and Regular Meeting of April 3, 2006
   c. Special Meeting of May 23, 2006
   d. Regular Meeting of June 19, 2006

   Recommendation Adopt Minutes.

6. **Subject:** Ellenwood Condominiums RC-05-148 Development Agreement.
   Recommendation: Waive second reading and adopt Ordinance No. 48-2006 approving the Development Agreement for the Ellenwood Condominiums. **(Roll Call Vote)**
   Result of Recommended Action: The Development Agreement will allow the project to record the final map and obtain the Department of Real Estate clearance for condominiums. The project will be supporting the City by providing a special tax for police services and providing funds to Cordova Recreation and Parks District to improve existing parks within the community.
   Staff Report: William Campbell, Planning Department
   Advances Goals: 6 and 10

7. **Subject:** Approve Amendment to California Public Employees' Retirement System Contract
   Recommendation: Waive second reading and adopt Ordinance No. 49-2006 **(Roll Call Vote)**
   Result of Recommended Action: The City will have the ability to provide 2 years of additional retirement service credit to employees whose positions are eliminated due to a reduction and re-structuring of positions within their department(s).
   Staff Report: Lillian Hare, City Clerk's Department
   Advances Goal: 11

8. **Subject:** Approval of Transit Master Plan, Final Document
   Recommendation: Council approved the Transit Master Plan "Concept" on June 5, 2006. Staff recommends Council approve final version of Transit Master Plan Report for adoption and release for publication.

Result of Recommended Action: Approval of the final Transit Master Plan Report will provide a platform for the implementation of elements of the plan, including shuttle services in the short term, planning for Regional Transit's BRT Routes and the initiation of the Signature Service over a mid term horizon.
Staff Report: Cyrus Abhar and Mark Thomas, Public Work Department
Advances Goals: 2, 3, 4, 7 and 8

9. **Subject:** Approval of Parcel Map Title "Capital Village Commercial, Subdivision No. RC-05-193"
Recommendation: Approve parcel map of "Capital Village Commercial, Subdivision No. RC-05-193" being a portion of Parcels 47, 48, 50, 51 and all of parcel 49 of 93 PM 7, located along the east side of Zinfandel Drive between International Drive and Data Drive.
Result of Recommended Action: Approval of this recommended action will result in the recording of the final parcel map creating 13 new commercially zoned parcels.
Staff Report: Cyrus Abhar and Marilyn Phelps, Public Work Department
Advances Goals: 3 and 6

CONSENT PUBLIC HEARING ITEMS – ROLL CALL VOTE

10. **Subject:** Elections on the Proposition of Amending the Rate and Method of Apportionment and Authorized Facility and Resources for Community Facilities District's 2004-1 Sunridge Park and 2005-1 North Douglas **(Continued from August 7, 2006)**
Recommendation: Continue the public hearing and elections to September 18, 2006 at the request of the developer.
Result of Recommended Action: No action to be taken on September 5, 2006.
Staff Report: Bill Thomas, Finance Department
Advances Goals: 5, 7 and 10

11. **Subject:** Two Ordinances Granting a Water Franchise to the Golden State Water Company and California American Water Company
Recommendation: Waive first readings and introduce Ordinance No. 52-2006 granting a water franchise to Golden State Water Company and Ordinance No. 53-2006 granting a water franchise to California American Water Company. **(Roll Call Vote)**
Result of Recommended Action: Passage of these ordinances will grant water franchises to the Golden State and California American Water Companies for purposes of operating and maintaining water pipelines within the City's rights-of-way
Staff Report: Cyrus Abhar, Public Works Department
Advances Goals: 7 and 10

PUBLIC HEARING ITEMS

12. **Subject:** Old Placerville Road RC-05-183, Tentative Subdivision Map, Residential Design Review, Special Development Permit and Development Agreement
Recommendation: That Council:
(a) Find the Mitigated Negative Declaration for Old Placerville Road adequately addresses the requirements of the California Environmental Quality Act (CEQA) Guidelines;
(b) Waive first reading and introduce Ordinance No. 50-2006 rezoning a portion of the property to RD-10 **(Roll Call Vote)**;

(c) Adopt Resolution No. 158-2006 approving the Tentative Subdivision Map and Residential Design Review, subject to the Conditions of Approval and approve the Special Development Permit; and
(d) Waive first reading and introduce Ordinance No. 51-2006 approving a Development Agreement **(Roll Call Vote)**.

Result of Recommended Action: Approval of the Tentative Subdivision Map will allow for the creation of 40 parcels with four parcels designated for office buildings, 35 residential parcels designated for single-family homes, and one parcel designated for an access driveway. The rezone will divide the property into two zoning districts: MP Zone on 2.5 acres for the office buildings and RD-10 zone on 2.5 acres for the residential development. The Special Development Permit will allow for the deviation of typical lot size and setback requirements. The Residential Design Review will allow for the construction of the single-family homes according to the approved plans. A Development Agreement accompanies the project approval.
Staff Report: Jeffrey Beiswenger, Planning Department
Advances Goals: 1, 6 and 7

13. **Subject:** Old Placerville Road Offices RC-06-217, Commercial Design Review
Recommendation: That Council:
(a) Find the Mitigated Negative Declaration for Old Placerville Road Offices adequately addresses the requirements of the California Environmental Quality Act (CEQA) Guidelines;
(b) Adopt Resolution No. 159-2006 approving Commercial Design Review, subject to the Conditions of Approval.

Result of Recommended Action: Approval will allow for the construction of four (4) single-story office buildings totaling 18,700 sq. ft with related parking and a common park area on Old Placerville Road, east of Bradshaw Road.
Staff Report: Anne Hersch, Planning Department
Advances Goals: 1, 6 and 7

*7:30 P.M. - BREAK

REGULAR CALENDAR ITEMS

14. **Subject:** Kilgore Cemetery Restoration Project Approval of Contingency and Award of Contract to PBM Construction, Inc.
Recommendation: Adopt Resolution No. 160-2006
Result of Recommended Action: Award of the contract for the Kilgore Cemetery Restoration Project will authorize execution of a construction contract in the amount of $929,929.00. Staff recommends that Council approve an additional contingency of $50,000.00 which would be utilized if necessary to pay for unforeseen costs or change orders. The restoration will begin following execution of the contract and is anticipated to be completed by summer of 2007.
Staff Report: Cyrus Abhar and Albert Stricker, Public Work Department
Advances Goals: 1, 3, 5 and 9

15. **Subject:** Report Back on Options and Strategies to Improve the Performance of the Residential Bulky Item Cleanup Program.
Recommendation: That Council:

(a) Receive the staff report and presentation regarding options and strategies to improve the performance of the residential Bulky Item Cleanup Program;
(b) Provide direction to staff to return to Council within thirty (30) days to approve the First Amendment to the Collection Services Contract with Allied Waste in order to establish fees for the collection of "illegal" bulk-item debris pile; and,
(c) Direct staff to proceed with the implementation of the Administrative Citation process.

Result of Recommended Action: The primary objectives to this staff report are:
(a) Identify potential solutions and strategies to improve the performance of the existing "on-call" bulky item collection program;
(b) Amend Allied Waste's contract to allow the collection of fees for "illegal" bulky item debris piles; and
(c) Establish an Administrative Citation process for repeat violations of bulky item pickup program.

Staff Report: Cyrus Abhar and Kathy Garcia, Public Works Department
Advances Goals: 1, 3, 5, 7 and 9

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.cityofranchocordova.org on Thursdays prior to the Regular City Council Meeting.

CITYWIDE GOALS - (Adopted March 20, 2006)	
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
9.	Drive Diverse Economic Opportunities
10.	Foster Responsible Citizenship
11.	Practice Sound Fiscal Management

UPCOMING MEETINGS	
Monday, September 18, 2006	***5:30 p.m. – Regular Meeting***
Tuesday, September 26, 2006	***5:30 p.m. – Work Session Legislative Program***
Monday, October 2, 2006	***4:00 p.m. – Study Session on Public Information*** ***5:30 p.m. – Regular Meeting***
Monday, October 16, 2006	***5:30 p.m. – Regular Meeting***
Tuesday, October 24, 2006	***5:30 p.m. – Work Session – Joint Meeting with Cordova Recreation and Park District***
Monday, October 30, 2006	***5:30 p.m. – Work Session on Metropolitan Transportation Plan***

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.sacmetrocable.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 lhare@cityofranchocordova.org at least 48 hours prior to the meeting.

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

CERTIFICATION OF POSTING OF AGENDA

I, Brenda Lehr, Deputy City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the September 5, 2006 Regular Meeting of the Rancho Cordova City Council/CRA/RCFC was posted and available for review on August 31, 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.cityofranchocordova.org.

Signed this 31st day of August 2006 at Rancho Cordova, California.

Brenda Lehr, Deputy City Clerk

CITY COUNCIL SPECIAL MEETING
American River North Community Room
2729 Prospect Park Drive, Rancho Cordova

Tuesday, March 28, 2006
5:00 P.M. - Study Session

MINUTES

STUDY SESSION

Call to Order

Mayor McGarvey called the meeting to order at 5:07 p.m.

Present: Council Members Sander, Skoglund & Mayor McGarvey
Absent: Council Members Budge & Cooley

Staff Present: Gaebler, Junker, Johns, Angell, Lindgren, Olea-Moger

Oral Communications

1. Public Comment

   None

Study Session Items

2. **Subject:** General Plan Status Update and Process Toward Adoption.
   Recommendation: Consider staff's presentation on: status of the General Plan; public review and amendments of the Draft General Plan; Environmental review process; and the General Plan adoption process. No formal action by the City Council is requested or anticipated.

   DISCUSSION POINTS – ITEM #2

   - Pam Johns outlined the General Plan status and process to adoption via PowerPoint presentation and review of project management chart
   - Pat Angell advised that the comment period for the Draft EIR was extended due to production errors with the Draft EIR; Corrected version was distributed. For the record, the Urban Creeks Council of Sacramento requested an extension of the comment period on the General Plan and the Draft EIR
   - Next steps: Determine study session dates for General Plan review and place on Consent Calendar for approval in April; Report to Office of Planning & Research on General Plan status in keeping with approved extension

AGENDA ITEM #5

3. **Subject:** Open Space and Park Standards
Recommendation: Consider staff's presentation on the status of Park and Open Space standards and their accompanying facility improvement fees and provide general comments and direction as appropriate. No formal action by the City Council is requested or anticipated.

DISCUSSION POINTS – ITEM #3

- Paul Junker introduced the item via PowerPoint presentation and the three-legged stool approach to parks and open space as follows:
  (a) Land – space to accommodate the community's park & park-related amenities
  (b) Open Space – the fabric that links it all together, to be defined by the City's open space standards
  (c) Facilities – the amenities that fill the parks and serve the community, generally paid for by park improvement fees
- Open Space broken down into two categories:
  (a) Mandatory Open Space (aka hard requirements)
  (b) Performance-Based Open Space (aka soft or functional requirements)
- Configuration of roads and resources being set-aside to make neighborhood to neighborhood links are two major components of challenge for staff to effect success in the circulation plan and connector plan
- Automatic fee update mechanism is important; annual adjustment implementation plan should be developed

ADJOURNMENT

The meeting adjourned at 8:42 p.m.

Anna Olea-Moger, CMC, Assistant City Clerk

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

City Hall – Council Chambers
2729 Prospect Park Drive, Rancho Cordova

Monday, April 3, 2006

4:00 P.M. - Study Session/Joint Meeting with Planning Commission
6:30 P.M. - Regular Meeting

MINUTES

STUDY SESSION/JOINT MEETING

Call to Order

Mayor McGarvey called the study session/joint meeting to order at 4:12 p.m.

Present: Council Members Budge, Cooley, Skoglund, Sander and Mayor McGarvey
Planning Commissioners Moe, Savorn, Wentz (arrived at 4:25 pm) and Chairman Vance (arrived at 5 pm)
Absent: Commissioners Burke, Konarski, and Smith
Staff Present: Gaebler, Lindgren, Olea-Moger, Abhar, Thomas, M., Junker, Haven, Stricker

Study Session Items

1. **Subject:** Progress report to Council on Transit Master Plan Development summarizing initial workshop with regional stakeholders and property owners.
   Recommendation: No action is required, information and discussion/input only.
   Staff Report: Cyrus Abhar, Pubic Works

ACTION: No action taken; discussion item only.

Mayor McGarvey opened public comment period for Item #1 (Transit Master Plan). The following individuals addressed Council:

- Dennis Dunn regarding importance of getting residents easily from their housing areas to access points for rapid transit
- Brian Cooley regarding noticing to folks around the mineshaft property and his interest to receive feedback on future east side Folsom Blvd transit stops
- Mike Barnbaum to encourage a system that is fully accessible to folks with disabilities.

2. **Subject:** Development Strategy for Folsom Blvd. Specific Plan.
   Recommendation: No action is required, information and discussion only on the findings of Development Strategy prepared for the Folsom Boulevard Specific Plan.

Staff Report: Paul Junker, Planning

Discussion Points for Item #2

- Rod Stevens of Leland Consulting Group outlined proposed development strategies focusing on primary roads or pulse points and presented the following ideas:
  (a) Idea #1: Folsom Blvd as a local link
  (b) Idea #2: Pulse Points: Bradshaw, Zinfandel, Hazel, Sunrise, Coloma, and Routier identified as pulse points (primary roads)
  (c) Idea #3: Transit Villages (Butterfield, Mills Winery, Mills Station, Don Juan/Cordova)
  (d) Idea #4: Neighborhood Gateways (Butterfield, West LaLoma, Mills Park Dr., Zinfandel, Cordova Lane)
  (e) Idea #5: Re-green the boulevard (West LaLoma & Paseo, Investment & Mills Park Dr., Coloma area, & Don Juan and Cordova Lane)
  (f) Idea #6: Neighborhood Revitalization
  (g) Idea #7: The Public Square (Main St., City Hall, Community buildings, new residential, a skyline)
- Street improvements may be needed for pulse points
- Strategy needed that yields raising property values in existing neighborhoods around Folsom Blvd.
- Transit Villages – whatever retail goes in, it must be a feature for the Development
- Redevelopment principles (leadership, long-term vision, public commitment, evolution, silver bullets)

ACTION: No action taken; discussion item only.

ADJOURNMENT OF STUDY SESSION/JOINT MEETING

Mayor McGarvey adjourned the Study Session at 6:40 p.m.

REGULAR MEETING

Call to Order

Mayor McGarvey called the Regular Meeting to order at 6:58 p.m. and announced the cablecast playback schedule.

Present: Council Members Budge, Cooley, Skoglund, Sander and Mayor McGarvey
Staff Present: Gaebler, Hare, Olea-Moger, Lindgren, Junker, Abhar, Haven, Carney

Pledge of Allegiance

Mickey Boughton led the Pledge of Allegiance.

Invocation

3. Reverend Becky Goodwin, United Methodist Church, gave the invocation.

Presentation

4. State Department of Parks and Recreation Presentation by Robert Williamson

5. Proclamation Honoring *Grapevine* Editor Shelley Blanchard as Assembly District 10's Woman of the Year

ORAL COMMUNICATIONS

6. **Public Comment**

   The following speakers addressed the Council:

   - Mike Barnbaum regarding upcoming meetings on the Metropolitan Transportation Plan 20/30
   - Ernie Vance regarding mobile home park conversions and possible ordinance for right of first refusal to mobile home owners

CONSENT CALENDAR ITEMS – ROLL CALL VOTE

ACTION: Motion by Budge second by Cooley and unanimously carried by roll call vote, the Consent Calendar was approved.

7. **Subject:** Street Sign Project.
   Recommendation: Award the City's street sign project to the lowest responsive bidder, McGuire-Pacific Constructors, in the amount of $446,995

   Result of Recommended Action: McGuire-Pacific Constructors will begin replacing old Sacramento County signs with our approved City of Rancho Cordova signs throughout the City of Rancho Cordova. Construction will begin in May 2006 upon City Council approval.
   Staff Report: Cyrus Abhar, Public Works

8. **Subject:** Approval of Subdivision No. 95-0533.8 of Villages of Zinfandel Unit No. 10 Final Map and Execution of Subdivision Improvement Agreement.
   Recommendation: Adopt Resolution No. 34-2005.
   Result of Recommended Action: Action on this item will result in the City adopting a resolution to enter into a Subdivision Improvement Agreement with the developer and the recording of the final subdivision map
   Staff Report: Marilyn Phelps, Public Works

9. **Subject:** Second Reading and Adoption of Ordinance No. 12-2006 amending Rancho Cordova Municipal Code Chapter 10.24, "Parking Regulation," to Add Section 10.24.075, "Prohibition of Parking Commercial and Recreational Vehicles on Public Roadways".
   Recommendation: Waive second reading and adopt Ordinance No. 12-2006. **(Roll Call Vote)**
   Result of Recommended Action: This ordinance will prohibit the parking of specified vehicles, such as oversized vehicles, large recreational vehicles, semi-trucks and trailers, detached commercial trailers and similar vehicles, on public roads.
   Staff Report: Cyrus Abhar, Public Works and City Attorney

10. **Subject:** Second Reading and Adoption of Ordinance No. 09-2006 amending the Specific Plan and approving the Rezone of the Montelena project, within the Sunridge Specific Plan and Ordinance No. 10-2006 approving the Development Agreement for the Montelena project.
Recommendation: Waive reading and adopt Ordinance No. 09-2006 and Ordinance No. 10-2006. **(Roll Call Vote)**
Result of Recommended Action: The Montelena project will create 879 single-family homes on approximately 252 acres. The Project also proposes nearly 30 acres of parks and public open space and approximately 55 acres of wetland preserve.
Staff Report: Bill Campbell, Planning and City Attorney

PUBLIC HEARING ITEMS

11. **Subject:** Amendment to City of Rancho Cordova Municipal Code Chapter 12.09 Street Trench Fee.
Recommendation: Waive first reading and introduce Ordinance No. 17-2006 amending Chapter 12.09 of the City of Rancho Cordova Municipal Code.
Result of Recommended Action: This change to the Street Trench Fee City Code will clean up titles left over from adoption of the Code, increase the length of moratorium time before a newly paved street can be opened, increase the guarantee time for trench work, increase the Trench Restoration Fee to what the cost of street construction was in 1999, delete requiring the Pavement Condition Index be published annually and Street Trench Fees be calculated for every block. Companies that dig in City streets will be affected by these changes.
Staff Report: Cyrus Abhar, Public Works

Mayor McGarvey opened the public hearing. There were no speakers. The Mayor closed the public hearing.

ACTION: Motion by Budge second by Sander and unanimously carried by roll call vote, Council waived first reading and introduced Ordinance No. 17-2006 including the amendment to appeal Section 12.09.160, to delete final sentence beginning, "Said person may appeal the City Manager's decision…" and add this sentence to the end: "The City Manager's decision shall be final." as requested by the City Attorney.

12. **Subject:** Sunridge Specific Plan and Project Amendments.
Recommendation: Waive first reading and introduce Ordinance No. 13-2006 amending the Sunridge Specific Plan, Ordinance No. 14-2006 amending the Conditions of Approval for land use Zoning Amendments within the Sunridge Specific Plan Area, Ordinance No. 15-2006, amending Development Agreements for the Anatolia III, Sunridge Park I and II, and North Douglas development projects.
Result of Recommended Action: The amendments to the Sunridge Specific Plan will allow for the orderly development of the necessary project improvements to serve the new developments in the Sunridge area.
Staff Report: William Campbell, Principal Planner

Mayor McGarvey opened the public hearing. The following individual addressed the Council on Item # 12:

Tim Taron in support of this item

The Mayor closed the public hearing.

ACTION: Motion by Sander second by Budge and unanimously carried by roll call vote, Council waived first reading and introduced Ordinances No. 13-2006, 14-2006, and 15-2006 as amended by request from Assistant City Attorney as follows:

Section 4 Vesting amended to add the following sentence, "...upon the approval of the Final Map, the Final Map shall be deemed as an additional project approval for purposes of this amendment."

13. **Subject**: City Council Consideration of Funding Housing, Community Improvement Programs, and Non-Profit Public Services from New Community Development Block Grant Funds and Review of the Draft Five-Year Consolidated Plan, Draft 2006-07 Action Plan, and Draft Citizen Participation Plan.
Recommendation: Staff recommends that the City Council approve:
a. The allocation of $704,227 CDBG funds for budget year 2006, starting July 1, 2006 to June 30, 2007 divided among the following programs:
Housing Rehabilitation, Rental Inspection, Emergency Repair, Home Repair Assistance, Public Facilities and Infrastructure, White Rock Improvements, Weed and Seed, Meals on Wheels, Roots and Horizons, Safe Harbor After-School Enrichment, Sacramento Self-Help Housing, Respite CLUB, General CDBG grant administration, and
b. Distribute for public comment the draft five-year CDBG spending plan, referred to as the Consolidated Plan; the CDBG budget for July 1, 2006 to June 30, 2007 (FY 2006-07) referred to as the Action Plan; and The Citizen Participation Plan.
Result of Recommended Action: This action will qualify the City to receive new revenue of $704,227 for the FY 2006-07 City budget and thus provide federal funds for the City to address long-standing unmet community needs. The funding may be used to upgrade the quality of housing and make neighborhood improvements in Rancho Cordova, as well as to fund several necessary public services provided by local non-profit and community-based organizations. It is anticipated that starting in FY 2007-08, CDBG funding will support lease payments for the Rancho Cordova Neighborhood Center.
Staff Report: Jim Carney, Economic Development

Mayor McGarvey opened the Public Hearing. The following individuals addressed the Council on Item #13:

(a) Jerry Johnson spoke in support of the item
(b) Joe Farrelly spoke in support of the item
(c) John Foley spoke in regards to the item
(d) Paul Shane spoke in support of the item

Mayor McGarvey closed the Public Hearing.

ACTION: Motion by Cooley second by Budge and carried by 3:0:2 roll call vote, (Sander and Skoglund abstained) Council approved the staff recommendation.

AT THIS POINT, Council took a brief recess. The full Council reconvened.

REGULAR CALENDAR ITEMS

14. **Subject:** SunCreek Specific Plan RC03-029 (Discussion Only).
Recommendation: Receive report from City staff regarding the proposed SunCreek Specific Plan and provide general direction regarding the proposed project. No formal action on this project shall occur at this meeting.
Result of Recommended Action This resolution will provide a Council update on the SunCreek Specific Plan. Comments from the City Council will provide guidance to the applicants and City staff for moving forward on development and processing of this application.
Staff Report: Paul Junker, Planning Department

The following individual addressed the council on Item #14

Richard Anders spoke in support of the item

ACTION: No action taken; discussion item only.

15. **Subject:** Report on the Implementation of the City's Housing Plan and Programs, Including Direction on the Proposed Housing Development Projects Considered in the "Pipeline" Pertaining to Affordable Housing Requirements and the Possible Creation of an Affordable Housing Task Force.
Recommendation:
a. Provide direction on the process to finalize Housing Element and to prepare the City's Housing Plan
b. Provide direction on the application of affordable housing provisions to the proposed housing development projects in the "pipeline"
c. Consider next steps to implement the City's Housing Plan
Result of Recommended Action: Council will be updated about the implementation of the housing plans and programs. Also, Council will decide how new affordable housing requirements would apply to currently proposed, but not yet approved, residential development projects, known as "pipeline" projects. Council may consider forming an Affordable Housing Task Force consisting of community members and housing, real estate, and finance experts to oversee the implementation of a robust housing program in order to achieve the City Goal of Improving the Quality of Housing in Rancho Cordova
Staff Report: Paul Junker, Planning Department

Mayor McGarvey opened the public comment period. The following individual addressed the Council:

- David Engberg to support the creation of an affordable housing program that will result in at least 10% of new homes to be affordable to lower income resident
- For the record, several other individuals completed speaker cards; however, due to the lateness of the hour (12:45 am), this item was heard, the speakers left the meeting.

CONSENSUS: Council concurred on the following next steps:
- That in-house staff should be hired to manage the housing efforts
- That a workshop will be held for the purpose of presenting comprehensive housing ideas for a broad range of housing options, including what has worked well in other communities and what the best minds think

- That a process to help people feel they continue to have a place at the table should be explored
- That Sunridge, Lot J and Anatolia IV be exempt from affordable housing requirement
- That Rio del Oro, Suncreek and Westborough Projects be included in the housing program
- That the Housing Production Table be revised

ACTION: Motion by Budge second by Skoglund and carried by 4:0 vote (Cooley abstained), Council determined that the Preserve Project is exempt from affordable housing requirement.

CORRESPONDENCE

None

COUNCIL REPORTS

None

COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

None

CITY MANAGER'S REPORT

None

ADJOURN TO CLOSED SESSION

Council adjourned to Closed Session at 1:00 a.m.

CLOSED SESSION

Council met in Closed Session for the following purpose:

16. Conference with Legal Counsel – Anticipated Litigation Significant Exposure to Litigation Government Code Section 54956.9 (b) (one case).

In attendance were Council Members Budge, Cooley, Sander, Skoglund, and Mayor McGarvey; City Manager Gaebler, Planning Director Junker, and Assistant City Attorney Lindgren.

OPEN SESSION – REPORT FROM CLOSED SESSION

The Assistant City Attorney advised there was no reportable action from Closed Session.

ADJOURNMENT

The meeting adjourned at 1:45 a.m.

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Anna Olea-Moger, CMC, City Clerk

CITY COUNCIL SPECIAL MEETING
American River North Community Room
2729 Prospect Park Drive, Rancho Cordova

Tuesday, May 23, 2006
12:00 Noon - Work Session

MINUTES

WORK SESSION

Call to Order

Mayor McGarvey called the meeting to order at 12:31 p.m.

Present: Council Members Budge, Sander (arrived at 1:12 p.m.), Skoglund & Mayor McGarvey
Absent: Council Member Cooley

Staff Present: Gaebler, Olea-Moger, Lindgren, Abhar, Treadwell, Thomas, Synder, Junker, Trimberger, Carney

Oral Communications

1. Public Comment

   None

Work Session Items

2. **Subject:** Presentation of the Results of a Public Opinion Poll Survey Conducted to Measure Community Satisfaction with City Services and Governance.
   Recommendation: No action is required, information and discussion/input only.
   Staff Report: Erin Treadwell, Public Information Officer, City Manager's Office

   DISCUSSION POINTS FOR ITEM #2

   - Ted Gaebler outlined intent of public opinion poll survey conducted April 4-9, 2006 as creating a baseline for measuring results in the future regarding how Rancho Cordovans feel the city is functioning for their benefit. Mr. Gaebler advised survey would be done every other year
   - Erin Treadwell introduced representatives from consulting firm of Fairbank, Maslin, Maullin & Associates who conducted the survey. The consultants outlined the results of the survey via PowerPoint presentation
   - Council Members requested hard copy of the survey results

3. **Subject:** FY 2006-07 Preliminary Budget Review
Recommendation: Direct staff to process changes discussed during the Work Session and return with a revised FY 2006-07 Preliminary Budget for the noticed public hearing on June 5, 2006.
Result of Recommended Action: The budget presented at the required public hearing on June 5, 2006 will include feedback from the City Council given during the Work Session.
Staff Report: Bill Thomas, Finance Department

DISCUSSION POINTS FOR ITEM #3

- Bill Thomas, via PowerPoint presentation, gave an overview of the current fiscal year 2005-06 Budget including the influence of the economy on the City's budget and outlined components of the Preliminary FY 2006-07 Budget. A public hearing on the Preliminary 2006-07 Budget to be held on June 5th
- Consensus by Council Members to add to Code Enforcement Program one additional Code Enforcement Officer. Effective code enforcement is key to raising property values in Rancho Cordova
- Mayor inquired about status of establishing Kilgore Cemetery District. Public Works Director Abhar will work with LAFCO, in conjunction with other LAFCO-related items, and return to Council with status report on establishing the district
- Consensus by Council Members to add $25,000 to budget for community outreach
- Vice Mayor Sander distributed draft concept plan and proposal for partnership of the Cordova Community Council with the City of Rancho Cordova. Objective of the proposal is to create a suite of non-profit services for Rancho Cordova residents and their organizations to be managed by the Cordova Community Council. Total cost estimated to be $408,800. Consensus by Council Members to add cost to preliminary budget and present at June 5th public hearing
- Consensus by Council Members to change name of Advisory Board section under City Council budget to Boards and Commissions

ADJOURNMENT

The meeting adjourned at 6:15 p.m.

_____
Anna Olea-Moger, CMC, Assistant City Clerk

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

City Hall
David B. Roberts Council Chambers
2729 Prospect Park Drive, Rancho Cordova

Monday, June 19, 2006

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

MINUTES

CLOSED SESSION

Council Met in Closed Session for the Following Purpose:

Conference with Legal Counsel – Anticipated Litigation – Initiation of Litigation – Government Code Section 54956.9 (c) (one potential case)

Present: Council Members Budge, Cooley, Sander, Skoglund and Mayor McGarvey; City Manager Gaebler, City Attorney Meyers, Assistant City Attorney Lindgren, Chief Financial Officer Thomas

REGULAR MEETING – CALL TO ORDER

Call to Order

Mayor McGarvey called the meeting to order at 5:41p.m. and announced the cablecast playback schedule

Present: Council Members Budge, Cooley, Sander, Skoglund and Mayor McGarvey
Staff Present: Gaebler, Hare, Meyers, Olea-Moger, Lindgren, Thomas, M. Thomas, Abhar, Haven, Sparkman, Beiswenger, Snyder

Closed Session Report

City Attorney Meyers reported there was no reportable action from Closed Session.

Pledge of Allegiance

Planning Director Paul Junker led the Pledge of Allegiance.

Invocation

1. Chad Michael McKeown, New Hope Church of Christ, gave the invocation.

Presentations

2. Certificate of Recognition for Logan Bramble's Eagle Scout Award

AT THIS POINT, Mayor McGarvey reordered the agenda to consider Item #35 next and to advise that Item #33 & Item #34 would be continued to future meetings.

35. **Subject:** Folsom Cordova Unified School District's Intent to Form School Facility Improvement District
Recommendation: Determine Council action as appropriate.
Result of Recommended Action: On June 8, 2006, the Folsom Cordova Unified School District (FCUSD) approved resolutions of intent to form a School Facility Improvement District (SFID) with four possible boundaries and set a public hearing on the issue for June 22, 2006 at 6:00 p.m. at Mills Middle School. Council discussion in advance of the public hearing will determine any official position the City may wish to take.
Staff Report: Bill Thomas, Finance Department & Stephanie Snyder, City Manager's Office
Advances Goals: 1, 3, 7, 10 and 11

Folsom Cordova Unified School District administrators, Superintendent Patrick Godwin and Assistant Superintendent Debbie Bettencourt, made a presentation to the Council on the District's 2006 Facilities Master Plan

The following individuals addressed Council on Item #25:

(a) Bobby Banks regarding how bond would impact older city improvement areas versus newer areas
(b) Olivia Anders regarding need for landscape maintenance (too many weeds) in front of Williamson School
(c) Cindy Woo regarding Mello Roos impact on developer fees for all future infrastructure

ACTION: Motion by Budge second by Sander and unanimously carried, Council voted to support Folsom Cordova Unified School District Board of Education's proposed School Facility Improvement Districts 3A, 3B & 4.

ORAL COMMUNICATIONS

3. **Public Comment**

The following individuals addressed the Council:

(a) Charlotte Kyle, Beazer Homes, in opposition to Consent Calendar Item #13 and in support of Consent Calendar Item #20

(b) Cody Budge & Steven Pas, homeowners in Stonecreek, regarding proposed Aerojet pipeline through Stonecreek neighborhood and expressing concern with how this could be near finalization without homeowners being notified

CONSENT CALENDAR ITEMS – ROLL CALL VOTE

ACTION: Motion by Budge second by Cooley and unanimously carried by roll call vote, Council approved the Consent Calendar items.

4. **Subject:** Minutes of City Council Meetings:
   a. Special Meeting of May 31, 2006
   Recommendation: Adopt Minutes.

5. **Subject:** An Ordinance Establishing a Special Tax for Police Protection Services for the Arista Del Sol Subdivision, Owned by Arista Del Sol, LP; Project No. RC-04-077.
   Recommendation: 2nd Reading and Adoption of Ordinance No. 30-2006 establishing a Special Tax for Police Protection Services. **(Roll Call Vote)**
   Result of Recommended Action: Adoption of the ordinance will assist the City to meet the costs of providing City law enforcement services by establishing a special tax for police protection services for the Arista Del Sol Subdivision.
   Staff Report: Adam Lindgren, City Attorney's Office
   Advances Goals: 5 and 10

6. **Subject:** An Ordinance Establishing a Special Tax for Police Protection Services for the Douglas 98 Subdivision, Owned by Douglas Road 98, LP; Project No. RC-03-025.
   Recommendation: 2nd Reading and Adoption of Ordinance No. 32-2006 establishing a Special Tax for Police Protection Services. **(Roll Call Vote)**
   Result of Recommended Action: Adoption of the ordinance will assist the City to meet the costs of providing City law enforcement services by establishing a special tax for police protection services for the Douglas 98 Subdivision.
   Staff Report: Adam Lindgren, City Attorney's Office
   Advances Goals: 5 and 10

7. **Subject:** An Ordinance Establishing a Special Tax for Police Protection Services for the Douglas 103 Subdivision, Owned by Douglas Grantline 103, LLC; Project No. 05-134.
   Recommendation: 2nd Reading and Adoption of Ordinance No. 33-2006 establishing a Special Tax for Police Protection Services. **(Roll Call Vote)**
   Result of Recommended Action: Adoption of the ordinance will assist the City to meet the costs of providing City law enforcement services by establishing a special tax for police protection services for the Douglas 103 Subdivision.
   Staff Report: Adam Lindgren, City Attorney's Office
   Advances Goals: 5 and 10

8. **Subject:** An Ordinance Establishing a Special Tax for Police Protection Services for the Montelena Subdivision, Owned by CP Sunridge, LLC; Project No. RC-04-132.
   Recommendation: 2nd Reading and Adoption of Ordinance No. 24-2006 establishing a Special Tax for Police Protection Services. **(Roll Call Vote)**
   Result of Recommended Action: Adoption of the ordinance will assist the City to meet the costs of providing City law enforcement services by establishing a special tax for police protection services for the Montelena Subdivision.
   Staff Report: Adam Lindgren, City Attorney's Office
   Advances Goals: 5 and 10

9. **Subject:** An Ordinance Establishing a Special Tax for Police Protection Services for the Anatolia IV Subdivision, Owned by Sunridge – Anatolia, LLC; Project No. RC-03-023.
Recommendation: 2nd Reading and Adoption of Ordinance No. 29-2006 establishing a Special Tax for Police Protection Services. **(Roll Call Vote)**
Result of Recommended Action: Adoption of the ordinance will assist the City to meet the costs of providing City law enforcement services by establishing a special tax for police protection services for the Anatolia IV Subdivision.
Staff Report: Adam Lindgren, City Attorney's Office
Advances Goals: 5 and 10

10. **Subject:** An Ordinance Establishing a Special Tax for Police Protection Services for the Cresleigh Sunridge Subdivision, Owned by Cresleigh Homes, Inc.; Project No. RC-03-027.
Recommendation: 2nd Reading and Adoption of Ordinance No. 31-2006 establishing a Special Tax for Police Protection Services. **(Roll Call Vote)**
Result of Recommended Action: Adoption of the ordinance will assist the City to meet the costs of providing City law enforcement services by establishing a special tax for police protection services for the Cresleigh Sunridge Subdivision.
Staff Report: Adam Lindgren, City Attorney's Office
Advances Goals: 5 and 10

11. **Subject:** An Ordinance Establishing a Special Tax for Police Protection Services for the Sunridge Park – Phase II Subdivision, Villages 2B, 5C and 5D, Owned by Sunridge Park, LP; Project No. RC-04-096.
Recommendation: 2nd Reading and Adoption of Ordinance No. 27-2006 establishing a Special Tax for Police Protection Services. **(Roll Call Vote)**
Result of Recommended Action: Adoption of the ordinance will assist the City to meet the costs of providing City law enforcement services by establishing a special tax for police protection services for the Sunridge Park - Phase II Subdivision, Villages 2B, 5C and 5D.
Staff Report: Adam Lindgren, City Attorney's Office
Advances Goals: 5 and 10

12. **Subject:** An Ordinance Establishing a Special Tax for Police Protection Services for the Sunridge Park – Phase II Subdivision, Villages 1B, 4C, 4D, 8C and 11B, Owned by Pleasant Valley Investments, LC; Project No. RC-04-096.
Recommendation: 2nd Reading and Adoption of Ordinance No. 26-2006 establishing a Special Tax for Police Protection Services. **(Roll Call Vote)**
Result of Recommended Action: Adoption of the ordinance will assist the City to meet the costs of providing City law enforcement services by establishing a special tax for police protection services for the Sunridge Park – Phase II Subdivision, Villages 1B, 4C, 4D, 8C and 11B.
Staff Report: Adam Lindgren, City Attorney's Office
Advances Goals: 5 and 10

13. **Subject:** An Ordinance Establishing a Special Tax for Police Protection Services for the Sunridge Park – Phase II Subdivision, Villages 9B and 10B, Owned by Beazer Homes Holding Corp.; Project No. RC-04-096.
Recommendation: 2nd Reading and Adoption of Ordinance No. 28-2006 establishing a Special Tax for Police Protection Services. **(Roll Call Vote)**
Result of Recommended Action: Adoption of the ordinance will assist the City to meet the costs of providing City law enforcement services by establishing a special tax for police protection services for the Sunridge Park – Phase II Subdivision, Villages 9B and 10B.

Staff Report: Adam Lindgren, City Attorney's Office
Advances Goals: 5 and 10

14. **Subject:** An Ordinance Establishing a Special Tax for Police Protection Services for the Sunridge Park – Phase II Subdivision, Lots D, E, F, G and 11, Owned by Sunridge Park, LLC; Project No. RC-04-096.
Recommendation: 2nd Reading and Adoption of Ordinance No. 25-2006 establishing a Special Tax for Police Protection Services. **(Roll Call Vote)**
Result of Recommended Action: Adoption of the ordinance will assist the City to meet the costs of providing City law enforcement services by establishing a special tax for police protection services for the Sunridge Park – Phase II Subdivision, Lots D, E, F, G and 11.
Staff Report: Adam Lindgren, City Attorney's Office
Advances Goals: 5 and 10

15. **Subject:** Grantline 208 RC-04-064 – A Development Agreement for a 724-Unit Residential Development Located within the Sunridge Specific Plan.
Recommendation: 2nd Reading and Adoption of Ordinance No. 34-2006 approving a Development Agreement between the City of Rancho Cordova and Pulte Homes Corporation for the Grantline 208 development project. **(Roll Call Vote)**
Result of Recommended Action: The Development Agreement will allow the project to final the map. The project will be supporting the City by providing a special tax for police services, funds to improve parks and streets within the community, and advance funding for the construction of the major roads.
Staff Report: William Campbell, Planning Department
Advances Goals: 2, 3, 5, 6, 7 and 8

16. **Subject:** Sunridge Park - Phase II RC-06-226 Rezone.
Recommendation: 2nd Reading and Adoption of Ordinance No. 35-2006 approving the rezone for the Sunridge Park - Phase II development project. **(Roll Call Vote)**
Result of Recommended Action: The rezone will enable the completion of the project and allow the developer to dedicate the needed park area to support this portion of the project. The dedicated park area increases in this portion of the Specific Plan, to make up for some of the park short fall in the early stages of the Specific Plan. It will also allow the utility companies to place their systems in the southern portion of the project area that will allow future projects to move forward as well.
Staff Report: William Campbell, Planning Department
Advances Goals: 2, 3, 5, 6, 7 and 8

17. **Subject:** Capital Village RC-04-123 Special Planning Area Amendment.
Recommendation: 2nd Reading and Adoption of Ordinance No. 36-2006 approving amendments to the Capital Village, Special Planning Area. **(Roll Call Vote)**
Result of Recommended Action: The amendments to the Capital Village Special Planning Area relate to the residential portion of the property. The amendments will allow minor intrusions of buildings of less than one foot into side and rear yard setbacks when a lot is irregular in shape. The amendments would also identify the location for trash and recycle bin storage, require screening of the bin storage area, and identify the location for placement of the bins on trash day.
Staff Report: Jeffrey Beiswenger, Planning Department
Advances Goals: 4 and 6

18. **Subject:** A Resolution Amending Resolution No. 4-2004, Which Created Special Tax Area Zone 2, to Include Tax Area Zone 2A, and an Ordinance Amending the Special Tax for

Police Protection Services for Tax Zone 2A, the Sundance Subdivision, Owned by RHNC Sundance – Sacramento GP; RC 04-122.
Recommendation: Adopt Resolution No. 102-2006 and waive first reading and introduce Ordinance No. 37-2006 establishing a Special Tax for Police Protection Services. **(Roll Call Vote)**
Result of Recommended Action: Adoption of this resolution and ordinance will assist the City to meet the costs of providing City law enforcement services by amending special tax area zone 2 to include Zone 2A and updating the special tax for police protection services in Tax Zone 2A to the current tax amount.
Staff Report: Adam Lindgren, City Attorney's Office
Advances Goal: 5

19. **Subject:** A Resolution Creating Special Tax Area Zone 37 and an Ordinance Establishing a Special Tax for Police Protection Services for the Grantline 208 Subdivision, Owned by Pulte Home Corporation; RC-04-064.
Recommendation: Adopt Resolution No. 103-2006 and waive first reading and introduce Ordinance No. 38-2006 establishing a Special Tax for Police Protection Services. **(Roll Call Vote)**
Result of Recommended Action: Adoption of this resolution and ordinance will assist the City to meet the costs of providing City law enforcement services by creating a special tax area zone and establishing a special tax for police protection services for the Grantline 208 Subdivision.
Staff Report: Adam Lindgren, City Attorney's Office
Advances Goal: 5

20. **Subject:** A Resolution Approving Subdivision No. RC-04-123.1 Final Map of Capital Village Phase I and Execute Subdivision Improvement Agreement
Recommendation: Adopt Resolution No. 95-2006 approving the subdivision title "Final Map Capital Village Phase I", consisting of 271 proposed lots, located between International Drive and Disc Drive at Prospect Park Drive.
Result of Recommended Action: Approval of this recommended action will result in the city entering into a Subdivision Improvement Agreement guaranteeing the construction of public roads and utilities with Beazer Homes Holdings Corp., a Delaware Corporation and the recording of the final subdivision map creating 271 new residentially zoned lots.
Staff Report: Cyrus Abhar and Marilyn Phelps, Public Works Department
Advances Goals: 3 and 6

21. **Subject:** A Resolution Authorizing Use of Facsimile and/or Logo Signatures in Relation to Deposit Accounts
Recommendation: Adopt Resolution No. 101-2006 providing for the authorization of utilizing facsimile signatures for bank deposit accounts.
Result of Recommended Action: Approval will provide the City with the ability to issue checks with computer-generated signatures instead of hand signing each check.
Staff Report: Bill Thomas, Finance Department
Advances Goal: 10

22. **Subject:** First Amendment to the Agreement for Legal Services with Meyers Nave
Recommendation: Approve the First Amendment to the Agreement for Legal Services with Meyers Nave
Result of Recommended Action: The rates for legal services provided to the City by Meyers Nave have not been adjusted since 2003. The amended agreement reflects a modest hourly increase.

Staff Report: Lillian Hare, City Clerk
Advances Goals: 1 through 12

23. **Subject:** Sister Cities Committee Appointments.
Recommendation: Approve the recommended appointments to serve Rancho Cordova's first Sister Cities Committee from July 1, 2006 through June 30, 2007, to include both citizen appointments and a Council subcommittee.
Result of Recommended Action: Approval of the Committee Appointments will start the process of forming a Sister Cities organization for Rancho Cordova and result in a recommendation to the City Council no later than December 2006 for the City's first Sister City relationship.
Staff Report: Stephanie Snyder, City Manager's Office
Advances Goals: 1, 3, 7, 8 and 9

24. **Subject:** Resolution Amending the FY 2005 – 2006 Budget Appropriations and Estimated Revenues
Recommendation: Adopt Resolution 100-2006 amending FY 2005-2006 Adopted Budget.
Result of Recommended Action: The amendment will comply with GASB 34 requirements for amendment of existing budgets and the changes will be reflected in the Cities financial statements for FY 2005-2006
Advances Goals: 10

CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

Mayor McGarvey opened the Consent Public Hearing for Items #25-26. There were no speakers. Mayor McGarvey closed the Consent Public Hearing.

ACTION: Motion by Sander second by Budge and unanimously carried by roll call vote, Council approved the Consent Public Hearing items.

25. **Subject:** Anthology at Anatolia Development Agreement, RC-05-157
Recommendation: Waive the first reading and introduce Ordinance No. 39-2006 approving a Development Agreement for the Anthology at Anatolia RC-05-157 project. **(Roll Call Vote)**
Result of Recommended Action: The Development Agreement will allow the project to provide needed funding for critical city services and facilities. The agreement provides a special tax for police services and funds to improve parks and streets within the community.
Staff Report: William Campbell, Planning Department
Advances Goals: 2, 3, 5, 6, 7 and 8

26. **Subject:** Resolution Approving the Annual Levy Report and Authorizing the Levy and Collection of Assessments for Fiscal Year 2006-2007 in Landscaping and Lighting District No. 2005-1.
Recommendation: Conduct a public hearing on the proposed levy of assessments and adopt Resolution No. 94-2006 approving the Engineer's Report and authorizing the levy and collection of assessments for Fiscal Year 2006-2007.
Result of Recommended Action: The recommended actions authorize the levy and collection of assessments for Fiscal Year 2006-2007 in the same amounts as charged in previous years. There are no new impacts to existing or new residents.
Staff Report: Cyrus Abhar, Pubic Works Department
Advances Goal: 3

PUBLIC HEARING ITEMS

27. **Subject:** Resolution Denying Capital Village SPA Amendment, Tentative Parcel Map and Commercial Design Review
Recommendation: Continue this item to the July 5, 2006 Regular City Council meeting as requested by the applicant to allow more time to revise site plans and prepare project materials.
Result of Recommended Action: Item will be continued to the July 5, 2006 Regular City Council meeting.
Staff Report: Jeffrey Beiswenger, AICP, Planning Department
Advances Goals: 1, 4 and 7

Mayor McGarvey opened the public hearing for Item #27. There were no speakers. Mayor McGarvey closed the public hearing.

ACTION: Motion by Sander second by Budge and unanimously carried Council continued this item to July 5, 2006.

28. **Subject:** Resolution of Formation of the City of Rancho Cordova Road Maintenance Assessment District.
Recommendation: Conduct a public hearing on the Engineer's Report and the questions of levying the assessments within the Road Maintenance Assessment District (the "District"). Following the close of the public hearing and tabulation of ballot results, adopt Resolution No. 93-2006 approving the modified Engineer's Report and authorizing the levy of assessments in Fiscal Year 2006-2007.
Result of Recommended Action: The recommended actions will establish the maximum assessment rates in the newly formed benefit zones of the district and will provide annual funding to maintain new roads, traffic signals, and street lights constructed with new development. There will be no financial impact to existing residents.
Staff Report: Cyrus Abhar, Public Works Department.
Advances Goal: 3

Mayor McGarvey opened the public hearing for Item #28. The following individual addressed the Council:

- Bobby Banks to inquire if the assessment district impacted new development only

ACTION: City Clerk Lillian Hare opened the ballots, read the votes, and announced there was not a majority vote in protest. Motion by Budge second by Skoglund and unanimously carried, Council adopted Resolution No. 93-2006.

AT THIS POINT, Mayor McGarvey asked for a moment of silence in memory of Planning Commissioner Art Smith's wife, Raylee Smith, who passed away over the weekend.

AT THIS POINT, Council took a brief recess. The full Council reconvened.

29. **Subject**: Agency & Council Actions on Redevelopment Plan for the Rancho Cordova Redevelopment Project Area.
Recommendation: It is recommended that the Redevelopment Agency and the City Council:
(a) Hold a joint public hearing on the proposed Rancho Cordova Redevelopment Plan
(b) Close the Pubic Hearing and continue the joint Agency/City Council meeting to June 26, 2006
(c) Direct staff to prepare written findings in response to any written objections received from property owners and affected taxing entities at or prior to the hearing.
(d) Adopt Agency Resolution No. 109-2006 Certifying the Final Environmental Impact Report, adopting CEQA findings, SOC, mitigation and monitoring plan for the Proposed Redevelopment Plan
(e) Adopt Agency Resolution No. 110-2006 Adopting Project-Specific Interim Mitigation Measures
(f) Adopt Agency Resolution No. 111-2006 Use of Low/Moderate Funds Outside Redevelopment Project Area
(g) Adopt Agency Resolution No. 112-2006 Approving the Redevelopment Plan for the Rancho Cordova Redevelopment Project Area
(h) Adopt Agency Resolution No. 113-2006 Authorizing Execution of Agreement with Sac Metro Fire District for Funding of Joint Capital Improvements
(i) Adopt City Council Resolution No. 104-2006 Approving Execution of MOU with Sac Metro Fire District pursuant to which the city will undertake evaluation of potential funding sources
Result of Recommended Action: These actions are necessary prior to City Council consideration and formal adoption of the ordinance adopting the Redevelopment Plan
Advances Goals: 4, 6, 7, 8, 10

Mayor McGarvey opened the public hearing for Item #29. The following individuals addressed the Council:

- Don Mette, Sacramento Metropolitan Fire District Chief, in support the item
- Olivia Anders in support of the item
- Fred Beiderbecke regarding intrusive developments on the American River Parkway and in opposition of the item

Mayor McGarvey closed the public hearing.

ACTION: Motion by Cooley second by Budge and unanimously carried by roll call vote, Council approved/adopted Item #29 (a) through (i) as outlined in above recommendation.

30. **Subject:** Review the General Plan and Final Environmental Impact Report for the General Plan as Recommended for Approval and Certification by the Planning Commission.
Recommendation: Consider Planning Commission recommendation on the General Plan and Final Environmental Impact Report and continue adoption of the General Plan and certification of the Final Environmental Impact Report to the June 26, 2006 Special City Council Meeting.
Result of Recommended Action: Staff will receive final direction from the City Council on the Draft General Plan prior to consideration for adoption at the June 26, 2006 Special City Council Meeting.
Staff Report: Paul Junker and Pam Johns, Planning Department

Advances Goals: 1 through 12

Mayor McGarvey opened the public hearing for Item #30. The following individuals addressed the Council:

(a) Larry Bailey, Sacramento Habitat for Humanity, in support of affordable housing in the General Plan
(b) Peter Christensen, Sacramento Metropolitan Air Quality Management District, in support of the item. Mr. Christensen distributed a letter/memo to the Council regarding recommended edit for Policy AQ.1.2.3
(c) Lois Wright, Sacramento Municipal Utilities District, in support of the item
(d) Sherry Lautsbaugh in support of the item
(e) Ross LeFever regarding affordable housing
(f) John Martin regarding natural open space and in opposition to the item
(g) Joyce Martin regarding development impact on biological resources
(h) Matt Cummings regarding involvement of all stakeholders for housing not just profit and nonprofit groups and in support of the item
(i) Keith Wagner, attorney on behalf of Habitat 2020, in opposition to the item
(j) Carol Witham regarding developer-driven impact of proposed General Plan and in opposition to the item
(k) Rod Ries regarding inadequacy of of EIR and in opposition to the item
(l) Ardie Zahedani, Northstate Building Association, to request delay in adopting the parks and open space portions pending more time to review
(m) Ethan Evans, Executive Director of Sacramento Housing Alliance, to support affordable housing
(n) Eva Butler in opposition to the item

Mayor McGarvey closed the public hearing.

ACTION: Motion by Budge second by Sander and unanimously carried, Council voted to tentatively adopt all changes proposed to the General Plan, as modified at the meeting, with the exception of new comments brought forth by SMUD and the Sacramento Metro Air Quality Management District and directed staff to prepare the final documents for approval.

ACTION: Motion by Sander second by Cooley and unanimously carried, Council voted to continue the adoption of the General Plan and Final EIR to the June 26, 2006 Special Meeting.

31. **Subject:** San Joaquin Valley College, RC-05-208 – Appeal of Planning Commission Denial of Conditional Use Permit **(Continued from the June 5, 2006 Meeting)**
Recommendation: Adopt Resolution No. 57-2006 denying a Conditional Use Permit for an oversized sign in the Highway 50 Special Sign Corridor for San Joaquin Valley College located at 11050 Olson Drive, adjacent to Highway 50 frontage.
Result of Recommended Action: The applicant would be prohibited from constructing the oversized sign as proposed. A building permit could still be obtained by the applicant to construct a sign within the parameters of the Special Sign Corridor.
Staff Report: Jeffrey Beiswenger, Planning Department
Advances Goal: 1

Mayor McGarvey opened the public hearing. The Project applicant, Bonita Roznos, San Joaquin Valley College Campus Director, addressed the Council and played a short DVD on

the programs offered at San Joaquin Valley College. Ms. Roznos requested Council grant an exception to the sign regulations. There were no other speakers. Mayor McGarvey closed the public hearing.

ACTION: Motion by Budge second by Skoglund and unanimously carried, Council voted to adopt Resolution No. 57-2006 denying a Conditional Use Permit (CUP) and to waive fees for a subsequent permit should the applicant reapply.

32. **Subject:** An Ordinance Amending Rancho Cordova Ordinance No. 4-2003 Relating to the Definition of Transient in the Transient Occupancy Tax Ordinance
Recommendation: Waive first reading and introduce Ordinance No. 42-2006 amending Rancho Cordova Ordinance No. 4-2003 relating to the definition of "Transient" in the Transient Occupancy Tax Ordinance. **(Roll Call Vote)**
Result of Recommended Action: Adoption of this ordinance will amend the definition of "Transient" in the Transient Occupancy Tax Ordinance in order to prohibit business entitles from renting rooms for more than 30 days for employee use in order to avoid paying the tax.
Staff Report: Bill Thomas, Finance Department
Advances Goal: 10

ACTION: Due to the lateness of the hour, Council, by consensus, continued Item #32 to June 26, 2006

33. **Subject:** An Ordinance Repealing Title 8, Animals, of the Rancho Cordova Municipal Code and Adopting Title 8, Animals, Regarding the Establishment and Functions of Animal Services, an Animal Court, and Fees Associated with Licensing, the Animal Court, and Filed Services.
Recommendation: Staff recommends this item be tabled to a date uncertain.
Result of Recommended Action: Tabling of this Ordinance will provide staff more time to review and analyze implications of the terms of the ordinance. When ready, this item will be re-noticed.
Staff Report: Bill Thomas, Finance Department
Advances Goal: 7

ACTION: Council consensus to table the item to future date

34. **Subject:** The Preserve General Plan Amendment, Special Planning Area Rezone, Tentative Subdivision Map, Development Agreement, RC-03-052
Recommendation: Continue this item to the July 5, 2006 Regular City Council Meeting
Result of Recommended Action: The continuance will allow staff and the developer to resolve the outstanding issues associated with the project. Over the last several weeks, the developer team and staff have exchanged proposals to satisfy the unresolved issues, however, agreements could not be reached by agenda deadline. Additional negotiations may produce a final resolution to the unresolved issues, listed below.
Staff Report: William Campbell, Planning Department
Advances Goals: 1, 2, 6 and 7

ACTION: Council consensus to continue the item to July 5, 2005.

REGULAR CALENDAR ITEMS

35. **Subject:** Adoption of the Fiscal Year 2006-07 Operating Budget

Recommendation: Adopt Resolution No. 98-2006 that approves the Preliminary FY 2006-07 Budget as the adopted Budget.
Result of Recommended Action: The adoption of the budget will provide financial and program guidelines for the City's operations for the period beginning July 1, 2006 and ending June 30, 2007. The budget provides both anticipated resources and planned uses of those resources.
Staff Report: Bill Thomas, Finance Department
Advances Goal: 10

ACTION: Due to the lateness of the hour, Council, by consensus, continued Item #35 to June 26, 2006.

36. **Subject:** A Resolution Adopting the Appropriations Limit for Fiscal Year 2006-2007 and Making the Annual Election for Adjustment Factors.
Recommendation: Adopt Resolution No. 99-2006.
Result of Recommended Action: As a result of this adoption, the City will comply with State law that requires that the City of Rancho Cordova adopt an Appropriations Limit as well as make an annual election to determine the adjustment factors that were used in calculating the Appropriations Limit.
Staff Report: Bill Thomas, Finance Department
Advances Goal: 10

ACTION: Due to the lateness of the hour, Council, by consensus, continued Item #36 to June 26, 2006

CORRESPONDENCE

None

COUNCIL REPORTS

None

COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

None

CITY MANAGER'S REPORT

None

ADJOURNMENT

The meeting was adjourned at 11:53 p.m. to June 26, 2006 at 5:30 p.m.

Anna Olea-Moger, CMC, Assistant City Clerk

CITY OF RANCHO CORDOVA

ORDINANCE NO. 48-2006

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING THE DEVELOPMENT AGREEMENT FOR RC-05-148, FOR THE ELLENWOOD CONDOMINIUM PROJECT

WHEREAS, the applicant for the Ellenwood Condominium project ("Project"), Parkcrest Development, has applied to the City of Rancho Cordova ("City") for the development of a 28 unit condominium project; and

WHEREAS, the proposed Project (RC-05-148) is located at 10136 Ellenwood Avenue, Rancho Cordova, CA, approximately 550 feet east of Routier Road, and which is designated as Low Density Residential; and

WHEREAS, to strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted Section 65864, et seq., of the Government Code (the "Development Agreement Statute"), which authorizes the City and any person having a legal or equitable interest in the real property to enter into a development agreement, establishing certain development rights in the Property which is the subject of the development project application; and

WHEREAS, the public hearing before the Planning Commission was noticed in accordance with the requirements set forth in Government Code sections 65090 and 65091; and

WHEREAS, during the public hearing, the Planning Commission considered a written staff report on the project, and all other oral and written comments presented to them; and

WHEREAS, following the conclusion of the public hearing on July 27, 2006, the Planning Commission voted unanimously to recommend approval of the draft development agreement; and

WHEREAS, the public hearing was noticed in accordance with the requirements set forth in Government Code section 65090 and 65091; and

WHEREAS, the Rancho Cordova City Council held a noticed, public hearing on August 7, 2006, to consider the requested development agreement between the City and Parkcrest Development (Exhibit A); and the recommendation of the Planning Commission; and

WHEREAS, during the public hearing, the City Council considered a written staff report on the project, and all other oral and written comments presented to them; and determined the project is exempt, pursuant to CEQA guidelines section 15061.

NOW THEREFORE, the City Council of the City of Rancho Cordova does ordain as follows:

AGENDA ITEM #6

Section 1: Findings and Determinations

On the basis of (a) the foregoing Recitals, which are incorporated herein, (b) the City of Rancho Cordova's General Plan, (c) the City's Environmental Impact Report, and (d) on the basis of the specific conclusions set forth below, the City Council finds and determines that:

A. The Development Agreement is consistent with the objectives, policies, general land uses and programs specified and contained in the City's General Plan, in that (a) the land use designation for the Project site is Low Density Residential and the proposed project would create 28 condominiums, (b) the project is consistent with the fiscal policies and the provisions for infrastructure and public services of the General Plan, and (c) the Development Agreement includes provisions relating to financing, construction and maintenance of public facilities, park development fees and similar provisions set forth in the General Plan.

B. The Development Agreement is in conformity with public convenience, general welfare and good land use policies in that the Project will implement land use guidelines set forth in the General Plan, which have planned for residential uses at this location.

C. The Development Agreement will not be detrimental to the health, safety and general welfare in that the project will proceed in accordance with all the programs and policies of the General Plan. The impacts of the development on existing land uses, public services and the environment have been evaluated and mitigated through the CEQA compliance process.

D. The Development Agreement will not adversely affect the orderly development of property or the preservation of property values in that the project will be consistent with the General Plan.

E. The Development Agreement is consistent with the provisions of Government Code Sections 65864 through 65869.5 in that it includes all the substantive elements and has been processed consistent with all the procedural requirements of Government Code Sections 65864 through 65869.5.

Section 3: Approval

The City Council hereby approves the Development Agreement (Exhibit A) and authorizes the City Manager to sign it after the effective date of the amendment in Section 4, below.

Section 4: Amendment of the Zoning Code

Title I, Chapter 1, Article 4, of the Rancho Cordova Zoning Code, "Comprehensive Zoning Plans," is hereby amended by adding the following section:

"101-820. Development Agreement for the Ellenwood Condominiums"

Section 5: Recordation

Within ten (10) days after the Development Agreement is executed by the City Manager, the City Clerk shall submit the Agreement to the County Recorder for recordation.

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DEVELOPMENT AGREEMENT
RELATIVE TO ELLENWOOD COMMONS

This Development Agreement is entered into as of this _____, 2006, by and between City OF RANCHO CORDOVA, a municipal corporation ("City"), and PARKCREST DEVELOPMENT CORPORATION, a California corporation ("Landowner"). City and Landowner are hereinafter collectively referred to as the "Parties" and singularly as "Party."

RECITALS

1. **Authorization**. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted Government Code Section 65864, et seq. (the "Development Agreement Statute"), which authorizes City and any person having a legal or equitable interest in the real property to enter into a development agreement, establishing certain development rights in the Property which is the subject of the development project application.

2. **Property**. Landowner holds a legal or equitable interest in certain real property located in City of Rancho Cordova, County of Sacramento, more particularly described in Exhibit A-1 and Exhibit A-2 attached hereto (the "Property"). Landowner represents that all persons holding legal or equitable interests in the Property shall be bound by this Agreement.

3. **Project.** Landowner has obtained various approvals from City (described in more detail in Recital 6 below), including approval for a tentative subdivision map for a project known as Ellenwood Commons (the "Project") to be located on the Property.

4. **Public Hearing**. On July 27, 2006, the Planning Commission of City of Rancho Cordova, serving as City's planning agency for purposes of development agreement review pursuant to Government Code Section 65867, considered this Agreement and recommended approval of this Agreement to City Council.

5. **Environmental Review**. On January 29, 2001, the County certified as adequate and complete, the Mitigated Negative Declaration ("MND") for the Project. Mitigation measures were required in the MND and are incorporated into the Project and into the terms and conditions of this Agreement, as reflected by the findings adopted by the County concurrently with this Agreement.

6. **Project Approvals**. The following land use approvals (together the "Project Approvals") have been granted for the Property, which entitlements are the subject of this Agreement.

6.1. The MND. The Mitigation Measures in the MND are incorporated into the Project and into the terms and conditions of this Agreement.

6.2. The Tentative Subdivision Map for the Project (attached hereto as Exhibit B approved by Planning Commission on May 26, 2005, by Resolution No. 27-2005;

6.3. This Development Agreement, as adopted by City Ordinance No. ___-2006 (the "Adopting Ordinance"), on_____, 2006.

7. **Need for Services and Facilities**. Development of the Property will result in a need for municipal services and facilities, some of which services and facilities will be provided by City to such development subject to the performance of Landowner's obligations hereunder. With respect to water, pursuant to Government Code Section 65867.5, any tentative map approved for the Property will comply with the provisions of Government Code 66473.7.

8. **Contribution to Costs of Facilities and Services**. Landowner agrees to contribute to the costs of such public facilities and services as required herein to mitigate impacts on the community of the development of the Property, and City agrees to provide such public facilities and services as required herein to assure that Landowner may proceed with and complete development of the Property in accordance with the terms of this Agreement. City and Landowner recognize and agree that, but for Landowner's contributions to mitigate the impacts arising as a result of development entitlements granted pursuant to this Agreement, City would not and could not approve the development of the Property as provided by this Agreement and that, but for City's covenant to provide certain facilities and services for development of the Property, Landowner would not and could not commit to provide the mitigation as provided by this Agreement. City's vesting of the right to develop the Property as provided herein is in reliance upon and in consideration of Landowner's agreement to make contributions toward the cost of public improvements as herein provided to mitigate the impacts of development of the Property as development occurs.

9. **Development Agreement Ordinance**. City and Landowner have taken all actions mandated by, and fulfilled all requirements set forth in, the Development Agreement Ordinance of City of Rancho Cordova, as set forth in City Municipal Code.

10. **Consistency with General and Specific Plan**. Having duly examined and considered this Agreement and having held properly noticed public hearings hereon, in City Ordinance No. ___-2006, City found that this Agreement satisfies the Government Code §65867.5 requirement of general plan and specific plan consistency.

NOW, THEREFORE, in consideration of the mutual promises, conditions and covenants hereinafter set forth, the Parties agree as follows:

AGREEMENT

1. **Incorporation of Recitals**. The Preamble, the Recitals and all defined terms set forth in both are hereby incorporated into this Agreement as if set forth herein in full.

2. **Description of Property**. The property, which is the subject of this Development Agreement, is described in Exhibit A-1 and depicted in Exhibit A-2 attached hereto ("Property").

3. **Interest of Landowner**. The Landowner has a legal or equitable interest in the Property. Landowner represents that all persons holding legal or equitable interests in the Property shall be bound by the Agreement.

4. **Relationship of City and Landowner**. It is understood that this Agreement is a contract that has been negotiated and voluntarily entered into by City and Landowner and that Landowner is not an agent of City. City and Landowner hereby renounce the existence of any form of joint venture or partnership between them, and agree that nothing contained herein or in

any document executed in connection herewith shall be construed as making City and Landowner joint venturers or partners.

5. **Effective Date and Term**.

5.1. **Effective Date**. The effective date of this Agreement ("Effective Date") is _____, 2006, which is the effective date of City Ordinance No.__-2006, adopting this Agreement.

5.2. **Term**. Upon execution, the term of this Agreement shall commence on the Effective Date and extend for a period of seven (7) years, unless said term is terminated, modified or extended by circumstances set forth in this Agreement. Following the expiration of the term, this Agreement shall be deemed terminated and of no further force and effect. Said termination of the Agreement shall not affect any right or duty created by City approvals for the Property adopted prior to, concurrently with, or subsequent to the approval of this Agreement.

5.3. **Automatic Termination Upon Completion and Sale of Residential Lot**. This Agreement shall automatically be terminated, without any further action by either party or need to record any additional document, with respect to any single-family residential lot within a parcel designated by the Project Approvals for residential use, upon completion of construction and issuance by City of a final occupancy permit for a dwelling unit upon such residential lot and conveyance of such improved residential lot by Landowner to a bona-fide good-faith purchaser thereof. In connection with its issuance of a final inspection for such improved lot, City shall confirm that all improvements, which are required to serve the lot, as determined by City, have been accepted by City. Termination of this Agreement for any such residential lot as provided for in this Section shall not in any way be construed to terminate or modify any assessment district or Mello-Roos Community Facilities District lien affecting such lot at the time of termination.

6. **Use of Property**.

6.1. **Right to Develop**. Landowner shall have the vested right to develop the Project in accordance with the terms and conditions of this Agreement, the Project Approvals, and any amendments to any of them as shall, from time to time, be approved pursuant to this Agreement. Landowner's vested right to develop the Property shall be subject to subsequent approvals; provided however, except as provided in Section 6.3, that any conditions, terms, restrictions and requirements for such subsequent approvals shall not prevent development of the Property for the uses, or reduce the density and intensity of development, or limit the rate or timing of development set forth in this Agreement, as long as Landowner is not in default under this Agreement.

6.2. **Permitted Uses**. The permitted uses of the Property, the density and intensity of use, the maximum height and size of proposed buildings, provisions for reservation or dedication of land for public purposes, location and maintenance of on-site and off-site improvements, location of public utilities and other terms and conditions of development applicable to the Property, shall be those set forth in this Agreement, the Project Approvals and any amendments to this Agreement or the Project Approvals. City acknowledges that the Project Approvals provide for the land uses and approximate acreages for the Property, as set forth in Exhibit D-1 and Exhibit D-2.

6.3. **Moratorium, Quotas, Restrictions or Other Growth Limitations.** Subject to applicable law relating to the vesting provisions of development agreements, Landowner and City intend that, except as otherwise provided in this Agreement, this Agreement shall vest the Project Approvals against subsequent City resolutions, ordinances and initiatives that directly or indirectly limit the rate, timing, sequencing of development, or prevent or conflict with the permitted uses, density and intensity of uses as set forth in the Project Approvals; provided however, Landowner shall, to the extent allowed by the laws pertaining to development agreements, be subject to any growth limitation ordinance, resolution, rule, regulation or policy which is adopted on a uniformly applied, City-wide or area-wide basis, and directly concerns a public health or safety issue, in which case City shall treat Landowner in a uniform, equitable and proportionate manner with all properties, public and private, which are impacted by that public health or safety issue.

6.4. **Additional Conditions.**

6.4.1. **Park Land Dedication Obligation.** The Project shall be subject to Chapter 22.40, Title 20 of the Rancho Cordova Municipal Code, as amended by Ordinance No. 53-2004, which establishes standards for park and open space in the City. To fulfill the park land dedication obligation, Landowner shall be obligated to provide fees in-lieu of park land to the Cordova Recreation and Park District to satisfy a total park land obligation of 0.28 net acres (calculated as 5 acres of park land per 1,000 residents). Landowner will receive a credit of two thousand nine hundred and thirteen dollars ($2,913.00) towards their obligation to provide fees in-lieu of park land for payment already received by Cordova Recreation and Park District at the time building permits were issued.

The calculation of fees in-lieu of dedication shall be based on the appraised value of land within the Project valued after approval of the tentative map per City requirements or by agreement among Landowner, City, and Cordova Recreation and Park District, which agreement shall be reduced to writing and attached to this Agreement as an addendum.

6.4.2. **Timing of Dedications and Improvements of Parks.** Prior to the recordation of any final map or individual residential or non-residential parcel map for the Property, Landowner shall pay the fees in-lieu of park land dedication and fulfill the obligations described in Section 6.4.1. Landowner will be deemed to have satisfied in full its park development and community facility obligation, after fulfilling the requirements described in Section 6.4.1 and 6.4.2.

6.4.3. **In-fill Park and Open Space Renovation and Acquisition Fee.** Landowner agrees that it shall pay City the total sum of seven hundred and thirty-three dollars ($733.00) for each condominium unit shown on the final maps for the Property. Beginning on January 1, 2007, the fee shall be adjusted annually on each January 1 based upon the percentage change in the United States Department of Labor Consumer Price Index for all Urban Consumers for the San Francisco-Oakland-San Jose area between April and April of each year. This fee shall be paid to City no later than prior to issuance of the final maps for the project. It shall be used by City, at its sole discretion to acquire, renovate, repair, improve or maintain parks or open space in that portion of City outlined in Exhibit C. This payment is made voluntarily by Landowner. It is in addition to all other existing park fees, and construction and dedication obligations, including without limitation any fees paid pursuant to California Government Code Section 66477 (the "Quimby Act"). Landowner agrees that it shall not claim any credit or right to reimbursement of any other existing park fees, and construction

and dedication obligations, including Quimby Act fees, as a result of paying the existing park renovation fees required under this Section.

6.4.4. Police Tax. Landowner agrees to vote in favor of and to cooperate in the creation of a special tax zone area within the Rancho Cordova Special Police Tax Area. A vote by Landowner to repeal or amend the special tax shall constitute an event of default under this Agreement and in addition to all other remedies, Landowner shall be obligated to pay under this Agreement, the difference between the amount of the tax before the vote to repeal or amend the tax, and the amount of the proposed special tax. The boundaries of the special tax zone area shall be contiguous with the boundaries of the Property. Landowner shall vote in favor of and cooperate in the levy of a special tax for police services on each residential parcel or residential parcel equivalent on the Property. The special tax shall be in the amount of two hundred and fifty dollars ($250) annually, per condominium unit, single-family residential parcel or residential parcel equivalent. Multi-family residential units on a single parcel shall be assessed on a proportionately equivalent basis (e.g., a two-unit attached housing structure, such as a duplex, would be deemed to consist of two residential parcels for purposes of the police tax). The amount of the special tax shall be adjusted annually based upon the percentage change in the United States Department of Labor Consumer Price Index for all Urban Consumers for the San Francisco-Oakland-San Jose area between April and April of each year. If the Consumer Price Index is discontinued, or revised, such other government index or computation with which it is replaced shall be used in order to obtain substantially the same result as would be obtained if the Consumer Price Index had not been discontinued or revised. The special tax shall be payable annually following issuance of a building permit for each subject parcel. Landowner shall pay all the costs of conducting the election and all costs related to the implementation of this Section for the Project.

7. Applicable Rules, Regulations, Fees and Official Policies.

7.1. Rules Regarding Permitted Uses. Except as provided in this Agreement, City's ordinances, resolutions, rules, regulations and official policies governing the permitted uses of the Property, the density and intensity of use, the rate timing and sequencing of development, the maximum height and size of proposed buildings, and provisions for reservation and dedication of land shall be those in force on the Effective Date of this Agreement. Except as provided in Section 8.2, this Agreement does not vest Landowner's rights to pay development impact fees, exactions and dedications, processing fees, inspection fees, plan checking fees or charges.

7.2. Rules Regarding Design and Construction. Unless otherwise expressly provided in this Agreement, all other ordinances, resolutions, rules, regulations and official policies governing design, improvement and construction standards and specifications applicable to the Project and to public improvements to be constructed by Landowner shall be those in force and effect at the time the applicable permit approval is granted.

7.3. Changes in State or Federal Law. This Agreement shall not preclude the application to development of the Property of changes in City laws, regulations, plans or policies, the terms of which are specifically mandated and required by changes in State or Federal laws or regulations.

7.4. Uniform Codes Applicable. Unless otherwise expressly provided in this Agreement, the Project shall be constructed in accordance with the provisions of the Uniform Building, Mechanical, Plumbing, Electrical and Fire Codes, City standard construction

specifications, and Title 24 of the California Code of Regulations, relating to Building Standards, in effect at the time of approval of the appropriate building, grading, encroachment or other construction permits for the Project. If no permits are required for infrastructure improvements, such improvements will be constructed in accordance with the provisions of the Uniform Building, Mechanical, Plumbing, Electrical and Fire Codes, City standard construction specifications, and Title 24 of the California Code of Regulations, relating to Building Standards, in effect at the start of construction of such infrastructure.

8. Subsequently Enacted Fees, Dedications, Assessments and Taxes.

8.1. Processing Fees and Charges. Landowner shall pay those processing, inspection, and plan check fees and charges required by City under then current regulations for processing applications and requests for permits, approvals and other actions, and monitoring compliance with any permits issued or approvals granted or the performance of any conditions with respect thereto or any performance required of Landowner hereunder.

8.2. Development Impact Fees, Exactions and Dedications. Landowner shall pay all development impact fees, dedications of land, connection or mitigation fees, and exactions required by City to support in the construction of any public facilities and improvements or the provision of public services in relation to development of the Property (together "Exactions") authorized by City after the Effective Date as long as said Exactions otherwise comply with applicable law, and are either (i) required on a City-wide basis, or (ii) apply uniformly to all properties within City that are zoned consistent with the Project Approvals, or (iii) apply uniformly to all properties that are similarly situated, whether by geographic location or other distinguishing circumstances. Except as otherwise provided in this Agreement, Exactions required by City to be paid by Landowner that do not meet one of the preceding criteria, shall be the Exactions authorized as of the Effective Date. Wherever this Agreement obligates Landowner to design, construct or install any improvements, the cost thereof may be provided by Landowner or by a Community Facilities District (CFD) or other such financing mechanism acceptable to City, subject to and in accordance with the provisions thereof.

9. Amendment or Cancellation.

9.1. Modification Because of Conflict with State or Federal Laws. In the event that State or Federal laws or regulations enacted after the Effective Date of this Agreement prevent or preclude compliance with one or more provisions of this Agreement or require changes in plans, maps or permits approved by City, the parties shall meet and confer in good faith in a reasonable attempt to modify this Agreement to comply with such federal or state law or regulation. Any such amendment or suspension of the Agreement shall be approved by City Council in accordance with the Municipal Code and this Agreement.

9.2. Amendment by Mutual Consent. This Agreement may be amended in writing from time to time by mutual consent of the parties hereto and in accordance with the procedures of State law and the Municipal Code.

9.3. Insubstantial Amendments. Notwithstanding the provisions of the preceding Section 9.2, any amendments to this Agreement which do not relate to (a) the term of the Agreement as provided in Section 5.2; (b) the permitted uses of the Property as provided in Sections 6.2 and 7.1; (c) provisions for "significant" reservation or dedication of land; (d) the location and maintenance of on-site and off-site improvements; (e) the density or intensity of use of the Project; (f) the maximum height or size of proposed buildings or (g) monetary

contributions by Landowner as provided in this Agreement shall not, except to the extent otherwise required by law, require notice or public hearing before either the Planning Commission or City Council before the parties may execute an amendment hereto. City's City Manager shall determine whether a reservation or dedication is "significant".

9.4. Amendment of Project Approvals. Any amendment of Project Approvals relating to: (a) the permitted use of the Property; (b) provision for reservation or dedication of land; (c) the density or intensity of use of the Project; (d) the maximum height or size of proposed buildings; (e) monetary contributions by Landowner; (f) the location and maintenance of on-site and off-site improvements; or (g) any other issue or subject not identified as an "insubstantial amendment" in Section 9.3 of this Agreement, shall require an amendment of this Agreement. Such amendment shall be limited to those provisions of this Agreement, which are implicated by the amendment of the Project Approval. Any other amendment of the Project Approval(s) shall not require amendment of this Agreement unless the amendment of the Project Approval(s) relates specifically to some provision of this Agreement.

9.5. Cancellation by Mutual Consent. Except as otherwise permitted herein, this Agreement may be canceled in whole or in part only by the mutual consent of the parties or their successors in interest, in accordance with the provisions of the Municipal Code. Any fees paid pursuant to this Agreement prior to the date of cancellation shall be retained by City.

10. Term of Project Approvals. Pursuant to California Government Code Section 66452.6(a), the term of any parcel map or tentative subdivision map shall automatically be extended for the term of this Agreement.

11. Annual Review.

11.1. Review Date. The annual review date for this Agreement shall be approximately 12 months from the date the Agreement is entered into.

11.2. Initiation of Review. City's Planning Director shall initiate the annual review by giving to Landowner written notice that City intends to undertake such review. Within thirty (30) days of City's notice, Landowner shall provide evidence to the Planning Director to demonstrate good faith compliance with the Development Agreement. The burden of proof, by substantial evidence of compliance, is upon Landowner. City's failure to timely initiate the annual review is not deemed to be a waiver of the right to do so at a later date; accordingly, Landowner is not deemed to be in compliance with the Agreement by virtue of such failure to timely initiate review.

11.3. Staff Reports. City shall deposit in the mail to Landowner a copy of all staff reports, and related Exhibits, concerning contract performance at least three (3) days prior to any annual review.

11.4. Costs. Costs reasonably incurred by City in connection with the annual review shall be paid by Landowner in accordance with City's schedule of fees and billing rates in effect at the time of review.

11.5. Non-compliance with Agreement; Hearing. If the Planning Director determines, on the basis of substantial evidence, that Landowner has not complied in good faith with the terms and conditions of the Agreement during the period under review, City Council,

upon receipt of any report or recommendation from the Planning Commission, may initiate proceedings to modify or terminate the Agreement, at which time an administrative hearing shall be conducted, in accordance with the procedures of State law and Municipal Code Section 110-05. As part of that final determination, City Council may impose conditions that it considers necessary and appropriate to protect the interest of City.

11.6. Appeal of Determination. The decision of City Council as to Landowner's compliance shall be final, and any Court action or proceeding to attack, review, set aside, void or annul any decision of the determination by the Council shall be commenced within thirty (30) days, as set forth in the Municipal Code (Section 115-39).

12. Default. Subject to any applicable extension of time, failure by any party to perform any term or provision of this Agreement required to be performed by such party shall constitute an event of default ("Event of Default"). For purposes of this Agreement, a party claiming another party is in default shall be referred to as the "Complaining Party," and the party alleged to be in default shall be referred to as the "Party in Default." A Complaining Party shall not exercise any of its remedies as the result of such Event of Default unless such Complaining Party first gives notice to the Party in Default as provided in Section 12.1.1, and the Party in Default fails to cure such Event of Default within the applicable cure period.

12.1. Procedure Regarding Defaults.

12.1.1. Notice. The Complaining Party shall give written notice of default to the Party in Default, specifying the default complained of by the Complaining Party. Delay in giving such notice shall not constitute a waiver of any default nor shall it change the time of default.

12.1.2. Cure. The Party in Default shall diligently endeavor to cure, correct or remedy the matter complained of, provided such cure, correction or remedy shall be completed within the applicable time period set forth herein after receipt of written notice (or such additional time as may be deemed by the Complaining Party to be reasonably necessary to correct the matter).

12.1.3. Failure to Assert. Any failures or delays by a Complaining Party in asserting any of its rights and remedies as to any default shall not operate as a waiver of any default or of any such rights or remedies. Delays by a Complaining Party in asserting any of its rights and remedies shall not deprive the Complaining Party of its right to institute and maintain any actions or proceedings, which it may deem necessary to protect, assert, or enforce any such rights or remedies.

12.1.4. Notice of Default. If an Event of Default occurs prior to exercising any remedies, the Complaining Party shall give the Party in Default written notice of such default. If the default is reasonably capable of being cured within thirty (30) days, the Party in Default shall have such period to effect a cure prior to exercise of remedies by the Complaining Party. If the nature of the alleged default is such that it cannot, practicably be cured within such thirty (30) day period, the cure shall be deemed to have occurred within such thirty (30) day period if: (a) the cure shall be commenced at the earliest practicable date following receipt of the notice; (b) the cure is diligently prosecuted to completion at all times thereafter; (c) at the earliest practicable date (in no event later than thirty (30) days after the curing party's receipt of the notice), the curing party provides written notice to the other party that the cure cannot practicably be completed within such thirty (30) day period; and (d) the cure

is completed at the earliest practicable date. In no event shall Complaining Party be precluded from exercising remedies if a default is not cured within ninety (90) days after the first notice of default is given.

12.1.5. **Legal Proceedings**. Subject to the foregoing, if the Party in Default fails to cure a default in accordance with the foregoing, the Complaining Party, at its option, may institute legal proceedings pursuant to this Agreement or, in the event of a material default, terminate this Agreement. Upon the occurrence of an Event of Default, the parties may pursue all other remedies at law or in equity, which are not otherwise provided for or prohibited by this Agreement, or in City's regulations governing development agreements, expressly including the remedy of specific performance of this Agreement.

12.1.6. **Effect of Termination**. If this Agreement is terminated following any Event of Default of Landowner or for any other reason, such termination shall not affect the validity of any building or improvement within the Property which is completed as of the date of termination, provided that such building or improvement has been constructed pursuant to a building permit issued by City. Furthermore, no termination of this Agreement shall prevent Landowner from completing and occupying any building or other improvement authorized pursuant to a valid building permit previously issued by City that is under construction at the time of termination, provided that any such building or improvement is completed in accordance with said building permit in effect at the time of such termination.

13. **Estoppel Certificate**. Either Party may, at any time, and from time to time, request written notice from the other Party requesting such Party to certify in writing that, (a) this Agreement is in full force and effect and a binding obligation of the Parties; (b) this Agreement has not been amended or modified either orally or in writing, or if so amended, identifying the amendments; and (c) to the knowledge of the certifying Party the requesting Party is not in default in the performance of its obligations under this Agreement, or if in default, to describe therein the nature and amount of any such defaults. A Party receiving a request hereunder shall execute and return such certificate within thirty (30) days following the receipt thereof, or such longer period as may reasonably be agreed to by the Parties. City Manager of City shall be authorized to execute any certificate requested by Landowner. Should the party receiving the request not execute and return such certificate within the applicable period, this shall not be deemed to be a default.

14. **Mortgagee Protection; Certain Rights of Cure**.

14.1. **Mortgagee Protection**. This Agreement shall be superior and senior to any lien placed upon the Property, or any portion thereof after the date of recording this Agreement, including the lien for any deed of trust or mortgage ("Mortgage"). Notwithstanding the foregoing, no breach hereof shall defeat, render invalid, diminish or impair the lien of any Mortgage made in good faith and for value, but all the terms and conditions contained in this Agreement shall be binding upon and effective against any person or entity, including any deed of trust beneficiary or mortgagee ("Mortgagee") who acquires title to the Property, or any portion thereof, by foreclosure, trustee's sale, deed in lieu of foreclosure, or otherwise.

14.2. **Mortgagee Not Obligated**. Notwithstanding the provisions of Section 14.1 above, no Mortgagee shall have any obligation or duty under this Agreement, before or after foreclosure or a deed in lieu of foreclosure, to construct or complete the construction of improvements, or to guarantee such construction of improvements, or to guarantee such construction or completion, or to pay, perform or provide any fee, dedication, improvements or

other exaction or imposition; provided, however, that a Mortgagee shall not be entitled to devote the Property to any uses or to construct any improvements thereon other than those uses or improvements provided for or authorized by the Project Approvals or by this Agreement.

14.3. **Notice of Default to Mortgagee and Extension of Right to Cure**. If City receives notice from a Mortgagee requesting a copy of any notice of default given Landowner hereunder and specifying the address for service thereof, then City shall deliver to such Mortgagee, concurrently with service thereon to Landowner, any notice given to Landowner with respect to any claim by City that Landowner has committed an Event of Default. Each Mortgagee shall have the right during the same period available to Landowner to cure or remedy, or to commence to cure or remedy, the Event of Default claimed set forth in City's notice. City, through its City Manager, may extend the cure period provided in Section 12.1.2 for not more than an additional sixty (60) days upon request of Landowner or a Mortgagee.

15. **Severability**. Except as set forth herein, if any term, covenant or condition of this Agreement or the application thereof to any person, entity or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term, covenant or condition to persons, entities or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby and each term, covenant or condition of this Agreement shall be valid and be enforced to the fullest extent permitted by law; provided, however, if any provision of this Agreement is determined to be invalid or unenforceable and the effect thereof is to deprive a Party hereto of an essential benefit of its bargain hereunder, then such Party so deprived shall have the option to terminate this entire Agreement from and after such determination.

16. **Applicable Law**. This Agreement shall be construed and enforced in accordance with the laws of the State of California.

17. **Attorneys' Fees and Costs in Legal Actions By Parties to the Agreement.** Should any legal action be brought by either party for breach of this Agreement or to enforce any provisions herein, the prevailing party to such action shall be entitled to reasonable attorneys' fees, court costs, and such other costs as may be fixed by the Court.

18. **Attorneys' Fees and Costs in Legal Actions By Third Parties to the Agreement**. If any person or entity not a party to this Agreement initiates an action at law or in equity to challenge the validity of any provision of this Agreement or the Project Approvals, the parties shall cooperate and appear in defending such action. Landowner shall bear its own costs of defense as a real party in interest in any such action, and Landowner shall reimburse City on an equal basis for all reasonable court costs and attorneys' fees expended by City in defense of any such action or other proceeding.

19. **Transfers and Assignments**. From and after recordation of this Agreement against the Property, Landowner shall have the full right to assign this Agreement as to the Property, or any portion thereof, in connection with any sale, transfer or conveyance thereof, and upon the express written assignment by Landowner and assumption by the assignee of such assignment in the form attached hereto as Exhibit E and the conveyance of Landowner's interest in the Property related thereto, Landowner shall be released from any further liability or obligation hereunder related to the portion of the Property so conveyed and the assignee shall be deemed to be the "Landowner," with all rights and obligations related thereto, with respect to such conveyed property. Prior to recordation of this Agreement, any proposed assignment of this Agreement by Landowner shall be subject to the prior written consent of City Manager on

behalf of City and the form of such assignment shall be subject to the approval of City Attorney, neither of which shall be unreasonably withheld.

20. **Agreement Runs with the Land**. Except as otherwise provided for in Section 13 of this Agreement, all of the provisions, rights, terms, covenants, and obligations contained in this Agreement shall be binding upon the parties and their respective heirs, successors and assignees, representatives, lessees, and all other persons acquiring the Property, or any portion thereof, or any interest therein, whether by operation of law or in any manner whatsoever. All of the provisions of this Agreement shall be enforceable as equitable servitude and shall constitute covenants running with the land pursuant to applicable laws, including, but not limited to, Section 1468 of the Civil Code of the State of California. Each covenant to do, or refrain from doing, some act on the Property hereunder, or with respect to any owned property; (a) is for the benefit of such properties and is a burden upon such properties; (b) runs with such properties; and (c) is binding upon each party and each successive owner during its ownership of such properties or any portion thereof, and shall be a benefit to and a burden upon each party and its property hereunder and each other person succeeding to an interest in such properties.

21. **Bankruptcy**. The obligations of this Agreement shall not be dischargeable in bankruptcy.

22. **Indemnification**. Landowner agrees to indemnify, defend and hold harmless City, and its elected and appointed councils, boards, commissions, officers, agents, employees, and representatives from any and all claims, costs (including legal fees and costs) and liability for any personal injury or property damage which may arise directly or indirectly as a result of any actions or inactions by Landowner, or any actions or inactions of Landowner's contractors, subcontractors, agents, or employees in connection with the construction, improvement, operation, or maintenance of the Property and the Project, provided that Landowner shall have no indemnification obligation with respect to the gross negligence or willful misconduct of City, its contractors, subcontractors, agents or employees or with respect to the maintenance, use or condition of any improvement after the time it has been dedicated to and accepted by City or another public entity (except as provided in an improvement agreement or maintenance bond).

23. **Insurance**.

23.1. **Public Liability and Property Damage Insurance.** At all times that Landowner is constructing any improvements that will become public improvements, Landowner shall maintain in effect a policy of comprehensive general liability insurance with a per-occurrence combined single limit of not less than one million ($1,000,000) dollars and a deductible of not more than ten thousand ($10,000.00) dollars per claim. The policy so maintained by Landowner shall name City as an additional insured and shall include either a severability of interest clause or cross-liability endorsement.

23.2. **Workers' Compensation Insurance**. At all times that Landowner is constructing any improvements that will become public improvements, Landowner shall maintain Workers' Compensation insurance for all persons employed by Landowner for work at the Project site. Landowner shall require each contractor and subcontractor similarly to provide Workers' Compensation insurance for its respective employees. Landowner agrees to indemnify City for any damage resulting from Landowner's failure to maintain any such insurance.

23.3. Evidence of Insurance. Prior to commencement of construction of any improvements which will become public improvements, Landowner shall furnish City satisfactory evidence of the insurance required in Sections 23.1 and 23.2 and evidence that the carrier is required to give City at least fifteen (15) days prior written notice of the cancellation or reduction in coverage of a policy. The insurance shall extend to City, its elective and appointive boards, commissions, officers, agents, employees and representatives and to Landowner performing work on the Project.

24. Excuse for Nonperformance. Landowner and City shall be excused from performing any obligation or undertaking provided in this Agreement, except any obligation to pay any sum of money under the applicable provisions hereof, in the event and so long as the performance of any such obligation is prevented or delayed, retarded or hindered by act of God, fire, earthquake, flood, explosion, action of the elements, war, invasion, insurrection, riot, mob violence, sabotage, inability to procure or general shortage of labor, equipment, facilities, materials or supplies in the open market, failure of transportation, strikes, lockouts, action of labor unions, condemnation, requisition, laws, orders of governmental, civil, military or naval authority, or any other cause, whether similar or dissimilar to the foregoing, not within the control of the Party claiming the extension of time to perform. The Party claiming such extension shall send written notice of the claimed extension to the other Party within thirty (30) days from the commencement of the cause entitling the Party to the extension.

25. Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of Landowner and, City and their successors and assigns. No other person shall have any right of action based upon any provision in this Agreement.

26. Notices. All notices required by this Agreement, the enabling legislation, or the procedure adopted pursuant to Government Code Section 65865, shall be in writing and delivered in person or sent by certified mail, postage prepaid.

Notice required to be given to City shall be addressed as follows:

CITY OF RANCHO CORDOVA
Planning Director
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Notice required to be given to Landowner shall be addressed as follows:

PARKCREST DEVELOPMENT CORPORATION
Attn: Robert S. Park
3090 Fite Circle, #203
Sacramento, CA 95827

Either party may change the address stated herein by giving notice in writing to the other party, and thereafter notices shall be addressed and transmitted to the new address.

27. Form of Agreement; Recordation; Exhibits. Except when this Agreement is automatically terminated due to the expiration of the Term of the Agreement or the provisions of Section 5.3 (Automatic Termination Upon Completion and Sale of Residential Lot), City shall cause this Agreement, any amendment hereto and any other termination of any parts or provisions hereof, to be recorded, at Landowner's expense, with the county Recorder within ten

Section 6: Effective Date and Publication of Ordinance Summary

This Ordinance shall take effect and be in force thirty (30) days from and after the date of its passage. The City Clerk of the City of Rancho Cordova shall cause a summary of the Ordinance to be posted in accordance with Section 36933 of the Government Code of the State of California.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this 5th day of September, 2006, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Anna Olea-Moger, CMC, City Clerk

Exhibit A

OFFICIAL BUSINESS
Document entitled to free recording
Government Code Section 6103

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Attn: City Clerk

(SPACE ABOVE THIS LINE RESERVED FOR
RECORDER'S USE)

DEVELOPMENT AGREEMENT

BY AND BETWEEN

CITY OF RANCHO CORDOVA

AND

PARKCREST DEVELOPMENT CORPORATION, AS LANDOWNER

RELATIVE TO ELLENWOOD COMMONS

(10) days of the effective date thereof. Any amendment or termination of this Agreement to be recorded that affects less than all of the Property shall describe the portion thereof that is the subject of such amendment or termination. This Agreement is executed in three duplicate originals, each of which is deemed to be an original. This Agreement consists of 15 pages and 7 Exhibits, which constitute the entire understanding and agreement of the parties.

28. Further Assurances. The Parties agree to execute such additional instruments and to undertake such actions as may be necessary to effectuate the intent of this Agreement.

29. City Cooperation. City agrees to cooperate with Landowner in securing all permits which may be required by City. In the event state or federal laws or regulations enacted after the Effective Date, or action of any governmental jurisdiction, prevent delay or preclude compliance with one or more provisions of this Agreement, or require changes in plans, maps or permits approved by City, the parties agree that the provisions of this Agreement shall be modified, extended, or suspended as may be necessary to comply with such State and Federal laws or regulations or the regulations of other governmental jurisdictions. Each party agrees to extend to the other its prompt and reasonable cooperation in so modifying this Agrement or approved plans.

IN WITNESS WHEREOF, City of Rancho Cordova, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Ordinance No. __-2006, adopted by the Council of City on _____, 2006, and Landowner has caused this Agreement to be executed.

"CITY"

CITY OF RANCHO CORDOVA,
a municipal corporation

By: _____

Name: _____

Its: _____

Date: _____

"LANDOWNER"

PARKCREST DEVELOPMENT
CORPORATION
a California Corporation

By: _____

Name: Robert S. Park

Its: _____

Date: _____

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
Adam U. Lindgren
Assistant City Attorney

Date: _____

EXHIBIT LIST

Exhibit A-1:	Legal Description of the Property
Exhibit A-2:	Diagram of the Property
Exhibit B:	Ellenwood Commons Tentative Subdivision Map
Exhibit C:	Infill Park and Open Space Map
Exhibit D-1:	Land Use Map for the Property
Exhibit D-2:	Land Use Table
Exhibit E:	Form of Assignment

EXHIBIT "A-1" - LEGAL DESCRIPTION

ELLENWOOD COMMONS

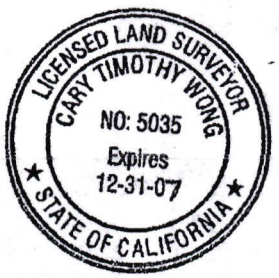
DEVELOPMENT AGREEMENT

ALL THAT REAL PROPERTY SITUATE IN THE CITY OF RANCHO CORDOVA, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 2 OF THAT CERTAIN PARCEL MAP ENTITLED PARCEL 2 OF PARCEL MAP, "PORTION OF SUBDIVISION' JOHN W. BOOTH 150 85/100 A.' RANCHO RIO DE LOS AMERICANOS, BOOK 1 OF MAPS, MAP NO. 2" (17 P.M. 8), COUNTY OF SACRAMENTO, CALIFORNIA, RECORDED ON NOVEMBER 10, 1986 IN BOOK 96 OF PARCEL MAPS, PAGE 27, SACRAMENTO COUNTY.

THIS DESCRIPTION IS FOR A **DEVELOPMENT AGREEMENT ONLY** AND NOT INTENDED TO CIRCUMVENT THE SUBDIVISION MAP ACT AND SHALL NOT BE USED FOR SALE, LEASE OR FINANCE. ANY CONVEYANCE MUST COMPLY WITH THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES.

GARY TIMOTHY WONG, P.L.S. 5035
EXPIRES: DECEMBER 31, 2007



Prepared by: Wong & Associates
10089 Folsom Boulevard, Suite A
Rancho Cordova, CA

EXHIBIT "A-2" LOCATION MAP

ELLENWOOD COMMONS

CITY OF RANCHO CORDOVA, CALIFORNIA

June 23, 2006

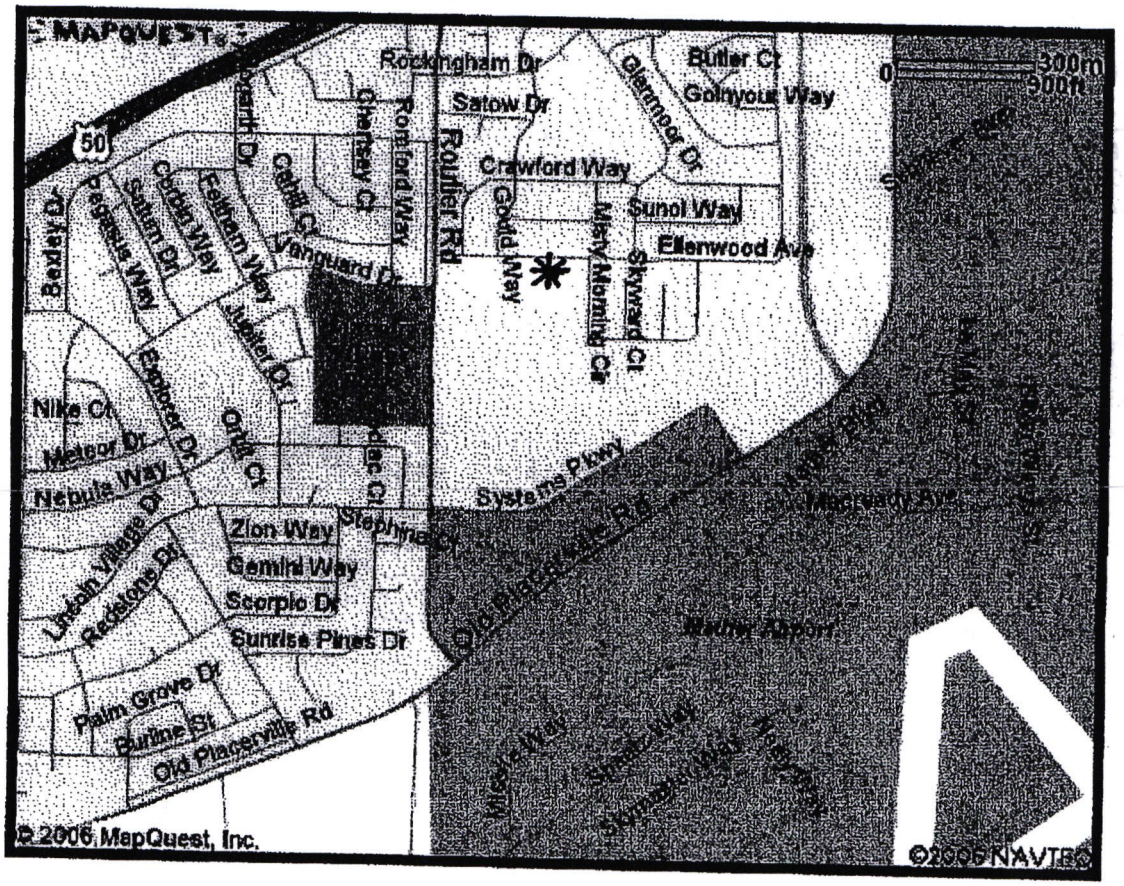


EXHIBIT "A-2"

PLAT TO ACCOMPANY LEGAL DESCRIPTION

ELLENWOOD COMMONS

CITY OF RANCHO CORDOVA, CALIFORNIA
June 23, 2006

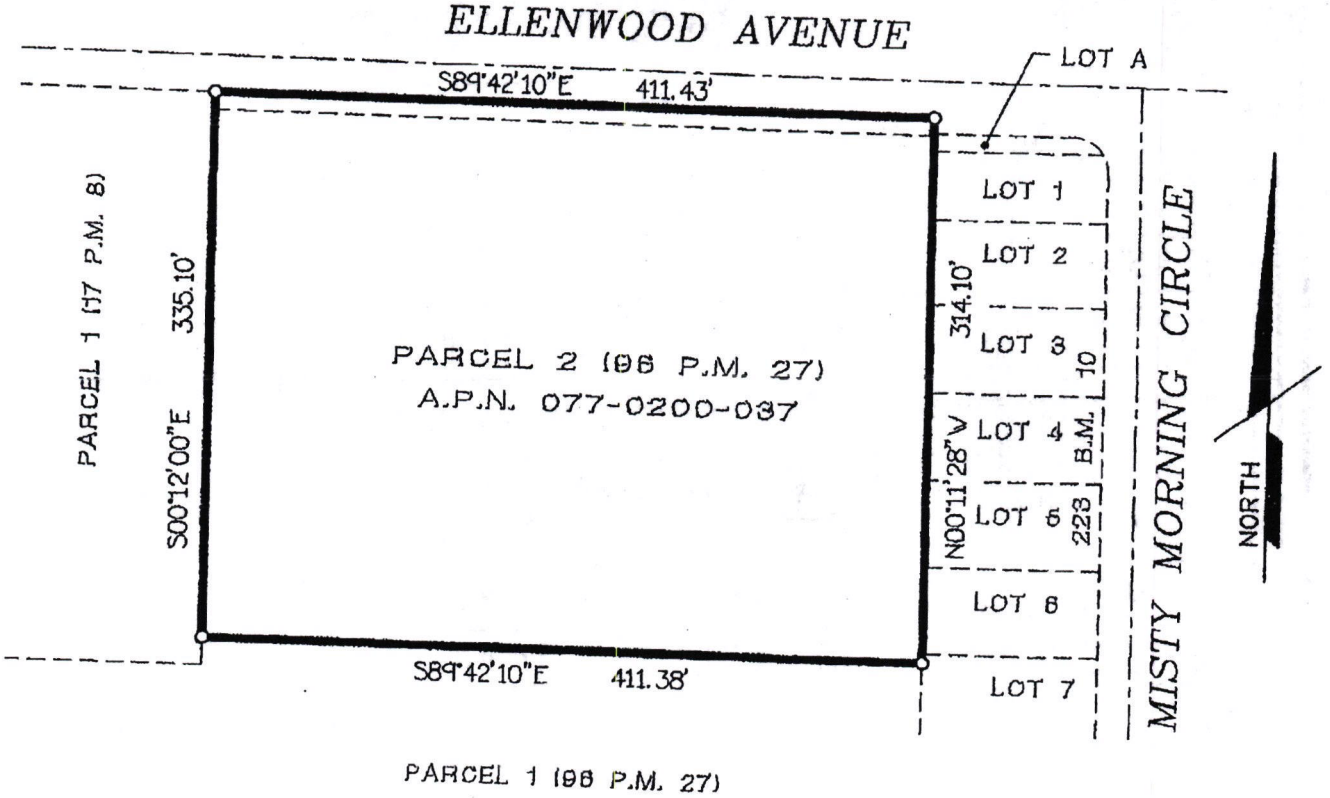


EXHIBIT "B" TENTATIVE MAP

ELLENWOOD COMMONS

CITY OF RANCHO CORDOVA, CALIFORNIA

June 23, 2006

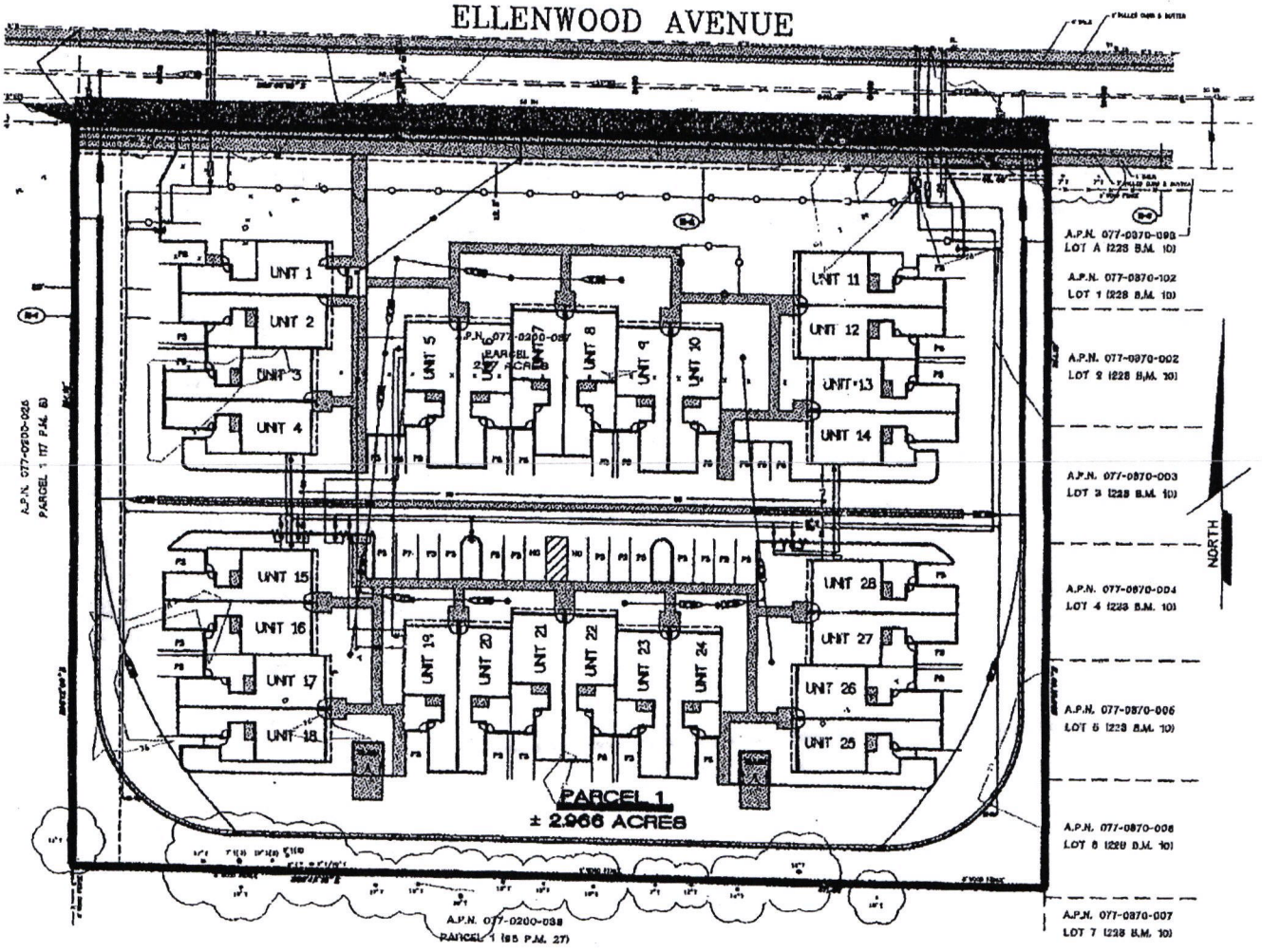


EXHIBIT C

INFILL PARK AND OPEN SPACE MAP

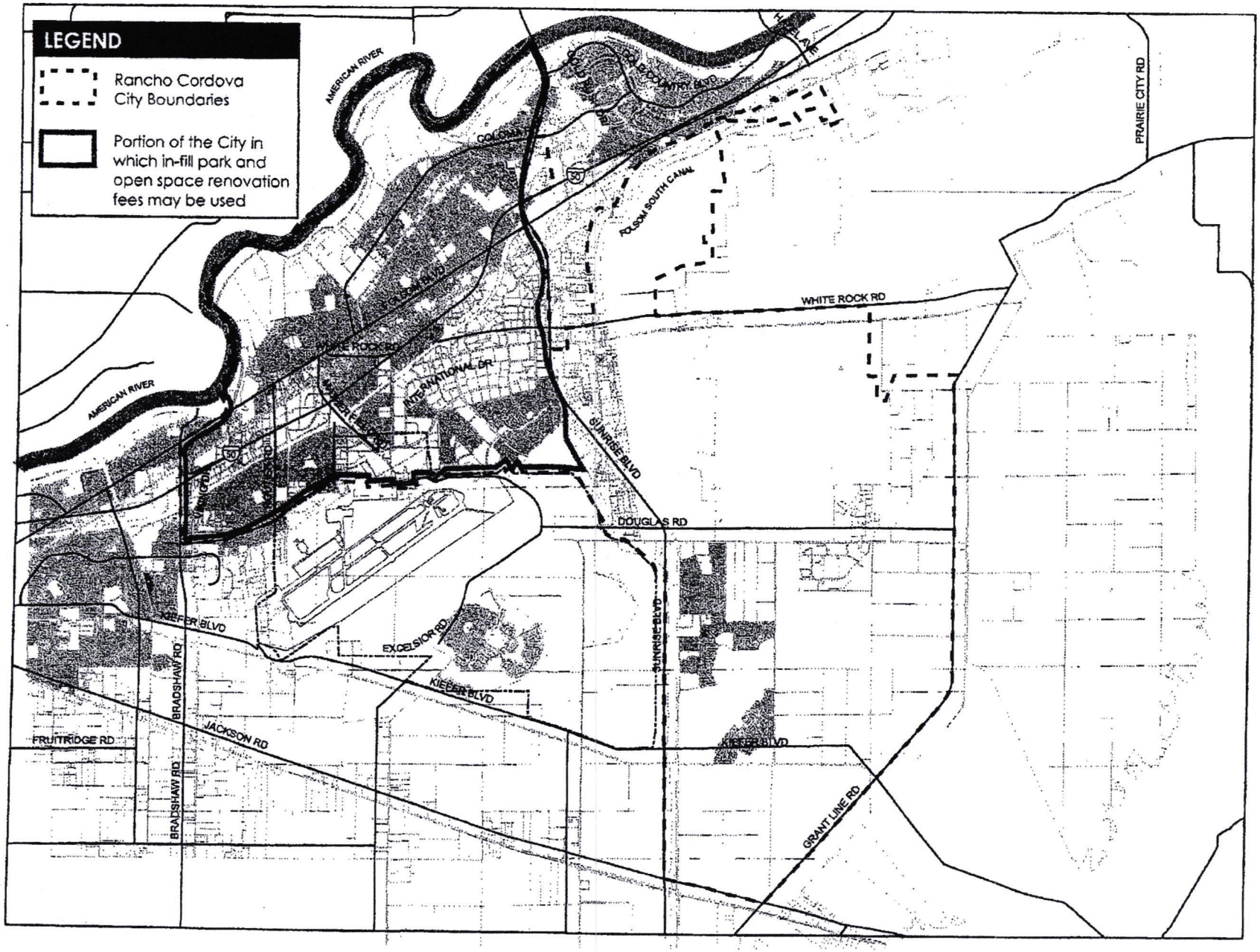

LEGEND
Rancho Cordova City Boundaries
Portion of the City in which in-fill park and open space renovation fees may be used
AMERICAN RIVER
COLOMA
FOLSOM SOUTH CANAL
PRAIRIE CITY RD
WHITE ROCK RD
INTERNATIONAL DR
SUNRISE BLVD
DOUGLAS RD
KIEFER BLVD
EXCELSIOR RD
BRADSHAW RD
FRUITRIDGE RD
JACKSON RD
GRANT LINE RD

EXHIBIT "D-1" LAND USE MAP

ELLENWOOD COMMONS

CITY OF RANCHO CORDOVA, CALIFORNIA
June 23, 2006

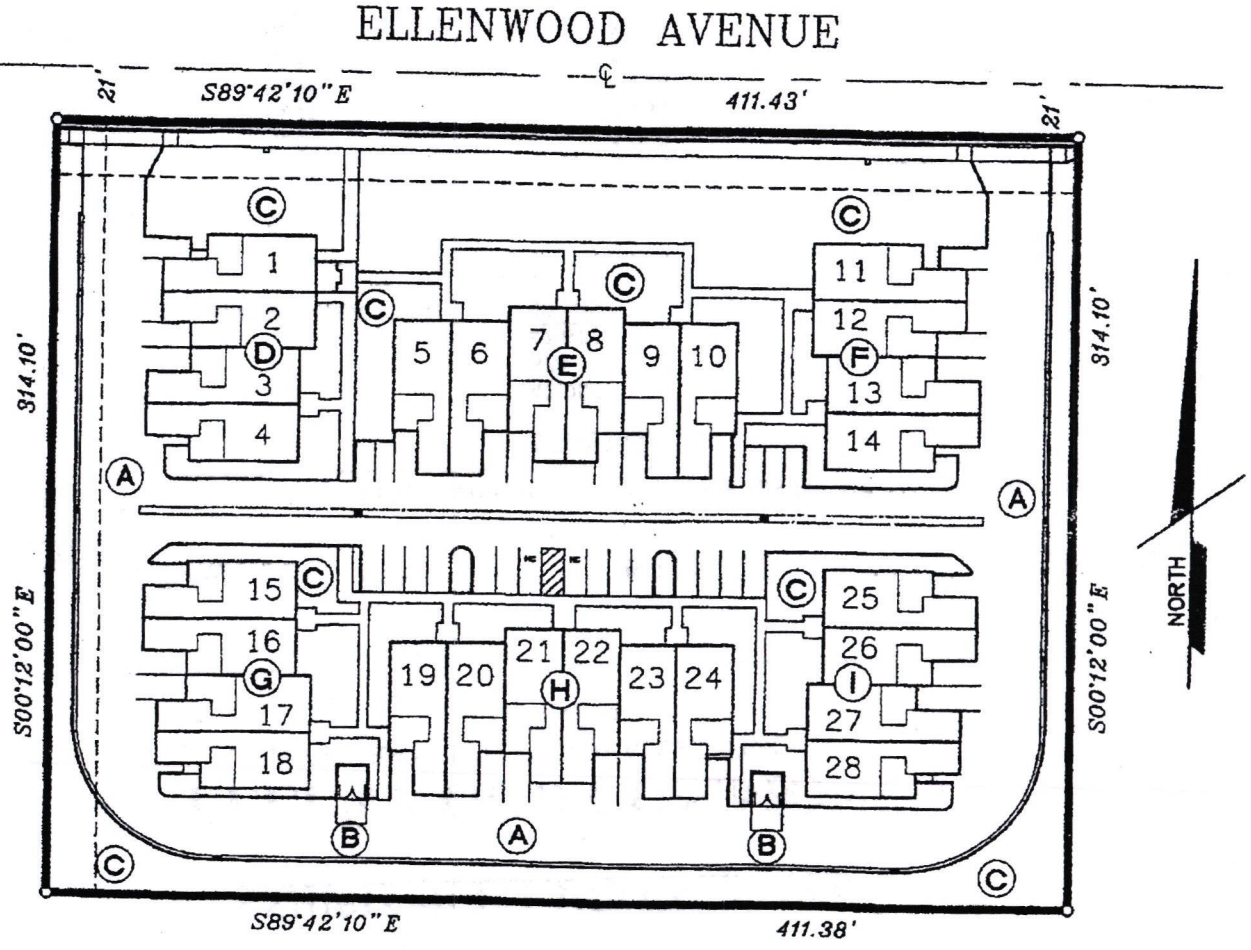


EXHIBIT "D-2" LAND USE TABLE

ELLENWOOD COMMONS

CITY OF RANCHO CORDOVA, CALIFORNIA

June 23, 2006

LOT	GENERAL PLAN/SPECIFIC PLAN/ ZONING DESIGNATION	USE	ACRES (NET)	ACRES GROSS)
1	LDR/RD-10/RD-10	CONDOMINIUM	2.872 (125,103 SQ. FT.)	2.966 (129,217 SQ. FT.)

COMMON AREA		AREA (SQ. FT.)
A	DRIVEWAY/PARKING AREA	42,058
B	TRASH ENCLOSURE	374
C	LANDSCAPE AREA	47,671
	COMMON AREA TOTAL	90,103

	BUILDINGS:		1ST LEVEL (SQ. FT.)	2ND LEVEL (SQ. FT.)
D	BUILDING 1 -	UNIT 1	1,235	1,235
		UNIT 2	1,295	1,295
		UNIT 3	1,235	1,235
		UNIT 4	1,235	1,235
E	BUILDING 2 -	UNIT 5	1,235	1,235
		UNIT 6	1,235	1,235
		UNIT 7	1,295	1,295
		UNIT 8	1,295	1,295
		UNIT 9	1,235	1,235
		UNIT 10	1,235	1,235

EXHIBIT "D-2" LAND USE TABLE
(CONTINUED)

ELLENWOOD COMMONS
CITY OF RANCHO CORDOVA, CALIFORNIA
June 23, 2006

	BUILDINGS:		1ST LEVEL (SQ. FT.)	2ND LEVEL (SQ. FT.)
F	BUILDING 3 -	UNIT 11	1,235	1,235
		UNIT 12	1,295	1,295
		UNIT 13	1,235	1,235
		UNIT 14	1,235	1,235
G	BUILDING 4-	UNIT 15	1,235	1,235
		UNIT 16	1,235	1,235
		UNIT 17	1,295	1,295
		UNIT 18	1,235	1,235
H	BUILDING 5	UNIT 19	1,235	1,235
		UNIT 20	1,235	1,235
		UNIT 21	1,295	1,295
		UNIT 22	1,295	1,295
		UNIT 23	1,235	1,235
I	BUILDING 6	UNIT 24	1,235	1,235
		UNIT 25	1,235	1,235
		UNIT 26	1,235	1,235
		UNIT 27	1,235	1,235
		UNIT 28	1,235	1,235

THIS APPLICATION IS FOR A DEVELOPMENT PERMIT

THE CONDOMINIUM UNIT AREA INCLUDES THE PATIO AND THE FLOOR AREA BETWEEN ELEVATIONS OF 73.00' TO 107.00'

THE NET AREA INCLUDES THE FIRST LEVEL OF EACH CONDOMINIUM UNIT AREA AND TOTAL OF THE COMMON AREA

EXHIBIT E

FORM OF ASSIGNMENT

OFFICIAL BUSINESS
Document entitled to free recording
Government Code Section 6103

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Attn: City Clerk

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO ELLENWOOD COMMONS

THIS ASSIGNMENT AND ASSUMPTION AGREEMENT (hereinafter, the "Agreement") is entered into this _____ day of _____, 200_, by and between _____, a _____ _____ (hereinafter "Developer"), and _____, a _____ _____ (hereinafter "Assignee").

RECITALS

1. On _____, 200_, City of Rancho Cordova and Developer entered into that certain agreement entitled "Development Agreement By and Between City of Rancho Cordova and Parkcrest Development Corporation relative to the Development known as Ellenwood Commons (hereinafter the "Development Agreement"). Pursuant to the Development Agreement, Developer agreed to develop certain property more particularly described in the Development Agreement (hereinafter, the "Subject Property"), subject to certain conditions and obligations as set forth in the Development Agreement. The Development Agreement was recorded against the Subject Property in the Official Records of Sacramento County on _____, 200_, as Instrument No. 200_-_____.

2. Developer intends to convey a portion of the Subject Property to Assignee, commonly referred to as Parcel _____, and more particularly identified and described in Exhibit A-1 and Exhibit A-2, attached hereto and incorporated herein by this reference (hereinafter the "Assigned Parcel").

3. Developer desires to assign and Assignee desires to assume all of Developer's right, title, interest, burdens and obligations under the Development Agreement with respect to and as related to the Assigned Parcel.

ASSIGNMENT AND ASSUMPTION

NOW, THEREFORE, Developer and Assignee hereby agree as follows:

1. Developer hereby assigns, effective as of Developer's conveyance of the Assigned Parcel to Assignee, all of the rights, title, interest, burdens and obligations of Developer under the Development Agreement with respect to the Assigned Parcel. Developer retains all the rights, title, interest, burdens and obligations under the Development Agreement with respect to all other property within the Subject Property owned by Developer.

2. Assignee hereby assumes all of the rights, title, interest, burdens and obligations of Developer under the Development Agreement with respect to the Assigned Parcel, and agrees to observe and fully perform all of the duties and obligations of Developer under the Development Agreement with respect to the Assigned Parcel. The parties intend hereby that, upon the execution of this Agreement and conveyance of the Assigned Parcel to Assignee, Assignee shall become substituted for Developer as the "Developer" under the Development Agreement with respect to the Assigned Parcel.

3. All of the covenants, terms and conditions set forth herein shall be binding upon and shall inure to the benefit of the parties hereto and their respective heirs, successors and assigns.

4. The Notice Address described in Section 27 of the Development Agreement for the Developer with respect to the Assigned Parcel shall be:

_____
_____
_____
_____

IN WITNESS HEREOF, the parties hereto have executed this Agreement as of the day and year first above written. This Agreement may be signed in identical counterparts.

DEVELOPER:

PARKCREST DEVELOPMENT
CORPORATIONA California corporation

By: _____
Print Name: Robert S. Park
Title:

ASSIGNEE:

_____,
a _____

By: _____
Print Name: _____
Title: _____

CITY OF RANCHO CORDOVA

ORDINANCE NO. 49-2006

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AUTHORIZING AN AMENDMENT TO THE CONTRACT BETWEEN THE CITY AND THE BOARD OF ADMINISTRATION OF THE CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:

Section 1. That an amendment to the contract between the City Council of the City of Rancho Cordova and the Board of Administration, California Public Employees' Retirement System is hereby authorized, a copy of said amendment being attached hereto, market Exhibit, and by such reference made a part thereof as though herein set out in full.

Section 2. The Mayor of the City Council is hereby authorized, empowered, and directed to execute said amendment for and on behalf of the City.

Section 3. This Ordinance shall take effect 30 days after the date of its adoption, and prior to the expiration of 15 days from the passage thereof shall be published at least once in a newspaper of general circulation in the City of Rancho Cordova and thenceforth and thereafter the same shall be in full force and effect.

ADOPTED, THIS 5th day of September, 2006, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
City Clerk

Attachment: Exhibit A

AGENDA ITEM # 7

CalPERS

EXHIBIT A

California
Public Employees' Retirement System

AMENDMENT TO CONTRACT

Between the
Board of Administration
California Public Employees' Retirement System
and the
City Council
City of Rancho Cordova

The Board of Administration, California Public Employees' Retirement System, hereinafter referred to as Board, and the governing body of the above public agency, hereinafter referred to as Public Agency, having entered into a contract effective May 16, 2004, and witnessed April 21, 2004, and as amended effective November 20, 2005 which provides for participation of Public Agency in said System, Board and Public Agency hereby agree as follows:

A. Paragraphs 1 through 11 are hereby stricken from said contract as executed effective November 20, 2005, and hereby replaced by the following paragraphs numbered 1 through 11 inclusive:

1. All words and terms used herein which are defined in the Public Employees' Retirement Law shall have the meaning as defined therein unless otherwise specifically provided. "Normal retirement age" shall mean age 55 for local miscellaneous members.

2. Public Agency shall participate in the Public Employees' Retirement System from and after May 16, 2004 making its employees as hereinafter provided, members of said System subject to all provisions of the Public Employees' Retirement Law except such as apply only on election of a contracting agency and are not provided for herein and to all amendments to said Law hereafter enacted except those, which by express provisions thereof, apply only on the election of a contracting agency.

PLEASE DO NOT SIGN "EXHIBIT ONLY"

3. Employees of Public Agency in the following classes shall become members of said Retirement System except such in each such class as are excluded by law or this agreement:

   a. Employees other than local safety members (herein referred to as local miscellaneous members).

4. Any exclusion(s) shall remain in effect until such time as the Public Employees' Retirement System determines that continuing said exclusion(s) would risk a finding of non-compliance with any federal tax laws or regulations. If such a determination is contemplated, the Public Employees' Retirement System will meet with the Public Agency to discuss the matter and coordinate any required changes or amendments to the contract.

   In addition to the classes of employees excluded from membership by said Retirement Law, the following classes of employees shall not become members of said Retirement System:

   a. SAFETY EMPLOYEES.

5. The percentage of final compensation to be provided for each year of credited prior and current service as a local miscellaneous member in employment before and not on or after November 20, 2005 shall be determined in accordance with Section 21354 of said Retirement Law (2% at age 55 Full).

6. The percentage of final compensation to be provided for each year of credited prior and current service as a local miscellaneous member in employment on or after November 20, 2005 shall be determined in accordance with Section 21354.5 of said Retirement Law (2.7% at age 55 Full).

7. Public Agency elected and elects to be subject to the following optional provisions:

   a. Section 20938 (Limit Prior Service to Members Employed on Contract Date).

   b. Section 20903 (Two Years Additional Service Credit).

8. Public Agency shall contribute to said Retirement System the contributions determined by actuarial valuations of prior and future service liability with respect to local miscellaneous members of said Retirement System.

9. Public Agency shall also contribute to said Retirement System as follows:

   a. Contributions required per covered member on account of the 1959 Survivor Benefits provided under Section 21574.5 of said Retirement Law. (Subject to annual change.) In addition, all assets and liabilities of Public Agency and its employees shall be pooled in a single account, based on term insurance rates, for survivors of all local miscellaneous members.

b. A reasonable amount, as fixed by the Board, payable in one installment within 60 days of date of contract to cover the costs of administering said System as it affects the employees of Public Agency, not including the costs of special valuations or of the periodic investigation and valuations required by law.

c. A reasonable amount, as fixed by the Board, payable in one installment as the occasions arise, to cover the costs of special valuations on account of employees of Public Agency, and costs of the periodic investigation and valuations required by law.

10. Contributions required of Public Agency and its employees shall be subject to adjustment by Board on account of amendments to the Public Employees' Retirement Law, and on account of the experience under the Retirement System as determined by the periodic investigation and valuation required by said Retirement Law.

11. Contributions required of Public Agency and its employees shall be paid by Public Agency to the Retirement System within fifteen days after the end of the period to which said contributions refer or as may be prescribed by Board regulation. If more or less than the correct amount of contributions is paid for any period, proper adjustment shall be made in connection with subsequent remittances. Adjustments on account of errors in contributions required of any employee may be made by direct payments between the employee and the Board.

B. This amendment shall be effective on the _____ day of _____, _____.

BOARD OF ADMINISTRATION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BY_____
LORI MCGARTLAND, CHIEF
EMPLOYER SERVICES DIVISION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

CITY COUNCIL
CITY OF RANCHO CORDOVA

BY_____
PRESIDING OFFICER

_____
Witness Date

Attest:

_____
Clerk

PLEASE DO NOT SIGN "EXHIBIT ONLY"

PLEASE DO NOT SIGN "EXHIBIT ONLY"

MEMORANDUM

DATE: September 5, 2006

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Director of Public Works

SUBJECT: **APPROVAL OF TRANSIT MASTER PLAN, FINAL DOCUMENT**

RECOMMENDATION

City Council approved the Transit Master Plan "Concept" on June 5 2006. A final version of the Transit Master Plan report is recommended for adoption and release for publication.

RESULT OF RECOMMENDED ACTION

Approval of the final Transit Master Plan document will provide a platform for the implementation of elements of the plan, including shuttle services in the short term, planning for Regional Transit's BRT Routes and the initiation of the Signature Service over a mid term horizon.

BACKGROUND

Staff has finalized the Transit Master Plan document incorporating comments from Council Members on June 5, 2006, adding information from Sacramento Regional Transit on goals and objectives and clarifying technical issues. We have also added an executive summary that follows.

EXECUTIVE SUMMARY

The City of Rancho Cordova Transit Master Plan is the first of several planning documents that are intended to detail the City's recently adopted General Plan. Pedestrian and Bicycle Master Plans will follow and will also help shape the City's goal to provide safe and attractive alternative modes of travel.

The vision for transit in the City of Rancho Cordova provides new access opportunities for neighborhoods and serves to revitalize business centers. This vision will be accomplished through planning principles that join neighborhoods and provide new opportunities for connectivity across barriers that exist today. Marketing and informational services will also promote a transit system that is "Fun, Fast and Frequent".

The Transit Master Plan proposes a system of city, neighborhood and regional services. The "Signature Service" will connect residents to businesses, shopping and recreation,

and will provide a branding mechanism that will serve broader economic planning goals. An innovative approach for funding the 18.5 mile signature service routing will be will be needed over the next 20 years. The phasing plan will build an initial three mile streetcar route costing approximately sixteen million dollars per mile with follow up operations and maintenance costs of a about three million dollars annually.

In a shorter time horizon, shuttle services will provide access to neighborhoods and businesses within the City, and will connect to Regional Transit's Light Rail Gold Line. Neighborhood shuttle services are being initiated for new neighborhoods through the City's Special Tax for Transit Related Services (CSA10). Funding for shuttle services in existing neighborhoods has not been identified.

Proposed regional services, coordinated with Sacramento Regional Transit, will focus on future Bus Rapid Transit routes and additional stations along the Light Rail Gold Line. Light rail stations are proposed at Horn Road and at the Mine Shaft property.

Regional Transit's Bus Rapid Transit service will require additional right-of-way at intersections, and along congested segments of arterial roadway. The proposed Sunrise Boulevard Bus Rapid Transit corridor identifies alternative routes that should be resolved in the short term so that appropriate lead time can be provided to the development community.

The Transit Master Plan provides a bold approach to improve the mobility of citizens and to promote economic development and tourism in the City of Rancho Cordova. Extensive advocacy and development efforts will be needed to realize the great urbanism concepts promoted by the plan, and to focus toward a balanced multi modal transportation system.

ATTACHMENT

Transit Master Plan

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

Transit Master Plan

August 2006







Creating Places Where People Want to Be



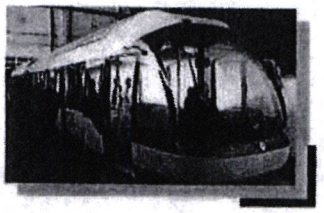
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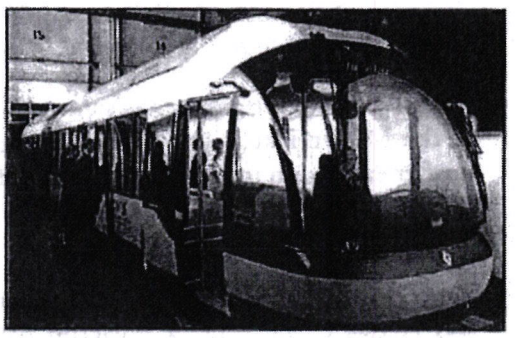
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INTRODUCTION



The purpose of the Transit Master Plan is to provide a multi-modal approach to support mobility as presented in the City of Rancho Cordova's General Plan. This plan is a supplemental document that feeds into the Land Use, Circulation, Economic Development, and Air Quality Elements the City has adopted. This plan represents a great challenge for Rancho Cordova, as it works to fulfill its vision – *Build a City.* Rancho Cordova is not just a city, but it is a unique city with great aspirations and vision for its future.



To accomplish this vision, the City of Rancho Cordova requires at least five key characteristics:

Great Urbanism – A City form that is authentic, enduring, diverse, connected, and defines its character and qualities

Great Centers – A full range of attractions to serve the economic, social and cultural needs of current and future Rancho Cordova community members

Great Parks – A parks, open space, bicycle and pedestrian system that reinforces the urban form and supports sustainability

Great Streets – A network that goes well-beyond "service requirements", instead, being an equal partner in defining the City's form, as well as function. Streets are the most significant investment of the public realm, and they should be treated as urban landscape elements

Great Transit – Transit must never be an "alternative", but rather an integral component of Rancho Cordova's mobility system. To achieve that "Great City" ideal, the city should not rely on single occupancy vehicles to define its mobility. A system rich in modes, and connected to the regional system, truly will move Rancho Cordova toward the greatness it desires.

The City is at a critical moment in its young history. With the majority of the development "on paper", Rancho Cordova truly is a future city. This is an exciting, but daunting prospect. As it considers its transit future, in conjunction with the land use vision, the City must now consider how current and future residents will move around...for work, for shopping, for recreation. .or any other purpose. Transit can be a great partner in the City's development, as it is a shaping and connecting tool. Well-placed and timed transit is a powerful investment that:

- Reinforces healthy neighborhood patterns by providing new access and opportunities for compatible infill development
- Re-energizes downtowns and other urban districts through the introduction of circulators

- Revitalizes by-passed properties into more productive real estate and community assets, including residential centers, even as the Sacramento Region expands
- Redirects future land use patterns to be more transit supportive, offering the ability to create more diverse, walkable, mixed use communities.

All of these factors exist in Rancho Cordova. Therefore, as it matures, there is an opportunity to begin using the power of transit to help create the future city - *now*.

The Planning Team for the Transit Master Plan project understands the demands placed on Rancho Cordova based on its current and anticipated growth patterns and expectations. As it matures as a City, several modes of transit are potentially available – Streetcar, Bus Rapid Transit (BRT), buses, shuttles, among others. Then, a truly effective mobility system will emerge that can propel the City to its desired future. That is the role and function of the Transit Master Plan.

Vision Statement and Planning Principles

A clear vision for transit, consistent with the City's overall vision, helps direct the development of the Master Plan. The Vision for Transit is supported by a set of Principles that lead to further expansion into goals, policies and actions (Appendix B).

The Transit Vision

Rancho Cordova will be one of California's premier transit-supportive communities. Transit and land use will forge a powerful partnership to create a livable and memorable Rancho Cordova.

The Transit Master Plan Principles

There are five principles guiding the development of individual transit services within the City.

Join Existing and Future City Area. Currently, the City of Rancho Cordova has development on both the north and south sides of Highway 50. There are limited routes that cross the freeway, creating a barrier to joining the two areas with frequent, well connected, and attractive transit services. The City needs to connect both areas to have a sense of unity. The newly developing areas such as Rio del Oro, Sunridge and Suncreek, should also be linked. Every attempt is made to provide a one seat, high frequency ride to as many of the city's residents as possible. This principle is primary in developing the Transit Plan.

Foster North/South, East/West Connectivity. Achieving the principle of providing high quality service that will encourage the citizens of Rancho Cordova to leave their cars at home and utilize attractive transit will depend on how well the transit network is put together. The intent of the Master Plan is to provide the maximum level possible of connected transit services. This allows easy access from existing neighborhoods to downtown and to the new neighborhoods.

Possible Adjustments to Current and Future Routes. Today, Sacramento Regional Transit (RT) provides service coverage for the City. However, limited or low frequency service makes current transit less attractive than the private automobile. For example, most routes operate on 60-minute headways throughout the day. The current service schedule or span-of-service (total hours of day the route operates) is limited. There are opportunities with the existing RT routes to consolidate and reallocate more frequent and efficient services. Such consolidations can yield cost savings for RT and enhance service to the City.

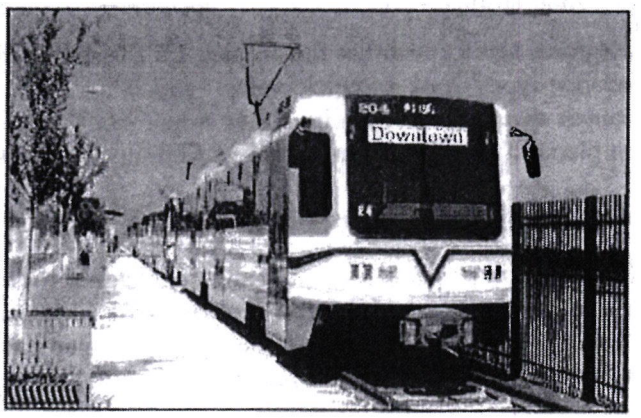
Clarify and Identify System to Riders. The next principle is to ensure public awareness of the current and future transit routes. If transit is to be a primary means of movement, the system must be visible and accessible. Public awareness is a vital component to the success of all transit service systems. Special emphasis is placed on public communication to define the benefits of transit. The intent of the recommended "Signature Route" is to identify the primary transit corridor as the City's commitment that transit is central to its mobility network.

Make Service Fun, Fast & Frequent. The bottom line is to create a new transit system that is fun, fast and frequent. These attributes are essential if the City is to have the type of transit system it desires.

Types of Transit Service

To implement the Vision and Goal, three types of transit (City, Neighborhood, and Regional) provide the service expected by City residents.

City

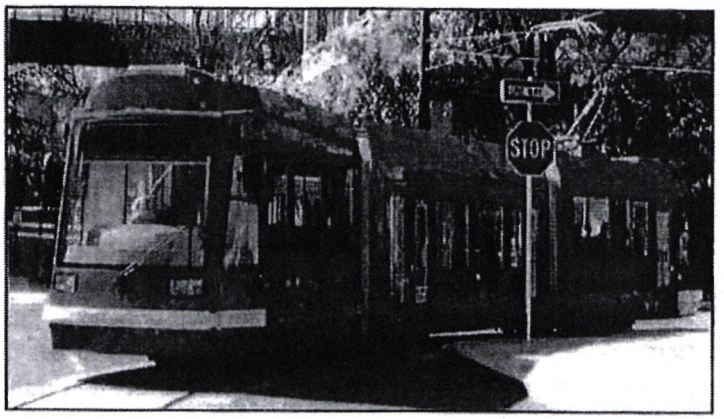


This type of transit service is similar to the services that RT currently provides for Rancho Cordova. City service is characterized as a major grid of routes. In this service type, the Plan recommends a "Signature Route" that visually represents the core of the new transit system. Streetscape, signage, shelters and amenities along this route create a memorable experience reflecting the quality and character required to assure the citizens that transit is coming - and it is of high quality. The City service extends out from this route. The Signature Route connects older neighborhoods with new ones; business centers with residential areas; both sides of Highway 50; and Rancho Cordova to the regional Light Rail Transit System (LRT).

Since the Signature Route runs through current and future development areas, it will have several different vehicle types (buses, shuttles, and streetcars), depending on the neighborhood and the transit need. When the City completely builds out, the preferred "Signature" vehicle is the streetcar, ultimately for the entire length of the Route.

Neighborhood

This type of transit service operates as a complement to the City service. It is a flexible service to existing neighborhoods (and future neighborhoods as they develop). The proposed service also serves youth, seniors, disabled and economically disadvantaged City residents. Current paratransit and on-call services fall into this service type.



Regional

These service types connect the City to the region and the region to the City. These services allow fast, frequent and limited stop transit for:

- Residents of Rancho Cordova to travel quickly and comfortably to destinations outside of the City for work, shopping and recreation
- Residents living outside of the City to reach their places of employment and other destinations in Rancho Cordova
- Residents outside Rancho Cordova who want to travel quickly through the City to their final destinations.

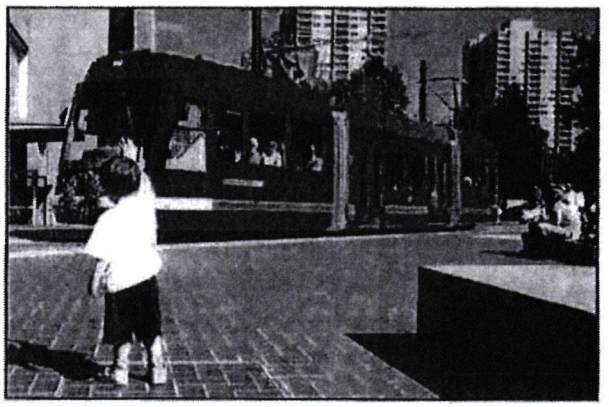
Regional service includes the existing LRT system and possible future BRT corridors. BRT is a service type – not a vehicle type – and it functions in the same manner as LRT. BRT is a longer distance service with fewer stops. BRT corridors are planned to preserve right-of-way in planned developments, as well as finding right-of-way within built up areas.

City/Neighborhood Service

This section presents a combined City/Neighborhood services discussion. This is appropriate since City and Neighborhood services work in tandem. Within Rancho Cordova, transit is a "nested" service - that is one type complements and connects with the other. The City/Neighborhood services reflect:

- A "Signature Route" that is the centerpiece of current and future transit service. This route is a clearly defined corridor, using high quality urban design features that demonstrate the City's commitment to transit.
- A set of current and/or future RT routes that build off the Signature Route.
- Other routes the City may implement independently of RT or in conjunction with other jurisdictions, such as Elk Grove, Folsom, and El Dorado County.

The City/Neighborhood combination illustrates how the service fits into the overall system. These service types are distinct, with different routings and different modes of operation. They make the overall transit system function in a complementary, cohesive manner. The details of individual bus routes, their origins, destinations, and other operational characteristics are part of future Transit Plan development.



All areas of the City receive service, with the goal of:

- Linking north/south and east/west travel movements
- Defining a Signature Route and vehicle type for system identity
- Building a larger transit grid from the "Signature Route"
- Connecting neighborhoods to the regional system.

City/Neighborhood service consists of buses, streetcars, and shuttles. The service:

- Principally is intra-city service in nature
- Provides transit as a true mode of choice
- Introduces the modern streetcar as an attraction for new riders
- Supports compact, walkable neighborhood development
- Generally runs in the street
- Has variable station or stop spacing
- Has a frequency of service in the 10 – 20 minute range.

For the City, this service would be a major bus network/grid that generally follows existing and planned arterials or major thoroughfares. Existing RT bus service may be part of the network, as well as other modes such as BRT (see Regional section) and streetcars. The discussion of changes to the existing RT system is in the following section on Neighborhood service.

The implementation of City and Neighborhood services will be over the next 1, 5 or 20 years. Activities of future Transit Plan development will determine:

- What service types are rendered
- Who will be served
- Who will operate the service (RT, the City, or some other agency)
- Vehicle needs

- Capital costs
- Annual operating costs
- Other costs/funds for transit service.

The City service builds on the concept of a "Signature Route", as indicated previously.

Signature Route

A Signature Route is the centerpiece of the City type service. This route clearly identifies the City's commitment to transit. Since much of the City is still developing, the Signature Route implementation is in stages. During the years when the staged implementation is taking place, the streetcar will operate in those sections of the Route that can support such service. Areas such as Downtown Rancho Cordova may be such an area, and here the Signature Route will operate as a "Pedestrian Accelerator" and have potential stations or stops located approximately 800' apart. Other sections, as they develop, may have the streetcar extended to meet the demand. In the meantime, buses can bridge the gap to keep the concept of the Signature Route alive. Nonetheless, the route is the "backbone" of the City service.

To make the Signature Route truly memorable, the modern streetcar is the recommended mode. A high image streetcar conveys to the region that Rancho Cordova is becoming a transit- supportive community – a place where citizens can travel safely and comfortably without a car. Since the streetcar route will be developed in stages, buses and shuttles would provide initial service to these routes.

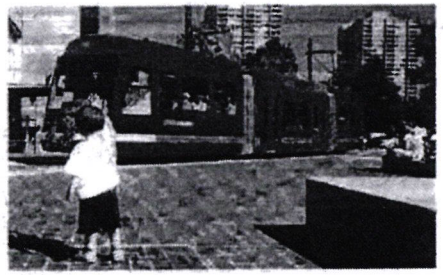
The Signature Route is 18.5 miles long, spans the entire length of the City from south to north, including north of Highway 50. Figure 1 highlights the proposed Signature Route. It follows Rancho Cordova Parkway from Grant Line Road in the south to Citrus Road (Citrus Road is a future connector to Folsom Boulevard), proceeds north on Sunrise to Coloma, and returns east along Folsom Boulevard to downtown. From downtown, the Route follows the proposed "Promenade" south to International Drive, where it turns east to rejoin Rancho Cordova Parkway. A connection to the Mine Shaft property and other points along Folsom Boulevard are also included.

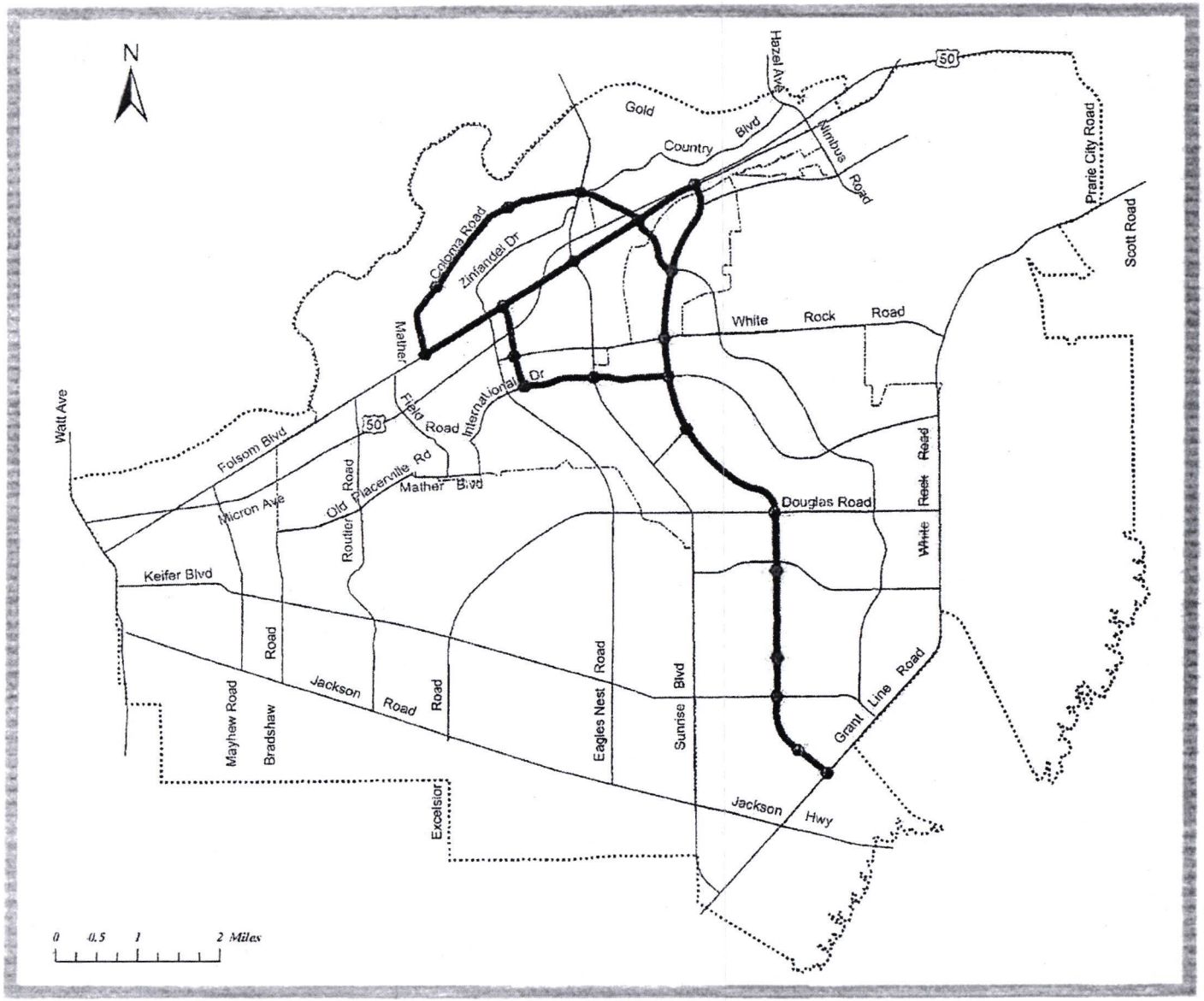
Service on the Signature Route operates in a bi-directional manner that will allow passengers to pick the fastest trip for them based on where they are located. The Signature Route connects new and existing neighborhoods such as:

- Coloma/Zinfandel Neighborhoods
- Anatolia
- Suncreek
- Downtown District
- Villages at Zinfandel
- Rio del Oro
- Westborough
- Capital Village

The Signature Route provides frequent and fast service that easily connects to the Regional service. There are 21 potential stations, 19 of which are proposed to have a higher level of amenities than a traditional bus stop and 2 potential stations are proposed to have a higher level of amenities than the other 19 stations that could serve more than one mode. Amenity levels for the 19 potential stations can include: an expanded shelter or spaceframe, seating, signage, off-board fare payment, trash receptacles, emergency call box, next trip technology or other Intelligent Transportation hardware. Amenity levels for the remaining 2 potential stations can include those listed above plus additional pull-in bays for other bus service connections and parking. These high-end amenities reflect the level of investment that the City is making with a service of this type. On this alignment, there may be a need for additional right-of-way, especially within 200' of a rail station.

Figure 1.
Signature Route





Legend

- Potential Location for High-End Amenities
- Signature Transit Station
- Planning Boundary
- Roads
- City Limits

The Streetcar Service



Practice shows that 2.5 - 3.0 miles is a workable length for a starter line. Downtown is the place to start, since it is a redevelopment area, and the streetcar can serve as a catalyst to further redevelopment efforts. General issues with respect to streetcar implementation include:

- Streetcars are in-street running with mixed traffic
- To facilitate pedestrian access, streetcars run in the outside lane next to the curb line
- Simple streetcar stops are part of the pedestrian zone, and next car technology gives confidence to riders
- On-board technology can facilitate smooth operations, including signal priority and queue jumping
- Vehicles are only 8.5' wide allowing travel on narrow streets such as Capital Village. Turning radii are tight allowing access to most City streets
- North-south access into downtown is via the proposed Promenade, allowing a convenient crossover for Highway 50
- Streetcar stops should coordinate with LRT stations, allowing easy intermodal connectivity
- Construction, absent expensive structures, can be fast-tracked, with an installation period of 14-16 months for a 2.5-mile route.

Once a starter line is in place, extensions are easier after the success of the service is established. If the City decides to pursue federal funds, the cost of a locally funded project can be a match for federal funds.

The Streetcar Loop

Within this Signature Route, the streetcar is the preferred vehicle. Because the Signature Route is approximately 18.5 miles long, and is located in future development areas, only a portion of the route would initially be served by streetcar. That portion of the Route is the streetcar loop and it is 7.0 miles in length, consisting of three segments/stages (Figure 2):

Segment/Stage 1 - International Drive from Sunrise Boulevard to Capital Village, where it turns north to join the proposed Pedestrian Promenade across Highway 50 into downtown, then paralleling Folsom Boulevard back to Sunrise Boulevard;

Segment/Stage 2 – Paralleling Folsom Boulevard to the area near the Citrus Road connector and turning southeast and joining the Rancho Cordova Parkway along a new roadway alignment; and

Segment/Stage 3 – From Rancho Cordova Parkway to the proposed International Drive extension, and turning back west on the proposed International Drive extension to Sunrise Boulevard.

These segments allow for cost-effective, focused implementation of the streetcar service.

Figure 2 shows a dashed line that represents a routing option from Rancho Cordova Parkway to the town center at the proposed Mine Shaft LRT station, returning along Folsom Boulevard to the Citrus Connector. The town center serves as a destination with an array of restaurants, movie theaters and retail and offices.

Streetcar Planning Cost Estimates

The capital costs for the 7.0-mile streetcar loop is approximately $110.9M (exclusive of Stage 3A). Annual operating costs for Stages 1, 2, and 3 are approximately $5.25M per year.

Streetcars capital costs are approximately $15.7M per track mile. The cost components of the estimate include:

- Track work and electrification - $9 million
- Vehicles - $2.75M
- Stops - $70K
- Maintenance facility - $10M Total Cost (Only One Needed)
- Annual operating costs - $750K per mile.

The costs shown are for single track, and excluding the maintenance facility, costs for bi-directional (double track) are $23.4M per mile. Costs do not include right-of-way or structures.

Figure 2 shows Stages 1-7 that constitute the Signature Route. Only Stages 1-3 are streetcar lines. These three stages make up the streetcar loop, and Stage 3A is the option to the Mine Shaft LRT Station/Town Center.

- Stage 1 – approximately 3.0 miles, $47.1M
- Stage 2 – approximately 1.7 miles, $27.7M
- Stage 3 – approximately 2.3 miles, $36.1M
- Stage 3A – approximately 2.0 miles, $31.4M

While the City is building Stage 1, it can plan and conduct preliminary engineering and funding for other stages. Until a complete streetcar system is ready, specially designed buses can serve as a "placeholder" for future streetcar extensions. This way, the public will recognize Rancho Cordova Parkway as a true transit corridor. This interim bus service may hasten the public's willingness to complete the streetcar system as proposed.

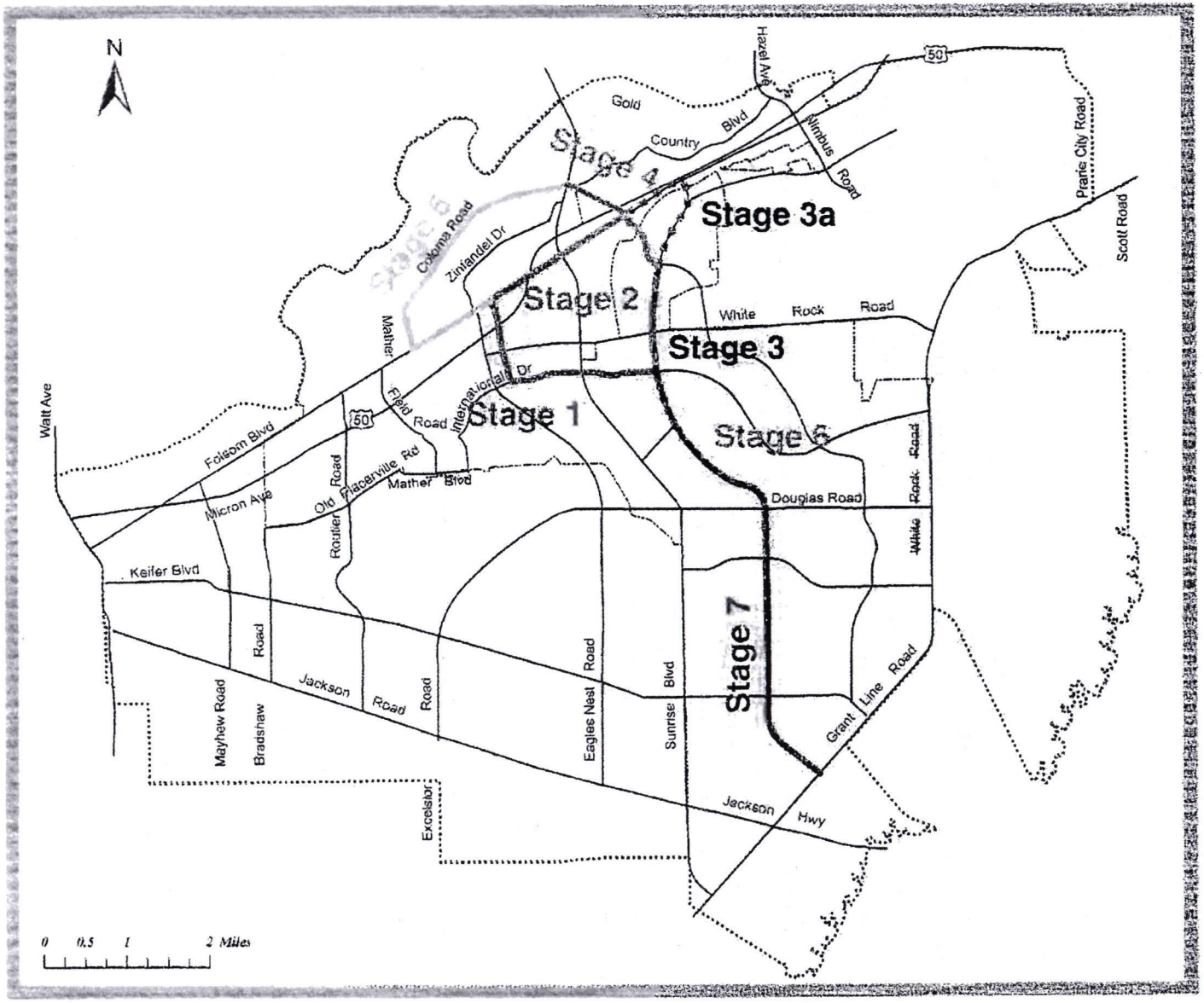
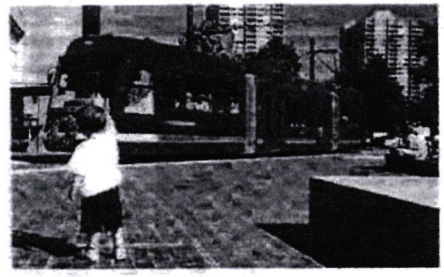


Figure 2. Signature Route Development Stages



Legend

- Stage 1: 3.0 miles $47.1 million
- Stage 2: 1.7 miles $27.7 million
- Stage 3: 2.3 miles $36.1 million
- Stage 3a: 2.0 miles $31.4 million
- Stage 4: 0.8 miles
- Stage 5: 4.3 miles
- Stage 6: 2.9 miles
- Stage 7: 3.0 miles
- Planning Boundary
- Roads
- City Limits

Neighborhood Connectivity and Service Enhancements

The Neighborhood level is where the concept of local transit service is fully developed. In neighborhoods and districts, the citizens of Rancho Cordova see transit as a reality. Currently, RT provides direct service to the City with the following modes and routes:

- Light Rail Gold Line – Downtown – Folsom. Stations within Rancho Cordova are located at Sunrise Boulevard, Cordova Town Center, Zinfandel, Mather Field/Mills, and Butterfield
- 21 Sunrise – operates to and from Mather Field/Mills light rail station via: Folsom Boulevard, Coloma Road, Sunrise Boulevard to Sunrise Mall
- 28 Fair Oaks/Folsom – operates to and from Butterfield light rail station via: Folsom Boulevard, Cordova lane, Zinfandel Dr, Sunrise Boulevard, Fair Oaks Boulevard to Sunrise Mall
- 72 Rosemont/Lincoln Village – operates to and from Watt/Manlove light rail station and Mather Field/Mills light rail station via: Kiefer Boulevard, Branch Center/Bradshaw, Lincoln Village Drive, Routier, Rockingham and Mather Field Road
- 73 White Rock – operates to and from Mather Field/Mills light rail station to Sunrise Boulevard light rail station via: Mather Field Road, Rockingham Road, White Rock Road and Sunrise Boulevard
- 74 International – operates to and from Mather Field/Mills light rail station to Sunrise Boulevard light rail station via: Mather Field Road, International Drive, Data Drive, Reserve Drive, Zinfandel Drive, Data Drive, White Rock Road, Prospect Park Drive, Sun Center, Trade Center Drive to Sunrise Boulevard
- 75 Mather Field – operates to and from Mather Field/Mills light rail station to Mather Field/Mills light rail station via: Mather Field Road, Rockingham Drive, Old Placerville Road, McCready Avenue, Mather Boulevard, Femoyer Street, Whitehead Street and Mather Field Road.

These transit services are described in detail in the Existing Conditions report (Appendix C).

In general, the neighborhood connectivity and service enhancements will be based on:

- Working with RT to identify possible adjustments to existing bus services that:

  Offer one-seat rides as often as possible

  Consolidate existing services that will offer more frequent service using fewer vehicles at no increase in level of expenditure

  Develop neighborhood services that utilize smaller vehicles that can get closer to the individual rider than larger buses.

- Neighborhood services that will connect residents and employees with RT routes and the Signature Route can also be provided by buses, shuttles or vans. Paratransit's Dial-a-Ride service can be continued and expanded to provide daily fixed route service along neighborhood streets. As service is developed, there will be an opportunity to evaluate alternative organizational and management strategies, which could include services provided by a City-owned and operated system or a mix of service options based on scale and type of service required, including public-private partnerships.

  Figure 3 illustrates potential service routes that demonstrate how existing neighborhoods can be served. These route concepts can also be expanded as new neighborhoods are developed. This figure also identifies future RT Light Rail Stations at the Mine Shaft and Horn Road that will be the topic of continued discussion with Regional Transit.

Neighborhood Connectivity Cost Estimates

During future planning efforts for the City, refined cost estimates will be developed for short- and long-range service plans. These plans will identify the most cost-effective transit services to be implemented in any given year.

Typically, the cost for proposed transit services is based on:

- Length of route in miles
- Frequency of service
- Span-of-service
- Hourly cost
- Revenue hours
- Route speed in mph
- Trip time in minutes.

The following is an example of how planning level costs for proposed transit service are calculated. A proposed route has a round trip length of ten miles. The proposed route has the following operational characteristics:

- 15 minute peak frequency – 24 round trips/day (6:00 to 9:00am & 3:00 to 6:00pm)
- 30 minute off-peak frequency – 16 round trips/day
- Span-of-service 6 a.m. – 8 p.m.
- Route speed in mph (average 12 mph)
- Trip time in minutes – 50 minutes/round trip
- Revenue hours/day – 50 minutes x 40 round trips/day = 33.3 revenue hours/day.
- Hourly cost $77/hour (RT cost per hour 2005).

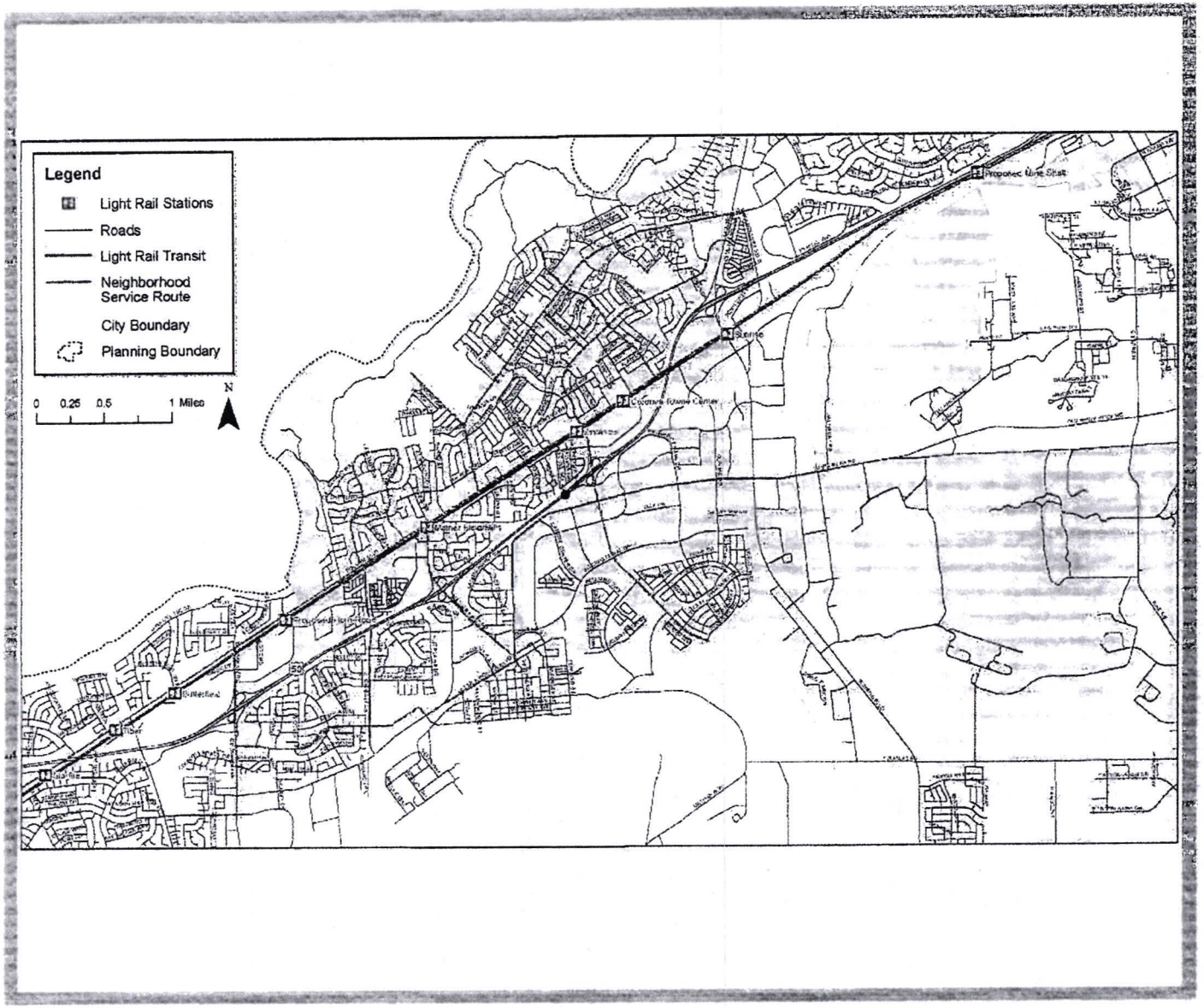


Figure 3.
Potential Neighborhood Transit Service Routes

The example route is ten miles in length, has a 50 minute round trip time, and can expect to consume 33.3 revenue hours each day. Multiplying 33.3 revenue hours by $77/revenue hour gives an approximate cost per day of $2,566, or $654,500/year based on 255 weekdays/year. If service were offered on Saturday and/or Sunday, estimated costs would be higher.

RT Service Enhancements

The design and implementation of possible adjustments to the existing transit system, as well as potential new services, could begin with reorganizing current RT services in the City. Future Transit Plan development could detail adjustments to create new routes that are more efficient, offer better connectivity both within the City and to other nearby major activity centers, and offer one-seat rides to shopping and employment for City residents as well as for others outside the City limits. Route combinations could be developed in such a way that will work seamlessly with LRT, the new Signature Route and other neighborhood services that may be implemented in the future. Current routes, with minor changes, could be reconfigured and consolidated for efficiency, to provide more connectivity with fewer transfers, and to be more competitive with the private automobile. Figure 4 is an example of a possible route consolidation.

Figure 4 shows a conceptual consolidation of Routes 21 Sunrise and 75 Mather Field. Currently, Route 21 Sunrise operates from Sunrise Boulevard (Sunrise Mall) in the north and ends at the Mather Field/Mills light rail station. Route 75 Mather Field, operates south of Highway 50 in the City's downtown area and then circulates back to the Mather Field/Mills light rail station. Today, these routes operate independently even though they serve the same light rail station. If riders want to reach the south side of Highway 50, they would have to transfer. Consolidating these two routes eliminates the need for a transfer and decreases travel time for patrons.

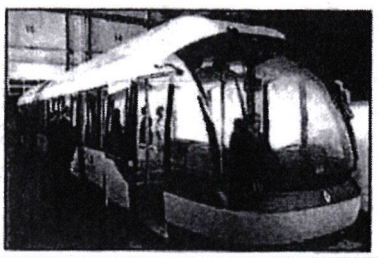


SAC LRT Vehicle

Regional Service

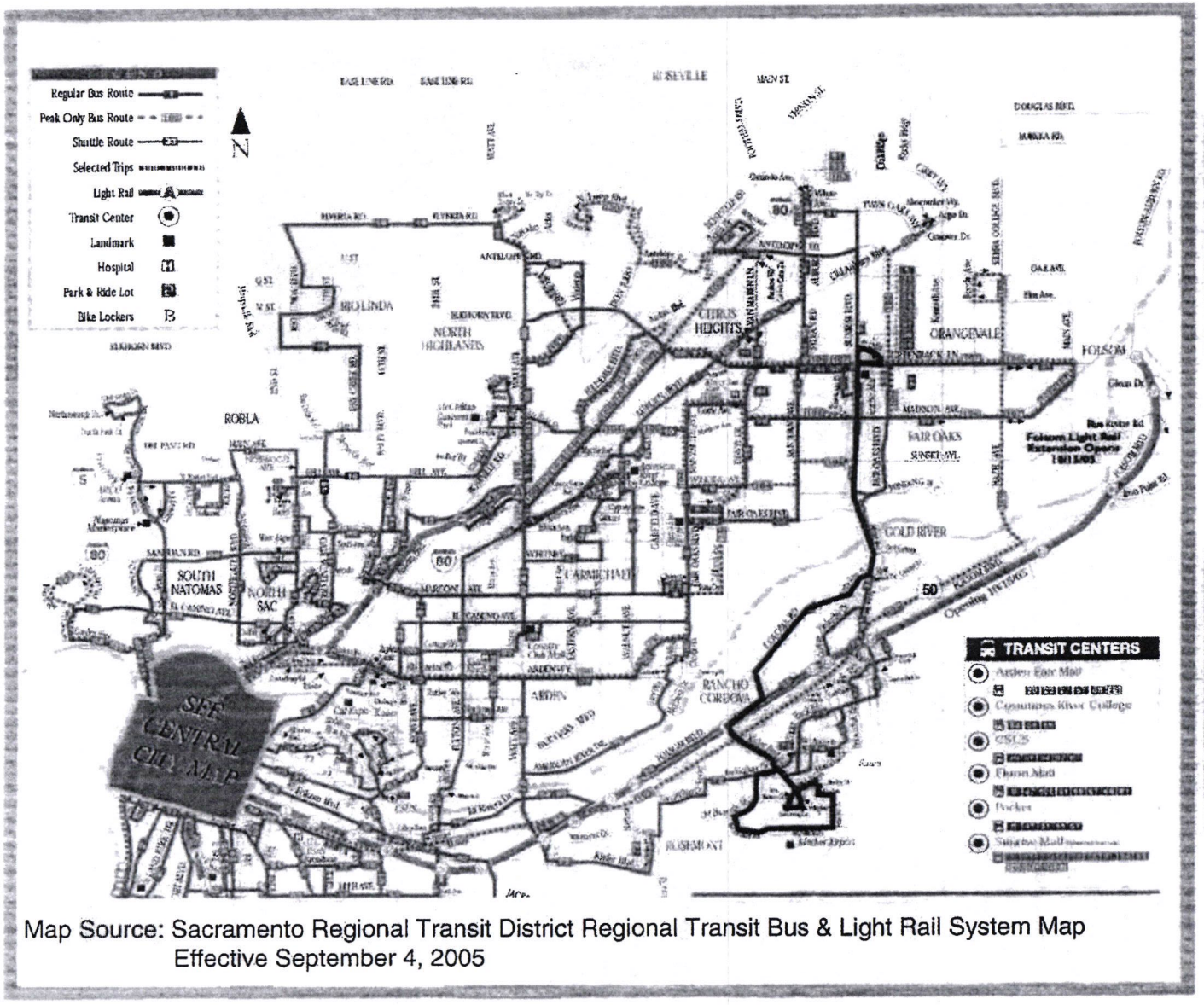
Rancho Cordova is an important area within the Sacramento region. The proposed regional service connects the City of Rancho Cordova with the overall Sacramento Region via transit. The service is fast, frequent and has limited stops. Regional service is important because it:

- Connects City residents to regional employment, shopping and recreational destinations
- Allows employees living outside of Rancho Cordova to have transit access to employment and other destinations in the City
- Provides a convenient pass through means of transportation for riders not having a trip that ends in the City.

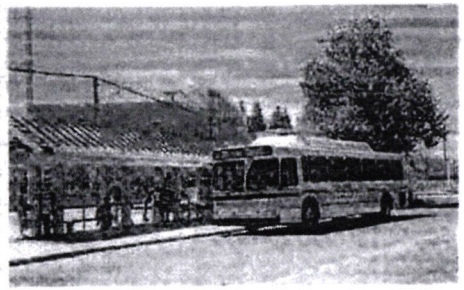


"Cool" BRT Vehicle

Figure 4.

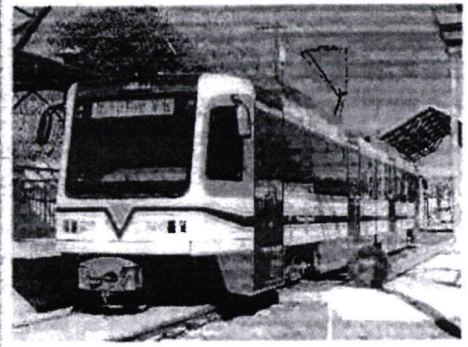


Map Source: Sacramento Regional Transit District Regional Transit Bus & Light Rail System Map
Effective September 4, 2005



Conceptual Bus
Route Consolidation

21 Sunrise/
75 Mather Field



Currently, RT's LRT system traverses Rancho Cordova west to east. In addition, the plan suggests complementary BRT corridors. The LRT and BRT routes, shown in teal and solid blue lines, respectively on Figure 5, indicate expanded north to south and east to west connectivity. LRT and BRT:

- Are principally longer, commuter-serving routes;
- Are oriented to travel time savings; stations are spaced one-half to one mile apart;
- Are built as separate, fixed guideways; and
- Have service frequency of 15 minutes or less.

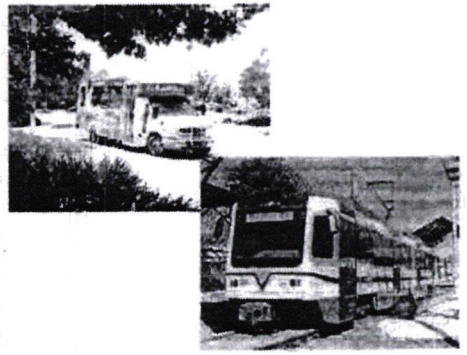
BRT Transit Service

As indicated, ***BRT is a type of service, not a vehicle style or type.*** Therefore, there are multiple options for vehicles. Vehicles for BRT service can be the high-end style, resembling LRT vehicles, but having rubber-tires. Standard buses also are candidate vehicles, and they may be given special paint and design applications for identity purposes, distinguishing them from City type service vehicles. As long as the routes operate on a fast, frequent and limited-stop basis, they are regional-type transit services. Regional Transit Goals, Definitions and Guidelines are provided in Appendix E.

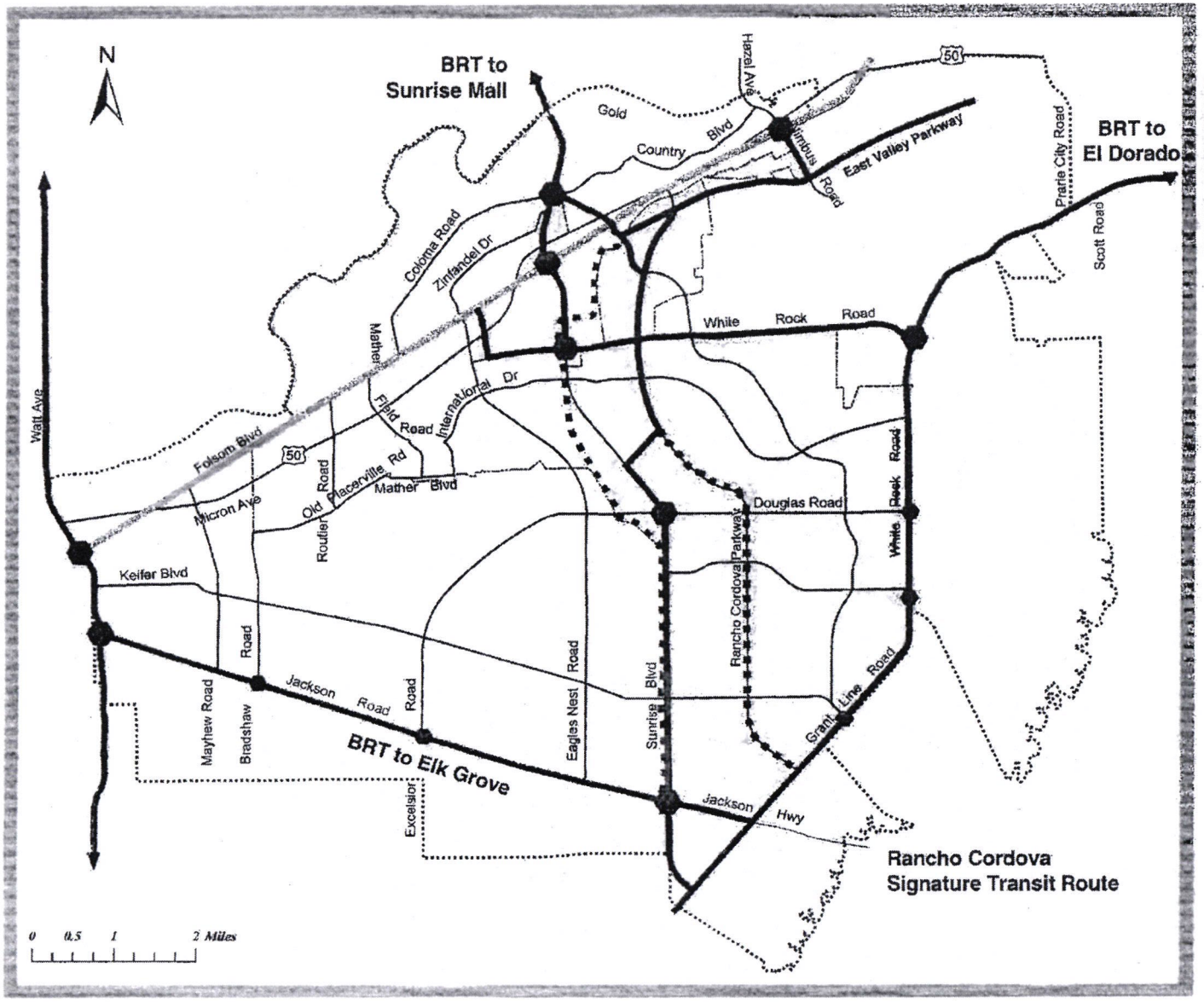
This proposed BRT system surrounds Rancho Cordova, and will provide a network of conveniently located routes that serve regional destinations. Regional BRT service will likely be provided by Regional Transit, unless the City desires to run other service, such as a direct Rancho Cordova line. The intent is to have each BRT line intersect with the LRT system for full regional accessibility and connectivity. Within Rancho Cordova, the existing regional service is provided along RT's existing east/west LRT line through Rancho Cordova. Two new LRT stations are recommended at the Mine Shaft and Horn Road. Proposed BRT corridors include:

- Grant Line Road from Elk Grove to the south to El Dorado County to the northeast. This route defines the eastern City limits and takes advantage of the Grant Line Road alternative of the Elk Grove/Rancho Cordova/El Dorado County connector. It intersects with the White Rock Road east/west BRT line.
- Sunrise Boulevard connecting at Grant Line Road in the south to just north of Douglas Road, cutting over to Rancho Cordova Parkway until it joins the proposed Citrus Road connector, then rejoining Sunrise and terminating at the Sunrise Mall. This route will provide a critical north/south BRT connection to the City of Rancho Cordova and the regional LRT system, as well as north to Sunrise Mall. Alternate routes are described on in the following section.
- Jackson Highway from Grant Line Road to Watt Avenue, as described in the Sacramento County General Plan Update. This alignment provides an east/west connection to the regional LRT system for residents in the southern area of the City.

Figure 5.
Regional Service



Existing LRT and Proposed BRT Routes with Alternative Sunrise BRT Route



Legend

- Regional/BRT Station Major Amenity Level
- Regional/BRT Station Minor Amenity Level
- Light Rail Transit
- Sunrise Bus Rapid Transit Alternative Route
- Bus Rapid Transit
- Planning Boundary
- Roads
- City Limits

Land Use/Development Implications

While successful transit systems rely on appropriate technologies and service strategies, land uses and ancillary transportation services in the vicinity of transit systems are critical to successful operations. The continued development of transit planning in the City of Rancho Cordova will require cooperation and agreement with future development and redevelopment throughout the City. Policies and directives should be followed that provide supportive land uses and opportunities for transit station access.

Transit supportive policies could initially include:

- Provision of Park & Ride facilities
- Development of good pedestrian access to transit stations
- High density development within one-quarter mile of transit stations
- Increased density within one-half mile of transit stations
- Mixed use development in the vicinity of transit stations
- Residential subdivision design with a high degree of roadway and pedestrian connectivity.

The City of Rancho Cordova should partner with the development community in the early stages of project development in order to focus land use strategies that will support a robust transit system.

Figure 6.
ROW Implications and Operational Considerations

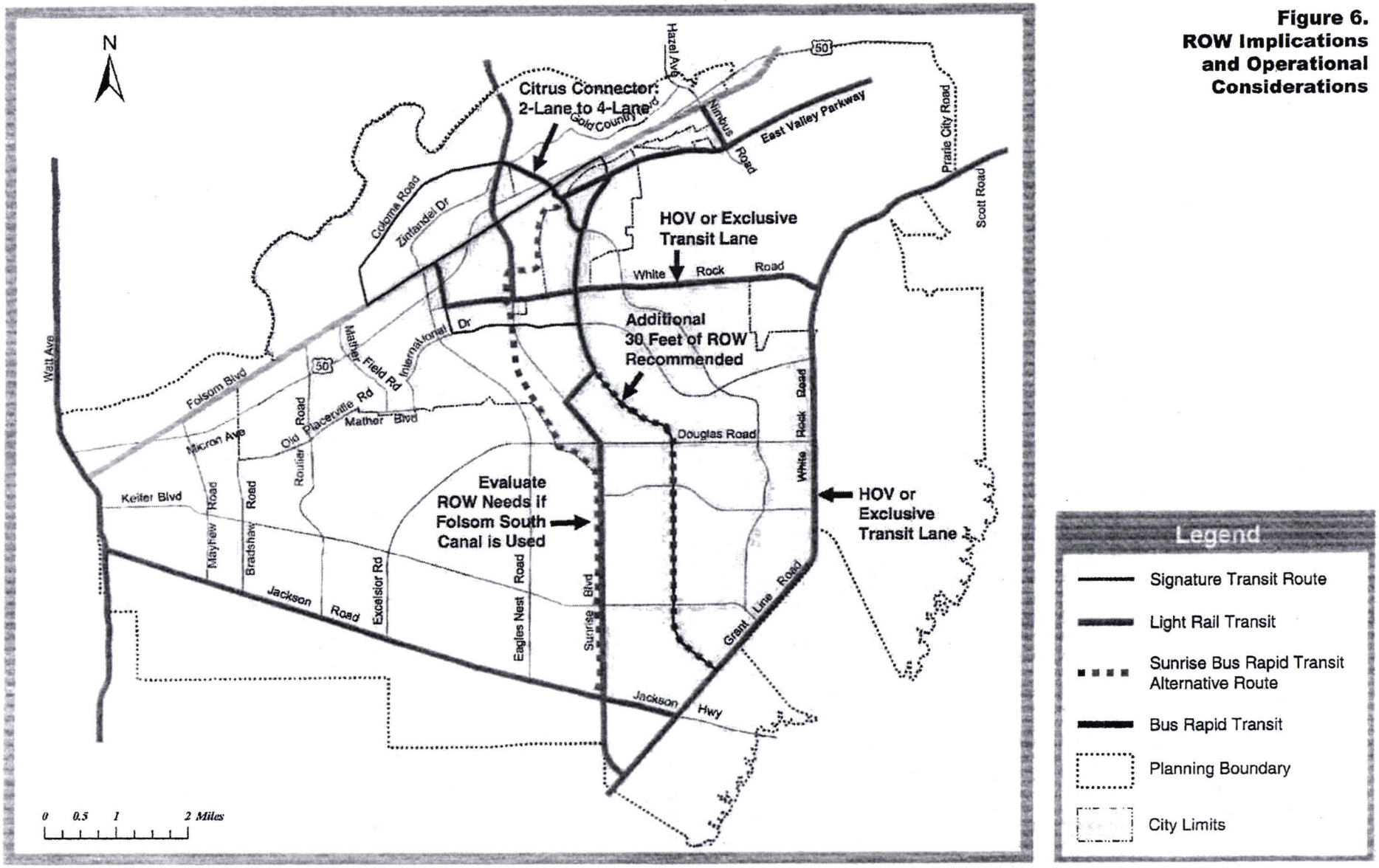
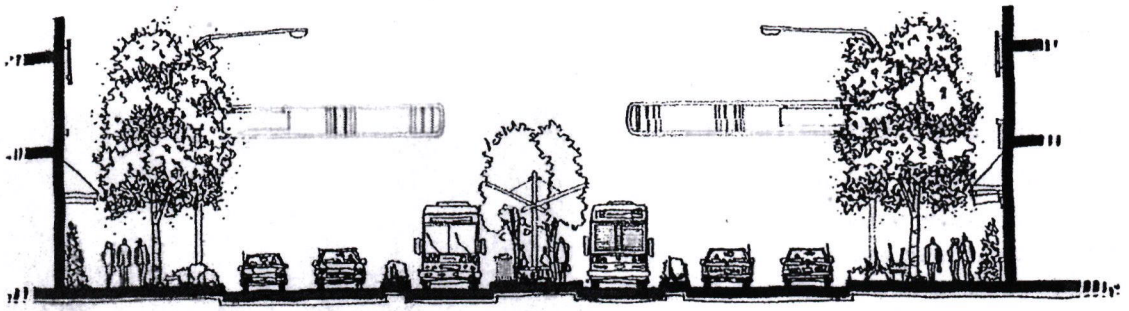
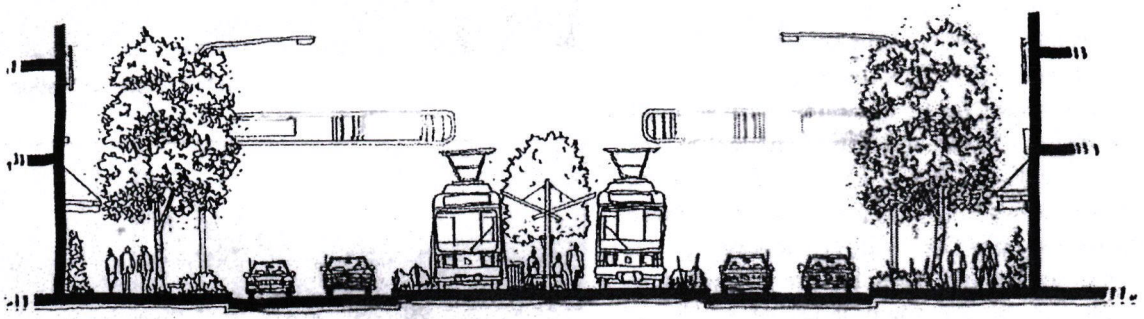


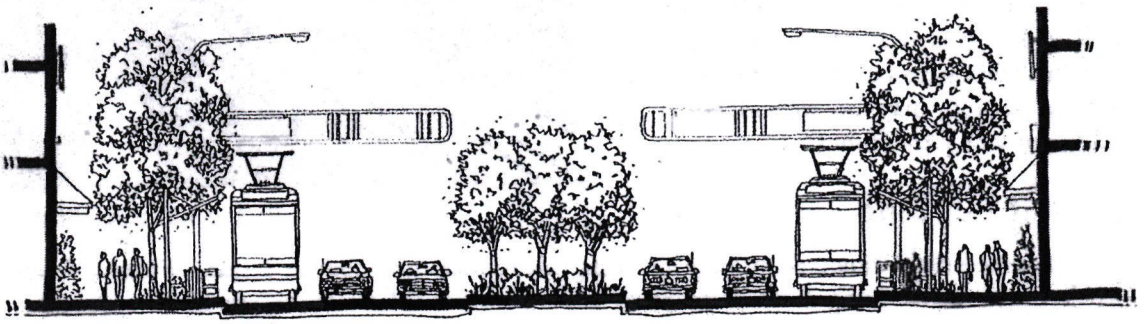
Figure 7. Cross-sections of Conceptual Bus and Streetcar Configurations



Cross-section A: Bus in Median Configuration



Cross-section B: Streetcar in Median Configuration



Cross-section C: Streetcar in Inside Configuration

The 30 feet of additional right-of-way along Rancho Cordova Parkway is sufficient for either option. As the City develops actual right-of-way width requirements for the various roadway types, additional right-of-way needs for specific transit types can be recommended, For the streetcar, the first preference is to be in street-running (mixed traffic), requiring no additional right-of-way.

Station/Stop Development

Various figures included within this document show station locations, but in many cases, these can be simple roadside shelters, an example of which is shown in Photo 1. Most bus stops only have a bench and a route sign. At key locations, however, to set the tone for high quality transit, more elaborate shelters, platforms, and furnishings are appropriate. This is especially true where two modes interconnect. This transfer station has more opportunity for retail and support services. These amenities should mirror the level of detail for a LRT station. Right-of-way demands around these stations may be higher depending on whether or not vehicles are expected to pull out of the main lanes of traffic as passenger's board and de-board.

Photo 2 is an example of a BRT multimodal station with a major amenity level high. This type of station has joint uses in addition to being a transit station. Such a station may be developed as a public/private partnership.

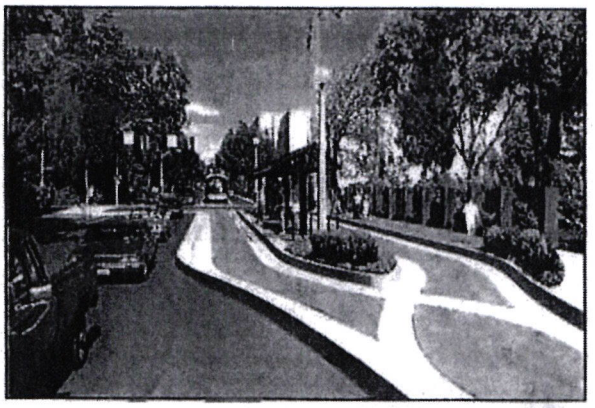


Photo 1. Walk-up Station

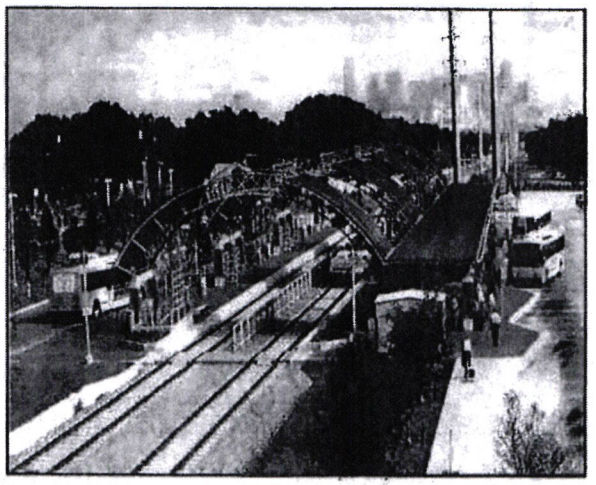


Photo 2. Multimodal Station

Transit Funding

Transit systems are financed principally using state, local and federal funds. Federal funds usually require matching funds, except in the few cases where there are direct grants for specialized services. A dedicated funding source is necessary to have an effective transit system. In fact, the Federal Transit Administration (FTA) requires a predicable source of local funds to receive federal monies. The Sacramento region, through "Measure A" and other sources such as impact fees and user charges, has dedicated funding sources. With systems expanding, the funding formula grows more critical. With the advent of the streetcar, complex public/private funding solutions are becoming the norm.

Federal Revenue Sources

Federal funding for public transportation comes through the U.S. Department of Transportation (USDOT), and the FTA manages them. Programs and funding for public transportation were enabled under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The Act established authorizing levels and programs for transit and highway projects, and it institutionalized the ability to shift funds from one program to another depending on local priorities. ISTEA expired in 1997, replaced by the Transportation Equity Act for the 21st Century (TEA-21). TEA-21, which was effective from 1998 to 2003, generally maintained the previously established programs and raised the overall level of funding. Congress recently reauthorized the third iteration (2003-2009) of the surface transportation program, known as SAFETEA-LU, and President Bush signed it into law in August 2005.

Section 5309 Funds - The FTA administers funding programs designed to assist local agencies in funding new rail starts. Competition for FTA "New Starts" funding is fierce nationally, with many cities around the country developing "New Starts" projects, seeking Federal participation as a principal funding source. For example, FTA received over 60 applications for "New Starts" projects in FY 2005. The cost of new rail systems can be high, sometimes in the billions of dollars. As a result, the FTA process for qualifying a project for "New Starts" funding is very structured and comprehensive.

"Small Starts" is a new Section 5309 provision for projects that are seeking less than $75M in federal funding, with a total estimated project cost of less than $250M. It is designed to fund BRT, streetcars, and commuter rail projects. The FTA will provide Federal assistance only if FTA finds that the project is: (a) based on planning and Alternative Analysis, (b) justified based on a review of its public transportation supportive land use policies, cost effectiveness, and effect on local economic development; and (c) supported by an acceptable degree of local financial commitment.

In both cases, a proposed project first must be authorized by Congress and secondly, it must be accompanied by a complete Alternatives Analysis process to the satisfaction of the FTA. Administrative rules and procedures governing project review for "Small Starts" projects are expected in 2006 for FY 2008 funding.

Section 5311 Funds - This non-urbanized area funding program (5311) provides transit capital and operating assistance through the State to rural areas (less than 50,000 in population). FTA provides the California Department of Transportation with an annual appropriation to fund the maintenance, development, improvement and use of public transportation systems in rural and small urban areas in California.

Section 5310 Funds - The special needs funding program (5310) provides transit capital and operating assistance to the State of California for allocation to organizations or governmental authorities that offer specialized transportation services to elderly persons and to persons with disabilities. This program allows for the transfer of funds to the non-urbanized area program (5311), if funds are used for the purpose authorized.

Section 5317 Funds - The New Freedom Initiative (5317) provides formula grants to the State for new transportation services and transportation alternatives for individuals with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA), including motor

vehicle programs that assist persons with disabilities with transportation to and from jobs or employment services. States solicit applications for grants and then award the grants on a competitive basis. This program allows for the transfer of 5317 funds to the non-urbanized area program (5311), provided the funds are used for the authorized purpose.

Congestion Mitigation Air Quality (CMAQ) and Transportation Enhancement Funding - These program funds are designed to assist communities with transportation strategies that reduce auto emissions and enhance the multi-modal functioning of local and regional transportation systems. Both help reduce air pollution. The availability of these funding sources has been continued under SAFETEA-LU. Allocated through Metropolitan Planning Organizations (MPOs), the virtue of these programs is the flexibility they allow in dedicating federal surface transportation funds to a wide spectrum of transportation-related investments.

Economic Development Administration (EDA) Grants - Although not yet used for a streetcar project, the Public Works Grants provided by the U.S. Department of Commerce's Economic Development Administration is a potential source of capital grant funding. Given the program's stated purposes and the potential project's strong connection with strategic job-creating investments, a case can be made for these funds to be used.

Local Revenue Sources

In the discussion of federal funding, the point was made regarding the use of local funds as a match. Additionally, as the City moves toward developing a predictable transit system a variety of non-traditional sources exists. Rancho Cordova imposes impact fees for transportation improvements, including transit. The growing array of local revenue sources illustrates that financing of transit projects are different and complex.

Optional Local Sales Tax - The most pervasive local revenue source is the use of an optional local sales tax. This source is popular because it provides significant revenue, generally in the millions, on an annual basis. Sacramento's Measure A falls into this category of local funding. Since it is multi-year, the sales tax is dependable. The tax is subject to a public referendum.

Tax Increment Financing - California law allows the use of Tax Increment Financing (TIF) for infrastructure necessary to support new development. Under the legislation, an area is designated as "blighted", and new revenues, derived from increasing real estate value in that district, are directed to infrastructure that supports that value. This form of financing is a "bootstrapping" mechanism, making investments that support real estate development and improvement, channeling the increased yield in public revenues to more investments, and so on.

General Obligation (GO) Bonds – Using the full faith and credit of the City, GO bonding is a useful tool for financing the capital costs of transit investments.

Business Improvement District(s) – Rancho Cordova could consider the formation of a Business Improvement District (BID) as an additional means of generating real estate-related revenue for the streetcars or other circulators. BIDs may be established by a municipality or county resolution. The establishment of a BID is usually predicated on the approval of a majority of the property owners within the proposed district. The funds from the property assessment can be used to promote and market the area. Funds also can be used to enhance

security, maintenance, beautification, and transportation. The property owners shall be specially benefited by the provision of the BID services and will be assessed upon each such property in reasonable proportion to the benefits derived from the services. Numerous BIDs have been established throughout the country.

BIDs typically rely on an assessment applied to the properties within a defined area, based on an assessed property value, a per-square-foot basis, or a linear frontage basis. The property owners must agree to the assessment.

Special Assessment Districts - Municipalities and counties may choose to create a Special Assessment District to provide services or construct capital infrastructure for specified benefits to property owners. Creating the Special Assessment District, adopting an equitable formula, and documenting the benefits may be accomplished by resolution of the City. Much like the BID requirements, the properties being assessed must be specifically benefited by the services and/or capital improvements. The assessment must be reasonably proportionate to the benefits. Unlike the BID, the governing jurisdiction may create the resolution without any vote of the affected property owners. The special assessment allows greater flexibility than that allowed in BIDs.

The special assessment is a valid tool for generating revenues as the local share of capital and/or operating costs associated with the proposed streetcar system. There are as many special assessment variations as the projects that employ them. The viability of this approach is determined by the rationale for allocating the cost burdens to potential beneficiaries, as well as the impacts on property values that might result from both the benefit to be received and the costs to be allocated. There are several basic approaches to such special assessments; among them, California law provides for Infrastructure Financing Districts, a mechanism that could be used to assess benefited property owners for a portion of the cost of a streetcar line serving their properties.

The range of potential assessment rates also varies, and the experience of other communities was researched for similar assessment districts and rates used to fund local transportation-related infrastructure. Based on the beneficial effect of streetcar or light rail projects on property values and development in other U.S. cities, it is reasonable to forecast that the streetcar system itself would benefit nearby properties by enhancing their development potential.

Rental Car Taxes – Some communities are using taxes from rentals of automobiles to fund transit studies and operations. This can be a controversial provision, if there is not a broad base of other sources.

Passes - Pass programs, supported by employers and educational institutions, can be a significant revenue source, again typically for ongoing costs. For reasons of employee trip reduction, reduced parking demand, and mitigation of parking conflicts with adjacent areas, employers have multiple incentives for supporting employee transit pass programs.

Ancillary Revenues (Advertising and Sponsorships) - The potential ancillary revenue for this system has two components. First is the media value of the advertising on, within, and near the vehicles. The second is concession agreements and/or rental fees on vending machines or automatic teller machines at the proposed stops. There have been a wide variety of approaches to ancillary revenues in other streetcar projects. Some projects have been aggressive in exploiting these opportunities, others are more cautious.

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Meeting Notes

Subject:	Rancho Cordova Transit Master Plan Kick-Off Meeting		
Client:	City of Rancho Cordova		
Project:	Transit Master Plan	Project No:	201201 - 36421
Meeting Date:	1/11/06	Meeting Location:	HDR Conference Room
Attendees:	*City of Rancho Cordova*: Cyrus Abhar, Elizabeth Sparkman, Paul Junker, Jeffrey Beiswenger, Curt Haven, Bob Rockett *HDR & HDR/S.R. Beard & Assoc.*: Mike Hochschild, David Taylor, Lisa Carpenter *The Hoyt Co.*: Wendy Hoyt, Kim Pallari *PMC*: Christopher Jordan *AQMD*: Jeane Borkenhagen		
Notes by:	Lisa Carpenter		

Topics Discussed

I. Project Background

The City of Rancho Cordova (City) is completing its circulation plan for the City at full build out (2050). They had hoped that the pedestrian and bicycle plan would go hand in hand with the roadway network.

II. Fee Projections

Above and beyond SACRT's transit fees and plans, the City has a transportation fee of $17.5 (based on $ 1.3 billion in improvements). The City has CSA10 funding which is designed to provide traffic relief. In the past, CSA10 dollars have been available for air quality mitigation. CSA10 dollars are not yet detached from LAFCO. This process will take several more months.

When the development fee is updated, the City will receive about $1 million/year for transportation related to the Sunridge Specific Plan. The City also has an interim transit plan that includes $150 million in transit improvements.

III. Sacramento Regional Transit (SACRT)

The City does not presently receive good transit service operation from SACRT. When Elk Grove implemented their own transit service, ridership increased 70% within the first six months.

City staff has spoken to Dr. Scott (SACRT) about remaining part of SACRT's jurisdiction. However, the City could remove itself from SACRT's jurisdiction, as Elk Grove has done, if SACRT doesn't increase more localized service to the Rancho Cordova community.

- White Rock Road from Grant Line Road to the City Hall, where it joins the proposed pedestrian/transit Promenade into downtown. This route is the most "central" east/west corridor, providing regional access into the heart of Rancho Cordova, including the downtown.
- Following the proposed Easton Valley Parkway and connecting to Nimbus Road and turning north to the Hazel LRT station. This route allows east/west regional movement connecting to the north/south service in Westbourough.

Alternate "Sunrise" BRT Routes

Alternatives are considered for Sunrise Boulevard due to its heavily congested condition, especially between White Rock Road and Folsom Boulevard. Working with City staff, the Planning Team sought alternatives that by-passed this segment of Sunrise. One alternative BRT route uses the Folsom South Canal from Jackson Highway to the Citrus Road connector (Figure 5). This alignment essentially parallels Sunrise Boulevard. As the City proceeds with Folsom South Canal corridor planning efforts, a detailed study can determine if this alternative is feasible. The Canal alternative is on federal property (Bureau of Reclamation), and the use of the right-of-way requires an intergovernmental agreement for transit or any other non-flood control/water conveyance use.

A second alternative follows the Signature Route (Rancho Cordova Parkway) from Grant Line Road to Sunrise Boulevard via the Citrus Road connector. Such service should be restricted to morning and afternoon peak commuting periods. Under this scenario, there are limited stops along Rancho Cordova Parkway. For example, upon leaving Grant Line Road, stops might be located only at Chrysanthy Boulevard, White Rock Road and finally at Folsom Boulevard. This allows smoother, more consistent flow than Sunrise Boulevard.

BRT Cost Considerations

For planning purposes, BRT capital costs for a fixed guideway can approach $10M per mile. This amount includes stations, fixtures and lighting, urban design features, and associated amenities. Right-of-way acquisition costs are not included. BRT operating costs are equivalent to current RT express bus costs.

Implementation Considerations

As Rancho Cordova matures, the Transit Master Plan's implementation may take several forms and structures. Only an overview is suggested here, since there are many decisions yet to be made: which entity will lead; what will it cost; how will it be funded; and are there transitional arrangements? These and other questions receive attention in future Transit Plan development.

Relationship with Sacramento Regional Transit

As the plan is proposed, RT provides regional service, since it extends beyond City boundaries, and this is a logical strategy. RT also currently offers the equivalent of "City" type service. Until the City ultimately decides its role as a transit provider, RT can deliver this City service that links to the Regional system. To facilitate effective transit service and coverage, the City and RT can coordinate routing, scheduling, frequency, and transferring between service types.

Additionally, if right-of-way is required, joint acquisition action between the two is a possibility. Operational and financial alternatives are set forth in future plan development.

Land Use Development Considerations

Right-of-Way Implications

If the City desires to establish fixed guideways for transit service, advance acquisition is required, if right-of-way is not available. To determine if such acquisitions are necessary, the Road Sizing Diagram found in the General Plan's Circulation Element should be used as a guide. With Rancho Cordova Parkway defined as the "Signature Route" and fixed guideway anticipated, and development proceeding in the Suncreek area, the City acquired 30' of additional right-of-way south of Douglas from the developers. Future negotiations in the Rio Del Oro area need the same consideration. Again, if RT is the service provider, the City and RT can cooperate in the land acquisition process.

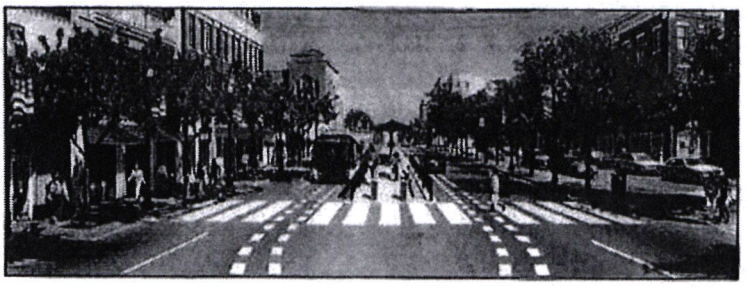
Figure 6 shows roadways that likely will need additional right-of-way or other operational considerations that negate acquisition. Figure 6 shows the proposed "Citrus Connector" as a two-lane facility, but if it functions as a BRT route and a portion of the streetcar "loop", two more lanes may be required.

When possible, the streetcar should share the right-of-way with automobiles, since it is only 8.5' wide. It "obeys" the traffic laws and has a high passenger capacity. This approach minimizes acquisition costs and increases cost-effectiveness.

The only other right-of-way consideration is the 15' wide area that RT requires at station locations. The total width at stations would be 40 feet, including two 12.5 foot BRT lanes.

Figure 7 illustrates possible median and outside-lane bus streetcar configuration cross-sections depicting ways that transit can operate in City streets. Transit can be in-street running with traffic, or it can be in separate fixed guideways (exclusive lane).

Integrated Transit in an Urban Environment



IV. City Goals/Priorities

The City wants the Transit Master Plan to be tangible, something that can be implemented and not simply put on a shelf and unused.

Transit is an element of the Rancho Cordova General Plan which is scheduled to be adopted by June 2006. Because of timing, the City would like to see some policy and framework for future transit plans included in the General Plan. This will allow some time to continue the Master Plan study and flush out the specifics after the adoption of the General Plan. A General Plan Advisory Committee has been formed.

The City currently has 34,000 new homes under application and does not want to loose them due to not having a current transit master plan. If the process of developing a transit master plan takes longer then eight weeks, then the City stands to loose some opportunities for development south of Douglas (e.g., Sun Ridge). The area south of Douglas is the first area of focus for the transit master plan to accommodate the urgent need and pressure by the developers. The team should look at facilities, ROW, technology, park-n-ride or kiss-n-ride opportunities south of Douglas. The number one priority is to define what needs to be accomplished for the General Plan. Connectivity and development of a good plan is key.

V. City Data

Christopher Jordan provided an overview of the City's available maps/data.

RC adopted the Sacramento County Mobility Study results.

The current Transit System Map identifies Rancho Cordova Parkway to Jeager as one of several corridors with enhanced technology opportunities such as BRT.

At full build out, Rancho Cordova will have 1.5 to 1.75 jobs per household.

Fehr & Peers is presently preparing a revised roadway sizing diagram.

VI. Charrettes

The team should bring the stakeholders some specific recommendations to the charrette as stakeholders are presently experiencing some study overload. The transit ideas and systems should be in place before gathering the public or stakeholders for comments. The City would like to see some initial numbers and cost for different transit alternatives before the charrette. An effort should be made to help educate stakeholders as to the cost of various transit types. Potential dates for the charrette include February 15th and 16th.

VII. Action Items

- √ Wendy to talk with Dr. Scott and SACOG about the project and the quick turn around.
- √ Kim to set up the meeting with RT (Taiwo Jaiyeoba and Mike Wiley) to gather information.
- √ Elizabeth to provide growth/fee projections for the City
- √ Jeane to send point system information to HDR
- √ Chris will provide more updated City maps

Rancho Cordova Transit Master Plan
Meeting with Regional Transit
January 30, 2006

Attendees:
Mike Wiley, RT
Taiwo Jaiyeoba, RT
Don Smith, RT
Mike Hochschild, HDR
Kim Pallari, The Hoyt Company

The purpose of the meeting was to kick-off information sharing between RT and Rancho Cordova regarding transportation planning in the regional, and specifically within Rancho Cordova. In order to begin development of Rancho Cordova's Transit Master Plan, M. Hochschild needs to gather information from RT on their long range regional and localized planning for transit.

M. Wiley provided some general comments regarding where RT is in their Transit Master Plan update process. The Master Plan adopted by RT in 1993 is in the process of being updated. Some of the old concepts have been initiated but others have not due to funding and a regional change in visioning, focusing more on land use such as: in-fill, re-use, mixed use etc. The updated Master Plan will look at the regional visions and coincide with SACOG's Metropolitan Transportation Plan (MTP) through the Blueprint process. The plan will look at the major corridors in the region and identify what improvements need to take place.

M. Wiley further explained that because the various cities such as Rancho Cordova have not fully adopted the Blueprint MTP plans, RT cannot at this time have a solid vision for the localized areas. RT currently has some ideas of what they would like to see, but are waiting to hear from the local jurisdictions on the Blueprint plans as well as waiting for some other projects to move further along including the planning project currently under way by SACOG called the Elk Grove-Rancho Cordova-El Dorado Connector Project.

The Strategic Plan that the RT Board of Directors approved clearly shows the focus of RT on enhancing mobility within the region. This does not necessarily mean that RT will operate all transit within the region but will focus on a seamless system with one fare structure, where the public can go to one source for access information on how to use the system. RT does have the capability of operating and providing all modes of transit to the region. RT would like to know how the Rancho Cordova land use plan fits into the Blueprint Plan so that RT can assist Rancho Cordova in enhancing their transit.

M. Wiley also stressed that the Transit Master Plan for Rancho Cordova be directly connected to pedestrian mobility. The process that Rancho Cordova is currently involved in will help RT in that they will basically take the Transit Master Plan that Rancho Cordova adopts and place it into the RT Master Plan. The problem will be coming up with the funding elements for the plan.

T. Jaiyeoba explained that RT is very interested in working with Rancho Cordova to come up with a feasible plan that will be included in the Rancho Cordova General Plan and ultimately implemented in the City.

RT would like to see the current land use and circulation maps that show the planned developments and major corridors so that they can understand how to best include the transit. What is planned and what is approved. Once they have more information, they will then be able to assist Rancho Cordova in the creation of a Transit Master Plan.

Action Items:

1. **M. Hochschild** to email T. Jaiyeoba a detailed list of the operational information that he needs on RT's current routes within their system.
2. **M. Hochschild** to provide RT with the current RC circulation map and land use maps by Monday, February 6th.
3. **M. Hochschild** to provide RT with information or studies that demonstrate density thresholds that support different bus services and streetcar services.
4. **M. Hochschild** to contact D. Taylor and C. Abhar regarding the Charrette approach (recommendations with some concepts for RT).
5. **RT** to review RC information in preparation for the Charrette scheduled for late February.
6. **K. Pallari** to work with RT staff to schedule the two-day Charrette to ensure maximum attendance.
7. **K. Pallari** to work with HDR to finalize the invite list, letter and format for the Charrette.
8. **K. Pallari** to talk with Cyrus Abhar regarding Charrette dates (targeted for 22-28th)

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Meeting Notes

Subject:	Rancho Cordova Transit Master Plan Planning Team Meeting		
Client:	City of Rancho Cordova		
Project:	Transit Master Plan	Project No:	201201 - 36421
Meeting Date:	2/23/06	Meeting Location:	City Hall Meeting Room
Attendees:	*City of Rancho Cordova*: Cyrus Abhar, Mark Thomas, Elizabeth Sparkman, Jeffrey Beiswenger *HDR & HDR/S.R. Beard & Assoc.*: Mike Hochschild, David Taylor, Lisa Carpenter *The Hoyt Co.*: Kim Pallari *PMC*: Christopher Jordan *SACOG*: Anne Novotny *SACRT:* Taiwo Jaiyeoba, Don Smith		
Notes by:	Lisa Carpenter, w/ input from Kim Pallari		

Topics Discussed

I. Introduction

Cyrus provided a brief introduction as to the importance of the existing opportunity to conduct short and long-term planning for the City of Rancho Cordova with regard to the Transit Master Plan.

Meeting attendees introduced themselves as there were attendees from SACRT and SACOG who had not previously attending the Transit Planning discussions.

II. Update of Transit Planning Process

Mike provided a brief updated on the progress of the transit planning process noting that he was examining the existing conditions and related issues while David Taylor was working to address policy, goals and general plan related issues.

Mike outlined key purposes of the March 20th and 21st meeting including 1) presenting the City's signature service; 2) present and seek input on planning activities related to the City's bus service; 3) presentation of transit modes and routes; and 4) possible transit connection points with RT stations.

Chris expressed some concern regarding obtaining sufficient transit information in time to include it in the General Plan update. Chris, Mike and David agreed to dates for submittal of transit information for inclusion in the General Plan Update.

III. Candidate Transit Technologies

David presented an overview of three transit technologies for the City's consideration including bus rapid transit, street cars, and light rail. Costs, maintenance and service factors of all three technologies were presented.

IV. Signature Service Map

David and Mike presented a signature service map showing suggested core services/routes for discussion purposes with meeting attendees. Issues for consideration included: connection to RT stations/services, bi-directional track, connection to north of Sunrise, ridership sustainability, land use development, potential development of a convention area, and options for operational responsibilities.

V. March 20th and 21st Planning Workshop Format

The March 20th and 21st Planning Workshop will be held at City Hall.

Attendees will include the Planning Team:
Cyrus Abhar
Mark Thomas
Elizabeth Sparkman
Christopher Jordan
Jeff Beiswenger
Anne Novotny
Jeane Borkenhagen
Taiwo Jaiyeoba
Don Smith
Mike Hochschild
David Taylor
Lisa Carpenter
Wendy Hoyt
Kim Pallari

A new agenda for the 2-day workshop will be circulated next week. The agenda will detail what the workshop will include so that the Rancho Cordova City Council members that wish to attend can choose when best to sit in.

On March 21st in the afternoon, key property owners will be invited to attend to provide input on the progress that has been made by the Planning Team. The agenda will reflect the time that is designated for the property owner participation.

Property Owners Include:
Mind Shaft - Brian Cooley
Aerojet - David Hatch
Rio Del Oro - Russ Davis
Judy Waegell

Representatives from the BIA, Sunridge Development and others to be identified by Cyrus after his meeting on Friday with local developers.

The Property Owners will be invited to the workshop (Day 2 afternoon) via an invitation letter

that will be mailed out no later then March 3rd. The Hoyt Company will be responsible for approval of text and mailing of the letter.

VI. April 3rd City Council Workshop

On April 3rd, the City will host a City Council Workshop that will be open to the public and project stakeholders (meeting time TBD). This workshop will provide an opportunity for the city to introduce the Transit Master Plan to a greater audience of City Council members, key stakeholders and the community. Attendees will be able to provide valued input at this time on the progress that the City has made on the Transit Master Plan.

Promotion of the April 3rd Workshop is yet to be determined. The Hoyt Company will work with City General Plan staff to identify the best course of promoting the event, whether through web site, email distribution, media or mailings.

Notification to the public regarding the open City Council Workshop should occur no later then March 13th to provide three weeks notice.

VII. Action Items

RANCHO CORDOVA

1. Christopher Jordan to send David Taylor the latest General Plan information by Friday February 24.
2. Cyrus Abhar to email Kim Pallari the list of Property Owners that wish to attend on March 21st by Tuesday, February 28th.
3. Cyrus Abhar to provide HDR with the DKS Origin/Destination Study that shows residents that live and work in RC by Wednesday March 1st.
4. Cyrus Abhar to review TMP information received on March 3rd and determine if more is needed as a place holder in the General Plan by March 8th.
5. Mark Thomas to work with Kim Pallari on workshop logistics and overall management of the project (continuous).

REGIONAL TRANSIT

1. Taiwo Jaiyeoba and RT to provide Mike Hochschild with RT data by March 3rd.

HDR

1. Mike Hochschild and Team to send Rancho Cordova Transit Master Plan information to be placed in the General Plan by Friday March 3rd.
2. Mike Hochschild and Team to provide any additional information if feasible to Rancho Cordova by March 10th for insertion into the General Plan before releasing it to the Public on March 15th.
3. Mike Hochschild and Team to look at the signature corridor and include area north of Sunrise (Citrus Road) before the March Workshop.

The Hoyt Company

1. Kim Pallari to work with Mark Thomas and HDR Team to coordinate the March and April Workshops, promotion, invitation letter, stakeholder list and overall facilitation of the outreach approach.

2. Kim Pallari to email Agenda for the 2-Day Workshop to the Planning Team by Wednesday March 1st.

3. Kim Pallari to facilitate the mailing of the invitation letter the property owners by March 3rd.

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Meeting Notes

Subject:	Transit Master Plan - Planning Team Planning Workshop
Client:	City of Rancho Cordova
Project:	Rancho Cordova Transit Master Plan Project No: 201201- 36421
Meeting Date:	March 20, 2006 Meeting Location: City Hall - American River Room
Attendees:	City of Rancho Cordova: Mark Thomas, Cyrus Abhar SACRT: Taiwo Jaiyeoba, Don Smith SACOG: Jim Brown PMC/City of Rancho Cordova - Christopher Jordan, Jeffery Beiswenger HDR: Mike Hochschild, David Taylor, Lisa Carpenter The Hoyt Co.: Wendy Hoyt, Kim Pallari
Notes by:	Lisa Carpenter

Topics Discussed

I. Welcome

Kim Pallari welcomed the Planning Team to the 2-day workshop. Other persons invited, but unable to attend included: Jeane Borkenhagen, from the Sacramento Metropolitan Air Quality Management District, and Jim Brown, of the Sacramento Area Council of Governments.

II. Progress Update

Mike provided a summary of the HDR Team progress on the General Plan language and the Transit Master Plan. A brief progress summary follows.

General Plan Progress

The HDR Team submitted transit-related narratives for inclusion the General Plan.

Transit Master Plan Progress

The Team has been working to identify ways to:

- Join north and south areas of the city
- Connect existing and new development in the city
- Ways to tie the city to the larger regional system
- Ways to simplify routes (1 seat rides)
- Opportunities to create visible, identifiable service (e.g., fun, free, frequent)

The Team identified the following informational needs:

- Identification of existing roadway congestion
- Impact on sizing diagram (How wide are the 2-, 4-, 6-, 8 lanes?)
- Information on Sac RTs station approach parameters

III. Goal of Planning Team Workshop

The Planning Team established the following goals to be accomplished by the end of the first day of the workshop.

- Draw up cross sections
- Identifying producers and attractors (on build out)

IV. RT Expectations / Introductory Comments

Taiwo provided some brief introductory remarks regarding RTs partnership with the City, applauding the City's effort to specifically call out transit in its master plan. This effort for the City is well-timed with other RT activities. Taiwo noted that RT is working with SACOG to develop a regional transportation master plan (TMP). The TMP will be plugged into the Blueprint. RT will ultimately have a master plan. Other key points made by Taiwo included:

- Current RT System in the City
  New housing (34,000 housing units) anticipated in the City will have major impact on modifications to existing services and introduction of new services. RT anticipates a strong concentration to link BRT to the regional system.

- Understanding the impact of developer fees and potential financing is important.

- Eventually, the RT system will go to the Amtrak station downtown which will allow people to go to San Francisco without driving. The concept of transit oriented design (TOD) is critical. It will be important to identify the major nodes. Having high and medium density around the transit stations is important.

- RT is aware that contributions to the system may also affect air quality.

- Consideration should be given to the necessary maintenance facilities for future transit-related equipment.

V. Presentation of the City's Vision

David gave a presentation to the Planning Team summarizing the City's vision, goals and policies related to transit. Planning Team members were asked to provide comments on the draft vision. Other concepts presented by David included:

- Multi-level development to support BRT in the future
- Sensitivity to number of units per acre
- Maximizing the City's investment, while increasing ridership
- Levels of service
- Levels of Service
- Use of consistent transit terminology
- Signature Transit Route
- Station locations (can function to tie together major intersections, town centers, residential and commercial areas

VI. Map Comments

The Planning Team worked together throughout the afternoon to revise the draft transit planning maps. Discussion topics included:

Regional Service Connections

Sunrise to Roseville

Elk Grove Connector
Bradshaw connecting Jackson to Folsom

Stations

Regional, BRT, Signature Route

Local Service Discussion - City-Wide Connections
City's Road Sizing Diagram
District Boundaries

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Meeting Notes

Subject:	Rancho Cordova Transit Master Plan Planning Team Workshop Day 2 - Morning Session Meeting with Council Members Linda Budge and Dave Sander
Client:	City of Rancho Cordova
Project:	Transit Master Plan — Project No: 201201 - 36421
Meeting Date:	March 21, 2006 (8:30 a.m.) — Meeting Location: City Hall Meeting Room
Attendees:	City of Rancho Cordova: *Council Members:* Linda Budge and Dave Sander *City Staff:* Cyrus Abhar, Mark Thomas, Elizabeth Sparkman SACRT: Taiwo Jaiyeoba PMC/City of Rancho Cordova - Christopher Jordan, Jeffery Beiswenger HDR: Mike Hochschild, David Taylor, Lisa Carpenter The Hoyt Co.: Wendy Hoyt, Kim Pallari
Notes by:	Lisa Carpenter

Topics Discussed

I. Introductions

Wendy Hoyt introduced the group to Council Members Linda Budge and Dave Sander.

II. Vision

The City's vision for transit was presented and discussed with the Council Members.

Council Member Budge noted that the vision did not transit access for the growing population of older residents.

III. Defining Success & Comments on Transit Opportunities

Wendy led a discussion on defining transit success for the city, posing the question: What would success look like to the council members?

Council Member Budge's comments included:

- Desire for a trolley line that starts in the Villages, extends to Sunrise-Douglas and provides service up and down Sunrise.
- Would like to avoid removing landscaping along Sunrise
- Likes in-street, mixed-flow operation, despite potential slow downs
- Need to provide and East-West transit opportunity for workers

- If transit is provided north of Folsom Blvd, it could be used to transfer people to stations and stores.
- Extend service on Coloma and potentially select a couple of major cross town corridors
- Envisions trolleys and shuttles north of Hwy. 50
- Expressed some concern over potential future traffic congestion created due to limited grocery stores in the Preserve area.
- Need to be open to the possibility that transit subsidiaries (such as Folsom Stage Line and E-Transit) may be a future reality.
- City has been contacted repeatedly by Elk Grove re: commuter bus route between two cities.
- Give consideration to obtaining transit statistics of emerging community such as North Natomas
- One of City's greatest issues is cut though traffic

Council Member Sander's comments included:

- Encourages realism with regard to operational costs of system
- Suggests identifying how many miles can be built based on fees and operational costs and give consideration to replacement cost of vehicles
- May be sufficient densities for transit service on Coloma near apartment complexes and schools. (Bus service to Coloma has been reduced.)
- Suggests giving consideration to whether or not there will be sufficient ridership to support a particular route or system
- Some concern regarding establishing sufficient ridership (avoid serving only a small percentage of the community)
- The business park would be second targeted area. There is no way to use transit at this time.
- It is critical to connect local service to Light Rail.
- Prefers street cars over buses if street cars can be built efficiently.
- Frequency is critical.
- Important to give public a clear idea of what can affordably be accomplished

IV. Planning Team Process and Efforts to Date

Following comments from the Council Members regarding transit opportunities for the City, the Mike Hochschild summarized the process used by the Planning Team to develop a preliminary transit map for the City.

The preliminary transit map was prepared by HDR giving consideration to issues such as the following:

- Limiting transfers
- Connecting the Northern and Southern, and Eastern and Western areas of the City
- Clarifying and simplifying the system
- Simplifying the existing RT service
- Transit connections to new and existing developments
- Regional through traffic
- Better serve the reverse commute

The transit map was presented to the Planning Team for discussion the previous day (Day One of the Planning Team Workshop). The Planning Team worked together to refine the transit map based on the collective knowledge of the team. The map was updated to reflect the various

comments and will undergo further refinement based on comments received from the Council Members and numerous property owners and developers.

The map presents transit opportunities at the following service levels:

- Regional (some form of BRT, potentially an express bus)
- Signature Service - Promenade -- Up Ranch Cordova Parkway, to International, north on the Promenade/Olsen Overpass to south of Folsom Blvd. and then north to complete the loop.
- Local service (street car, or other mode)
- District service was not shown on the preliminary transit map, but is in development and is anticipated to provide intra-district service

Council Member Budge had the following comments on the preliminary transit map:

- Likely resistance to connector alternatives off Jackson Highway
- Be cognizant of the social divider that an overly large boulevard can become

Responding to an inquiry by Taiwo, Council Member Sander stated that he was agreeable to locating a transit maintenance facility in the City, noting that the City has more industrial land than most of the county.

V. Sales Tax and Other Possible Revenue Generating Opportunities

The Planning Team and Council Members briefly discussed a range of revenue generating opportunities including the current half cent sales tax for regional transportation projects. The team also discussed their perception of the region's receptivity to future transit sales tax or Measure A funding. In the past, the City's allocation of the sales tax revenues was approximately $85 million for a 30-year period. About 5 % of the region's population resides in Rancho Cordova.

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Meeting Notes

Subject:	Rancho Cordova Transit Master Plan Planning Team Workshop Day 2 - Afternoon Session with Property Owners		
Client:	City of Rancho Cordova		
Project:	Transit Master Plan	Project No:	201201-36421
Meeting Date:	March 21, 2006 (1:00 p.m.)	Meeting Location:	City Hall Meeting Room
Attendees:	City of Rancho Cordova Cyrus Abhar Mark Thomas Elizabeth Sparkman PMC/City of Rancho Cordova Christopher Jordan Jeffery Beiswenger HDR Mike Hochschild Lisa Carpenter The Hoyt Co. Wendy Hoyt Kim Pallari	Property Owners/Representatives: Brian Holloway, Sun Creek & Pardee Homes Brady Tacdol, The Hodgson Co., Sun Creek Patrick Willis, Mine Shaft Property Jim Galovan, Woodside Homes Judy Waegell, Waegell Property Doug Mull, Lewis Company Ron Metzker, Mine Shaft Property Gary Schnell, River West Investments Brian Cooley, Mine Shaft Property	
Notes by:	Lisa Carpenter and Kim Pallari		

Topics Discussed

I. INTRODUCTIONS/WELCOME

Wendy welcomed the attendees and shared with the group that the planning team was interested in the property owners' perspective, their vision for transit--identifying what would be reasonable and excitable from their perspective, as well as issues or concerns that they have regarding the Transit Master Plan conceptual Map. Meeting attendees then introduced themselves to the group and identified what property they represent.

II. GENERAL PLAN PROCESS AND NEXT STEPS

Cyrus thanked the property owners for attending and described the General Plan process that the City is undertaking and how transit opportunities are incorporated into the General Plan. Cyrus also noted that the City Council was intentional about providing choices for transit in Rancho Cordova. Transit-related activities underway include development of the circulation element of the General Plan which includes a pedestrian/bicycle component.

Cyrus provided a cursory review of the next step, noting that information would be presented to the City Council Members at an April 3, 2006 workshop. The purpose of this workshop is for the Council to hear and respond to the transit vision for the City as well of some of the specific concepts of the vision. After the April 3rd workshop, the next step would be to develop a transit plan based on council feed back.

Cyrus reiterated the importance of receiving feedback from property owners and invited them to attend the City Council workshop on April 3rd. He encouraged attendees to provide candid comments on the work to date, identifying transit elements they consider most beneficial and least useful.

III. PROGRESS TO DATE

Mike provided background on the work accomplished to date, providing an overview of the preliminary planning effort to identify the following:

- regional network
- local routes and stations
- signature transit route - Rancho Cordova Parkway
- District service (intra-city service)

IV. FACILITATED DISCUSSION

Wendy facilitated a discussion with the property owners to receive input on the preliminary transit map presented by Mike, beginning first with general questions and then asking specific questions. The questions posed and the comments received are presented below.

What is your overall response to the preliminary transit planning map?

- Is it intended for the shuttle route to include some of the light rail stations?
- What is planned for the Mine Shaft property?
- There needs to be a connection from Rancho Cordova Parkway to Folsom Boulevard.
- Sun Creek station locations will need to be close to where village centers are proposed. It is difficult to serve high school and middle school populations and a 40-acre community park that is between stations locations. Wetlands in the area create challenges for transit users to gain access to area station. How will you get users onto the system? Perhaps a shuttle could be use.
- Will there be parking at each station? What is the difference between the stations?
- Does Sunrise Boulevard require two separate designated right of way alignments having BRT or Streetcars?
- What does the cross section look like for BRT with a designated quideway?

- Has the City decided that there will not be a connection off of Rancho Cordova Parkway to Folsom Boulevard or north of Highway 50?

- How many lanes are planned south of Kiefer Road on Rancho Cordova Parkway?

As the City begins to implement service beyond Highway 50, are there geographic areas that make more sense than others for higher priority transit implementation?

- Yeager Road and Rancho Cordova Parkway is a high priority and critical corridor. As traffic on Sunrise Boulevard is alleviated, this area rises as a critical corridor.

- There seems to be a focus on transit lines that connect with Sunrise Boulevard and the next station (the Mine Shaft area). You may want to connect to Hazel Avenue as a reliever for Grant Line Road, or Americano Road.

- There are areas were property owners are building facilities now. Suggest focusing on those areas.

- More definition on modes, right-of-way needs, and any expectations on site plans is needed. We are making a lot of assumptions now of what Rancho Cordova Parkway will look like. We are making assumptions regarding how much right-of-way is needed, where stops would be located etc. What about center lanes? We are currently redesigning for a 6-lane facility with 15-foot dedicated lane. This design effort cannot stop at this point. We have a 30-day window to incorporate new information. Beyond that timeframe, we will have to go back and redesign again. Kiefer Road and Douglas Road is the most important segment. A preliminary station design would also be helpful.

- Douglas Road is a priority. The area will need a substantial White Rock Road corridor sooner, rather than later. White Rock Road is a priority.

- BRT on sunrise is important. Traffic studies show traffic issues on Sunrise Boulevard cannot be fixed, but the proposed plan provides an option.

- What are the concepts for getting across the river? How are we going to obtain the north-south connection over the river via Sunrise Boulevard? Traffic studies show that when travelers get to Fair Oaks Boulevard, the traffic issues subside. Getting past the bluffs is the challenge.

- RT has a park-n-ride lot on Coloma Road that was never build and is slated for high density housing.

- Will Citrus Road be a designated BRT route?

- There is a distinction between Jackson Highway and Grant Line Road. There are growth pressures on Grant Line Road. Is there a right-of-way distinction or lane configuration between the two? Has the study team identified a different level of service that would be provided between Jackson Highway and Grant Line Road?

- In the southern area of the City, near the Waegell properties, the number of transit stops generally appears to correspond with the number of intersections/commercial areas. There are more town centers in the south. The map should should the minor stops vs. the major stops as it becomes more defined.

With limited funds, what are the highest priorities?

- Will large amounts of parking be available? Does each station contain a park-n-ride lot? What have been the discussions regarding a major connection across the canal near the Mine Shaft property? A large parking area would inhibit the density of housing being discussed. There is a concern that there is not a high density of parking in one location. PUC has indicated that they are not going to grant any additional crossings of the rail line. There is a narrow sliver of land for crossing, making access difficult. Might consider a shuttle or vehicle access if it was just a straight thoroughfare.

- Would welcome the concept of placing the station south of the Folsom South Canal.

What kind of issues do you see in balancing land use and site planning with their needs?

- How does this process integrate with RT's processes?
- What has the City learned about urban interchanges in suburban areas? Where will they be? Other examples where they have been used successfully?

- Has the City decided that there will not be a connection off of Rancho Cordova Parkway to Folsom Boulevard or north of Highway 50?

- How many lanes are planned south of Kiefer Road on Rancho Cordova Parkway?

- If the Elk Grove/Rancho Cordova/El Dorado Connector road is built, then it needs to be considered as a limited access road. We have to be thinking about some form of grade separation.

- Do you envision any models where you would have a Folsom Boulevard or Gold River interchange/connection with the EG/RC/ED Connector?

- Rancho Cordova Parkway does not lend itself to a town center.

Rancho Cordova Transit Master Plan
City Council Workshop
April 3, 2006
American River North Room
4:00 p.m. – 5:00 p.m.

Meeting Summary

City of Rancho Cordova Attendees:
Mayor Robert McGarvey
Vice Mayor David Sander
Council Member Linda Budge
Council Member Ken Cooley
Council Member Dan Skoglund
Members of the Planning Commission
Cyrus Abhar, Public Works
Mark Thomas, Public Works
Christopher Jordan, Planning
Anna Moger, Assistant City Clerk

Planning Team Attendees:
Taiwo Jaiyeoba, RT
Don Smith, RT
Jeanne Borkenhagen, SACQMD
Carl Haack, HDR
Mike Hochschild, HDR
Wendy Hoyt, The Hoyt Company
Kim Pallari, The Hoyt Company

On Monday, April 3rd, 2006 the City of Rancho Cordova City Council held a Study Session/Workshop for the Transit Master Plan Project. The session was open to the Public and promoted through email announcements sent to the City General Plan email list, as well as through information listed in the Grapevine and Sacramento Bee. There were approximately 16 community members in attendance as well as the Rancho Cordova City Council and Project Planning Team members.

The purpose of the Study Session was to present the concept Transit Master Plan to the Council and garner feedback and direction for moving forward. The session began with a power point presentation and concluded with open discussion regarding the Transit Master Plan. Cyrus Abhar began by introducing the Project Team and providing Project background. Wendy Hoyt, kicked off the presentation by providing information on the vision and goals of the Transit Master Plan as well as Phase I and II components of the Project. Following this report, Mike Hochschild walked the attendees through slides regarding different types of transit opportunities, modes and alignments.

During the discussion period, the following questions and comments from the City Council members were addressed:

Mayor McGarvey:

- Need to identify some sort of shuttle or streetcar alignment for north of Folsom Boulevard to get those living in the older part of town to current transit service such as the new light rail transit line.

- It looks like we want to develop big picture service to augment what Sacramento Regional Transit District (RT) currently has in place in our City.
- The schedule of these services will be very important so that people can utilize transit to travel to and from their destinations.

Vice Mayor David Sander: *(Also submitted a comment card)*

- Coloma Road needs to be a focused alignment as part of the Transit Master Plan. This area already has transit oriented development (TOD) elements. We cannot move forward without recognizing Coloma Road.

- Currently RT runs 60-minute headways along Coloma Road. This does not work for anyone in this room tonight; we need more frequency in our transit system.

- Also, we need to do a financial check or reality check to see what we can afford to do and what is not feasible. Please be visionary but realistic.

- The Transit Master Plan map should include the proposed light rail transit stations at Horn Road and the Mineshaft Property. It would be foolish not to consider placing a light rail station at the Mindshaft property.

Councilwomen Budge: *(Also submitted a comment card)*

- We definitely need shuttle service north of Highway 50 to accommodate those living in that area. They will utilize the "specialized service or localized service". Adding this type of service in that area will be a great benefit to the community.

- When looking at the Citywide Service, please think about what the current main arterials are within our City (La Loma Drive, Zinfandel Drive, Routier Road, and McGregor Drive). These streets are the ones that our community utilizes to get around the City and should be targeted for Citywide Service alignments rather then basing this service on what RT currently provides.

- When looking at the main travel routes, it seems that we have too many layers included. We need to focus on the Citywide Service specifically.

Councilman Cooley:

- Zinfandel Drive is our Downtown District, it seems that there should be at least one (of three shown on the map) high-end transit station with all the amenities located along this alignment.

- Can we connect the Lincoln Village neighborhood area with the Downtown area? They are currently isolated from our job centers and the light rail stations because of Highway 50.

- We need to improve this connection and simplify the commute route to the job centers and even possibly the Franchise Tax Board to the west of Rancho Cordova. The other connections to the east and south look fine.

- Please use Lincoln Village Drive as apposed to the Old Placerville Road. This is a more central route.

During the discussion session, the following comments and questions from the community members were addresses:

Dennis Dunn:

- Rancho Cordova has transit-oriented development along Coloma Road today and RT has cut their service along this alignment which does not make sense. We need to get people from the housing areas that do not have sidewalks, to a point where they can pick up transit service.

Brian Cooley, Mindshaft Property:

- There is currently a black box around our property on the map, what does this mean? We are currently working on a planning application for our property and would like to know how the City Council feels about connections to Folsom Boulevard and inclusion of a potential light rail station on our property?

- What type of right of way is needed for transit stations?

- Has anyone considered bus rapid transit or BRT along Folsom South Canal?

Mike Barnbaum, RT Mobility Advisory Council

- I want to ensure that this Transit Master Plan is a universal system that is fully accessible to those with special needs.

- Does Rancho Cordova want to form their own Transit Service or are they working in partnership with RT?

Taiwo Jaiyoba, RT Director of Planning

- RT has been a part of this process from the beginning and it has been a great project. Rancho Cordova is a unique City in that they are looking at transit as part of their General Plan.

- Transit oriented development is not going to be successful unless it includes multiple transit modes, not just BRT. It is important to identify key stations and think about tapping into developer funds when looking at funding this plan. There is a lot of opportunity to densify the area and create real TODs along the Signature Route to support the ridership that is needed for the transit system.

- Also, keep in mind that the Federal Transportation Administration is very concerned about land uses as they relate to funding transit projects.

The following comments were collected via comment cards available at the session:

Comment Card #1

Currently public transit is highly used by students – Does this system allow middle/high school students to get to proposed school site?
Does this system give our youth access to proposed recreation opportunities – movie theatres, bowling, water parks/swimming areas, libraries?
Additionally – no signature services is close to Mather Lake, Hagen Park, Goethe?
Please outreach to Independence at Mather, proposed signature route bisects a natural/preserve area.

Submitted by:
Joyce Martin
11123 Concord River
Rancho Cordova, CA 95670
852-8626
martinjk@covad.net

Comment Card #2

Add the light rail stations at the Mineshaft Property and Horn Road.
Add to the Citywide Service the following:

- Folsom Boulevard in its entirety (Watt to Sunrise)
- Geothe Road (Mayhew to Bradshaw – and east?)
- Lincoln Village (Bradshaw to Routier)
- Routier Road
- West La Loma to La Loma semi-circle
- South White Rock
- Zinfandel Drive
- McGregor Road

These are all citywide main routes, not confined to a district.

Submitted by:
Councilwomen Linda Budge

Comment Card #3

1. Provide service to existing residents
2. Signature Route is the most important project
    a. It must work, must be laid out to work

b. Must be phased and affordable
c. Must feed our job base, make light rail workable for our 100,000 employees

3. Land uses along Rancho Cordova Parkway and other transit corridors need to be altered to promote and require TOD.

Submitted by:
Vice Mayor David Sander

At the conclusion of the discussion, Cyrus Abhar stated that this is a unique process that the City of Rancho Cordova is implementing. Mr. Abhar reported that currently, the City would like to work with RT to create a united service for the community of Rancho Cordova. He then recapped the key points heard during the discussion.

Key points are as follows:

- More service to neighborhoods
- Signature Route is ok as long as the plan includes the other alignments to augment the route
- Look into utilizing Folsom South Canal as an additional alignment
- Include LRT stations at Horn Road and the Mineshaft Property
- Provide connections to Lincoln Village
- Further develop Citrus Road pedestrian over crossing as an ideal alignment for a transit connection
- Include transit on the Sunrise Boulevard Bridge over the American River

GOALS, POLICIES AND ACTIONS

Building on the Vision and Principles, the next step in activating the Master Plan is to set forth the Goals and implementing Policies and Actions. The following text was recommended for use in the Rancho Cordova General Plan. While these texts were not incorporated in the General Plan, the thinking provides valuable direction in the development of future transit plan efforts.

Goals

Establish a high quality transit system that, connects all parts of the city, serves neighborhoods, meets the needs of special populations, and links to regional destinations

Policies and Actions

Policy 1.0 Develop a transit system to meet the multiple mobility needs of Rancho Cordova residents.

Action 1.1. Create, implement, and regularly update a Transit Master Plan for Rancho Cordova that identifies the type of system desired for the City. Transit routes should serve major destinations for office employment and shopping, convention, sports and entertainment venues, major institutions, concentrations of multi-family housing, and other land uses likely to attract public transit ridership.

Action 1.2. Develop three types of transit service – City, Neighborhood, and Region.

Action 1.3. For City and neighborhood service, evaluate the use of buses, streetcars, shuttles, and vans.

Action 1.4. Identify a "Signature" transit route that sets the standard for transit service in the City. This route combines premium transit service (more than one mode) with quality urban design applications and streetscape amenities. The preferred mode for the Signature Route is the streetcar. This route gives visual identity and reality that transit is an essential means of travel. The balance of the City's system is built from this route.

Action 1.5. Regardless of mode, promote the use of environmentally friendly fuels to support improved regional air quality.

Action 1.6. Evaluate alternative organization and management arrangements for the delivery of transit service within the City. Such alternatives range from all services provided by

RT, to all services provided by a City-owned and operated system, or to a mix of service options based on scale and type of service required, including public-private partnerships.

Action 1.7. Work with transit provider(s) to develop and implement the Transit Master Plan and any additional transit services within the City that are timely, cost-effective, coordinated with growth patterns, and responsive to existing and future transit demand.

Action 1.8. Pursue all available sources of local, state, federal and private funding for capital and operating expenses. Evaluate the City's current transit impact fee based on future service demands.

Action 1.9. Ensure that transit service corresponds with, and provides for regional plans and policies that support regional and citywide mobility.

Action 1.10. Coordinate with RT staff on the review of development projects near station areas to ensure both transit and development needs are met.

Policy 2.0 Promote transit-supportive land use at all scales to increase transit ridership, support economic development, and create livable neighborhoods.

Action 2.1. Take advantage of the role of transit as a new form of "access" to increase economic development and redevelopment opportunities.

Action 2.2. Provide high capacity transit access to employment and commercial centers to reduce congestion. Promote the use of employee shuttles as an interim service until circulators develop.

Action 2.3. Develop walkable, mixed-use developments that take advantage of the existing and proposed transit investments.

Action 2.4. Accommodate all modes of transit in village centers, and local and regional town centers. Use transit in these centers to promote pedestrian activity and civic pride. Ensure street and sidewalk connectivity between stations and retail, office, and residential uses.

Action 2.5. Prepare station area plans and implementing regulations for each station (regardless of mode). Focus on ¼- and ½-mile radii around the stations, with the highest densities and intensities located in the ¼-mile radius.

Policy 3.0 Maintain and improve access and mobility for seniors, youth, the disabled, and the economically disadvantaged.

Action 3.1. Encourage paratransit service within the City by working with service providers to better identify service gaps and resources, and to improve response times.

Action 3.2. Continually evaluate the use and potential expansion of dial-a-ride and other on-demand services to serve the mobility needs of seniors and disabled residents.

Action 3.3. Explore the use of multiple providers for this service, including RT and private service companies.

Sacramento Regional Transit

Twenty Year Plan – Transit Master Plan October 1993

Existing Transit Master Plan Adopted October 1993

In 1973, RT became the primary transit service provider in the Sacramento region. In 1987, RT opened its first light rail system that operated service in two corridors between Downtown Sacramento and outlying areas. In 1988 with the passage of Measure A, the Sacramento region voted to give its support for further expansion of public transit with the implementation of a local sales tax and bond measures to finance construction of rail projects (1989 Propositions 108 and 116). In response to these actions, RT developed an improved bus feeder network to complement rail transit service. These improvements were responsible for increases in system ridership.[1]

From 1989 to 1991, RT conducted a System Planning Study to provide the basis for development of a long range transit development plan, and to qualify their transit alternatives for the federal and State of California funding processes. Upon completion of the Systems Planning Study in 1991, the RT Board of Directors directed agency staff to develop a Transit Master Plan using the study as its foundation. Between 1993 and 2005, RT had not produced an update to the 1993 plan. It is expected that RT will update the 1993 Transit Master Plan beginning in late 2006 or 2007.

Mission of the 1993 Transit Master Plan

- The 1993 Transit Master Plan adopted a Mission Statement that provided a framework for expanding transit service that would:
- Increase transit ridership
- Enhance regional travel and mobility
- Guide transit infrastructure investment
- Secure stable financial resources for transit capital and operating needs
- Encourage the development of transit oriented land uses
- Provide a framework for the preservation of future transit rights-of-way
- Integrate with regional air quality improvement strategies
- Support effective and efficient district management strategies, and
- Provide a regional blueprint for prioritizing transit infrastructure investment by geographic location and level of development intensity.

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[1] Twenty Year Transit Master Plan – Sacramento Regional Transit – 1993.

RT's Transit's Master Plan was developed to easily integrate with other regional long range planning documents such as transportation and circulation plans produced by Sacramento County, Sacramento Area Council of Governments (SACOG) and other jurisdictions such as the City of Rancho Cordova.

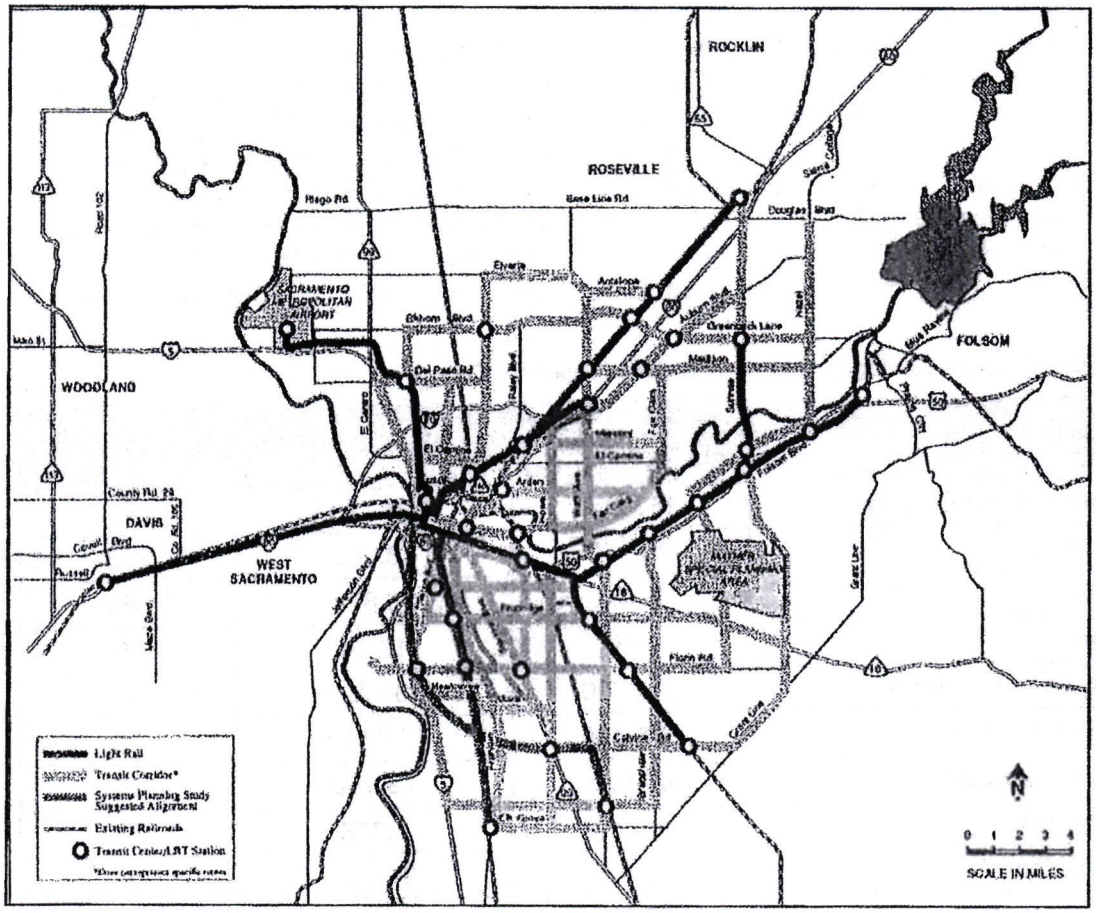
Vision of the 1993 Transit Master Plan

RT's 1993 Transit Master Plan described a long-range service expansion program that included:

- Service area expansion
- Light rail development in eight corridors
- Transit fleet expansion to 500 vehicles
- 200 light rail vehicles and 60 electric rail vehicles
- Major capital investments in new bus operating and maintenance facilities
- An additional light rail facility
- Provisions for right-of-way acquisition and investment
- Track
- Stations
- Transit centers
- Park and ride lots and other passenger amenities
- Passenger information systems
- Maintenance equipment, and
- Communications equipment.

In 1993, RT estimated that the transit investment described above would add in the range of 200,000 to 450,000 boardings per day, and it was expected that all of the new services would be fully integrated with all other modes that were available. Figure C-1 shows the transit corridors that RT expected to develop between 1993 and 2013.

Figure C-1. RT's 20-Year Conceptual Transit Corridors



Population Trends

The greater Sacramento area experienced significant population growth during the 1980s, and on average the four-county region added 37,750 new residents per year between 1980 and 1991. SACOG forecasted in 1993 that the region's population would increase 49% between 1988 and 2010 and that most of the growth would occur in outlying areas along the major highway corridors in the communities of Folsom, El Dorado Hills, Galt and in southern Placer County. (Rancho Cordova was not yet an incorporated city, but the prediction of increased growth in the suburbs of Sacramento has proven to be true, hence the reason for this study.[2])

[2] Twenty Year Transit Master Plan – Sacramento Regional Transit – 1993.

The prevalence of two-income households traveling in different directions has resulted in a departure from the "traditional" travel patterns of "suburb to CBD" for jobs and shopping. This has resulted in a significant increase in inter- and intra-suburban cross-town (suburb to suburb) trips generated in the region. At the time of this study in the Sacramento area, almost 80% of the daily trips were not work-related. These growth and travel patterns have had significant impacts on the region's transportation systems. And as population and employment shifted outward from the CBD, travel demand has intensified in the growth corridors along Interstate 5, Interstate 80, Highway 50 and Highway 99. Table C-1 shows the 1993 Projected Population Growth for the Sacramento Region 1988 – 2010, and Table B-2 shows the 1993 Projected Employment Growth for the Sacramento Region 1988 - 2010.

Table C-1. Sacramento Region 1988 – 2010 Projected Population Growth

Jurisdiction	1988 Population	Est. 2010 Population	Percent Growth
Sacramento County	**961,900**	**1,382,814**	**44**
Folsom	23,350	73,100	213
Galt	7,450	26,871	261
Isleton	920	1,008	10
City of Sacramento	334,700	491,329	47
Unincorporated	595,480	790,506	33
Sutter County	**60,900**	**79,100**	**30**
Live Oak	3,980	5,708	43
Yuba City	23,050	34,803	51
Unincorporated	33,870	38,589	14
Yolo County	**133,500**	**201,400**	**51**
Davis	43,200	65,000	50
West Sacramento	27,550	37,576	36
Winters	3,790	7,900	108
Woodland	36,950	59,110	60
Unincorporated	22,010	31,843	45
Yuba County	**56,600**	**66,600**	**18**
Marysville	11,400	11,552	1
Wheatland	1,830	2,314	26
Unincorporated	43,370	52,734	22
South Placer County	**54,425**	**161,959**	**298**

Jurisdiction	1988 Population	Est. 2010 Population	Percent Growth
Lincoln	6,225	18,674	200
Rocklin	13,850	45,022	225
Roseville	34,350	98,263	186
El Dorado County3 (western portion)	**46,980**	**110,614**	**135**
Regional Total	**1,314,305**	**2,002,687**	**52**

Source: RT Systems Planning Study

Table C-2. Sacramento Region 1984 – 2010 Projected Employment Growth

County/Community Area	1984	2010	Percent Growth
Sacramento County	**342,782**	**688,276**	**101**
Franklin/Laguna	508	16,828	3,212
South Natomas	4,782	67,329	1,308
North Natomas	1,299	12,909	894
Vineyard	686	3,184	364
Elk Grove	3,532	12,596	257
Folsom Area	6,197	20,558	232
Consumnes	501	1,666	233
Galt	1,140	4,132	262
North Sacramento	21,101	58,445	177
Rancho Cordova	33,371	79,830	139
Land Park/Pocket/Meadowview	20,086	45,161	125
East City	37,044	77,085	108
Delta	3,460	7,427	115
South Sacramento	33,077	54,720	65
Rio Linda/Elverta	1,302	2,551	96
Citrus Heights	14,259	21,481	51

[3] Area includes Placerville and unincorporated El Dorado County west of Placerville. 1988 population estimated from growth rates provided by El Dorado County Community Development Department.

County/Community Area	1984	2010	Percent Growth
Downtown	72,427	99,969	38
North Central Area	36,340	48,621	34
Orangevale	3,636	4,140	14
Carmichael	7,636	8,475	11
Fair Oaks	2,800	3,003	7
Arden Arcade	36,378	37,591	3
Rancho Murieta	129	129	0
Southeast	1,091	451	-59
Sutter County	**17,943**	**30,588**	**70**
Live Oak	461	1,023	122
Yuba City	14,654	26,066	78
Unincorporated	2,828	3,499	24
Yolo County	**49,500**	**87,691**	**77**
Davis	17,466	28,132	61
West Sacramento	9,938	20,999	111
Winters	1,280	2,669	109
Woodland	19,889	34,319	73
Unincorporated	927	1,572	70
Yuba County	**19,725**	**24,763**	**26**
Linda/Olivehurst	4,042	6,710	66
Marysville	8,918	10,250	15
Wheatland	469	630	34
Unincorporated	6,296	7,173	14
South Placer County	**26,721**	**79,790**	**199**
Lincoln	2,579	14,355	457
Rocklin	2,189	14,825	475
Roseville	21,953	50,610	131
El Dorado County (western portion)4	**26,721**	**79,790**	**199**

[4] El Dorado County not included in regional total.

County/Community Area	1984	2010	Percent Growth
Regional Total	**456,671**	**911,108**	**100**

Source: RT Systems Planning Study

Public Transit

When the 1993 RT Twenty Year Master Plan was published, RT operated a light rail line that was 18.3 miles in length that extended radially from the CBD toward the east and northeast suburbs. The bus system was generally designed to be complementary in nature to the rail line as a feeder system along with providing cross town and other local bus services. It was expected that the starter system that was in place in 1993 would need to be expanded in order to meet the growing needs of the Sacramento region.

Inter-Agency Coordination

Transit system development in the Sacramento region is affected by the interaction of a number of agencies that exist at federal, state and local levels. Some agencies have an advisory role with RT, providing review and input to RT's short and long-range planning process. Other agencies have a financial role, whereby they allocate tax money based on a qualifying criteria or law. These agencies are:

Federal – The US Department of Transportation Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), disperse both formula grant and discretionary monies to RT based on RT's compliance with specific qualifying criteria.

State – The California Department of Transportation (Caltrans) has both an advisory and financial relationship with RT. Caltrans reviews and approves RT's transportation improvement programs and RT's state transportation funding applications.

The California Transportation Commission (CTC) interacts with RT on a financial level. The CTC reviews, prioritizes and disburses discretionary state transportation funds.

Regional – SACOG interacts with RT on both a planning and financial level. RT and SACOG coordinate on development of the transit elements of SACOG's Regional Transportation Plan (RTP) and other transportation studies. SACOG is also responsible for disbursing federal and state funds to RT

The Sacramento Metropolitan Air Quality Management District (SMAQMD) develops programs to achieve and maintain state and federal air quality standards. SMAQMD's relationship with RT is advisory on issues of mutual concern.

Local – The Sacramento Transportation Authority (STA) is a joint city-county agency responsible for prioritization and dispersion of tax receipts that are generated by the half-cent sales tax, as well as the lead agency for the state-mandated Congestion Management Program. The County of Sacramento also coordinates with RT on transportation systems management, land use development, right-of-way preservation and transit service issues.

RT Service Area

The transit network of the Sacramento region began its development in serving a well defined urban core. This urban core strongly supported the public transit systems of the past. The automobile and the changes in behavior it brought quickly redefined the urban landscape of the Sacramento region. The rapid growth of suburban areas required RT and its predecessors to develop transit services in these areas. Continued growth of downtown, due to its role as the State Capital of California, encouraged development of a system which connected these suburban areas with downtown. However, the development pattern of suburban communities like Rancho Cordova discouraged transit usage. Because of this, the region's transit services continued to be concentrated in the urban core of Sacramento, downtown, and those residential and commercial districts surrounding it.

Evolution of Service

Public transit, as with most public infrastructure, is most efficiently and effectively provided in areas with adequate population and employment density to justify capital and operating expenses. RT prioritizes the enhancement of existing transit service and will support reutilization, redevelopment and infill development in the existing urban areas of the service area.

RT supports the development of transit service in new growth areas based on several variables. As communities like Rancho Cordova continue to grow and evolve, RT committed that it would evaluate their existing services and demand for service expansions as a whole and determine where scarce resources could best be put to use.

Before RT would commit to extending service to new areas of the service area, it would evaluate proposed services based on a number of criteria including:

- Population density
- Employment density
- Land use design
  - Orientation
  - Accessibility
- Person trip characteristics and focus
- Jurisdictional coordination
- Local community support efforts.

Travel Markets

RT serves a number of travel markets and in an attempt to provide the most efficient service possible, RT must balance sometimes competing objectives in serving these diverse markets. RT's mission is to ensure adequate levels of mobility for all segments of society.

The Work-Related Trip

It is not unexpected that 50% of all trips by bus and 80% of all trips by LRT during peak periods are work-related trips. Most of these trips are destined for downtown Sacramento, and as the capital of California, Sacramento has a strong base of employment in the Central City which heavily utilizes transit. The system of trunk line light rail and bus transit focused on downtown Sacramento will ensure convenient and reliable transit service for this travel market. However, in recent years, there has been a significant movement of population and employment to the suburbs. The fastest growth in employment in the year 2010 will be in the suburbs.

In 1993, these high growth areas were predicted to be:

- Arden/Arcade
- East Sacramento
- Rancho Cordova
- South Placer County/Roseville
- South and North Natomas

In 1993 RT began developing a network of feeder bus routes overlaid upon the trunk line system connected by timed transit centers. This network was intended to provide high levels of mobility to meet the needs of suburb to suburb commuters.

The Non-Work-Related Trip

Despite the high numbers of transit trips made for work purposes during the peak travel periods, the majority of transit trips on the RT system have non-work-related purposes. The presence of strong non-work travel demand is highly important to efficient use of personnel and equipment. RT provides mobility to social services, health care, shopping, educational opportunities and recreation sites. RT committed itself to improving its services to these facilities and sites. RT will coordinate with local jurisdictions, health care and social service providers to ensure that health care and social service facilities are located and designed with transit accessibility in mind.

System Design

RT has developed a comprehensive and balanced transit system which can efficiently and effectively serve the needs of the service area. The backbone of this system is a trunk line system of light rail transit and high frequency bus service corridors. Overlaid upon this system is a grid network of feeder bus routes, as well as a system of community based circulator services, providing maximum connectivity opportunities through a system of time-transfer transit centers. Rancho Cordova benefits from a number of bus routes and the Folsom LRT line within its jurisdiction.

Service Mode

When developing its service plans RT carefully considers the appropriate mode for transit service delivery. Factors such as ridership, transportation network interface, population and employment density and accessibility will be taken into account in making mode choice decisions.

Light Rail Transit

The light rail transit system serves as the spine of a multimodal system of low emission public transportation for the Sacramento region. Light rail transit provides high frequency, high capacity trunk line service in major travel network. The LRT extension to the Folsom area has only recently become a reality and was not a part of the 1993 plan. This new extension has opened a number of new light rail stations in Rancho Cordova that provide an opportunity for a fast trip into downtown Sacramento as well as connectivity to local bus routes that provide service to Rancho Cordova and nearby areas.

HOV/Busway

RT has developed a regional system of High Occupancy Vehicle (HOV) lanes throughout the Sacramento region. RT will continue to work to coordinate these plans with its transit system development to ensure proper phasing and implementation of HOV facilities which enhance its overall transportation network.

Electric Trolley Bus

Electric trolley buses provide an intermediate mode in RT's planned system of low emission transit services. Electric trolley buses combine low maintenance requirements, increased acceleration, quietness and environmentally friendliness with the flexibility of utilizing existing roadways as well as exclusive rights-of-way. RT will utilize trolley buses in those corridors that require high frequency transit service, but are unable to support the increased capital expense required for light rail.

Standard Bus

The typical clean-fueled bus will continue to be the vehicle of choice to operate the majority of RT's transit routes. Buses will be required to provide service in suburban areas that are unable to support service frequencies of 15 minutes or less. In new growth areas, peak period feeder service is provided to light rail and trolley bus corridors. It is expected that 70% of total revenue hours will be operated by buses.

Route Network

By 1993, Sacramento had developed a route network that had downtown as its focus with routes operating in a radial fashion from the center of town. "Radial" networks provide rapid movement of people to the urban core, but may force longer indirect trips for those not wishing to end their trip downtown.

As the region began to grow, it was expected that development patterns and travel behavior would emerge in ways that would focus fewer and fewer trips on the downtown area. Suburb to suburb trips were expected to increase significantly far into the future.

Due to these travel pattern changes, RT began to alter its route planning practices by developing multidirectional routes that focused service upon a network of timed transfer points or transit centers. These transit centers maximized connection opportunities for riders by not requiring a trip downtown and then a transfer to a route that they really wanted in the first place.

Land Use

In 1993, RT developed guidelines and standards for coordinating land use development with transit services by addressing both regional policy and project site oriented planning issues. Policy planning activities focused on the link between land use and transit as one of many strategies for managing growth, regional air pollution, traffic congestion and other quality of life concerns. The evolution of Sacramento County's Transit Oriented Development (TOD) Design Guidelines is part of the sensitivity being applied to planning approaches being developed to improve the link between transit and land use.

The purpose of coordinating land use patterns with transit service is to improve transit system efficiency and use. A productive transit system, in turn, can offer a solution to community problems and social, economic and environmental benefits. The land use and transit relationship is only a part of the larger, dynamic urban system involving many other variables.

The City of Rancho Cordova is very interested in realizing the benefits of combining the planning of future transit services with the planning of development through land use planning. The City realizes that increasing congestion is a quality of life issue that must be addressed.

Land Use Patterns

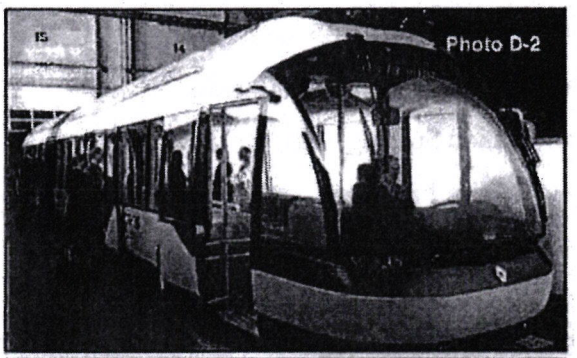
Strengthening the link between land use patterns and the transit system can also improve transit system usage. Land use patterns are a critical determinant of travel demand. In turn, the structure of the transportation system can influence the character of land use development. Linking land use to support transit usage ranges from regional policy planning issues to focused physical planning issues.

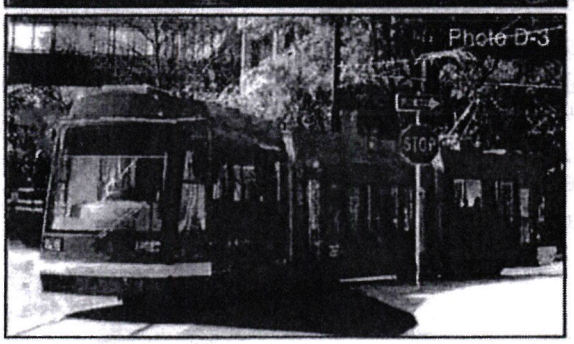
- Establish a clear and consistent boundary in Sacramento County beyond which urban services, including transit , will not be provided and urban development will not be permitted
- Increase development concentrations and enhancing pedestrian accessibility in the Sacramento Central city and at limited number of suburban activity centers (focused around transit centers)

- Locate major new development projects along existing, proposed and adopted light rail and bus transit corridors
- Provide incentives, such as joint development for in-fill land uses contiguous to where transit and urban services already exist or have been scheduled for implementation
- Require site design evaluation for transit access and operational requirements such as geometric design, passenger loading areas, and transit user amenities
- Require site designs and land use mixes that support and enhance pedestrian accessibility to transit
- Require minimum density and intensity levels for developments within transit corridors that depend upon the regional location, transit mode, and service level desired
- Coordinate transportation demand management strategies with land use strategies such as parking supply and pricing policies, to increase transit attractiveness

The Transit Master Plan Team identified five technologies that are most applicable for operations within the City of Rancho Cordova. The technologies are described based on their function and capacities, beginning with longer distance and higher capacity vehicles.







Light Rail and Bus Rapid Transit

Light Rail Transit (LRT) and Bus Rapid Transit (BRT) are the highest capacity vehicles, serving the longest distance commutes. Principally, these vehicles:

- Are for commuters traveling longer distance (10-20 miles)
- Focus on travel time savings – getting from Point A to Point B as soon as possible
- Run in separate fixed guide ways, although they can run in the streets with automobiles
- Can have innovative vehicle design, especially for BRT

Station spacing ranges from one-half to one-half mile, depending on land use conditions.

Photo D-1 shows an existing RT Light Rail vehicle. This vehicle already operates within the City limits and will not be considered for future alignments within the City.

BRT vehicles can be the high-end variety that resemble LRT vehicles and operate on rubber tires. Photo D-2 shows an example of a higher end Bus Rapid Transit Vehicle (BRT). This type of vehicle is designed to look like an LRT vehicle or a streetcar, but it has rubber tires and, if necessary, can operate in the travel lanes with automobiles. This type of BRT vehicle costs less than a similar LRT or street car vehicle. Other types of BRT can cost even less because they can use vehicles that are more like regular city buses, but still operate with fast and frequent service.

The Modern Streetcar

Photo D-3 shows a streetcar technology that could be implemented as the preferred vehicle for the Signature Route that is being proposed for Rancho Cordova.

The modern streetcar is a new "old" technology that is a pedestrian accelerator with a passenger capacity of 110, with 30 sitting and 80 standing. Streetcars operate with overhead electric power and are in-street running (or they can operate in a fixed guide way). Capital costs are usually in the range of $12 - $15 million/mile, and for a 2.5-mile system, operating and maintenance costs are approximately $2-2.5 million/year. Other characteristics of the streetcar are:

- Vehicle Length – 66 feet
- Vehicle speed – 45 to 60 mph
- Service Range – 3 to 15 miles
- Station Spacing – 800' to 1000'
- Service Frequency – 8 to 15 minutes
- Turning Radius – 40' to 60'
- Frequency - 5 to 30 minutes

Buses and Shuttles

Photos D-4 and D-5 are examples of the type of local transit and shuttles that are considered for service operations within the City. RT currently operates the 40' transit vehicle shown in Photo D-4. This vehicle is the predominant vehicle for City type service and will not be different from what is operating today. The shuttle, Photo D-5, is the most likely candidate for paratransit and on-demand service. It may also be used as a neighborhood shuttle service



Photo D-4

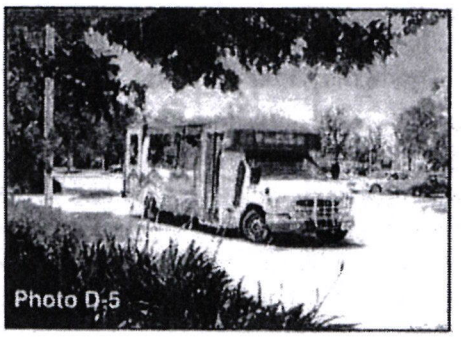


Photo D-5

Proposed Corridors

Following is a list of BRT corridors proposed by RT. During regional planning efforts currently underway other BRT corridors may be identified. Please contact RT for updates.

- Florin Road
- Stockton Boulevard
- Sunrise Boulevard
- Watt Avenue/Elk Grove Florin Road

For more information about BRT, please contact:

Long Range Planning
Sacramento Regional Transit
(916) 321-2800

Regional Transit



June 2006

Regional Transit

Definitions, Goals & Design Guidelines for Bus Rapid Transit in the Sacramento Area

Adopted by Sacramento Regional Transit Board of Directors on November 14, 2005

Introduction

Over the last few years, Bus Rapid Transit (BRT) has become an emerging mode of transportation. It has found success in various cities in the world and in a number of cities in our nation. For example, Los Angeles opened their Orange BRT Line in the San Fernando Valley on November 1, 2005. The Orange Line experienced 11,000 riders on its first day of service. This is considerably higher than the 5,000 to 7,000 riders per day that were projected.

BRT has been identified as a high capacity mode of transit that can be built for a much less cost than light rail transit. In January 2004, Sacramento Regional Transit (RT) began the first phase of what might eventually become a BRT service along Stockton Boulevard (the Stockton *50-E Bus*). The *50-E* features traffic *signal priority**, *queue jumps* and *limited stop service*. On the back page of this brochure is a list of proposed corridors that have been designated for BRT by RT.

During discussions about BRT, it was found that there was an inconsistent understanding of what BRT is – ranging from a bus service that skips a few stops to service that operates in exclusive lanes with distinctive vehicles and stations. In November 2004, RT assembled a task force to develop standards for BRT service in the Sacramento area. The BRT Task Force consisted of members of the general public, disabled community, college district administration, businesses, transportation agencies and planning departments in the region (specific members are listed on the right). Their mission was to develop definitions, goals and design guidelines for transportation planners to use to help develop BRT in the Sacramento region. The product developed by the BRT Task Force and adopted by RT's Board of Directors is on pages 4 and 5.

** Terms in italics are defined in the Glossary on Page 3.*

BRT Task Force

Jim Brown	Sacramento Area Council of Governments
Gabriel Corley	Caltrans District 3 Office of Regional & Transit Planning
Warren Cushman	Californians for Disability Rights
Don Dean	Caltrans Research
Azadeh Doherty	City of Sacramento Department of Transportation
Katie Eastham	Caltrans District 3 Office of Regional & Transit Planning
Nedzlene Ferrario	Sacramento County Planning
Kathy Garcia	City of Rancho Cordova
Tom Garcia	City of Folsom
Paul Harriman	NAG
Mike Kashiwagi	City of Elk Grove
Ann Kohl	ECOS & No Way LA
Wayne A. Lewis	CalTrans District 3 Deputy District Director
Tim Murphy	General Corp. Sacramento Metropolitan Chamber of Commerce
Erik Reitz	Yolo County Transportation District
Jon Sharpe	Los Rios Community College District Vice Chancellor of Finance & Administration
Barbara Stanton	Ridership for the Masses
Tom Zlotkowski	County of Sacramento Department of Transportation

RT Staff:

Fred Arnold	Teri Sheets
Mike Fitzpatrick	Don Smith
Jeff Gualco	David Solomon
Taiwo Jalyeoba	Greta Vohlers
Al Schweim	Mike Wiley

ELEMENT	CRITERIA	Local Bus	Express Bus	E-Bus	BRT
Special Identification	Vehicles have special color branding & appearance			X	X
	Stations have special color & appearance, are specially signed, illuminated, with amenities			X	X
Running Ways Vehicles	Over 50% of the route is grade-separated exclusive lanes (transitway)				X
	At-grade designated transit lanes/High Occupancy Vehicle (HOV) lanes		X	X	X
	Mixed flow lanes with queue jumps at intersections	X	X	X	
	Lane-assist and precision-docking guidance technology				X
	Specialized BRT vehicles (40-foot, 60-foot, or 80-foot)				X
	Stylized or specially upgraded buses (40-foot or 60-foot)		X	X	X
	Conventional 40-foot buses, may include Neighborhood Ride Buses	X			
Fare Collection	Pay on-board or show pass/transfer to the operator	X	X	X	X
	Possess proof-of-payment, display on demand of inspector			X	X
FOR THE ROUTE, SUM UP THE NUMBER OF (X's) IN EACH COLUMN AND DIVIDE BY THE FACTOR SHOWN (PLACE ANSWER BELOW AS A PERCENTAGE)		÷ 9	÷ 10	÷ 15	÷ 17
RESULTANT PROPORTION OF EACH BUS SERVICE TYPE REPRESENTED					

Example

If a bus service has:

- Less than 25% of its stations spaced greater than 1/2 mile apart;
- Average headway of 30 minutes;
- The route has major direction changes;
- No or few traffic signal priority intersections;
- Buses do not have real time passenger information;
- Buses operate in mixed flow lanes;
- Buses are conventional 40-foot buses; and
- Passengers pay on-board or show pass to operator.

Eight check marks may be made in the Local Bus column, three in the Express Bus Column and zero in the Enhanced Bus and BRT columns. Using the formulas, the bus service is 78% like a Local Bus (7÷9); 30% like an Express Bus and 0% like Enhanced Bus or BRT.

Appendix A: Evaluation Criteria

The evaluation criteria counts the elements used to define a particular service. Criteria includes: stations/stops, service and operating plan, ITS, special branding identification, running ways, vehicles and fare collection. The table below may be used to compare existing or proposed bus service with the elements and criteria listed.

If the service being evaluated has one of the elements or criteria listed below, an (X) may be placed in the appropriate column. By totaling the responses (X's) and comparing them to the total elements and criteria typically found in that service, the type of service provided may be identified. Follow the directions at the end of the table to determine what the service is most like. It may be concluded that the bus service is most like the one with the closest percentage to 100.

ELEMENT	CRITERIA	Local Bus	Express Bus	E-Bus	BRT
Stations	More than 75% of stations spaced greater than 1/2 mile apart				X
	Between 25-75% of stations spaced greater than 1/2 mile apart		X	X	
	Less than 25% of stops spaced greater than 1/2 mile apart	X			
	Station platform height allows level entry into vehicles			X	X
Service & Operating Plan	Average headway 15 minutes or less			X	X
	Average headway 20 minutes or more	X			
	Average headway Peak Hour Service only	X	X		
	Straight-line route with few bends or direction changes			X	X
	Generally straight-line route, some bends and loops		X		
	Major direction changes, bends, neighborhood loops	X			
Intelligent Transportation Systems (ITS)	Coordinated traffic signal timing for transit service			X	X
	More than 75% of route has traffic signal priority				X
	Between 25-75% of route has traffic signal priority			X	
	Less than 25% of route has traffic signal priority	X	X		
	More than 75% of stations have real-time passenger information				X
	Some stations have real time passenger information		X	X	
	Buses have real-time passenger information	X	X	X	X

What is BRT?

BRT allows buses to travel faster ideally in separate rights of way, but can be in mixed flow of traffic by utilizing the following features:

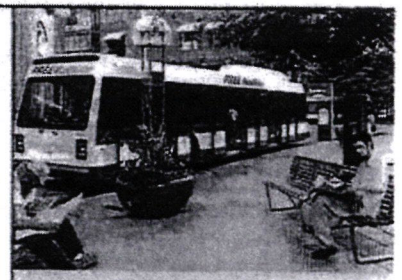
- Stations spaced 1/2 to 1 mile apart
- Elevated platforms to allow fast and easy boarding
- Specialized buses
- Fast fare collection
- *Intelligent Transportation System (ITS)* such as traffic signal priority
- Queue jumps

These elements result in decreased travel time, increased reliability, improved identity and image, improved safety and security and increased capacity.

Why do we need to "define" BRT?

Because of the wide-range of options that can potentially speed up bus service, defining BRT is an industry-wide problem. It is necessary to define it because funding can be contingent on the definitions of a particular service. A lot of focus has been given to this on a national level as it applies to federal funding (SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, 2005). For example, one of the defining factors being considered on a federal level is that at least 50 percent of the service must be in an exclusive lane to be considered BRT. While developing RT's definitions, goals and design guidelines, the BRT Task Force tried to be consistent with the national trends. A provision also included the ability to amend RT's guidelines with any new national guidance.

Design guidelines are also needed to provide consistency of application and to inform developers as to RT's expectations pertaining to right-of-way for dedicated lanes and station areas.



Glossary

fixed-route service: A bus route that does not deviate from its route.

grade separation: When a lane (or rail track) separates from the road to cross over/under a street or other obstacle.

Intelligent Transportation System (ITS): The use of technology such as traffic signal timing, signal priority or real-time information to make transit more efficient or effective.

limited stop service: When a route is designed to not stop at every bus stop at which a local route would normally stop.

queue jumps: The bus sends an electronic message to the traffic signal giving the crossing lanes a yellow, then red light. The right hand turn lane receives a green light allowing the traffic to make their right turn. This clears the right hand lane allowing the bus to use it to bypass traffic.

signal priority: The bus sends an electronic message to the approaching traffic signal telling it to either extend the green light or give the crossing lanes a yellow, then red light. Crossing times for pedestrians are affected but pedestrians still have adequate time to cross the street.

Definitions

Definitions have been created for Regional Transit's family of *fixed-route* bus service. Definitions have been included for: Local Bus, Express (commuter) Bus, Enhanced Bus (*E-Bus*) and BRT. These definitions identify the characteristics of the particular service. In some cases the elements used to define the service may overlap with different services. In order to help make a determination between the service types, evaluation criteria have also been developed (please see Appendix A on pages 6 and 7).

Local Bus:

Bus service that picks up and discharges passengers at frequent, designated places (stops) that are on public thoroughfares (mixed flow traffic). Passengers pay on-board or display passes/transfers to the operator. This service operates at low average route speeds (6-11 miles per hour).

Express (Commuter) Bus:

Bus service similar to local bus service at the beginning and end of the route, often-using expressways or freeways for part of the trip. Usually operates during peak travel periods and in peak directions. Passengers pay on-board or display passes/transfers to the operator. This service operates with a higher average route speed than local bus service.

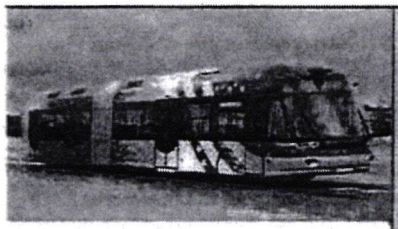
Enhanced Bus (E-Bus):

Bus service with easily identified vehicles and stations. Operates with frequent headways (15-minute service). Station spacing is typically 1/2 to 1 mile apart along major corridors. Includes some traffic signal priority. Amenities (e.g. headways, station spacing and design, right-of-way, use of passenger information technologies, fare-collection method) fall short of Bus Rapid Transit. This service typically operates faster than local bus service, but slower than Bus Rapid Transit.

Bus Rapid Transit (BRT):

Premium bus service with large easily identified vehicles in conjunction with high platform stations that allow rapid boarding capability. Operates with frequent headways (15 minutes or less). Station spacing typically 1/2 to 1 mile apart along major corridors. BRT service employs simple routing schemes, with a significant amount of traffic signal priority at roadway intersections along the corridor, and may incorporate exclusive or specially designed rights-of-way. Passenger information technologies are incorporated into vehicles and stations. Passengers carry a valid ticket/pass subject to random inspection. This service achieves high average route speeds (20 miles per hour or greater off-peak, 15 miles per hour or greater during peak periods).





Goals

The following goals are recommended to be adopted by local jurisdictions within appropriate policy documents. Current and long-range planning documents and efforts to support Bus Rapid Transit shall:

Goal 1: Recognize the value of high capacity transit as a means of reducing air pollution, traffic congestion and providing mobility for residents and visitors in the region;

Goal 2: Work closely with Regional Transit to provide an integrated long-range transit vision for transit application in the region. This includes setting aside right-of-way and infrastructure for public transit;

Goal 3: Recognize the full range of bus service available including, but not limited to Local Bus, Express Bus, Enhanced Bus and BRT. Any of these modes may be used as an interim service until the long-range transit vision is attained; and

Goal 4: Incorporate amenities to speed service including traffic signal priorities, queue jump and ITS.

Enhanced Bus and BRT Design Guidelines

The following design guidelines were developed to assist local planners, developers and Regional Transit staff when evaluating development projects (please refer to the list of proposed BRT corridors on the back page):

1. Stations should be 1/2 to 1 mile apart, unless increased speed and/or higher ridership justifies closer placement (e.g. near town centers, industrial parks and airports). Enhanced Bus and BRT stops/stations shall be incorporated into development projects where appropriate. Pedestrian access to the stops/stations should be maximized; lighting, covered walkways and shelters should be provided. Stations and shelter design shall be coordinated with RT staff.
2. Where appropriate, park and ride facilities should be provided in close proximity to significant stops/stations. Shared or joint use parking should be encouraged.
3. The impacts of cross traffic in relationship to transit should be minimized using *grade separations*, queue jumps and signal preemption.
4. Each station should have good access for other modes of travel including autos, pedestrians, bicycles, electric vehicles, buses and shuttles.
5. The design standard for right-of-way for BRT travel lanes shall be a minimum of 12.5 feet for each travel lane or 25 feet for two lanes. Right-of-way width for two-travel lanes and station area shall be 40 feet with a length of 200 feet. The 40-foot width would accommodate two 12.5-foot wide lanes and a 15-foot wide station.
6. ITS shall be incorporated as it becomes feasible to do so.
7. RT, City and County staff shall work together to maximize traffic signal timing, traffic signal priority, queue jumps and other measures to move transit vehicles through corridors at greater speeds.
8. Off-board fare collection shall be implemented where possible.

MEMORANDUM

DATE: September 5, 2006

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: **APPROVAL OF PARCEL MAP TITLED "CAPITAL VILLAGE COMMERCIAL, SUBDIVISION NO. RC-05-193"**

RECOMMENDATION

Submitted herewith for approval is the parcel map of "Capital Village Commercial, Subdivision No. RC-05-193" being a portion of Parcels 47, 48, 50, 51 and all of parcel 49 of 93 PM 7, located along the east side Zinfandel Drive between International Drive and Data Drive.

RESULT OF RECOMMENDED ACTION

Approval of this recommended action will result in the recording of the final parcel map creating 13 new commercially zoned parcels.

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 July 5, 2006.

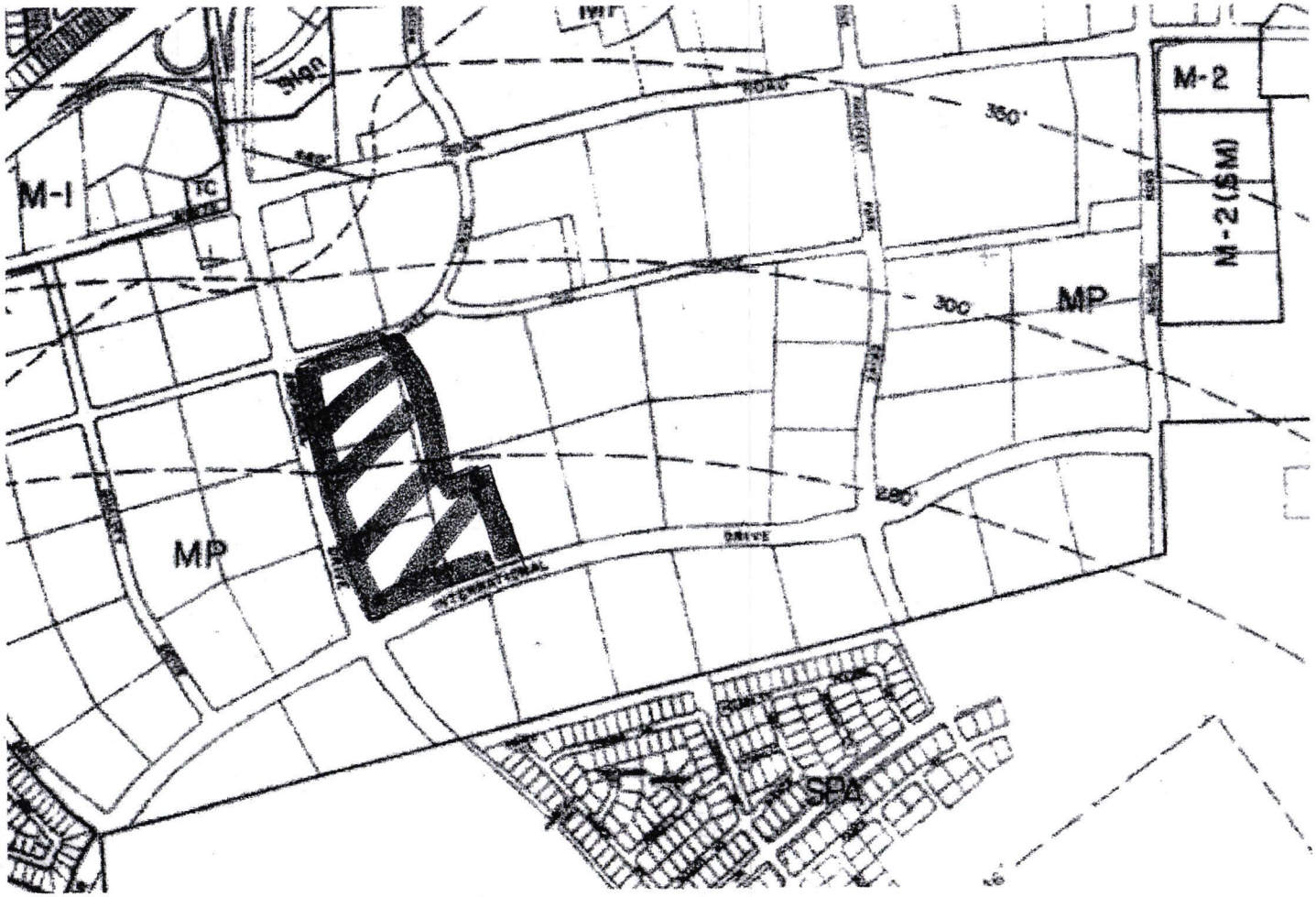
Attachments:
1 - Vicinity Map
2 - 8 ½ X 11 Copy Of Final Map

AGENDA ITEM # 9

Attachment 1

CAPITAL VILLAGE COMMERCIAL PARCEL MAP; SUBDIVISION NO. RC-05-193

VICINITY MAP



Attachment 2

CAPITAL VILLAGE COMMERCIAL

PARCEL MAP

SUBDIVISION NO. 05-193

A SUBDIVISION OF A PORTION OF PARCELS 47, 48, 50, 51 AND ALL OF PARCEL 49 SHOWN ON THAT CERTAIN PARCEL MAP ENTITLED "CAPITAL CENTER II" FILED APRIL 10, 1986, IN BOOK 93 OF PARCEL MAPS, PAGE 7, AND PARCELS 3-1 AND 3-3 BK.200509-29 PG.581, SACRAMENTO COUNTY RECORDS.

CITY OF RANCHO CORDOVA COUNTY OF SACRAMENTO, CALIFORNIA.

SEPTEMBER, 2006 Sheet 1 of 2

OWNER'S STATEMENT

THE UNDERSIGNED HEREBY CONSENTS TO THE PREPARATION AND RECORDATION OF THIS PARCEL MAP.

BY:_____
BEAZER HOMES HOLDINGS, CORPORATION, A DELAWARE CORPORATION

NOTARY ACKNOWLEDGMENT

STATE OF CALIFORNIA
COUNTY OF SACRAMENTO

ON _____, BEFORE ME _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED _____ 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 THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THIS INSTRUMENT THE PERSON(S), OR ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

WITNESS MY HAND AND OFFICIAL SEAL

SIGNATURE PRINTED NAME

MY PRINCIPAL PLACE OF BUSINESS IS_____

MY COMMISSION EXPIRES:_____

RECORDER'S STATEMENT

ACCEPTED FOR RECORD AND FILED IN THE OFFICE OF THE RECORDER OF SACRAMENTO COUNTY IN BOOK_____ OF PARCEL MAPS, AT PAGE:_____ THIS _____ DAY OF _____, 2006, AT _____ HOURS, _____ MINUTES, _____M., TITLE TO THE LAND INCLUDED IN THIS PARCEL MAP BEING VESTED AS PER CERTIFICATE NO._____ ON FILE IN THIS OFFICE.

_____ DOCUMENT NO._____
RECORDER OF SACRAMENTO COUNTY
STATE OF CALIFORNIA

BY:_____ FEE: $_____

IMPROVEMENT REQUIREMENTS

THE FOLLOWING PUBLIC IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF RANCHO CORDOVA IMPROVEMENT STANDARDS WITHIN A REASONABLE TIME FOLLOWING APPROVAL OF THE PARCEL MAP AND PRIOR TO THE ISSUANCE OF ANY PERMIT OR OTHER GRANT OF APPROVAL FOR DEVELOPMENT OF THE HEREON-CREATED PARCELS:

STREETS:	CLASS A
STREETLIGHTS	REQUIRED
SEWER:	REQUIRED
DRAINAGE:	REQUIRED
WATER/HYDRANTS:	REQUIRED

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA HAS APPROVED THIS PARCEL MAP.

DATE: _____ _____
CITY CLERK
CITY OF RANCHO CORDOVA

CITY ENGINEER STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS PARCEL MAP OF CAPITAL VILLAGE COMMERCIAL AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE APPROVED TENTATIVE MAP ; THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE ORDINANCES HAVE BEEN COMPLIED WITH AND THAT I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

_____ _____
DATE CYRUS E. ASHAR L.S. 7723/R.C.E. 46424
CITY ENGINEER

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF RSC ENGINEERS ON MAY 12, 2005 . I HEREBY STATE THAT THIS PARCEL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP; ALL MONUMENTS SHOWN HEREON ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICTATED, THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

_____ _____ LICENSE EXPIRES 6-30-07
DATE: TOM O. MORROW,

Morrow Surveying
1450 Harbor Boulevard Suite D, West Sacramento, CA 95691 (916) 372-8124

CAPITAL VILLAGE COMMERCIAL

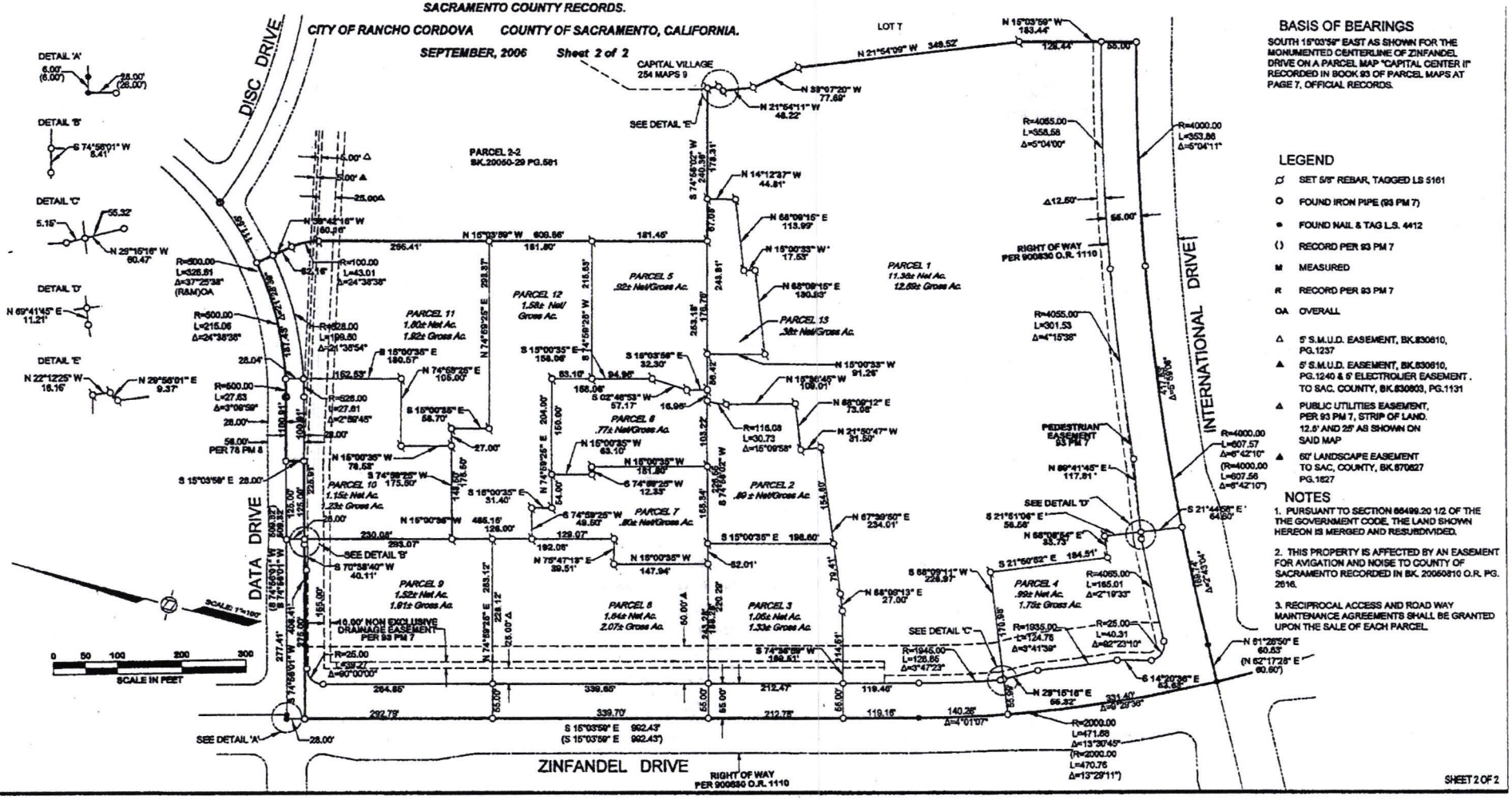
PARCEL MAP

SUBDIVISION NO. 05-193

A SUBDIVISION OF A PORTION OF PARCELS 47, 48, 50, 51 AND ALL OF PARCEL 49 SHOWN ON THAT CERTAIN PARCEL MAP ENTITLED "CAPITAL CENTER II" FILED APRIL 10, 1986, IN BOOK 93 OF PARCEL MAPS, PAGE 7, AND PARCELS 3-1 AND 3-3 BK.200509-29 PG.581, SACRAMENTO COUNTY RECORDS.

CITY OF RANCHO CORDOVA COUNTY OF SACRAMENTO, CALIFORNIA.

SEPTEMBER, 2006 Sheet 2 of 2



BASIS OF BEARINGS

SOUTH 15°03'59" EAST AS SHOWN FOR THE MONUMENTED CENTERLINE OF ZINFANDEL DRIVE ON A PARCEL MAP "CAPITAL CENTER II" RECORDED IN BOOK 93 OF PARCEL MAPS AT PAGE 7, OFFICIAL RECORDS.

LEGEND

- SET 5/8" REBAR, TAGGED LS 5161
- FOUND IRON PIPE (93 PM 7)
- FOUND NAIL & TAG L.S. 4412
- ( ) RECORD PER 93 PM 7
- M MEASURED
- R RECORD PER 93 PM 7
- OA OVERALL
- △ 5' S.M.U.D. EASEMENT, BK.830610, PG.1237
- ▲ 5' S.M.U.D. EASEMENT, BK.830610, PG.1240 & 5' ELECTROLIER EASEMENT . TO SAC. COUNTY, BK.830803, PG.1131
- ▲ PUBLIC UTILITIES EASEMENT, PER 93 PM 7, STRIP OF LAND. 12.5' AND 25' AS SHOWN ON SAID MAP
- ▲ 60' LANDSCAPE EASEMENT TO SAC, COUNTY, BK.870827 PG.1627

NOTES

1. PURSUANT TO SECTION 66499.20 1/2 OF THE THE GOVERNMENT CODE, THE LAND SHOWN HEREON IS MERGED AND RESUBDIVIDED.
2. THIS PROPERTY IS AFFECTED BY AN EASEMENT FOR AVIGATION AND NOISE TO COUNTY OF SACRAMENTO RECORDED IN BK. 20060810 O.R. PG. 2616.
3. RECIPROCAL ACCESS AND ROAD WAY MAINTENANCE AGREEMENTS SHALL BE GRANTED UPON THE SALE OF EACH PARCEL.

MEMORANDUM

DATE: September 5, 2006

TO: Honorable Mayor and Council Members

FROM: Bill Thomas, Chief Financial Officer

SUBJECT: **ELECTIONS ON THE PROPOSITION OF AMENDING THE RATE AND METHOD OF APPORTIONMENT AND AUTHORIZED FACILITY AND RESOURCES FOR CFD'S 2004-1 AND 2005-1**

RECOMMENDATION

Continue the public hearing and elections to September 18, 2006 at the request of the developer.

RESULT OF RECOMMENDED ACTION

No action to be taken on September 5.

AGENDA ITEM # 10

MEMORANDUM

DATE: September 5, 2006

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director
Joseph Chapman, City Attorney's Office

SUBJECT: **ORDINANCES GRANTING WATER FRANCHISES TO THE GOLDEN STATE AND CALIFORNIA AMERICAN WATER COMPANIES**

RECOMMENDATION

1. Open the public hearing, receive testimony, and close the public hearing.
2. Introduce the attached ordinances, waive the first readings, and continue the ordinances to the September 18, 2006, City Council meeting for adoption.

RESULT OF RECOMMENDED ACTION

The granting of water franchises will allow each water company the right to construct, maintain and operate water lines and other necessary appurtances in, across and along public streets and rights-of-way within the City. In return, each water company will pay the City yearly franchise fees in accordance with state law.

BACKGROUND

The Golden State Water Company ("Golden State") and the California American Water Company ("Cal-Am") currently provide water to different portions of the City. Both entities are currently subject to 50-year franchise agreements they entered into with Sacramento County. Golden State's franchise will end in 2010, while Cal-Am's franchise will end in 2030. The City, upon incorporation, succeeded the County as grantor with respect to the franchises. Following incorporation, both companies approached the City about issuing new franchises in order to have franchises directly issued by the City.

The attached ordinances will, if approved, grant franchises to Golden State and Cal-Am. Each franchise gives the companies the right to construct, maintain and operate water lines and other necessary appurtances in, across and along public streets and rights-of-way within the City. The basic terms of the franchises are as follows:

- A 15-year term subject to a 15-year renewal;
- Each company will pay franchise fees in accordance with the rates set by the Franchise Act of 1937 (Public Utilities Code Sections 6201, et seq.). In accordance with Public Utilities Code Section 6231, each company will pay franchise fees to the City totaling 2% of the company's gross annual receipts arising from the use, operation or possession of the franchise, except that this payment shall be not less than 1% of the gross annual receipts from the sale of water within the limits of the City; and
- The franchise areas shall run contiguous with their service boundaries as authorized by the State Public Utilities Commission.

Finally, the new franchises, upon adoption by the City and acceptance by Golden State and Cal-Am, will supersede the existing franchise agreements inherited from the County.

REQUESTED MOTION

"I move that the City Council introduce the ordinances granting water franchises to the Golden State and California American Water Companies, waive the first readings, and continue the ordinances to the September 18, 2006, City Council meeting for adoption.

ATTACHMENTS

1. Ordinance 52-2006
2. Ordinance 53-2006
3. Diagram of Golden State Service Area
4. Diagram of California American Service Area

ORDINANCE NO. 52-2006

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA GRANTING TO THE GOLDEN STATE WATER COMPANY A DETERMINATE FRANCHISE TO CONSTRUCT, MAINTAIN AND USE PIPES AND APPURTENANCES, NECESSARY OR PROPER FOR TRANSMITTING WATER UNDER, ALONG, ACROSS OR UPON THE PUBLIC STREETS WITHIN THE CITY OF RANCHO CORDOVA

THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:

(1)

Section 1. Definitions. Whenever in this ordinance the words or phrases defined in this section are used, they shall have the respective meanings assigned to them in the following definitions:

(a) "City" means the City of Rancho Cordova, a California municipal corporation, in its present incorporated form or in any later reorganized, consolidated, enlarged or reincorporated form.

(b) "Construct, maintain and use" means to lay, construct, erect, install, operate, maintain, use, repair, modify or replace.

(2)

(c) "Day" means a calendar day.

(d) "Grantee" means the Golden State Water Company, a California Corporation, and its lawful successors or assigns.

(e) "Franchise" means the rights and privileges described in this ordinance.

(g) "Pipes and appurtenances" means pipe, pipelines, main, service, trap, vent, vault, manhole, meter, gauge, regulator, valve, conduit, ditch, flume, appliance, attachment, appurtenance and any other property located or to be located in, upon, along, across, under or over the streets of the City, and used or useful in transmitting and distributing water; provided, however, that nothing in this franchise grants the right to use any of the foregoing facilities for any purpose other than the transmission or distribution of water. The term "facilities" may hereafter be used for convenience to refer to "pipes and appurtenances."

(h) "Public streets" means the public streets, ways, alleys and places as they may now or hereafter exist within the city limits of City, including State highways, now or hereafter established within City. "Public streets" includes a public right-of-way, whether or not formally included within City's public road system. "Public streets" does not include a public utility easement crossing private property, nor does "public streets" include any park, playground, school property or other municipal or public property not constituting a public right-of-way. "Public streets" does not include, and this franchise does not allow the use of, a public utility easement described in Government Code Section 50335 or successor legislation, the use of which is governed by such terms and conditions as agreed upon by the parties thereto.

(i) "Term" shall mean the initial term as defined in Section 5(a) and any renewal term, unless otherwise required by the context.

Section 2. Grant of Franchise. City hereby grants Grantee a non-exclusive and determinate franchise to construct, maintain and use pipes and appurtenances necessary or proper for the transmission and distribution of water under, along, across or upon the public streets within those areas of the City located within the Grantee's dedicated areas of service as approved by the California Public Utilities Commission (CPUC). Grantee shall file with the City's Public Works Department such maps and other records, including, but not limited to metes and bounds descriptions, as the City's Public Works Director may determine from time to time are necessary to identify said service areas within the City. Grantee shall provide City with notice of any filing with the CPUC for a change in service area located within the boundaries of the City. Within 30 days of a change in service area approved by the CPUC, Grantee shall file with the Public Works Department updated versions of the maps and other records previously required and submitted to the City unless waived in writing by the Public Works Director.

Section 3. Compliance with Local Laws.

(a) Grantee shall construct, maintain and use all pipes and appurtenances in a good and workmanlike manner and in compliance with all lawful federal, State and City laws, ordinances, resolutions, regulations, policies, rules, orders, plans and specifications in force at the time this franchise becomes effective or as may be amended or added from time to time during the term of this franchise.

(b) All zoning, uniform code, business license, fee, or other generally applicable ordinances now existing, or enacted by the City Council in the future, are fully applicable to Grantee, and the Grantee agrees to fully comply with these existing and future ordinances. The Grantee agrees that the City requiring the Grantee to comply with future ordinances, will not result, in any circumstances, in a substantial impairment of the Grantee's rights under this franchise. If there is a conflict between this franchise and any applicable ordinance, the ordinance will prevail. If the City requires the Grantee to comply with a future ordinance that the Grantee determines will materially increase the Grantee's operations costs, the Grantee may request that the City approve a longer franchise term.

(c) Upon constructing, maintaining or using any pipes and appurtenances, or any part thereof, Grantee shall expeditiously at its own cost and expense restore to applicable and lawful City standards all public property disturbed or altered as a result of Grantee's actions. As used in this section, "public property" means public streets, rights-of-way and improvements and includes, but is not limited to, all public improvements associated with the public streets that may be affected by Grantee's activities, such as landscaping, irrigation systems, street lights, street furniture, sidewalks and bus shelters. Grantee shall comply with City's terms and conditions concerning the location within the public streets of proposed facilities, except to the extent State or federal law or regulation preempts any such terms and conditions.

(d) Grantee's activities and each restoration of public property under this franchise shall be performed in a good and workmanlike manner, and in accordance with the lawful standard plans, specifications, orders, rules and regulations of City and each of its applicable departments, and subject to all lawful fees and exactions.

Section 4. Relocation. Grantee shall remove or relocate, without expense to City and within the time City reasonably specifies, any facilities installed, used and maintained under this franchise, if and when made necessary by any lawful change of grade, alignment or width of any public street, way, alley, or place, including the construction of any subway or viaduct, by

City. As examples only and not by way of limitation, a change by City to such public works as sewers, water lines and storm drains, and public facilities below grade, in trenches, conduits or otherwise, shall give rise to Grantee's obligation to remove or relocate its facilities.

Section 5. Term.

(a) The initial term of the franchise shall commence with the effective date of this franchise as certified under Section 21 and continue for a period of fifteen (15) years ("Initial Term"), subject to renewal and termination as provided under this section. The aggregate term of the franchise, including the Initial Term and the renewal term, shall not exceed thirty (30) years.

(b) At the conclusion of the Initial Term and upon application by Grantee, the term of the franchise may be renewed for an additional ten (15) year period ("Renewal Term"). An application for renewal shall be filed with the City Clerk at least six (6) months before the expiration date of the current term. Such application shall be subject to the approval of the City Council after a public hearing. Notice of the hearing shall be published at least fifteen (15) days prior to the hearing in a newspaper of general circulation within City or posted in the places designated for posting of official notices. The City Council shall approve the application unless it finds, on the basis of substantial evidence, that Grantee is then in material violation of this franchise. In approving the application, the City Council may modify the franchise by ordinance based upon the experience of City in administering the franchise during the preceding term and to take into account changes in relevant technology and utility industry regulatory developments and business practices. Any modification of the franchise shall be based upon substantial evidence concerning the need for such modification in the record considered by the City Council. However, the City Council shall not modify the aggregate term permitted or the franchise fee payable hereunder without Grantee's consent. Grantee shall reimburse City for all reasonable costs, staff time, legal and consulting fees incurred by City, in connection with processing the application. Such payment shall be made within thirty (30) days after City shall have completed proceedings on the application and furnished Grantee with a written statement of such expenses. In order for a renewal to be effective, Grantee shall accept such renewal pursuant to Public Utilities Code Section 6235.

(c) During the term of the franchise, the franchise shall remain in full force and effect unless: (1) Grantee voluntarily surrenders or abandons the franchise, with the consent of the applicable State or federal regulatory agency; (2) the State or some municipal or public corporation purchases by voluntary agreement or condemns and takes under the power of eminent domain, all property actually used and useful in the exercise of the franchise and situate within the territorial limits of the State, municipal or public corporation purchasing or condemning such property, or (3) the franchise is forfeited for noncompliance with its terms by Grantee.

Section 6. Franchise Payment. Grantee shall pay the franchise payments set forth in this section.

(a) During the term of this franchise, Grantee shall pay City two percent (2%) of Grantee's gross annual receipts arising from the use, operation or possession of the franchise, except that this payment shall be not less than one percent (1%) of Grantee's gross annual receipts derived from the sale within City limits of the utility service for which the franchise is awarded.

(b) Gross annual receipts shall include Grantee's receipts from the transmission and distribution of water, and from the sale of any service or use of facilities, which involves Grantee's use, operation or possession of the franchise. As used in this section, "sale" includes a license, lease, allowance of use or any other instrument or transaction by which value is transferred from one party to another.

(c) If at any time during the term of this franchise, Grantee pays or is authorized to pay a franchise payment based on a more favorable formula to any general law city or county whether as the result of litigation, negotiation, legislation or otherwise, then at City's option that more favorable formula shall be used to calculate franchise payments due City hereunder commencing with the next calendar year following use of the more favorable formula for payment to another city or county.

(d) If at any time during the term of this franchise, City changes its status from a general law city to a charter city, then beginning with the effective date of the charter the formula for payment of the franchise fee shall be equal to the most favorable formula then in use for payment of such water franchise fee to any city or county (but not city and county).

(e) The franchise payment under this section constitutes payment for the privilege of using public streets, and is not in derogation of any other lawful fee or exaction. Nothing in this ordinance shall limit or otherwise affect any ability City may have, acting in its proprietary capacity or under the police power, to require franchisees making use of public streets to pay any fees or other charges imposed by City to address impacts of such franchisees' activities on City or its assets.

Section 7. Payment; Audit.

(a) Within three (3) months after the expiration of each calendar year, or fractional calendar year, following the effective date of this franchise as certified under Section 21, Grantee shall file with City's Finance Director or other official designated by City a verified statement under penalty of perjury showing in detail the total gross receipts of Grantee during the preceding calendar year, or fractional calendar year. Grantee's statement shall include such other data or information as City may need to calculate or determine the amounts which Grantee is obligated to pay City pursuant to the provisions of Section 6. Grantee's statement shall be in such form and detail as from time to time may be reasonably prescribed by City.

(b) Within fifteen (15) days after filing the statement required by Section 7(a), Grantee shall pay to City, in lawful money of the United States, the amount required by Section 6 for such calendar year or fractional calendar year.

(c) Annually, at Grantee's expense, Grantee shall provide City with an audited report conducted pursuant to Generally Accepted Auditing Standards consistently applied, which expresses an opinion that the statement has been prepared in accordance with the terms of this franchise and that nothing has come to the auditor's attention that would cause the auditors to believe that Grantee has not complied with this franchise insofar as it relates to accounting matters.

(d) The City Auditor of City, or any certified public accountant or qualified person designated by City, after reasonable notice and at any reasonable times during business hours, may make examination or audit at Grantee's office or offices, of its books, accounts and records germane to and for the purpose of verifying the data set forth in the statement required

by Section 7(a). All books, accounts and all records deemed necessary by City relating to the revenues derived by Grantee within City and the statement required by Section 7(a) shall be kept within City or the City of Rancho Cordova, or in such other place as the reasonable convenience of Grantee may require. Upon City's request, Grantee shall provide City with such records, directly related to revenues derived within City, in electronic format. In the event that it becomes necessary for the City Auditor or designated representative to make the examination at any place other than within the Sacramento metropolitan area, then all reasonable increased costs and expenses to City necessary or incident to such examination taking place in another location shall be paid to City by Grantee on demand.

(e) Any neglect, omission or refusal by Grantee to file the verified statement, or to remit its payment as specified in this section and in the amount set forth in Section 6, or to submit the annual audited report required by subsection (c), shall be grounds for declaration of a forfeiture of this franchise and of all rights of Grantee hereunder, consistent with Public Utilities Code Section 6291.

Section 8. Authority. This franchise is granted under the Franchise Act of 1937.

Section 9. Indemnity; Liability.

(a) Grantee shall indemnify, defend and hold harmless City, its officers and employees from all liability for damages proximately resulting from any operations under the franchise. In addition, Grantee shall be liable to City for all damages proximately resulting from the failure of Grantee well and faithfully to observe and perform any provision of the franchise and any provision of any applicable law under which this franchise is granted.

(b) In addition to the provisions of Section 9(a), Grantee shall specifically indemnify, defend and hold harmless City, its officers and employees from any claim, suit or action arising from the presence of any hazardous materials in a public street and proximately resulting from Grantee's operations under the franchise. As used in this section, 'hazardous materials' means any hazardous substances, materials or wastes (1) defined or listed as "hazardous substances," "toxic substances" or similarly identified under any provision of California law; (2) designated as "hazardous substances" under the Comprehensive Environmental Response, Compensation, and Liability Act (42 U.S.C. Sections 9601, *et seq.*), the Federal Hazardous Materials Transportation Law (49 U.S.C. Sections 5101, *et seq.*), the Resource Conservation and Recovery Act (42 U.S.C. Sections 6901, *et seq.*), or the Toxic Substance Control Act of 1976 (15 U.S.C. Sections 2601, *et seq.*); (3) defined as "toxic pollutants" under the Clean Water Act (33 U.S.C. Sections 1251, *et seq.*); (4) designated as "hazardous air pollutants" under the Clean Air Act (42 U.S.C. Sections 7401, *et seq.*); or (5) defined, designated or listed under any State or federal legislation or regulations adopted or amended during the term hereof.

Section 10. Payment of Cost of Repairs. Grantee shall pay to City on demand the cost incurred by City for all repairs to public property made necessary by any of Grantee's operations under this franchise.

Section 11. Performance Bond or Letter of Credit.

(a) Grantee shall file with the City Clerk a corporate surety bond running to City and approved by the City Council, in a penal sum of $15,000 (fifteen thousand dollars), which sum was set forth in the resolution of intention to grant this franchise. The bond shall be

conditioned that Grantee shall well and truly observe, fulfill and perform each term and condition of the franchise, and that in case of any breach of condition of the bond the amount of the penal sum therein shall be recoverable. Grantee shall file such bond within five (5) days after the adoption of this ordinance. If the bond is not so filed, or is not approved by the City Council, the franchise may be refused or forfeited and any money paid to City in connection therewith shall be retained by City.

(b) Grantee shall maintain the bond in full force and effect throughout the Term of this franchise, at Grantee's sole expense. The bond shall be issued by an admitted surety insurer and comply with the requirements of the Bond and Undertaking Law, codified in Code of Civil Procedure Sections 995.010 *et seq.* This franchise shall be considered a "license or permit" within the meaning of the Bond and Undertaking Law, solely for purposes of application of such law to the bonding requirements of this section.

(c) Grantee may at its sole election provide an irrevocable standby letter of credit, in a form acceptable to the City Attorney, securing all or a portion of the amount otherwise required to be secured by the performance bond. The letter of credit shall be issued by an issuing bank with offices in California, or shall authorize an advising bank with offices in California to pay the beneficiary thereunder. The letter of credit shall authorize City to draw upon its proceeds in the event that Grantee fails to well and truly observe, fulfill and perform each term and condition of the franchise, and that in case of any breach of the franchise City may draw against the letter of credit up to the total amount set forth therein. If Grantee determines to file a letter of credit, Grantee shall file such letter of credit within five (5) days after the adoption of this ordinance.

Section 12. Publication Expenses. Grantee shall pay City a sum of money sufficient to reimburse City for all publication expenses incurred by it in connection with the granting of this franchise. Such payment shall be made within thirty (30) days after City shall have furnished Grantee with a written statement of such expenses. City shall furnish such written statement within thirty (30) days after this ordinance becomes effective.

Section 13. Other City Expenses. Grantee shall pay City a sum of money sufficient to reimburse City for all City staff time, legal and consulting fees, and any election costs reasonably incurred by City, in connection with the review and granting of this franchise. Such payment shall be made within thirty (30) days after City shall have furnished Grantee with a written statement of such expenses. City shall furnish such written statement within thirty (30) days after this ordinance becomes effective.

Section 14. Insurance. During the term of this franchise, Grantee shall obtain and maintain at its sole cost and expense the insurance coverage required by this section.

(a) Grantee shall obtain and maintain commercial general liability insurance coverage for an aggregate annual amount of two million five hundred thousand dollars ($2,500,000), combined single limit, including bodily injury, personal injury and property damage. Such insurance coverage shall include, without limitation: (1) contractual liability coverage adequate to meet Grantee's indemnification obligations under Section 9; and (2) a cross-liability clause. Additionally, the insurance coverage shall contain the following endorsements as a part of each policy: (1) City is added as an additional insured for Grantee's operations under the franchise; and (2) the insurance shall cover the negligent acts of Grantee and the negligent acts of its employees, agents and subcontractors in the performance of work under the franchise.

(b) The insurance coverage required by this section may be satisfied by any combination of specific liability and excess liability policies, or by a self-insurance program reasonably satisfactory to City.

(c) The insurance coverage shall be primary and no insurance held by City shall be called to contribute to a loss under this coverage.

(d) Grantee shall submit proof of insurance to the City Clerk upon submission of acceptance of the franchise, and shall thereafter file additional such proof annually on the anniversary of the effective date of the franchise as set forth in Section 21.

Section 15. Police Power. Nothing in this franchise shall limit or otherwise affect the police power of City, as such authority may affect Grantee.

Section 16. Acquisition of Grantee's Property. The franchise granted hereunder in no way impairs or affects the right of City to acquire the property of Grantee by purchase or condemnation, and nothing in this ordinance shall be constructed to contract away, modify or abridge either for a term or in perpetuity City's right of eminent domain in respect to any public utility.

Section 17. Valuation of Franchise. This franchise shall never be given any value before any court or other public authority in any proceeding of any character in excess of the cost to Grantee of the necessary publication under Section 12 and any other sum paid by Grantee to City under Section 13 at the time of acquisition.

Section 18. Transfer of Franchise.

(a) Grantee may not sell, transfer, assign, or lease this franchise, or any part hereof, or any of the rights or privileges granted hereby, without the prior written consent of City (which City may not unreasonably withhold), expressed by ordinance or resolution. Any attempt to sell, transfer, assign, lease or otherwise dispose of the franchise without the consent of the City Council shall be null and void. Notwithstanding the foregoing, City approval is not required for the granting of a security interest in any of Grantee's assets, or any mortgage or other hypothecation, or by assignment as collateral of any rights, title or interest of Grantee in the franchise in order to secure an indebtedness. City approval is required as to any consolidation or merger of Grantee with or into any other person, entity or corporation, or any other business reorganization. City approval is also required for any transaction or series of related transactions by Grantee where in excess of twenty-five percent (25%) of the ownership of Grantee is transferred, unless such ownership is transferred to any person or entity that was, immediately prior to the transaction or transactions, the direct or indirect owner of, or under common ownership with, Grantee. Grantee shall provide City with notice of any filing with an applicable State or federal agency seeking regulatory approval of a transfer.

(b) To obtain City's consent, Grantee shall provide City with a written request setting forth the specific interests to be transferred and a copy of the proposed contract between Grantee and the transferee evidencing relevant details of the transfer, along with such other information as City may reasonably request. The City Council shall conduct a public hearing on the proposed transfer. Notice of the hearing shall be published at least fifteen (15) days prior to the hearing in a newspaper of general circulation within City or posted in the places designated for posting of official notices.

(c) The City Council's approval or disapproval of the proposed transfer shall be based on the proposed transferee's legal, financial and technical qualifications, the transferee's acceptance of the terms and conditions of this franchise and agreement to be bound thereby, and on whether Grantee is in compliance with the terms of this franchise.

Section 19. Resolution, Notice of Hearing and Protests. On July 17, 2006, the City Council adopted Resolution No. 138-2006 stating its intent to grant this franchise. Notice of hearing was given in the manner required by law. The City Council has held a duly noticed public hearing on its intention to grant this franchise. The City Council has heard any and all protests, and hereby determines such protests to be insufficient, overruled or denied.

Section 20. Construction. Headings in this ordinance are for convenience only, and shall have no bearing on interpreting the provisions hereof. If any provision of this ordinance is held by a court to be void or unenforceable, the same shall in no way affect any other provision of this ordinance, the application of any such provision in another circumstance, or the validity or enforceability of this ordinance as a whole. In the event any provision of this ordinance is held by a court to be void or unenforceable, City shall have the opportunity to amend this ordinance in a manner consistent with the judgment and in consultation with Grantee. Notwithstanding any provision of this section to the contrary, if any provision of this ordinance is held by a court to be void or unenforceable in an action brought by Grantee or in an action in which Grantee appears and contests the facial validity of such provision, then the entire ordinance shall be of no further force or effect.

Section 21. Franchise Effective Date. The franchise granted hereby shall not become effective until each of the following conditions is satisfied: (1) Grantee files written acceptance thereof with the City Clerk, which shall occur no later than one hundred and twenty (120) days after the effective date of this ordinance or this ordinance shall be of no further force or effect. (2) Grantee pays all sums owed to City under Sections 12 and 13. (3) Grantee files with the City Clerk either a bond as provided for in Section 11(a) or a letter of credit as provided in Section 11(c), and proof of insurance as required by Section 14. Upon receipt of the required documentation, the City Clerk shall certify the effective date of the franchise and notify Grantee thereof. Upon becoming effective, the water franchise granted hereunder shall supersede any previous water franchise issued to Grantee for service areas within the City of Rancho Cordova.

Section 22. Enforcement.

(a) If Grantee fails, neglects or refuses to comply with any of the provisions or conditions prescribed in this ordinance, and does not within ten (10) days after receipt of a written demand for compliance begin the work of compliance, or after such beginning does not prosecute the work with due diligence to completion, City through its City Council may declare the franchise forfeited, or assess damages as provided in this section for unexcused violations of the franchise.

(b) To implement enforcement under this section, City shall proceed as follows.

(1) Notice of demand for compliance shall be in writing signed by the City Manager or designee and delivered by personal delivery or certified mail to that person identified in Section 26. The notice shall demand correction within a reasonable time. Such time shall not be less than ten (10) days after receipt of the notice. If Grantee is shown to have

violated the franchise, or to have failed to correct the violation within the time prescribed, or if Grantee fails to commence corrective action within the time prescribed and diligently remedy such violation thereafter, or if the violation is not correctable, then City shall give Grantee written notice of not less than ten (10) days of a public hearing to be held before the City Council. City shall also give public notice of the hearing. The notice shall specify the alleged violations.

(2) At the public hearing, the Council shall hear and consider all relevant evidence, and thereafter render written findings and its written decision. The hearing shall provide Grantee with the full opportunity to participate and present evidence.

(3) If the Council finds that no material violation exists, or that Grantee has corrected the violation, or has diligently commenced correction of such violation after notice thereof from City and is diligently proceeding to fully remedy such violation, the proceedings shall terminate and no penalty or other sanction shall be imposed. In determining whether a violation is material, City shall take into consideration the reliability of the evidence of the violation, the nature of the violation and the damage (if any) caused to City thereby, whether the violation was chronic, and any aggravating or mitigating circumstances and such other matters as City may deem appropriate. In the event a proceeding is terminated, and City subsequently finds that the violation has not been corrected, City may, without prejudice, reinstate the proceeding.

(4) If the Council finds that a material violation exists and that Grantee has not corrected the same in a satisfactory manner or has not diligently commenced correction of such violation, the Council may declare the franchise forfeited; or require payment of a dollar amount of compensatory damages resulting from Grantee's material violation; or declare the franchise forfeited and require payment of such compensatory damages. In either event, as an alternative to compensatory damages, the Council may impose liquidated damages of up to One Thousand Dollars ($1,000) per day or per violation, for unexcused violations of this franchise, commencing with the expiration of the ten (10) day notice period described in Section 22(a). If Grantee fails to pay any sum due under this section within ten (10) days after invoice, City may require payment under the performance bond or letter of credit provided for in Section 11.

(5) If the Council finds that a material violation exists, Grantee shall have the right to seek review of the Council's decision in the Superior Court of the State of California. The Council's decision shall not be stayed pending such review, absent a contrary order of the Court.

(6) The remedies set forth in this section are cumulative, and are in addition to all other rights and remedies, including injunctive relief, available to City.

Section 23. Jurisdiction and Venue. Any dispute that arises under or relates to this franchise shall be resolved in the Superior Court of the State of California, and venue shall be proper in the county in which City is located. In any such litigation, Grantee and City shall each be responsible for its respective attorneys' fees and costs.

Section 24. Notices. All notices, demands or statements required by this franchise to Grantee shall be in writing and delivered by hand or certified mail addressed to the person Grantee has designated pursuant to Corporations Code Section 17060(a)(2) or successor legislation. All notices required by this franchise to City shall be in writing and delivered by hand

or certified mail addressed to the City Clerk. All notices shall be deemed given on the date of delivery by hand, or three days after deposit in the mail, postage prepaid.

Section 25. Effective Date and Publication. Within fifteen (15) days from and after adoption, this Ordinance shall be published once in the Grapevine Independent, a newspaper of general circulation printed and published in Sacramento County and circulated in the City of Rancho Cordova, in accordance with California Government Code Section 36933. This Ordinance shall take effect and be enforced thirty (30) days after its adoption.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this 18th day of September 2006, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Anna Olea-Moger, CMC, City Clerk

ORDINANCE NO. 53-2006

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA GRANTING TO THE CALIFORNIA AMERICAN WATER COMPANY A DETERMINATE FRANCHISE TO CONSTRUCT, MAINTAIN AND USE PIPES AND APPURTENANCES, NECESSARY OR PROPER FOR TRANSMITTING WATER UNDER, ALONG, ACROSS OR UPON THE PUBLIC STREETS WITHIN THE CITY OF RANCHO CORDOVA

THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:

(1)

Section 1. Definitions. Whenever in this ordinance the words or phrases defined in this section are used, they shall have the respective meanings assigned to them in the following definitions:

(a) "City" means the City of Rancho Cordova, a California municipal corporation, in its present incorporated form or in any later reorganized, consolidated, enlarged or reincorporated form.

(b) "Construct, maintain and use" means to lay, construct, erect, install, operate, maintain, use, repair, modify or replace.

(2)

(c) "Day" means a calendar day.

(d) "Grantee" means the California American Water Company, a California Corporation, and its lawful successors or assigns.

(e) "Franchise" means the rights and privileges described in this ordinance.

(g) "Pipes and appurtenances" means pipe, pipelines, main, service, trap, vent, vault, manhole, meter, gauge, regulator, valve, conduit, ditch, flume, appliance, attachment, appurtenance and any other property located or to be located in, upon, along, across, under or over the streets of the City, and used or useful in transmitting and distributing water; provided, however, that nothing in this franchise grants the right to use any of the foregoing facilities for any purpose other than the transmission or distribution of water. The term "facilities" may hereafter be used for convenience to refer to "pipes and appurtenances."

(h) "Public streets" means the public streets, ways, alleys and places as they may now or hereafter exist within the city limits of City, including State highways, now or hereafter established within City. "Public streets" includes a public right-of-way, whether or not formally included within City's public road system. "Public streets" does not include a public utility easement crossing private property, nor does "public streets" include any park, playground, school property or other municipal or public property not constituting a public right-of-way. "Public streets" does not include, and this franchise does not allow the use of, a public utility easement described in Government Code Section 50335 or successor legislation, the use of which is governed by such terms and conditions as agreed upon by the parties thereto.

(i) "Term" shall mean the initial term as defined in Section 5(a) and any renewal term, unless otherwise required by the context.

Section 2. Grant of Franchise. City hereby grants Grantee a non-exclusive and determinate franchise to construct, maintain and use pipes and appurtenances necessary or proper for the transmission and distribution of water under, along, across or upon the public streets within those areas of the City located within the Grantee's dedicated areas of service as approved by the California Public Utilities Commission (CPUC). Grantee shall file with the City's Public Works Department such maps and other records, including, but not limited to metes and bounds descriptions, as the City's Public Works Director may determine from time to time are necessary to identify said service areas within the City. Grantee shall provide City with notice of any filing with the CPUC for a change in service area located within the boundaries of the City. Within 30 days of a change in service area approved by the CPUC, Grantee shall file with the Public Works Department updated versions of the maps and other records previously required and submitted to the City unless waived in writing by the Public Works Director.

Section 3. Compliance with Local Laws.

(a) Grantee shall construct, maintain and use all pipes and appurtenances in a good and workmanlike manner and in compliance with all lawful federal, State and City laws, ordinances, resolutions, regulations, policies, rules, orders, plans and specifications in force at the time this franchise becomes effective or as may be amended or added from time to time during the term of this franchise.

(b) All zoning, uniform code, business license, fee, or other generally applicable ordinances now existing, or enacted by the City Council in the future, are fully applicable to Grantee, and the Grantee agrees to fully comply with these existing and future ordinances. The Grantee agrees that the City requiring the Grantee to comply with future ordinances, will not result, in any circumstances, in a substantial impairment of the Grantee's rights under this franchise. If there is a conflict between this franchise and any applicable ordinance, the ordinance will prevail. If the City requires the Grantee to comply with a future ordinance that the Grantee determines will materially increase the Grantee's operations costs, the Grantee may request that the City approve a longer franchise term.

(c) Upon constructing, maintaining or using any pipes and appurtenances, or any part thereof, Grantee shall expeditiously at its own cost and expense restore to applicable and lawful City standards all public property disturbed or altered as a result of Grantee's actions. As used in this section, "public property" means public streets, rights-of-way and improvements and includes, but is not limited to, all public improvements associated with the public streets that may be affected by Grantee's activities, such as landscaping, irrigation systems, street lights, street furniture, sidewalks and bus shelters. Grantee shall comply with City's terms and conditions concerning the location within the public streets of proposed facilities, except to the extent State or federal law or regulation preempts any such terms and conditions.

(d) Grantee's activities and each restoration of public property under this franchise shall be performed in a good and workmanlike manner, and in accordance with the lawful standard plans, specifications, orders, rules and regulations of City and each of its applicable departments, and subject to all lawful fees and exactions.

Section 4. Relocation. Grantee shall remove or relocate, without expense to City and within the time City reasonably specifies, any facilities installed, used and maintained under this franchise, if and when made necessary by any lawful change of grade, alignment or width of any public street, way, alley, or place, including the construction of any subway or viaduct, by

City. As examples only and not by way of limitation, a change by City to such public works as sewers, water lines and storm drains, and public facilities below grade, in trenches, conduits or otherwise, shall give rise to Grantee's obligation to remove or relocate its facilities.

Section 5. Term.

(a) The initial term of the franchise shall commence with the effective date of this franchise as certified under Section 21 and continue for a period of fifteen (15) years ("Initial Term"), subject to renewal and termination as provided under this section. The aggregate term of the franchise, including the Initial Term and the renewal term, shall not exceed thirty (30) years.

(b) At the conclusion of the Initial Term and upon application by Grantee, the term of the franchise may be renewed for an additional ten (15) year period ("Renewal Term"). An application for renewal shall be filed with the City Clerk at least six (6) months before the expiration date of the current term. Such application shall be subject to the approval of the City Council after a public hearing. Notice of the hearing shall be published at least fifteen (15) days prior to the hearing in a newspaper of general circulation within City or posted in the places designated for posting of official notices. The City Council shall approve the application unless it finds, on the basis of substantial evidence, that Grantee is then in material violation of this franchise. In approving the application, the City Council may modify the franchise by ordinance based upon the experience of City in administering the franchise during the preceding term and to take into account changes in relevant technology and utility industry regulatory developments and business practices. Any modification of the franchise shall be based upon substantial evidence concerning the need for such modification in the record considered by the City Council. However, the City Council shall not modify the aggregate term permitted or the franchise fee payable hereunder without Grantee's consent. Grantee shall reimburse City for all reasonable costs, staff time, legal and consulting fees incurred by City, in connection with processing the application. Such payment shall be made within thirty (30) days after City shall have completed proceedings on the application and furnished Grantee with a written statement of such expenses. In order for a renewal to be effective, Grantee shall accept such renewal pursuant to Public Utilities Code Section 6235.

(c) During the term of the franchise, the franchise shall remain in full force and effect unless: (1) Grantee voluntarily surrenders or abandons the franchise, with the consent of the applicable State or federal regulatory agency; (2) the State or some municipal or public corporation purchases by voluntary agreement or condemns and takes under the power of eminent domain, all property actually used and useful in the exercise of the franchise and situate within the territorial limits of the State, municipal or public corporation purchasing or condemning such property, or (3) the franchise is forfeited for noncompliance with its terms by Grantee.

Section 6. Franchise Payment. Grantee shall pay the franchise payments set forth in this section.

(a) During the term of this franchise, Grantee shall pay City two percent (2%) of Grantee's gross annual receipts arising from the use, operation or possession of the franchise, except that this payment shall be not less than one percent (1%) of Grantee's gross annual receipts derived from the sale within City limits of the utility service for which the franchise is awarded.

(b) Gross annual receipts shall include Grantee's receipts from the transmission and distribution of water, and from the sale of any service or use of facilities, which involves Grantee's use, operation or possession of the franchise. As used in this section, "sale" includes a license, lease, allowance of use or any other instrument or transaction by which value is transferred from one party to another.

(c) If at any time during the term of this franchise, Grantee pays or is authorized to pay a franchise payment based on a more favorable formula to any general law city or county whether as the result of litigation, negotiation, legislation or otherwise, then at City's option that more favorable formula shall be used to calculate franchise payments due City hereunder commencing with the next calendar year following use of the more favorable formula for payment to another city or county.

(d) If at any time during the term of this franchise, City changes its status from a general law city to a charter city, then beginning with the effective date of the charter the formula for payment of the franchise fee shall be equal to the most favorable formula then in use for payment of such water franchise fee to any city or county (but not city and county).

(e) The franchise payment under this section constitutes payment for the privilege of using public streets, and is not in derogation of any other lawful fee or exaction. Nothing in this ordinance shall limit or otherwise affect any ability City may have, acting in its proprietary capacity or under the police power, to require franchisees making use of public streets to pay any fees or other charges imposed by City to address impacts of such franchisees' activities on City or its assets.

Section 7. Payment; Audit.

(a) Within three (3) months after the expiration of each calendar year, or fractional calendar year, following the effective date of this franchise as certified under Section 21, Grantee shall file with City's Finance Director or other official designated by City a verified statement under penalty of perjury showing in detail the total gross receipts of Grantee during the preceding calendar year, or fractional calendar year. Grantee's statement shall include such other data or information as City may need to calculate or determine the amounts which Grantee is obligated to pay City pursuant to the provisions of Section 6. Grantee's statement shall be in such form and detail as from time to time may be reasonably prescribed by City.

(b) Within fifteen (15) days after filing the statement required by Section 7(a), Grantee shall pay to City, in lawful money of the United States, the amount required by Section 6 for such calendar year or fractional calendar year.

(c) Annually, at Grantee's expense, Grantee shall provide City with an audited report conducted pursuant to Generally Accepted Auditing Standards consistently applied, which expresses an opinion that the statement has been prepared in accordance with the terms of this franchise and that nothing has come to the auditor's attention that would cause the auditors to believe that Grantee has not complied with this franchise insofar as it relates to accounting matters.

(d) The City Auditor of City, or any certified public accountant or qualified person designated by City, after reasonable notice and at any reasonable times during business hours, may make examination or audit at Grantee's office or offices, of its books, accounts and records germane to and for the purpose of verifying the data set forth in the statement required

by Section 7(a). All books, accounts and all records deemed necessary by City relating to the revenues derived by Grantee within City and the statement required by Section 7(a) shall be kept within City or the City of Rancho Cordova, or in such other place as the reasonable convenience of Grantee may require. Upon City's request, Grantee shall provide City with such records, directly related to revenues derived within City, in electronic format. In the event that it becomes necessary for the City Auditor or designated representative to make the examination at any place other than within the Sacramento metropolitan area, then all reasonable increased costs and expenses to City necessary or incident to such examination taking place in another location shall be paid to City by Grantee on demand.

(e) Any neglect, omission or refusal by Grantee to file the verified statement, or to remit its payment as specified in this section and in the amount set forth in Section 6, or to submit the annual audited report required by subsection (c), shall be grounds for declaration of a forfeiture of this franchise and of all rights of Grantee hereunder, consistent with Public Utilities Code Section 6291.

Section 8. Authority. This franchise is granted under the Franchise Act of 1937.

Section 9. Indemnity; Liability.

(a) Grantee shall indemnify, defend and hold harmless City, its officers and employees from all liability for damages proximately resulting from any operations under the franchise. In addition, Grantee shall be liable to City for all damages proximately resulting from the failure of Grantee well and faithfully to observe and perform any provision of the franchise and any provision of any applicable law under which this franchise is granted.

(b) In addition to the provisions of Section 9(a), Grantee shall specifically indemnify, defend and hold harmless City, its officers and employees from any claim, suit or action arising from the presence of any hazardous materials in a public street and proximately resulting from Grantee's operations under the franchise. As used in this section, 'hazardous materials' means any hazardous substances, materials or wastes (1) defined or listed as "hazardous substances," "toxic substances" or similarly identified under any provision of California law; (2) designated as "hazardous substances" under the Comprehensive Environmental Response, Compensation, and Liability Act (42 U.S.C. Sections 9601, *et seq.*), the Federal Hazardous Materials Transportation Law (49 U.S.C. Sections 5101, *et seq.*), the Resource Conservation and Recovery Act (42 U.S.C. Sections 6901, *et seq.*), or the Toxic Substance Control Act of 1976 (15 U.S.C. Sections 2601, *et seq.*); (3) defined as "toxic pollutants" under the Clean Water Act (33 U.S.C. Sections 1251, *et seq.*); (4) designated as "hazardous air pollutants" under the Clean Air Act (42 U.S.C. Sections 7401, *et seq.*); or (5) defined, designated or listed under any State or federal legislation or regulations adopted or amended during the term hereof.

Section 10. Payment of Cost of Repairs. Grantee shall pay to City on demand the cost incurred by City for all repairs to public property made necessary by any of Grantee's operations under this franchise.

Section 11. Performance Bond or Letter of Credit.

(a) Grantee shall file with the City Clerk a corporate surety bond running to City and approved by the City Council, in a penal sum of $15,000 (fifteen thousand dollars), which sum was set forth in the resolution of intention to grant this franchise. The bond shall be

conditioned that Grantee shall well and truly observe, fulfill and perform each term and condition of the franchise, and that in case of any breach of condition of the bond the amount of the penal sum therein shall be recoverable. Grantee shall file such bond within five (5) days after the adoption of this ordinance. If the bond is not so filed, or is not approved by the City Council, the franchise may be refused or forfeited and any money paid to City in connection therewith shall be retained by City.

(b) Grantee shall maintain the bond in full force and effect throughout the Term of this franchise, at Grantee's sole expense. The bond shall be issued by an admitted surety insurer and comply with the requirements of the Bond and Undertaking Law, codified in Code of Civil Procedure Sections 995.010 *et seq.* This franchise shall be considered a "license or permit" within the meaning of the Bond and Undertaking Law, solely for purposes of application of such law to the bonding requirements of this section.

(c) Grantee may at its sole election provide an irrevocable standby letter of credit, in a form acceptable to the City Attorney, securing all or a portion of the amount otherwise required to be secured by the performance bond. The letter of credit shall be issued by an issuing bank with offices in California, or shall authorize an advising bank with offices in California to pay the beneficiary thereunder. The letter of credit shall authorize City to draw upon its proceeds in the event that Grantee fails to well and truly observe, fulfill and perform each term and condition of the franchise, and that in case of any breach of the franchise City may draw against the letter of credit up to the total amount set forth therein. If Grantee determines to file a letter of credit, Grantee shall file such letter of credit within five (5) days after the adoption of this ordinance.

Section 12. Publication Expenses. Grantee shall pay City a sum of money sufficient to reimburse City for all publication expenses incurred by it in connection with the granting of this franchise. Such payment shall be made within thirty (30) days after City shall have furnished Grantee with a written statement of such expenses. City shall furnish such written statement within thirty (30) days after this ordinance becomes effective.

Section 13. Other City Expenses. Grantee shall pay City a sum of money sufficient to reimburse City for all City staff time, legal and consulting fees, and any election costs reasonably incurred by City, in connection with the review and granting of this franchise. Such payment shall be made within thirty (30) days after City shall have furnished Grantee with a written statement of such expenses. City shall furnish such written statement within thirty (30) days after this ordinance becomes effective.

Section 14. Insurance. During the term of this franchise, Grantee shall obtain and maintain at its sole cost and expense the insurance coverage required by this section.

(a) Grantee shall obtain and maintain commercial general liability insurance coverage for an aggregate annual amount of two million five hundred thousand dollars ($2,500,000), combined single limit, including bodily injury, personal injury and property damage. Such insurance coverage shall include, without limitation: (1) contractual liability coverage adequate to meet Grantee's indemnification obligations under Section 9; and (2) a cross-liability clause. Additionally, the insurance coverage shall contain the following endorsements as a part of each policy: (1) City is added as an additional insured for Grantee's operations under the franchise; and (2) the insurance shall cover the negligent acts of Grantee and the negligent acts of its employees, agents and subcontractors in the performance of work under the franchise.

(b) The insurance coverage required by this section may be satisfied by any combination of specific liability and excess liability policies, or by a self-insurance program reasonably satisfactory to City.

(c) The insurance coverage shall be primary and no insurance held by City shall be called to contribute to a loss under this coverage.

(d) Grantee shall submit proof of insurance to the City Clerk upon submission of acceptance of the franchise, and shall thereafter file additional such proof annually on the anniversary of the effective date of the franchise as set forth in Section 21.

Section 15. Police Power. Nothing in this franchise shall limit or otherwise affect the police power of City, as such authority may affect Grantee.

Section 16. Acquisition of Grantee's Property. The franchise granted hereunder in no way impairs or affects the right of City to acquire the property of Grantee by purchase or condemnation, and nothing in this ordinance shall be constructed to contract away, modify or abridge either for a term or in perpetuity City's right of eminent domain in respect to any public utility.

Section 17. Valuation of Franchise. This franchise shall never be given any value before any court or other public authority in any proceeding of any character in excess of the cost to Grantee of the necessary publication under Section 12 and any other sum paid by Grantee to City under Section 13 at the time of acquisition.

Section 18. Transfer of Franchise.

(a) Grantee may not sell, transfer, assign, or lease this franchise, or any part hereof, or any of the rights or privileges granted hereby, without the prior written consent of City (which City may not unreasonably withhold), expressed by ordinance or resolution. Any attempt to sell, transfer, assign, lease or otherwise dispose of the franchise without the consent of the City Council shall be null and void. Notwithstanding the foregoing, City approval is not required for the granting of a security interest in any of Grantee's assets, or any mortgage or other hypothecation, or by assignment as collateral of any rights, title or interest of Grantee in the franchise in order to secure an indebtedness. City approval is required as to any consolidation or merger of Grantee with or into any other person, entity or corporation, or any other business reorganization. City approval is also required for any transaction or series of related transactions by Grantee where in excess of twenty-five percent (25%) of the ownership of Grantee is transferred, unless such ownership is transferred to any person or entity that was, immediately prior to the transaction or transactions, the direct or indirect owner of, or under common ownership with, Grantee. Grantee shall provide City with notice of any filing with an applicable State or federal agency seeking regulatory approval of a transfer.

(b) To obtain City's consent, Grantee shall provide City with a written request setting forth the specific interests to be transferred and a copy of the proposed contract between Grantee and the transferee evidencing relevant details of the transfer, along with such other information as City may reasonably request. The City Council shall conduct a public hearing on the proposed transfer. Notice of the hearing shall be published at least fifteen (15) days prior to the hearing in a newspaper of general circulation within City or posted in the places designated for posting of official notices.

(c) The City Council's approval or disapproval of the proposed transfer shall be based on the proposed transferee's legal, financial and technical qualifications, the transferee's acceptance of the terms and conditions of this franchise and agreement to be bound thereby, and on whether Grantee is in compliance with the terms of this franchise.

Section 19. Resolution, Notice of Hearing and Protests. On July 17, 2006, the City Council adopted Resolution No. 138-2006 stating its intent to grant this franchise. Notice of hearing was given in the manner required by law. The City Council has held a duly noticed public hearing on its intention to grant this franchise. The City Council has heard any and all protests, and hereby determines such protests to be insufficient, overruled or denied.

Section 20. Construction. Headings in this ordinance are for convenience only, and shall have no bearing on interpreting the provisions hereof. If any provision of this ordinance is held by a court to be void or unenforceable, the same shall in no way affect any other provision of this ordinance, the application of any such provision in another circumstance, or the validity or enforceability of this ordinance as a whole. In the event any provision of this ordinance is held by a court to be void or unenforceable, City shall have the opportunity to amend this ordinance in a manner consistent with the judgment and in consultation with Grantee. Notwithstanding any provision of this section to the contrary, if any provision of this ordinance is held by a court to be void or unenforceable in an action brought by Grantee or in an action in which Grantee appears and contests the facial validity of such provision, then the entire ordinance shall be of no further force or effect.

Section 21. Franchise Effective Date. The franchise granted hereby shall not become effective until each of the following conditions is satisfied: (1) Grantee files written acceptance thereof with the City Clerk, which shall occur no later than one hundred and twenty (120) days after the effective date of this ordinance or this ordinance shall be of no further force or effect. (2) Grantee pays all sums owed to City under Sections 12 and 13. (3) Grantee files with the City Clerk either a bond as provided for in Section 11(a) or a letter of credit as provided in Section 11(c), and proof of insurance as required by Section 14. Upon receipt of the required documentation, the City Clerk shall certify the effective date of the franchise and notify Grantee thereof. Upon becoming effective, the water franchise granted hereunder shall supersede any previous water franchise issued to Grantee for service areas within the City of Rancho Cordova.

Section 22. Enforcement.

(a) If Grantee fails, neglects or refuses to comply with any of the provisions or conditions prescribed in this ordinance, and does not within ten (10) days after receipt of a written demand for compliance begin the work of compliance, or after such beginning does not prosecute the work with due diligence to completion, City through its City Council may declare the franchise forfeited, or assess damages as provided in this section for unexcused violations of the franchise.

(b) To implement enforcement under this section, City shall proceed as follows.

(1) Notice of demand for compliance shall be in writing signed by the City Manager or designee and delivered by personal delivery or certified mail to that person identified in Section 26. The notice shall demand correction within a reasonable time. Such time shall not be less than ten (10) days after receipt of the notice. If Grantee is shown to have

violated the franchise, or to have failed to correct the violation within the time prescribed, or if Grantee fails to commence corrective action within the time prescribed and diligently remedy such violation thereafter, or if the violation is not correctable, then City shall give Grantee written notice of not less than ten (10) days of a public hearing to be held before the City Council. City shall also give public notice of the hearing. The notice shall specify the alleged violations.

(2) At the public hearing, the Council shall hear and consider all relevant evidence, and thereafter render written findings and its written decision. The hearing shall provide Grantee with the full opportunity to participate and present evidence.

(3) If the Council finds that no material violation exists, or that Grantee has corrected the violation, or has diligently commenced correction of such violation after notice thereof from City and is diligently proceeding to fully remedy such violation, the proceedings shall terminate and no penalty or other sanction shall be imposed. In determining whether a violation is material, City shall take into consideration the reliability of the evidence of the violation, the nature of the violation and the damage (if any) caused to City thereby, whether the violation was chronic, and any aggravating or mitigating circumstances and such other matters as City may deem appropriate. In the event a proceeding is terminated, and City subsequently finds that the violation has not been corrected, City may, without prejudice, reinstate the proceeding.

(4) If the Council finds that a material violation exists and that Grantee has not corrected the same in a satisfactory manner or has not diligently commenced correction of such violation, the Council may declare the franchise forfeited; or require payment of a dollar amount of compensatory damages resulting from Grantee's material violation; or declare the franchise forfeited and require payment of such compensatory damages. In either event, as an alternative to compensatory damages, the Council may impose liquidated damages of up to One Thousand Dollars ($1,000) per day or per violation, for unexcused violations of this franchise, commencing with the expiration of the ten (10) day notice period described in Section 22(a). If Grantee fails to pay any sum due under this section within ten (10) days after invoice, City may require payment under the performance bond or letter of credit provided for in Section 11.

(5) If the Council finds that a material violation exists, Grantee shall have the right to seek review of the Council's decision in the Superior Court of the State of California. The Council's decision shall not be stayed pending such review, absent a contrary order of the Court.

(6) The remedies set forth in this section are cumulative, and are in addition to all other rights and remedies, including injunctive relief, available to City.

Section 23. Jurisdiction and Venue. Any dispute that arises under or relates to this franchise shall be resolved in the Superior Court of the State of California, and venue shall be proper in the county in which City is located. In any such litigation, Grantee and City shall each be responsible for its respective attorneys' fees and costs.

Section 24. Notices. All notices, demands or statements required by this franchise to Grantee shall be in writing and delivered by hand or certified mail addressed to the person Grantee has designated pursuant to Corporations Code Section 17060(a)(2) or successor legislation. All notices required by this franchise to City shall be in writing and delivered by hand

or certified mail addressed to the City Clerk. All notices shall be deemed given on the date of delivery by hand, or three days after deposit in the mail, postage prepaid.

Section 25. Effective Date and Publication. Within fifteen (15) days from and after adoption, this Ordinance shall be published once in the Grapevine Independent, a newspaper of general circulation printed and published in Sacramento County and circulated in the City of Rancho Cordova, in accordance with California Government Code Section 36933. This Ordinance shall take effect and be enforced thirty (30) days after its adoption.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this 18th day of September 2006, by the following vote:

AYES:

NOES:

ABSENT:

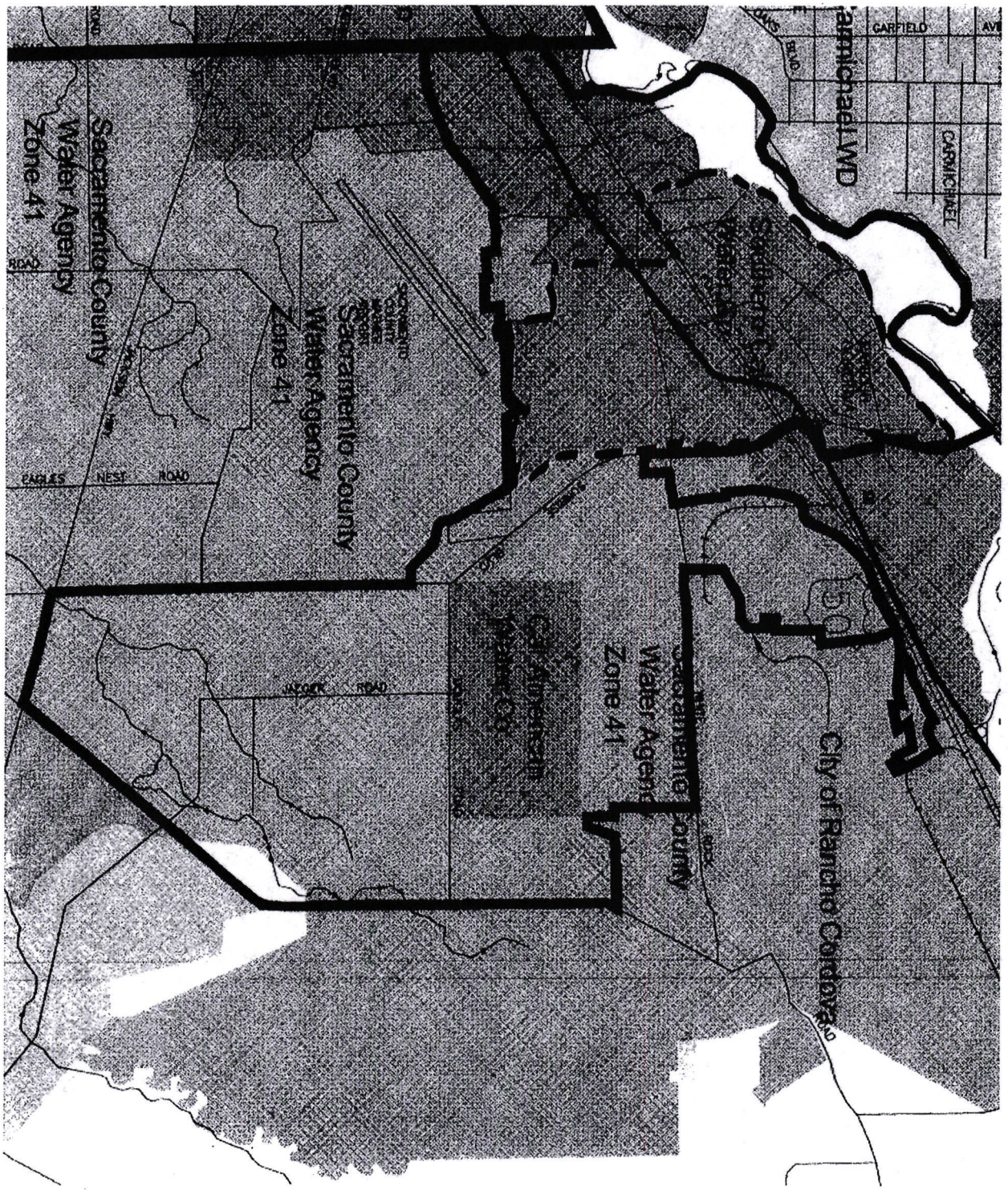
ABSTAIN:

_____
Robert J. McGarvey, Mayor

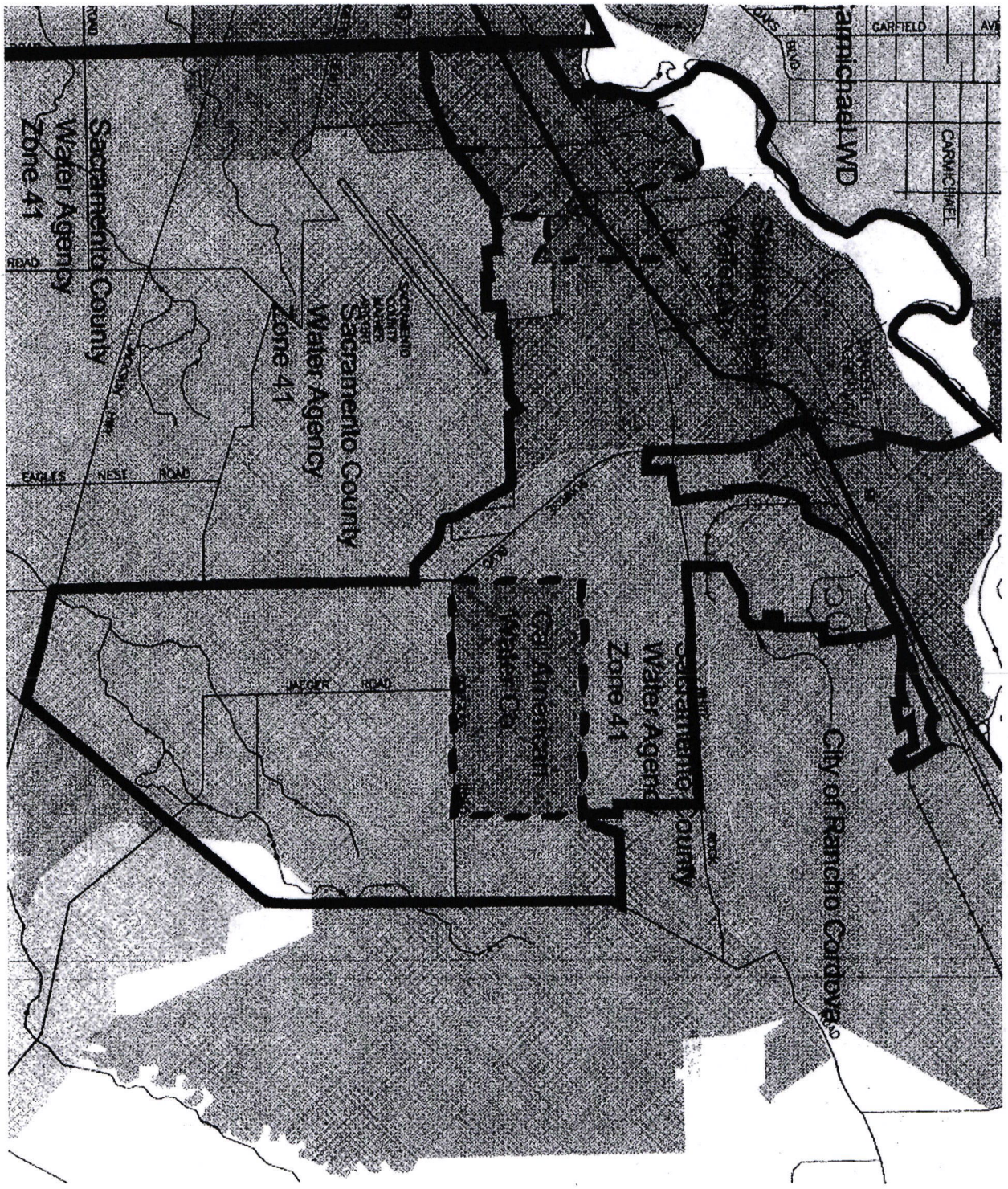
ATTEST:

_____
Anna Olea-Moger, CMC, City Clerk

Attachment 3
Golden State Service Area



Attachment 4
Cal-Am Service Area



MEMORANDUM

DATE: September 5, 2006

TO: Honorable Mayor and Council Members

FROM: Jeffrey S. Beiswenger, AICP, Senior Planner

SUBJECT: OLD PLACERVILLE ROAD REZONE, TENTATIVE SUBDIVISION MAP, SPECIAL DEVELOPMENT PERMIT, RESIDENTIAL DESIGN REVIEW AND DEVELOPMENT AGREEMENT

OWNER / APPLICANT:	REPRESENTATIVE:
Dan Benvenuti 4378 Auburn Blvd. Suite 300 Sacramento, CA 95841	Tower Development Ted Kopecko 4378 Auburn Blvd. Suite 300 Sacramento, CA 95841

diversified to add res. div.

PROJECT:	Old Placerville Road Rezone, Tentative Subdivision Map, Special Development Permit, Residential Design Review and Development Agreement
FILE:	RC-05-183
LOCATION:	Old Placerville Rd.
APN:	068-0030-044
PLANNER:	Jeffrey S. Beiswenger, AICP, Senior Planner

RECOMMENDATION

Staff recommends that the City Council determine that the Final Mitigated Negative Declaration (MND) is adequate under the California Environmental Quality Act (CEQA) Guidelines; adopt Ordinance 50-2006 approving a rezone to RD-10; adopt Resolution 158-2006 approving the tentative subdivision map, special development permit and residential design review subject to the attached conditions of approval; and adopt Ordinance 51-2006 adopting a project Development Agreement.

RESULT OF RECOMMENDED ACTION

City Council action will adopt the following project entitlements:

- Rezone for half of the property from MP (Industrial - Office Park) to RD-10 (Residential, 10 dwelling units per acre). This will allow residential on the back portion of the property. The MP designation will remain on the front portion and will allow office buildings.
- Tentative subdivision map to create 4 parcels for office development, 35 parcels for residential development and a parcel for the entry and driveway system.

AGENDA ITEM # 12

- Special Development Permit to allow a deviation from the minimum lot and setback requirements to allow small lot, single family development.
- Residential Design Review for 35 single family homes (27 detached and 8 attached duplex units) with related site improvements.
- Project development agreement.

BACKGROUND

The Old Placerville Road project is consistent with the General Plan and provides an interesting mixed use project on an infill development site. The project provides office buildings and residential homes, which will complement the surrounding neighborhood by providing high quality construction on an infill site. With the proposed Conditions of Approval / MMRP the project will meet City site development and environmental requirements.

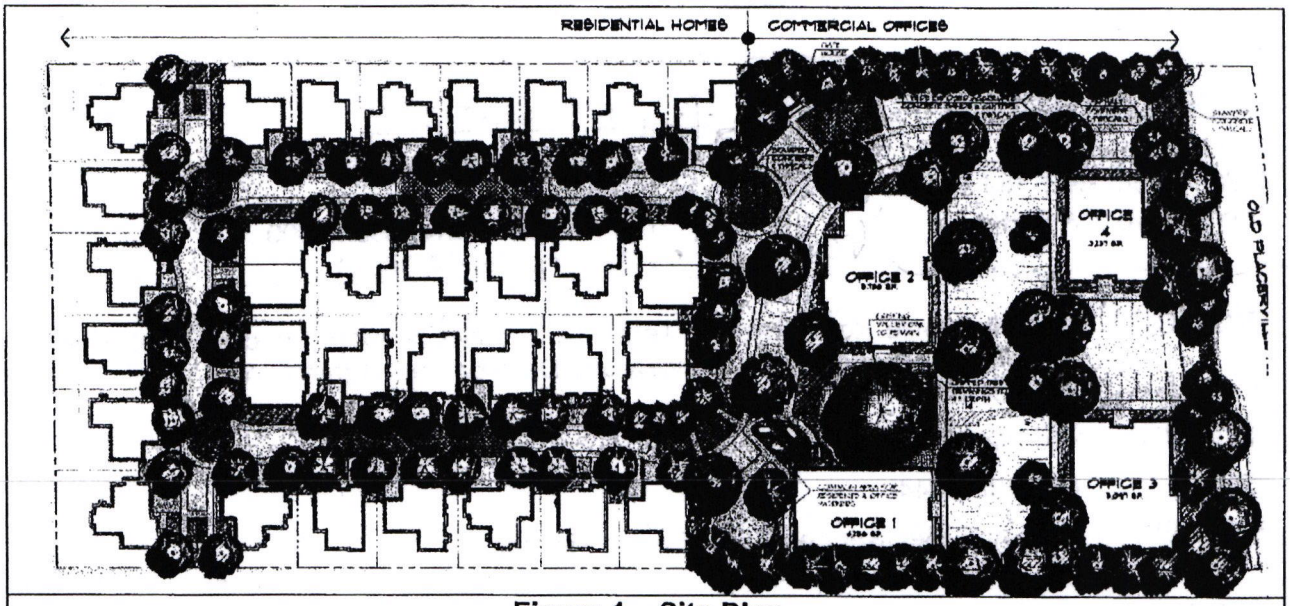


Figure 1 – Site Plan



Figure 2 – Home Elevations

A Public Hearing was held in front of the Planning Commission on July 27th, 2006. The Planning Commission heard public comment and recommended approval of the project with the following requests for modifications:

- Improvements to Old Placerville Road Frontage. The Planning Commission agreed with the Condition of Approval requiring a street right-of-way dedication for a future 126 foot facility, but did not want the full facility constructed at this time. The Planning Commission believes that this would create an awkward looking six-lane improvement along a four-lane roadway, and could create visibility problems for cars trying to exit the site.

  Response: Staff has modified the Condition of Approval to allow the applicant to dedicate the required right-of-way for a future six lane facility, but construct the street frontage to match the current four lane configuration.

- Pedestrian Enhancements. The Lincoln Village Neighborhood Association and Walk Sacramento testified at the Public Hearing and had concerns regarding pedestrian improvements on the site. The Commission also had concerns with a vehicular access gate at the entrance to the residential project due to its location and potential conflicts with pedestrian travel. The Planning Commission requested that Staff continue to work with the applicant to address these concerns.

  Response: Staff has worked with the applicant to dramatically improve the pedestrian environment with additional sidewalks and has added special paving, and has removed the gate. A pedestrian connection will be provided to the adjacent shopping center from the project.

- Community Open Space. The Planning Commission was disappointed that the residential area as designed did not have a gathering place for residents and requested that this be added to the site plan. A community room was also requested.

  Response: Staff has worked with the applicant to create an outdoor space adjacent to office building 1 with a small picnic area. A room in office building 1 would also be available to residents for special occasions and would be directly accessible from the open space area.

  1 or 4?

- Fire Department Turning Radius. A Condition of Approval was included to address the required fire department turning radii on the site plan.

  Response: The applicant has revised the site plan as requested.

Staff believes that all of the Planning Commission's modification requests have been completed by the applicant. The project Conditions of Approval have been revised accordingly.

Project Location

This project is an infill project within a mostly developed neighborhood. The location is depicted on Figure 3. The project is bounded by Old Placerville Road to the south, an apartment complex to the east, a manufactured home park to the north and a commercial shopping center to the west. A vacant pad site is located to the west of the property on the shopping center parcel.

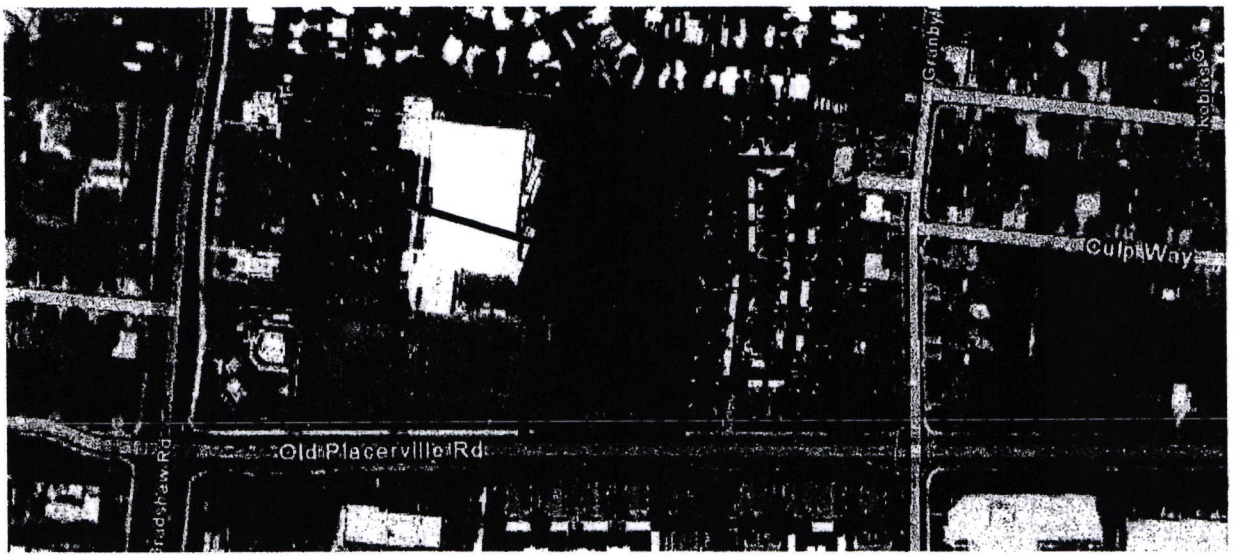


Figure 3 Project Area Location

General Plan Consistency

The project is consistent with the recently adopted General Plan. The site is within the Countryside/Lincoln Village Planning area. The parcel is identified by the General Plan for Moderate Density Residential development. The back portion of the parcel will be rezoned by the proposal to provide moderate density residential development at development intensity of 10 dwelling units per acre. The front portion of the project site is proposed for office development. This is not inconsistent with the Moderate Density Residential designation of the property since the General Plan encourages mixed use development. The office portion of the project could also be considered an extension of the Village Center designation immediately to the west of the project site. The design of the project reflects interconnections to the neighboring shopping center so that it can operate as a true "village center" as future development or redevelopment occurs.

Rezone

The project proposes a partial rezone to accommodate residential development on the back half of the property (see Figure 2). The remainder of the property (front half) will remain MP zoning which permits the proposed office park development. The proposal is consistent with the RD-10 designation which calls for ten dwelling units per acre. The applicant proposes twenty-seven (27) single family detached homes and eight (8) duplex units (four buildings) to be constructed. This is equivalent to 14 dwelling units per acre which is within the density range permitted in the RD-10 district.

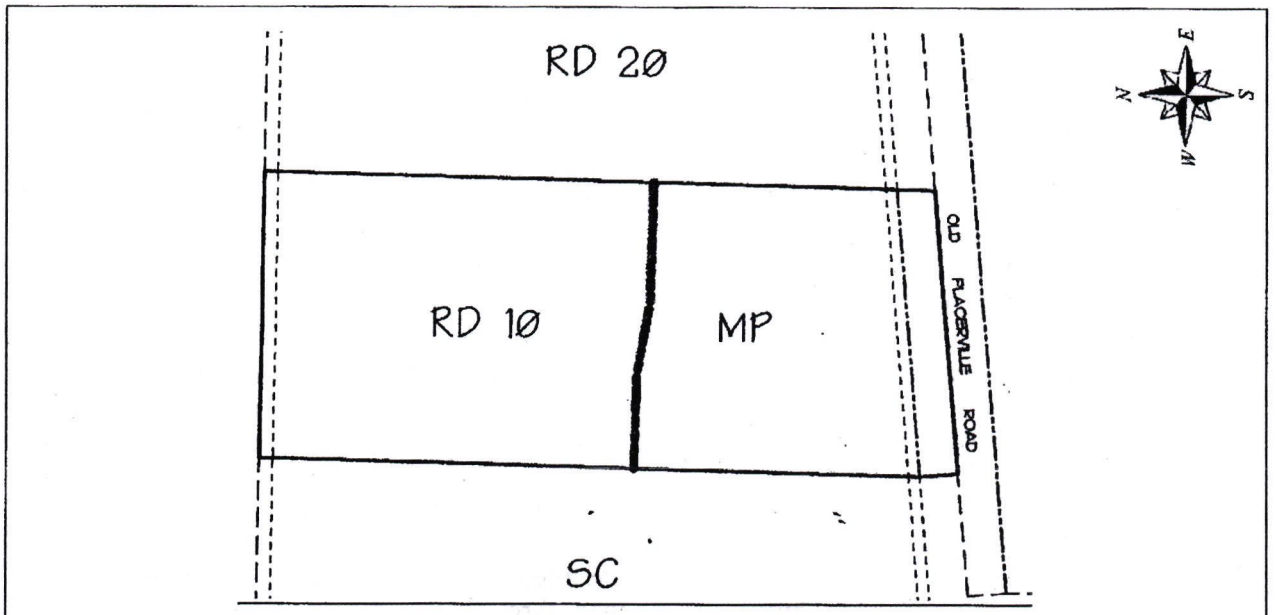


Figure 4 – Rezone Amendment

Subdivision Design

The subdivision layout design submitted for Old Placerville Road provides four commercial parcels for office buildings; 35 residential parcels for 27 single family homes and 8 attached single family units (4 duplex buildings); and an access roadway (Lot "R").

The applicant has requested the approval of a Special Development Permit to allow for reduced setbacks for the single family homes. This allows the single family detached product type to be constructed on a compact site. The Special Development Permit also allows the setback along Old Placerville Road to be reduced to accommodate an urban sidewalk along this street.

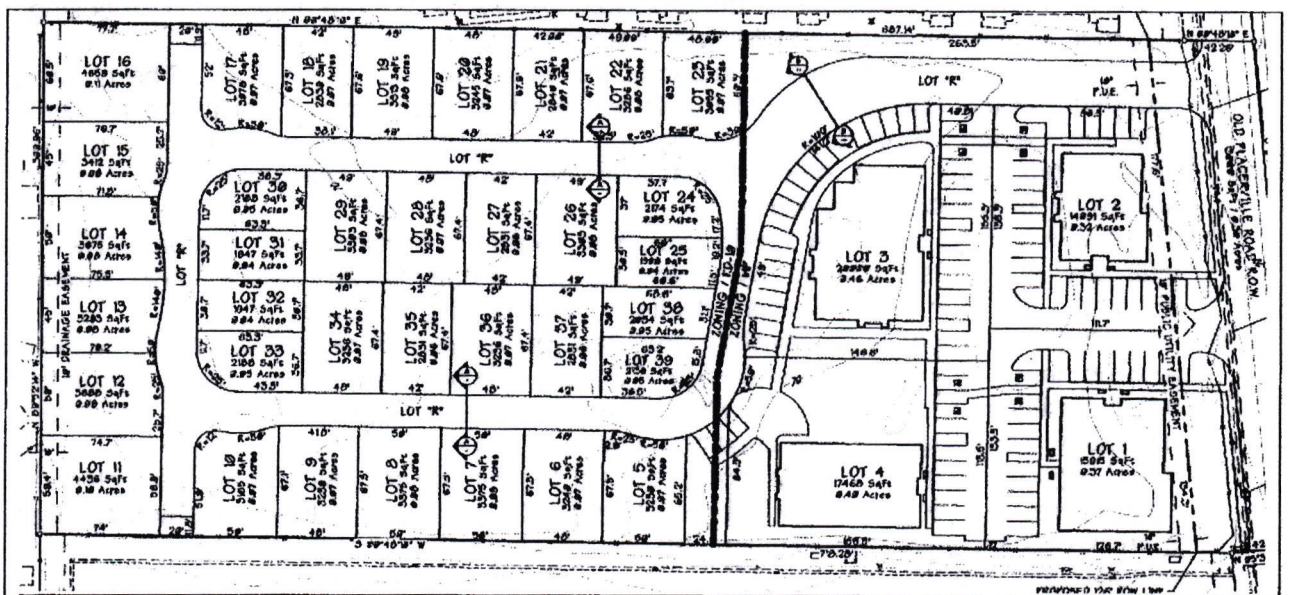


Figure 5 – Tentative Subdivision Map

Subdivision Map Act

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

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

Evidence: The above Findings #a. through #g. do not apply to the proposed Tentative Subdivision Maps for the Old Placerville Road project.

a. The proposed maps are consistent with the density limits of the General Plan, Moderate Density Residential designation.
b. The design or improvements of the proposed subdivision are consistent with specification for streets and the Rancho Cordova General Plan. A Condition of Approval has been provided that requires additional right-of-way and improvements along Old Placerville Road. Internal streets are to be privately owned and maintained and cross-over access agreements will be required on the final map.
c. The site is physically suitable for the proposed development. The applicant is proposing 4 parcels with a single office building on each; 35 residential units for 27 detached and 8 attached single family homes; a separate parcel for an access roadway. The project proposes an average density of 10 units per net developable acres which is consistent with the General Plan designation for the parcel. The project provides a compact housing type that is not widely available in the community. The project can also be served by all necessary services.
d. The site is physically suitable for the proposed density of development. The project is an infill site that is surrounded by residential development with various development densities. The proposal is consistent with the surrounding properties.
e. The Mitigated Negative Declaration prepared for the project determined that potential environmental impacts from the design of the subdivision or the proposed improvements will be mitigated to less than significant levels with implementation of the proposed mitigation measures and conditions of approval.
f. The Mitigated Negative Declaration prepared for the project determined that potential serious health problems were not identified for the project or will be mitigated to less than significant levels with implementation of the proposed mitigation measures and conditions of approval.
g. No conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision, has been identified.

Based on the findings above, staff recommends approval.

Design Review

Staff has reviewed the project for compliance with the Rancho Cordova Design Guidelines for residential development. The office portion of the project is being processed as a separate entitlement. The project is consistent with the Design Guidelines, as follows:

- The design of the home plans will provide streetscape variety with a total of three floor plans with three different facades. A Condition of Approval will require that the homes be pre-plotted to ensure that facades or floor plans are not repeated on adjacent lots.
- Duplex units are provided, which will provide a different housing type and provide additional variety.
- The homes will be setback the same distance from the street, but the facade of each home will achieve a variation in setback.
- Garages are placed behind the setback line and widths are minimized to keep garage doors from dominating the streetscape. One floor plan includes a two-car tandem garage which will have a single-wide garage door facing the street.
- Facades include well articulated windows, doors and porches.
- Windows provide views into to the street in front of units. The designs provide "eyes on the street" and should help enhance security and encourage neighbors to interact with one another.
- The project has used special paving, incorporated a small open space area, and provided a connected walkway system to create a pedestrian friendly plan.

Development Agreement

The applicant has submitted a draft Development Agreement (DA) with the other portions of the project entitlements. The proposed DA includes the provisions for assessing fees for added police protection services, collecting funds for existing park renovation and new park construction.

ATTACHMENTS

1. Final Mitigated Negative Declaration
2. Ordinance 50-2006 rezoning a portion of the property from MP to RD-10 (Exhibit A)
3. Resolution 158-2006 including tentative subdivision map (Exhibit A), residential design review submittal (Exhibit B), special development permit (Exhibit C), and Conditions of Approval (Exhibit D)
4. Ordinance 51-2006 approving a Development Agreement (Exhibit A)
5. Agency Letters
6. Public Comment Letters

Attachment 1

OLD PLACERVILLE ROAD RESIDENTIAL AND OFFICE PROJECT

Final Mitigated Negative Declaration

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

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

August 2006

MITIGATED NEGATIVE DECLARATION

FOR

OLD PLACERVILLE ROAD RESIDENTIAL AND OFFICE PROJECT

CITY OF RANCHO CORDOVA, CALIFORNIA

where is the arborist report?

CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003

Prepared by:

The City of Rancho Cordova
2729 Prospect Park Drive
Phone 916.851.8750
Fax 916.851.8762

AUGUST 2006

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1.0 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Old Placerville Road Residential and Office project (hereafter referred to as "the proposed project"). This MND has been prepared in accordance with the CEQA, Public Resources Code Sections 21000 et seq., and the State 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:

(b) 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

(c) 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 (MND) is prepared. This document includes such revisions in the form of mitigation measures. Therefore, this document is a MND and incorporates all of the elements of an Initial Study. Hereafter this document is referred to as an 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, State CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. State CEQA Guidelines 15051(b) states:

(b) If the project is to be carried out by a nongovernmental person or entity, the lead agency shall be the public agency with the greatest responsibility for supervising or approving the project as a whole.

(1) The lead agency will normally be the agency with the general governmental powers, such as a city of county, rather than an agency with a single or limited purpose such as an air pollution control district or a district which will provide public serve or public utility to the project.

As the project is to be carried out by a private development company and as the City of Rancho Cordova has general governmental powers over the proposed project, the lead agency for the proposed project is the City of Rancho Cordova.

1.3 PURPOSE AND ORGANIZATION OF THE DOCUMENT

The purpose of this Mitigated Negative Declaration is to evaluate the potential environmental impacts of the proposed 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 (as described in Appendix G of the State CEQA Guidelines), evaluates a range of impacts classified as ÒNo impact,ÓÒLess than significant,ÓorÒLess than significant with mitigation incorporationÓ 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** - Provides a discussion of cumulative impacts of 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.
- **7.0 References** Ð Provides a list of references used to prepare the MND.

1.4 REGULATORY FRAMEWORK AND ASSUMPTIONS

The City of Rancho Cordova was incorporated July 1, 2003. At that time, the City adopted Sacramento CountyÕs General Plan by reference until the formal adoption of its own General Plan. The City adopted the General Plan on June 26, 2006 and certified the Environmental Impact Report for the General Plan as adequate and complete at that time. The proposed project is subject to the policies and designations of the City of Rancho Cordova General Plan (hereafter referred to as the General Plan). Earlier draft versions of the General Plan are no longer valid and were not considered when determining the proposed projectÕs consistency with City Policies.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed Old Placerville Road Residential and Office project (hereafter referred to as the "proposed project") is located within the City of Rancho Cordova approximately 0.15 miles from the intersection of Bradshaw Road and Old Placerville Road. The site is currently bounded by Old Placerville Road to the south, a retail center to the west, a mobile home park to the north, and an apartment complex to the east. The project location is shown in **Figures 1** and **2**.

2.2 EXISTING CONDITIONS

The project area is surrounded by previously developed land including both residential and commercial properties. Nearby significant features include US-50 (approximately 0.5 miles to the north of the project area), the American River (approximately 1.5 miles to the north), Mather Airport (approximately one mile to the east), and SR-16 (approximately two miles to the south). The project is located within the City of Rancho Cordova, just north and east of the incorporated limits of the City. The project area currently consists of undeveloped, flat land with a few trees and grasses located on-site. The project area is not within any Special Planning Areas or other overriding planning documents or areas. More information on the existing conditions of the project area is included in Section 3.0 of this MND.

2.3 PROJECT CHARACTERISTICS

The proposed project requires a rezone, a tentative subdivision map, a special development permit, a development agreement, and a design review. The proposed project includes two major portions – a residential portion on approximately two-thirds of the property and an office portion on one-third of the property. These two portions may be constructed separately or together. However, as both portions of the project occur on the same parcel and both would be constructed by the same proponent, they are analyzed together in this document. Any reference to "the proposed project" in this document refers to both portions of the project. The proposed rezone for both portions of the project is shown in **Figure 3**.

The residential portion of the project proposes to construct eight duplex units (four buildings, eight dwelling units) and 27 detached single-family homes for a total of 35 dwelling units. No other features commonly found in residential developments, such as parks, are included in the project. Each dwelling unit has a garage and an approximately 20 foot driveway. On-street parking will not be allowed on streets within the residential portion of the project due to the narrowness of the streets and fire department access requirements. Four visitor parking spaces will be provided in addition to garage and driveway parking for residents. The site plan for the residential portion is shown in **Figure 4**.

The office portion of the proposed project includes four separate one-story office buildings. The square footage of these buildings is shown in **Table 1**. Included in the office portion of the proposed project are 86 parking spaces for employees and visitors. The site plan for the office portion is shown in **Figure 4**.

TABLE 1
OFFICE BUILDING SQUARE FOOTAGE

Building Number	Square Footage
Office 1	4,256
Office 2	5,074
Office 3	5,212
Office 4	4,169
Total Floor Area	18,711

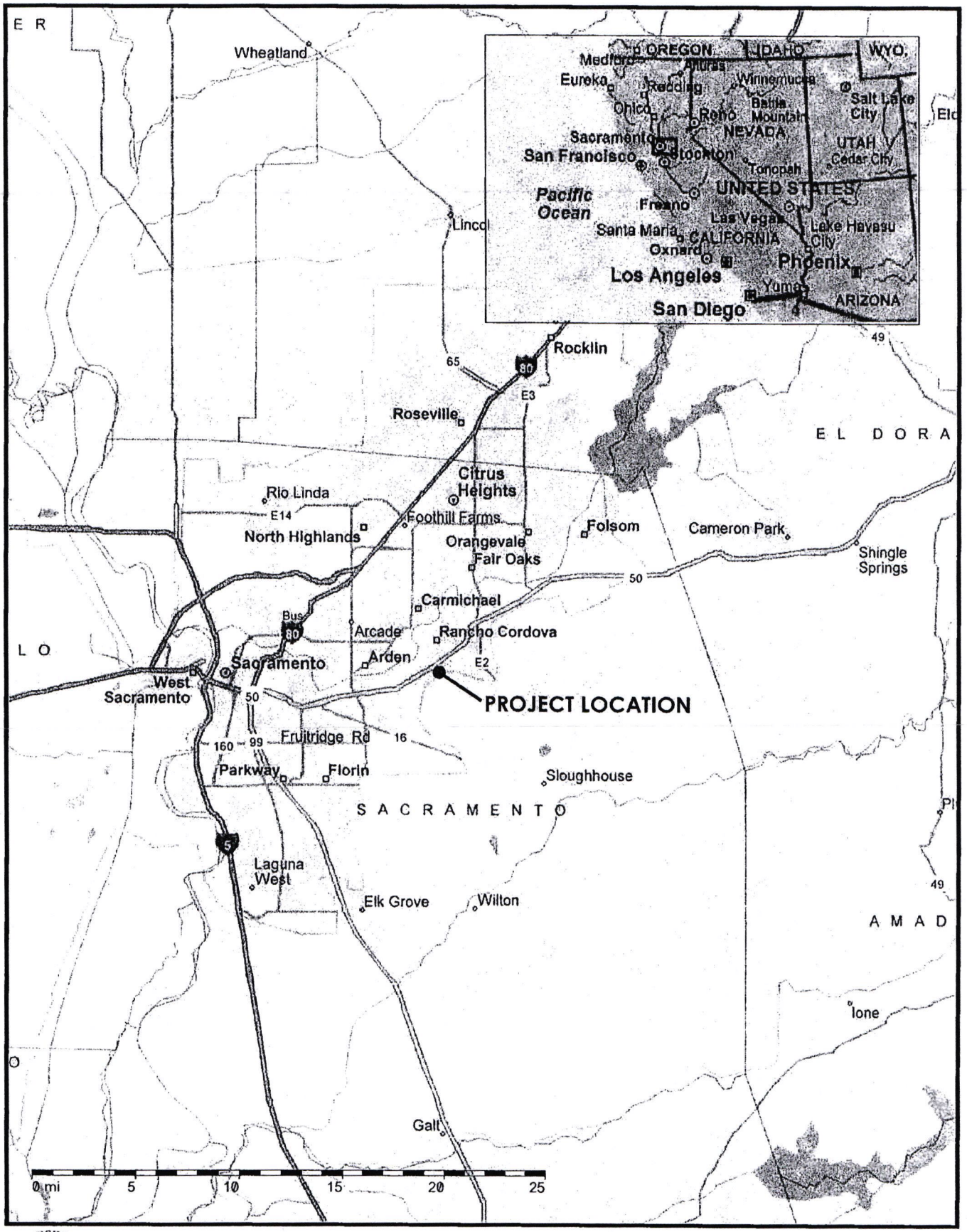
Source: Loving & Campos Architects Inc.

A small public use space is included in the proposed project located between the office uses and the residential uses on the western side of the project. This public use space includes landscaping and picnic benches and is approximately 4,200 square feet in size. The proposed project also includes frontage improvements along Old Placerville Road (sidewalks, landscaping, etc.) and two driveways onto Old Placerville Road (see **Figure 4**). A thirteen-foot, four-inch utility easement is included along the frontage on Old Placerville Road.

2.4 REQUIRED PROJECT APPROVALS

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

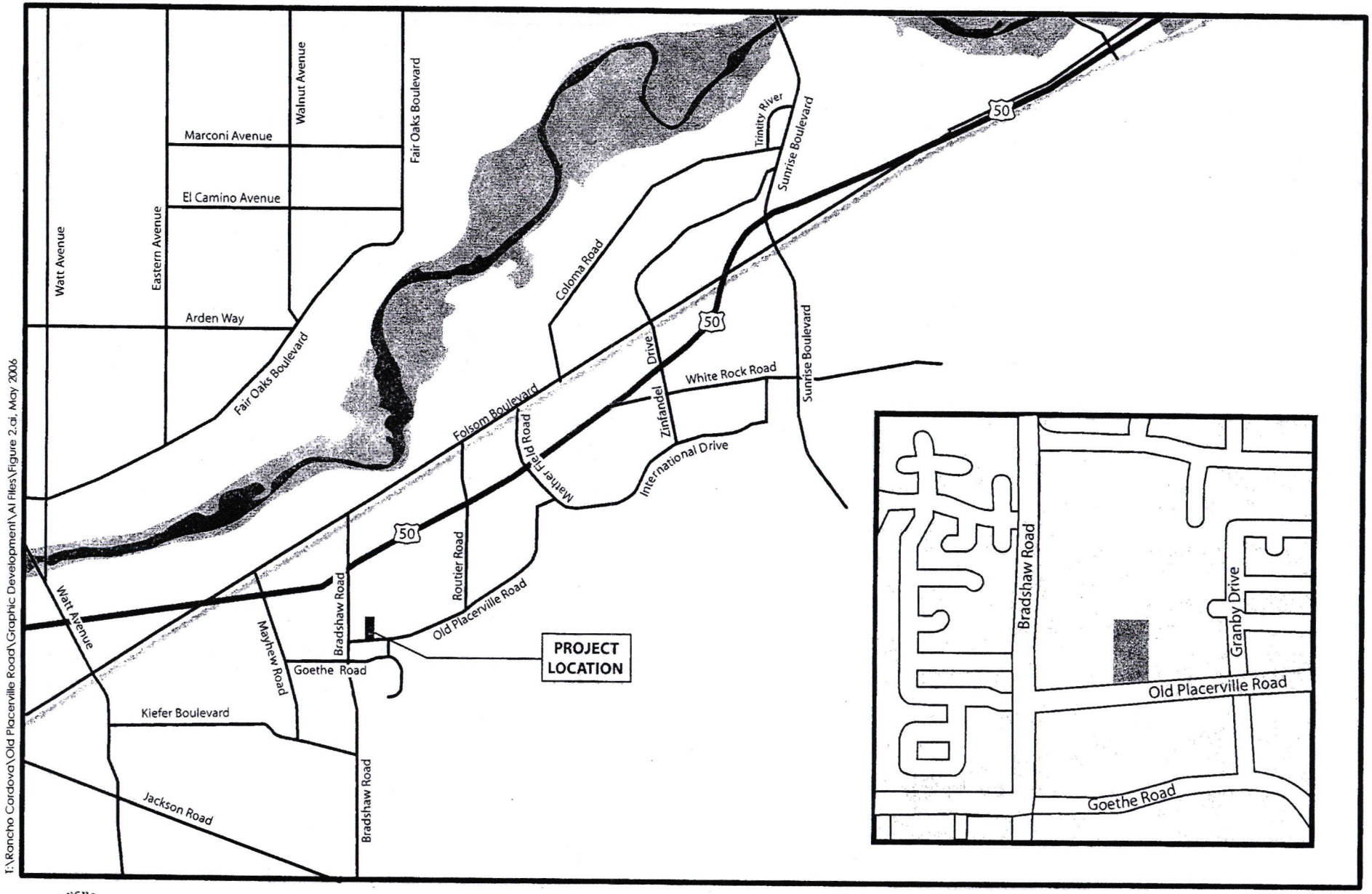
1. California American Water Company (Cal-Am)
2. County Sanitation District 1 (CSD-1)
3. Central Valley Regional Water Quality Control Board (CVRWQB)
4. Sacramento Metropolitan Air Quality Management District (SMAQMD)
5. Sacramento Metropolitan Fire District (SMFD)
6. Sacrament Municipal Utility District (SMUD)



T:\Rancho Cordova\Old Placerville Road\Graphic Development\All Files\Figure 1.ai, June 2006

City of Rancho Cordova
Planning Development

FIGURE 1
REGIONAL LOCATION MAP

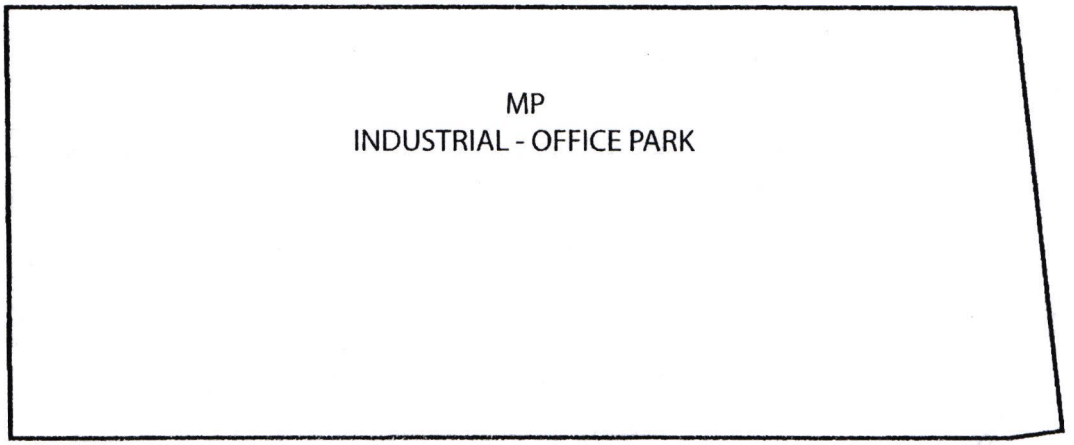


T:\Rancho Cordova\Old Placerville Road\Graphic Development\AI Files\Figure 2.ai, May 2006

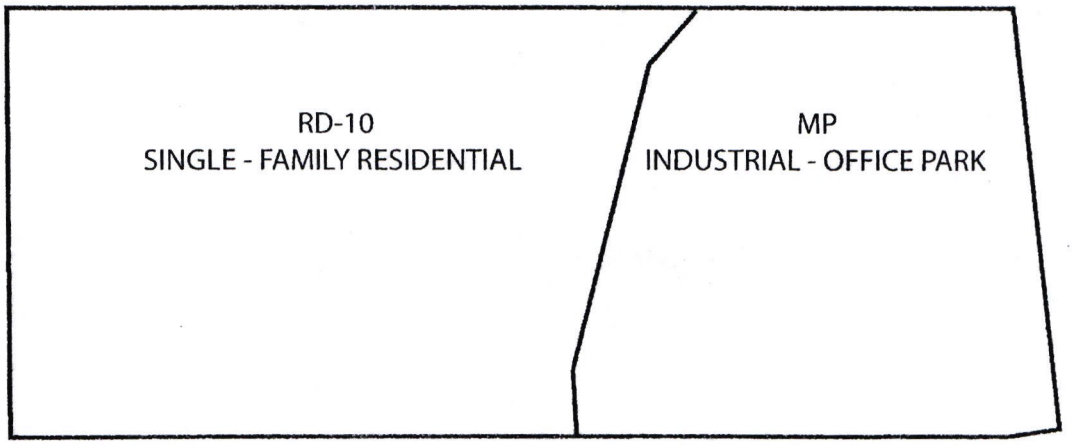
City of Rancho Cordova
Planning Development

FIGURE 2
PROJECT LOCATION

CURRENT ZONING



PROPOSED ZONING

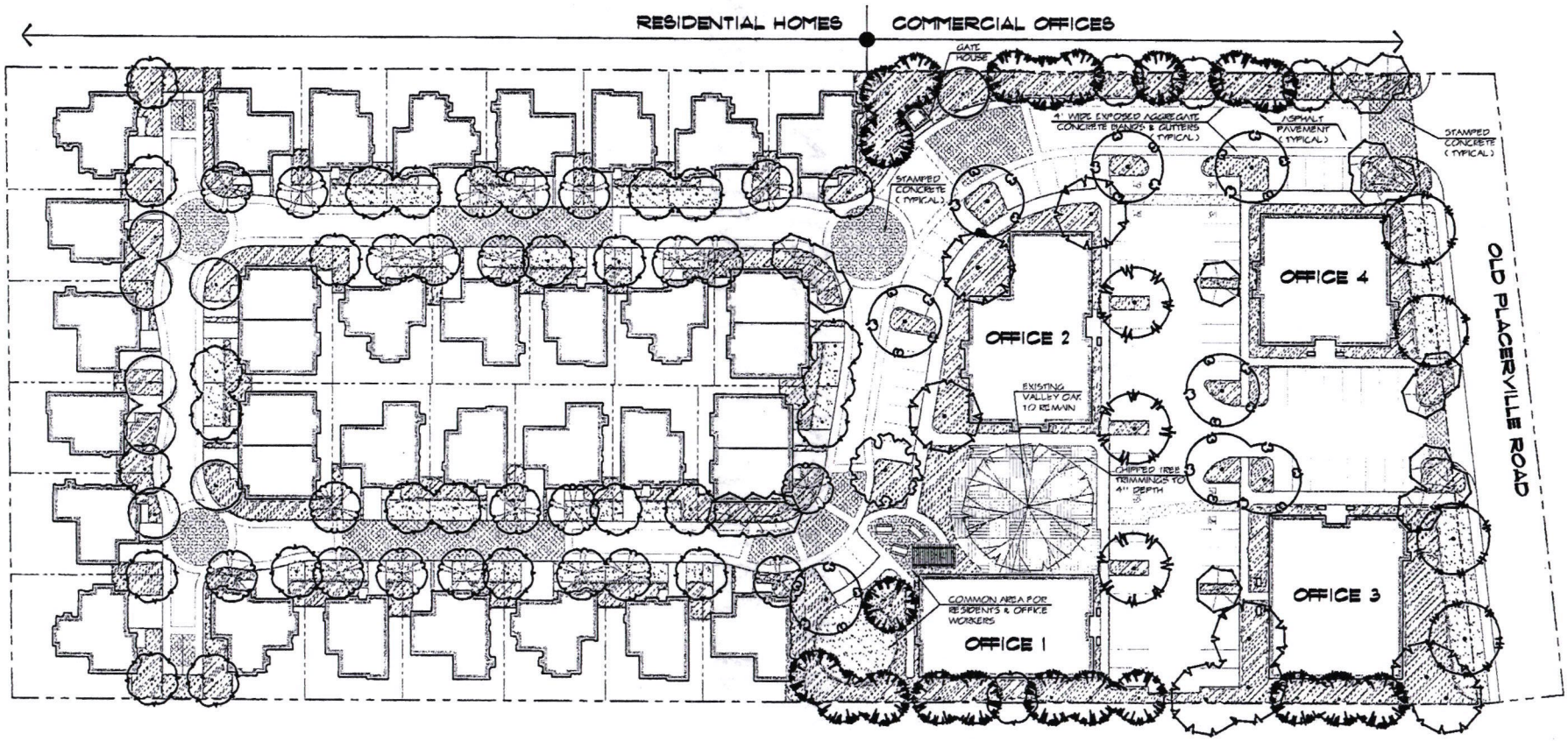


Not to Scale

T:\Rancho Cordova\Old Placerville Road\Graphic Development\AI Files\Figure 3.ai, June 2006

City of Rancho Cordova
Planning Development

FIGURE 3
CUURENT AND PROPOSED ZONING



F:\Rancho Cordova\Old Placerville Road\Graphic Development\AI Files\Figure 4.ai, August 2006

Source: Garth Ruffner, August 2006

City of Rancho Cordova
Planning Development

FIGURE 4
SITE PLAN

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 16 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:

- Aesthetics
- Agriculture
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards & Hazardous Materials
- Hydrology and Water Quality
- Land Use Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Circulation
- Utilities and Services Systems

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 projects 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 ÔPotentially Significant ImpactÓ entries when the determination is made, an EIR is required.

- **Reviewed Under Previous Document:** The impact has been adequately addressed in previous environmental documents, and further analysis is not required. The discussion will include reference to the previous documents.

3.2 INITIAL ENVIRONMENTAL STUDY

1. **Project Title:** Old Placerville Road Residential and Office Project

2. **Lead Agency Name and Address:** City of Rancho Cordova
2729 Prospect Park Place
Rancho Cordova, CA 95670

3. **Contact Person and Phone Number:** Ben Ritchie (916) 361-8384

4. **Project Location:** On the north side of Old Placerville Road, 0.15 miles east of the intersection of Bradshaw Road and Old Placerville Road, in the City of Rancho Cordova.

5. **Project Sponsor's Name and Address:** Ted Kopecko, Tower Development
4378 Auburn Boulevard, Suite 300
Sacramento, CA 95841

6. **Current Zoning:** MP Ð Industrial/Office Park

7. **General Plan and Planning Area:** City of Rancho Cordova General Plan
Countryside-Lincoln Village Planning Area
Designated for Low Density Residential

8. **APN Number(s):** 068-0030-044

9. **Description of the Project:** See Section 2.3 of this MND.

10. **Surrounding Land Uses and Setting:** The site is bounded by an adjacent retail development to the west, a mobile home park to the north, an apartment complex to the east, and Old Placerville Road to the south. General land uses in the vicinity include low-density residential with come retail/commercial uses along Bradshaw Road.

11. **Other public agencies whose approval may be required:** (e.g., permits, financing approval, or participation agreement)

    1) California American Water Company (Cal-Am)
    2) County Sanitation District 1 (CSD-1)
    3) Central Valley Regional Water Quality Control Board (CVRWQB)
    4) Sacramento Metropolitan Air Quality Management District (SMAQMD)
    5) Sacramento Metropolitan Fire District (SMFD)
    6) Sacrament Municipal Utility District (SMUD)

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" or "Potentially Significant/Reviewed Under Previous Document" as indicated by the checklist on the following pages.

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

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the North Douglas II 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 or impacts that have not been fully addressed under a previous environmental document. 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.

6) ÒReviewed Under Previous DocumentÓ 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 ÒPotentially SignificantÓ does not necessarily require an EIR. If the Program EIR identified a significant and unavoidable impact, and the proposed project was adequately described in the Program EIR, an impact of ÒPotentially Significant/Reviewed Under Previous DocumentÓ does not require an EIR, pursuant to Pub. Res. Code Section 21083.3.

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.

	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?	☐	☐	☒	☐	☐

EXISTING SETTING

The proposed site is currently undeveloped. However, the site is surrounded by similar uses as those proposed by the project. To the west is a large retail development. To the north, east, and south are other residential developments of a similar nature.

DISCUSSION OF IMPACTS

a) *No Impact.* The proposed project is not located within line-of-sight of any scenic vista. While the American River and the associated American River Parkway are located within two miles of the project, ground features and existing development prevent those aesthetic features from being visible from the project area. Therefore, the proposed project would result in *no impact* to any scenic vista.

b) *Less Than Significant Impact.* Several trees are located on site. A large native oak is located in the center of the project site and will be preserved by the proposed project. Several smaller trees will be removed according to the City's Tree Preservation Ordinance. These smaller trees do not qualify as landmark trees and do not provide any significant aesthetic resource. No other aesthetic features such as rock outcroppings exist on-site. A Cultural Resources Study was conducted for the property in May 2005 (see **Appendix A**). No historic buildings were found on the project site. Due to the above factors, the proposed project would have a *less than significant* impact on scenic resources.

c) *Less Than Significant Impact.* The project site is surrounded by similar residential and commercial development. Residential land uses surround the project on three sides and a large retail development is located immediately adjacent to the project to the west. Therefore, the existing character of the immediate vicinity matches the proposed uses of the project. The proposed project would have a *less than significant* impact on the visual character of the site and its surroundings.

d) *Less Than Significant Impact.* The proposed project would be required to comply with City of Rancho Cordova lighting standards and the City's Design Guidelines. Additionally, light sources on-site are limited to overhead lighting in the office portion of the project and typical house lighting on the residential portion. Both of these light source types are found in close proximity to the project. Any effects on nighttime views in the area have already occurred

with development of the surrounding land uses, prior to incorporation of the City. Therefore, the proposed project would have a *less than significant* impact associated with light and glare.

	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?	☐	☐	☐	☒	☐

EXISTING SETTING

The proposed project is not located on any active agricultural land. Some evidence of prior orchard uses on the property was discovered as part of the Cultural Resources Study performed in May 2005. The Cultural Resources Study is attached as **Appendix A**. However, these orchards were abandoned long before incorporation of the City and prior to development of the local area.

DISCUSSION OF IMPACTS

a) *No Impact.* The project area does not include any prime farmland, unique farmland, or farmland of statewide importance. Previous agricultural uses existed on-site, but not since the early twentieth century (Historic Resource Associates, 2005, p. 7). Therefore, the proposed project would have *no impact* on farmland of these types.

b) *No Impact.* The project site is not under a Williamson Act contract. Therefore, the proposed project would have *no impact.*

c) *No Impact.* No uses, features, or characteristics of the project site are used by or facilitate agricultural operations in the vicinity. The nearest agricultural operations exist south of SR-16, more than two miles to the south. The project area is surrounded by residential, commercial, and office land uses. Therefore, the proposed project would have *no impact* on agriculture and agricultural resources in the vicinity.

	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?	☐	☐	☒	☐	☐

EXISTING SETTING

Pollutant emissions modeling for the proposed project was conducted by City of Rancho Cordova Planning Department staff using the URBEMIS 2002 version 8.7.0 software provided by the Sacramento Metropolitan Air Quality Management District (SMAQMD) in May 2006 (see **Appendix B**). The results of the model found that the proposed project would result in the emissions shown in **Table 2** below.

TABLE 2
ESTIMATED AIR EMISSIONS (POUNDS PER DAY)

	ROG	NO_x	CO	SO_2	PM10
Construction Phase (2006)	9.13	64.93	72.11	0	52.80
Construction Phase (2007)	4.92	32.49	39.93	0	1.33
Construction Phase (2008)	91.66	52.35	70.18	0	1.92
Operational Phase	5.30	6.05	62.46	0.05	4.94

Source: URBEMIS2002 v.8.7.0
Notes: ROG = Reactive Organic Gasses, NO_X = Nitrogen Oxides, CO = Carbon Monoxide, SO2 = Sulfur Dioxide, PM10 = Particulate Matter, 10 Micron

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* In order to assist local agencies and municipalities with analyzing project-specific impacts to air quality and compliance with local air district attainment plans, SMAQMD has provided a ÒGuide to Air Quality Assessment in SacramentoÓ This guide includes information on significance and mitigation for common air

emissions issues. Additionally, SMAQMD will review all development projects, including the proposed project, to ensure their compliance with local, State, and federal plans. According to the significance standards set by SMAQMD, the proposed project would not result in emissions above the significance thresholds identified in SMAQMDÕs ÒGuide to Air Quality Assessment in Sacramento CountyÓ(2004). SMAQMDÕs current standards are shown in **Table 3** below. Therefore, the proposed project would not interfere with the Metropolitan Air Quality Attainment Plan and impacts would be *less than significant*

TABLE 3
CURRENT SMAQMD EMISSIONS THRESHOLDS (POUNDS PER DAY)

Pollutant	Threshold of Significance
NO_x During Construction	85
ROG During Operation	65
NO_X During Operation	65

Source: SMAQMD Guide to Air Quality Assessment in Sacramento County, 2004.

b) *Less Than Significant Impact with Mitigation Incorporation.* The proposed project will not produce significant quantities of any pollutant currently tracked by SMAQMD. Current thresholds for emissions of NO_x and ROG are shown in **Table 3**. The proposed project would not violate the standards set by SMAQMD and the City of Rancho Cordova for pollutant emissions during both the construction and operational phases of the project. However, as with any construction, the possibility exists that PM10 emissions throughout the grading and building construction phases could result in short-term instances of significant PM10 emissions not anticipated by the air emissions model. The following mitigation measures are proposed to reduce potential PM10 emissions from the project area:

Mitigation Measures

MM 3.1a The project proponent shall ensure that all exposed surfaces, graded areas, storage piles, and haul roads are watered at least twice daily during construction activities. This requirement shall be included as a note on all improvement plans.

Timing/Implementation: *Measure shall be included on all improvement plans prior to issuance of grading permits and/or approval of improvement plans. Compliance with this requirement shall continue until the completion of construction activities.*

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

MM 3.1b The project proponent shall ensure that the amount of material actively worked, the amount of disturbed ground, and the amount of material stockpiled is minimized throughout the construction of the project. This requirement shall be includes as a note on all improvement plans.

Timing/Implementation: *Measure shall be included on all improvement plans prior to issuance of grading permits*

and/or approval of improvement plans. Compliance with this requirement shall continue until the completion of construction activities.

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

MM 3.1c The project proponent shall require that paved streets adjacent to the project site are washed or swept at least once daily to remove accumulated dust. This requirement shall be included as a note on all improvement plans.

Timing/Implementation: *Measure shall be included on all improvement plans prior to issuance of grading permits and/or approval of improvement plans. Compliance with this requirement shall continue until the completion of construction activities.*

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

Implementation of mitigation measures MM 3.1a, MM 3.1b, and MM3.1c will ensure that the proposed project would result in *less than significant* impacts associated with construction PM10.

c) *Less Than Significant Impact.* See discussion a) above. Just as with project-specific impacts, the proposed project is not expected to create any significant emissions that would contribute to the cumulative attainment status of the area. Therefore, the proposed project would result in *less than significant* impacts related to attainment status.

d) *Less Than Significant Impact.* See discussion a) and b) above. The proposed project will not emit significant pollutants that would affect sensitive receptors. Additionally, the proposed project is not located in the vicinity of any acutely sensitive receptors such as hospitals, nursing homes, schools, or child care facilities. Therefore, the proposed project would result in *less than significant* impacts to sensitive receptors.

e) *Less Than Significant Impact.* The proposed project includes uses similar to land uses surrounding the project. Office land uses rarely emit odors and residential odors are not typically considered to be offensive. Therefore, the proposed project would result in *less than significant* odor impacts.

	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?	☐	☐	☐	☒	☐

EXISTING SETTING

A Natural Resources Due Diligence Report was conducted for the property in May 2005. This study included literature searches, coordination with federal and state biological resources agencies (i.e. U.S. Fish and Wildlife Service) and site surveys in April 2005. The study found that the site contained primarily non-native grasses and a few oak and almond trees. No special status species were found on-site and none were expected as habitat was not suitable for these species. There was no evidence of wetland features on site. Suitable foraging habitat for raptors was not found due the high level of prior site disturbance, the property's small size, lack of a prey base, and the urban location of the project area. The Natural Resources Due Diligence Report is attached as **Appendix C**.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporation.* No special status species were found on-site during the site survey conducted in April 2005. Suitable habitat for special status species commonly found in the Carmichael USGS topographic quad was not found either. Suitable foraging habitat for raptors, including Swainson's hawk, was not found on-

site. Existing on-site trees could potentially provide nesting habitat for raptors and birds. Ultimately, new trees will be planted on-site that will provide new nesting opportunities. However, construction of the project includes the removal of several small trees and may result in impacts to nesting birds and raptors. Therefore, the following mitigation measures shall be incorporated into the project in order to prevent significant impacts to these species:

Mitigation Measures

MM 4.1 Prior to each phase of grading and construction, the project proponent shall ensure that a preconstruction survey is performed between February 1 and September 1 to determine if active nesting is taking place by raptors or special status birds on the project site. This survey shall be conducted by a person of adequate qualifications to make such a determination, such as a certified biologist or other such professional. If nesting is observed, consultation with the California Department of Fish and Game (CDFG) shall occur in order to determine the protective measure which must be implemented for the nesting birds. If nesting is not observed, further action will not be required.

If all construction occurs between September 2 and January 31, no preconstruction survey is required.

Timing/Implementation: *All contractors working on the project shall be notified of this measure and this measure shall be included on all improvement plans. Surveys to be performed prior to site disturbance between February 1 and September 1.*

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

Implementation of mitigation measure MM 4.1 would ensure that all impacts to special status species from implementation of the proposed project are *less than significant.*

b) *Less Than Significant Impact.* The project area does not include any sensitive community habitats such as riparian habitats. No wetlands or jurisdictional waters of the U.S. are located on-site, as shown in the results of the Natural Resources Report (**Appendix C**). Therefore, the proposed project would have a *less than significant* impact on sensitive habitats.

c) *No Impact.* No wetlands are located on-site or adjacent to the project site [see discussion b) above]. Therefore, the proposed project would result in *no impact* to jurisdictional waters or other wetlands.

d) *Less Than Significant Impact with Mitigation Incorporation.* The Natural Resources Report (**Appendix C**) found no evidence of nesting birds on the project site. The area is heavily developed and the project site is unsuitable for forage for migratory or local species. However, nearly one year has elapsed since the last site survey, and as the raptor and bird nesting season has begun for 2006, impacts to local or migratory bird nursery sites may occur. Nesting was not observed, but trees on site could potentially provide nesting and shelter habitat. Implementation of mitigation measure MM 4.1 would ensure that impacts to

raptors and special status birds would be *less than significant.* Other impacts to migration routes or movement corridors would be *less than significant.*

e) *Less Than Significant Impact with Mitigation Incorporation.* The proposed project includes the removal of trees on-site that may be in conflict with the City's adopted Tree Preservation Ordinance (Article 19.12). A large native oak of 45 inches diameter at breast height (dbh) is located near the middle of the project area. This large oak will be preserved by the project proponent and incorporated into the landscaping for the office portion of the project. However, several other native oaks are located within the project area and are proposed for removal by the applicant. The following mitigation measures are included in order to ensure adherence to the City's Tree Ordinance:

Mitigation Measures

MM 4.2a The large oak tree in the middle of the project area shall be preserved. Prior to the removal of the remaining trees on-site the project proponent shall submit to the City a Tree Removal Plan identifying each tree to be removed and the species, size, location, and relative health of each tree. Removal of any trees on the project site shall be conducted pursuant to the City of Rancho Cordova Tree Preservation Ordinance. Removal of trees shall not occur until the Rancho Cordova Planning Department approves the Tree Removal Plan.

Timing/Implementation: *Tree removal plan shall be submitted and approved prior to removal of oak trees on the project site.*

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

MM 4.2b The large oak tree in the middle of the project area shall be protected from any impacts during construction and from landscaping or structures in the project area. The ground under the oak tree within the drip line shall be maintained in its natural state. Landscaping and irrigation of the area within the drip line shall be conducted only after approval by the City of Rancho Cordova of the landscaping plan. During construction, the tree shall be protected by construction fencing at least six feet from the drip line of the tree. All contractors working on-site shall be notified of the tree's location and its protected status. This mitigation measure shall be included on all improvement plans for the project.

Timing/Implementation: *Measure shall be included on all approval plans prior to approval of those plans. Protective measures shall be in place prior to site disturbance. Landscaping requirements under the tree shall be maintained for the life of the tree.*

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

Implementation of mitigation measures MM 4.2a and MM 4.2b would ensure that impacts from implementation of the proposed project would be *less than significant.*

f) *No Impact.* The City of Rancho Cordova and Sacramento County do not currently have an adopted Habitat Conservation Plan. The South Sacramento Habitat Conservation Plan (SSHCP) is being prepared by the County and will be adopted within the next few years. However, the SSHCP is still being formulated and no portion of the plan has been adopted. No Natural Community Conservation Plans are in effect in the project vicinity. Therefore, the proposed project would have *no impact* on any adopted Habitat Conservation Plans or Natural Community Conservation Plans.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	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

A Cultural Resources Study was performed by Historic Resource Associates in May 2005. The Cultural Resources Study includes a record search at the North Central Information Center of the California Historical Resources Information System. Additionally, Historic Resource Associates performed a site survey of the project area. During the study no significant prehistoric or historic archaeological sites were found. No existing historic buildings, structures, or objects were found on the project site. The Cultural Resources Study is attached to this MND as **Appendix A**.

DISCUSSION OF IMPACTS

a) *No Impact.* During the site survey of the project area performed by Historic Resource Associates, no historical resources, as defined by State CEQA Guidelines 15064.5, were found on the project site. Historical evidence identifies the project site as previously containing an orchard. However, this orchard is long abandoned and no evidence of structures or other historical resources such as barns or home sites were found in the project area. Therefore, the proposed project would have *no impact* on historical resources.

b) *Less Than Significant Impact with Mitigation Incorporation.* The Cultural Resources Study did not find any significant evidence of archeological resources in the project area. Additionally, the report "Archaeological and Historical Investigations for the City of Rancho Cordova General Plan" prepared by Pacific Municipal Consultants in 2005 found that archaeological sites in the City were generally limited to the areas near the American River (Pacific Municipal Consultants, 2005, p. 27). However, as the general vicinity is known to have contained historic and prehistoric uses, the possibility for discovery of a previously unknown archeological resource, paleontological resource, or human remains still exists. In order to protect any previously unknown resources from impacts related to implementation of the proposed project, the following mitigation measure is provided:

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 development activities, work shall be suspended and the

City shall be immediately notified. The applicant shall coordinate any necessary investigation of the site with appropriate specialists, as needed. The applicant 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 remains are determined to be Native American, guidelines of the Native American Heritage Commission are to be adhered to in the treatment and disposition of the remains. This measure shall be included as a note on all project plans.

Timing/Implementation: *Throughout all phases of construction. This measure is to be included on all improvement plans.*

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

Implementation of mitigation measure MM 5.1 would ensure that the projectÕs potential cultural, historical, paleontological, and archeological resource impacts are *less than significant.*

c) See discussion b) above.

d) *Less Than Significant Impact with Mitigation Incorporation.* There are no known cemeteries on the project site. Historical research performed by both Historic Resource Associates and Pacific Municipal Consultants found no evidence of cemeteries on the project site. However, due to the large Native American population known to reside in the general area in the past, the primary concern is the disturbance of hidden or unmarked grave sites. The proposed project area is not expected to contain any such sites. However, implementation of mitigation measure MM 5.1 above would ensure that any impacts to human remains would be *less than significant.*

	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?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a)

i) *Less Than Significant Impact.* The proposed project is not located within an Alquist-Priolo Earthquake Fault Zone. No active faults are located within 30 miles of the project site. Additionally, construction on the project site will be subject to California Building Standards Code, which increases the requirements above the Uniform Building Code, partly in order to protect buildings in California from earthquakes and seismic events. Therefore, the proposed project would have a *less than significant* impact.

ii) See discussion under i) above.

iii) *Less Than Significant Impact.* The soil type underlying the project area is Kimball Silt Loam. This soil type is typically well drained and is not typically associated with liquefaction. Therefore, the proposed project would have a *less than significant* impact associated with seismic-related ground failure.

iv) *No Impact.* The project site is generally flat and does not include any features that would create the possibility of landslide. Adjacent properties are also flat. Therefore, the proposed project would have *no impact* associated with landslides.

b) *Less Than Significant Impact.* Construction activities on previously undeveloped land can result in significant erosion related impacts. However, the proposed project will be required to adhere to the City of Rancho Cordova Erosion Control Ordinance. Additionally, the project proponent will be required to submit and adhere to a Storm Water Pollution Prevention Program (SWPPP), further reducing any erosion-related impacts. Therefore, the proposed project would result in *less than significant* erosion impacts.

c) *Less Than Significant Impact.* The proposed project is located on Kimball Silt Loam, a stable and well drained soil type. Landslides, lateral spread, and subsidence are not a concern as the general area surrounding the project and the project area itself is characterized by flat terrain. Liquefaction is not a significant concern due to the well drained condition of the soil, the depth to the groundwater table, and the relatively long distances between the project and any active seismic faults. Collapse is not a significant concern as the area shows no sign of, nor is any evidence available that shows subterranean voids or mining in the project vicinity. Therefore, the proposed project would result in *less than significant* impacts associated with these types of hazards.

d) *Less Than Significant Impact.* Kimball Silt Loam is prone to high shrink-swell potential in the project area. However, compliance with the California Building Standards Code would ensure that structures on-site would not be subject to significant risk from this type of event. Therefore, the proposed project would result in *less than significant* impacts associated with expansive soils.

e) *No Impact.* The proposed project will be served by County Sanitation District 1 (CSD-1) for wastewater conveyance from the site. Sewer service already exists at the street and every use within the project area will be connected to CSD-1's service infrastructure. The proposed project will not rely on septic tanks or other alternative wastewater disposal systems. Therefore, the proposed project will have *no impact* associated with alternative wastewater systems.

	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 proposed project does not include any uses that would require routine transport of hazardous materials. However, construction of the proposed project may include the limited use of hazardous materials usually associated with building construction. Any transportation, storage, or use of hazardous materials for the proposed project would be subject to local, State, and federal laws. Consistency with these laws would result in *less than significant* hazardous materials impacts.

b) *Less Than Significant Impact with Mitigation Incorporation.* Construction of the proposed project would include the limited use, storage, or disposal of hazardous materials, as is normal for residential and office construction. This limited use would likely not result in significant potential for upset or release. However, as the site has lain vacant for some time, illegally dumped or buried material could be located on-site, causing the potential for

significant impacts. The following mitigation measures are included in order to reduce the impact from any unknown hazardous materials:

Mitigation Measures

MM 7.1a The project proponent shall coordinate with the Sacramento Municipal Utilities District (SMUD) to ensure that all transformers on-site or immediately adjacent to the site that predate 1979/1980 are sampled and analyzed as needed to determine the presence or absence of PCBs. All PCB-containing transformers shall be removed and replaced with PCB-free transformers according to the requirements of SMUD.

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

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

MM 7.1b As construction occurs, all debris, trash, refuse, and abandoned, discarded, and/or out-of-service items shall be removed from the proposed project sites and deposited off-site in an appropriate disposal facility. This mitigation measure shall be included on all improvement plans.

Timing/Implementation: *Throughout all phases of construction. All such materials shall be completely removed prior to issuance of building permits.*

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

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

Timing/Implementation: *Throughout all phases of construction.*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department in coordination with the County Environmental Management Department..*

Implementation of mitigation measures MM 7.1a through MM 7.1c would ensure that impacts from implementation of the proposed project are *less than significant.*

c) *No Impact.* There are no schools within one-quarter mile of the proposed project area. Additionally, the proposed project would not emit hazardous materials as a part of the operation of the project. Nor would the project require the handling or use of any acutely hazardous materials. Therefore, the proposed project would result in *no impact.*

d) *No Impact.* The proposed project is not located on a site that was included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As a result, the proposed project would not create a significant hazard to the public or the

environmental and *no impact* associated with known hazardous materials sites would result from implementation of the proposed project.

e) *Less Than Significant Impact.* According to the Mather Airport Comprehensive Land Use Plan (CLUP), the proposed project is located within the Safety Restriction Area, specifically within the Overflight Zone (Airport Land Use Commission, 1997, p. 37). Acceptable land uses within the Overflight Zone include single-family detached and two-family dwellings as well as office buildings for rent (Airport Land Use Commission, 1997, pp. 38-39). All land uses within the proposed project are allowed within the Overflight Zone, indicating that the ALUC has found that hazards to people on the ground from aircraft in the Mather Airport airspace is not significant. Construction of the proposed project would not require any extremely tall equipment that would cause a hazard to aircraft and thus to people on the ground. Therefore, the proposed project would result in a *less than significant* impact associated with hazards for people residing or working in the project area.

f) *No Impact.* The proposed project is not located within two miles of any private airstrip. The nearest private airport to the project area is Mosier Airport in Elk Grove, approximately nine miles away to the south. Additionally, per the Federal Aviation Administration's requirements, aircraft in the airspace directly over the project area would be under the control of Mather Airport's control tower, not the control tower of a private airport. Therefore, the proposed project would have *no impact* associated with hazards near private airstrips.

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, or any other adopted emergency response or evacuation plan. The project area has been planned for industrial development for some time and development of this parcel was assumed in emergency planning processes. Additionally, the project area is surrounded by urban development of a similar type. The addition of five acres of additional residential and office development within this urbanized area would not affect regional agencies' ability to respond to disasters. Therefore, the proposed project would result in *less than significant* impacts associated with disaster plans.

h) *No Impact.* The proposed project is located in and entirely urbanized area. The project is surrounded by similar development and is not located in the vicinity of any wildlands. Therefore, the proposed project is not at risk from wildland fire and *no impact* would result from implementation of the project.

	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?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* Activities associated with the proposed project have the potential to result in significant short-term surface water quality impacts during the construction period and long-term water quality impacts due to surface runoff associated with an increase in impermeable surfaces. Unless the runoff is controlled, it would generate new runoff pollutants such as oil, gasoline, and other chemicals with potentially adverse impacts on water quality. Compliance with a Stormwater Pollution Prevention Plan (SWPPP), best management practices (BMPs), and applicable local ordinances and State requirements, would ensure that the proposed project would have a *less than significant* impact on water quality.

b) *Less Than Significant Impact.* The proposed project would result in new impervious surfaces on a site that previously consisted of entirely undeveloped land, decreasing absorption rates and increasing run-off in the project area. However, the project site consists of a small, infill parcel (approximately five acres in size) and by itself the project would not contribute significantly to impacts to the groundwater recharge rate of the area. Land surrounding the project consists of urban development that has already impeded the greater recharge rate of the area. The project area is currently supplied by the California-American Water Company (Cal-Am). Cal-Am's projected capacity through the year 2025 far exceeds the project need for the area, including the need of the proposed project (EDAW, 2006). Therefore, the uses of the proposed project would not result in the need for additional groundwater sources and would not result in significant impacts to groundwater levels. Considering the above factors, implementation of the proposed project would result in a *less than significant* impact.

c) *Less Than Significant Impact.* The project site is characterized by flat terrain, generally draining to the south towards Old Placerville Road. The drainage for the project site would be modified by the addition of impervious surfaces and other common impacts to drainage from development of a site. However, no significant change will occur. Additionally, the proposed project will be required to be consistent with the City of Rancho Cordova Erosion Control Ordinance, further reducing any erosion impacts. Therefore, the proposed project would result in *less than significant* impacts related to erosion and drainage.

d) *Less Than Significant Impact.* See discussion under discussion c) above. The generally flat terrain of the project site as well as adjacent sites, as well as compliance with City Ordinances, would mitigate any potential flooding in the area. The project is located well outside the 100-year floodplain. No uses included in the proposed project could result in a significant chance of flooding, regardless of the site topography. Therefore, the proposed project would have a *less than significant* impact associated with flooding.

e) *Less Than Significant Impact.* See discussion a) above. In addition to compliance with a SWPPP, the use of the BMPs listed in **Table 4**, as requested by the City and identified by the California Stormwater Quality Association (CASQA, January 2003), would further mitigate any operational impacts. This list is representative of recommended BMPs but does not constitute the only practices to be employed. All requirements of the SWPPP shall be followed as well.

TABLE 4
APPROVED CASQA BEST MANAGEMENT PRACTICES

CASQA Identifier	BMP Name
NS-8	Vehicle and Equipment Cleaning
NS-9	Vehicle and Equipment Fueling
NS-10	Vehicle and Equipment Maintenance
WM-1	Material Delivery and Storage
WM-2	Material Use
WM-3	Stockpile Management
WM-4	Spill Prevention and Control
WM-5	Solid Waste Management
WM-6	Hazardous Waste Management

Source: CASQA, 2003
Notes: Information on the requirements and execution of these BMP's is found at http://www.cabmphandbooks.com/ and at the City of Rancho Cordova at 2729 Prospect Park Drive, 95670.

Use of these and other standard practice BMPs, as well as adherence to the SWPPP identified in discussion a) above would ensure that impacts from implementation of the proposed project would be *less than significant.*

f) *Less Than Significant Impact.* See discussions a), b), and d) above.

g) *Less Than Significant Impact.* See discussions a), b), and d) above.

h) *Less Than Significant Impact.* The proposed project is currently undeveloped and is therefore not directly contributing or connected to the storm drain system. However, development of this site has been anticipated and planned for since long before incorporation of the City. The addition of 35 dwelling units and four office buildings would not constitute a substantial new source of runoff. Consistency with a SWPPP would ensure that any runoff from the site was controlled and polluted runoff is prevented. Operational runoff from the project site would not be significant and would be handled by planned infrastructure already in place in the area. Therefore, the proposed project would result in *less than significant* impacts associated with storm water drainage systems.

i) *Less Than Significant Impact.* Water quality impacts from the construction phase have been addressed in the discussions above and found to be less than significant. Adherence to a SWPPP would reduce many of the anticipated impacts to water quality from the construction phase of the proposed project. The addition of housing and office space on the project site would not include any design features or land uses that could adversely and significantly impact water quality. Therefore, implementation of the proposed project would result in *less than significant* impacts related to water quality.

j) *Less Than Significant Impact.* The proposed project site is located more than one-half mile from the 100-year floodplain. Additionally, the project elevation of approximately 70 feet above mean sea level is high enough above the American River and any associated tributaries and creeks to preclude the potential for flooding during a 100-year storm event.

Therefore, implementation of the proposed project would result in a *less than significant* impact associated with housing in the 100-year floodplain.

k) *Less Than Significant Impact.* See discussion j) above.

l) *Less Than Significant Impact.* While the project is located within two miles of the Cordova Meadows Levee, the project is not located in the inundation zone for that levee. Neither is the project located in a location where failure of the Folsom Dam would result in inundation of the project area (SAFCA, 2006). No other significant source of flooding exists within the vicinity of the project area. Therefore, the proposed project would result in a *less than significant* impact associated with flooding.

m) *No Impact.* The proposed project is not located near a large body of water or ocean, precluding the possibility of a tsunami or seiche occurring that could impact the project site. As the topography of the area in which the project is located is flat, mudflows are not a possibility. Therefore, implementation of the proposed project would result in *no impact* from these types of events.

	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?	☐	☐	☐	☒	☐

EXISTING SETTING

The proposed project is located within the Countryside/Lincoln Village Planning Area as identified in the City of Rancho Cordova Draft General Plan (2006, p. 41). Within that Planning Area, the project site is identified as a site for low-density residential (City of Rancho Cordova, 2006, p. 42). The project site is entirely surrounded by similar residential development and a retail development to the west.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The proposed project is located within a completely urbanized portion of the City of Rancho Cordova. The project is located on one of the last vacant parcels in that portion of the City. Residential land uses adjoin the site to the north, east, and south and a retail development is located immediately to the west. Implementation of the project would not result in impacts to that roadway or to the general character of the vicinity. Therefore, the proposed project would result in a *less than significant* impact.

b) *Less Than Significant Impact.* The proposed project is currently zoned MP Ð Industrial/Office Park. However, the General Plan identifies the area as being planned for low-density residential. The proposed rezone of the project as well as the residential uses to be constructed by the project would bring the parcel into consistency with the Cityõ Land Use Map and the General Plan. The office portion of the project will not be rezoned. However, conflicts between the general plan and the office portion of the site do not concern environmental effects and are therefore not significant for this discussion. Considering these factors, the proposed project would result in *less than significant* impacts related to conflicts with local plans.

c) *No Impact.* The City of Rancho Cordova and Sacramento County do not currently have an adopted Habitat Conservation Plan. The South Sacramento Habitat Conservation Plan (SSHCP) is being prepared by the County and will be adopted within the next few years. However, the SSHCP is still being formulated and no portion of the plan has been adopted. No Natural Community Conservation Plans are in effect in the project vicinity. Therefore,

the proposed project would have *no impact* on any adopted Habitat Conservation Plans or Natural Community Conservation Plans.

	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?	☐	☐	☒	☐	☐

EXISTING SETTING

The proposed project is located within a Mineral Resource Zone 2 area, as defined by the California Geological Survey. MRZ-2 areas are described as areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. Typical mineral resources in the area of Rancho Cordova include gold (largely mined out in the early 20th century) and aggregate deposits that exist as a result of dredge mining in the area (Pacific Municipal Consultants, 2005).

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The vicinity of the project area has been largely urbanized in the latter half of the 20th century. During that time, significant aggregate resources were removed prior to development, including in the immediate vicinity of the project area. The proposed project would not create any new significant impediment to the removal of mineral resources from the site than already exists. Additionally, aggregate resources are not particularly rare, nor is the site planned for mining by any of the local firms that are currently removing mineral resources to the south and east of the project area. Therefore, the proposed project would result in *less than significant* impacts associated with mineral resources.

b) *Less Than Significant Impact.* The City of Rancho Cordova General Plan does not identify the project location as being within a locally important mineral resource. The vast majority of mining in the City is located well to the south and east of the project area. Therefore, the proposed project will have a *less than significant* impact.

	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?	☐	☐	☐	☒	☐

EXISTING SETTING

A Noise Impact Study was performed by The Acoustics & Vibration Group for the proposed project in May, 2006 (see **Appendix D**). The report found that the majority of existing noise came from US-50 to the north, Old Placerville Road to the south, the loading docks and cooling towers of the retail property to the west, and overflying aircraft into and out of Mather Airport. Noise impacts from the proposed project on adjacent sensitive receptors to the north, east, and south are expected to be minor.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporation.* Three significant sources of noise exist immediately adjacent to the project area. Traffic noise from Old Placerville Road could result in exposure to significant noise levels, however the distance from the residential portion of the project to the roadway combined with standard building materials would ensure that noise from Old Placerville Road would be less than 50 decibels in the day and 45 decibels at night, the maximum allowed under the City's Noise Ordinance. Noise from overflying aircraft was measured during the Noise Impact Study but was not ultimately found to exceed maximum levels. Noise between 75 and 80 decibels was recorded emanating from the loading dock of the grocery store located in the retail center immediately adjacent to the project area to the west. This noise was short in duration and was associated with the engines of delivery trucks. As the exhaust stacks on these delivery trucks are located eight feet or more above the ground, the primary source of the noise was also centered eight feet

high. As the truck noise is louder than allowed under City standards, the following mitigation measure is included in order to reduce noise levels:

Mitigation Measures

MM 11.1 The project proponent shall construct a sound wall of at least 10 feet in height along the west property line beginning at the northwest corner of the project and terminating 5 feet south of the north face of the northwest office building. This sound wall shall be constructed of concrete masonry or other materials with a surface weight of 3.5 to 4.0 pounds per square foot. The sound wall shall be continuous along the entire length of the wall with no gaps, including along the ground, or other openings.

Timing/Implementation: *Wall shall be constructed prior to issuance of building permits.*

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

Implementation of mitigation measure MM 11.1 would ensure that impacts related to noise exposure would be *less than significant.*

b) *Less Than Significant Impact.* Construction of the proposed project will not include any practices likely to cause substantial amounts of groundborne vibration or groundborne noise levels (e.g., drilling, jack-and-bore, etc.). Any amounts of groundborne vibration or noise will likely be temporary in nature, ceasing when construction is finished. Therefore, this impact is expected to be *less than significant.*

c) *Less than Significant Impact.* The proposed project includes only residential and office uses, both land uses that typically do not generate significant levels of noise. Noise generated by the residential uses is expected to be less than significant. The office uses included in the proposed project are also expected to only generate minor noise. The Noise Impact Study (**Appendix D**) did not identify any significant sources of noise from the proposed project. Therefore, the proposed project is expected to result in *less than significant* noise impacts associated with the uses of the project.

d) *Less Than Significant Impact with Mitigation Incorporation.* Construction of the proposed project would involve the transport and use of heavy equipment. The use of heavy equipment and other construction activities would temporarily increase the ambient noise levels in the project's vicinity above existing levels. These increases would be periodic and temporary in nature. In order to reduce noise impacts associated with construction, the following mitigation measure is included:

Mitigation Measure

MM 11.2 The project applicant shall adhere to the following standard mechanisms for mitigation of construction-related nuisances:

- Construction activities shall be limited to between 7:00 AM and 6:00 PM on weekdays and 8:00 AM and 6:00 PM on weekends;

- Stationary sources of construction noise such as compressors and generators shall be placed as far as possible from existing residential uses to the north and east of the project site; and,

- Visible signage providing a name, address, and 24-hour phone number for information and/or complaints regarding the construction activities shall be posted on the site facing Old Placerville Road.

These requirements shall be included as a note on all construction plans and in the improvement plan submittal.

Timing/Implementation: *Prior to approval of grading and/or improvement plans and throughout construction activities.*

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

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

e) *Less Than Significant Impact.* The proposed project is located within the vicinity of Mather Airport. However, the noise contours for the airport are located south of the project area. No measurable noise contours overlay the project area. While aircraft noise was identified in the Noise Impact Study (see **Appendix D**), noise levels were below City-established thresholds. Therefore, the proposed project would have a *less than significant* impact associated with aircraft noise.

f) *No Impact.* The nearest private airport to the project area is Mosier Airport in Elk Grove, approximately nine miles away to the south. Pursuant to Federal Aviation Regulations, aircraft flying over the project area are under the control of Mather Airport. Therefore, the proposed project is not located within the vicinity of a private airport and *no impact* would occur.

	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?	☐	☐	☐	☒	☐

EXISTING SETTING

The proposed project is located within a previously developed portion of the City of Rancho Cordova and is within an area planned for full development by both the City of Rancho Cordova General Plan, which currently hold jurisdiction over the project area, as well as the County of Sacramento General Plan and the Cordova Community Plan which held jurisdiction over the project area prior to the incorporation of the City of Rancho Cordova.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The project area was planned for development by both the City of Rancho Cordova and the County of Sacramento. The project is located within an urbanized area, not an undeveloped area with little or no prior development. Therefore, the proposed project will not significantly induce growth in the vicinity. Impacts associated with growth inducement would be *less than significant.*

b) *No Impact.* The project site is currently undeveloped. Therefore, implementation of the proposed project would not result in any displacement of people or housing and there would be *no impact.*

c) See discussion b) above.

	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?	☐	☐	☒	☐	☐

EXISTING SETTING

The proposed project is located within the following public service districts:

- Fire Protection: Sacramento Metropolitan Fire District (SMFD)
- Police Protection Ð Rancho Cordova Police Department (RCPD)
- School District Ð Sacramento City Unified School District (SCUSD)
- Park District Ð Cordova Recreation and Park District (CRPD)
- Electrical Service Ð Sacramento Metropolitan Utilities District (SMUD)
- Natural Gas Service Ð Pacific Gas and Electric (PG&E)

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The proposed project would be served by the SMFD. The nearest station to the project area is located less than 0.2 miles away on Bradshaw Road. The addition of the project to the existing service area for SMFD and for the Bradshaw Road Station would not impact SMFD service levels in the project area and no additional stations, equipment, or personnel would be required to serve the project. Therefore, implementation of the proposed project would result in *less than significant* impacts related to fire protection.

b) *Less Than Significant Impact.* The proposed project would be served by the RCPD, which is based out of the police station on Rockingham Drive approximately 1.8 miles to the northwest of the project site. The addition of 35 dwelling units and four office units would not constitute a significant increase in service requirements for the Police Department. Therefore, no additional stations, equipment, or personnel would be required to serve the project and *less than significant* impacts are expected.

c) *Less Than Significant Impact.* The proposed project would generate some new students that would be served by the SCUSD. According to current SCUSD generation rates, the proposed project would result in 15 new elementary school students (K-6) and 11 middle/high school students (7-12). Existing schools can adequately serve these additional 26 students. No new school facilities will be required as a result of the proposed project. Therefore, the proposed project would result in *less than significant* impacts to schools.

d) *Less Than Significant Impact.* The proposed project includes the addition of 35 dwelling units which would require dedication of additional parkland under the current City of Rancho Cordova parkland dedication standard of 5.85 acres per 1000 residents. The proposed project does not include the creation or dedication of any parkland to the CRPD. However, both the City of Rancho Cordova and the CRPD allow for the payment of in-lieu fees to CRPD. As no new parkland is included in or proposed by the proposed project, *less than significant* impacts related to the construction of additional park facilities are expected upon payment of in-lieu fees.

e) *Less than Significant Impact.* All other public utilities such as wastewater conveyance, water supply, electrical supply, natural gas supply, cable television, and telephone are already located immediately adjacent to the project site. Therefore, construction of additional facilities will be limited to infrastructure to be installed on-site and thus the environmental impacts of that installation are covered in the various sections of this MND. Therefore, the proposed project would have *less than significant* impacts related to other public services.

	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?	☐	☐	☒	☐	☐

EXISTING SETTING

Three recreational facilities are within one mile of the project area: Lincoln-Village Community Park, Rosemont North Park, and Rosemont Community Park. All three facilities are maintained and managed by the CRPD.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The proposed project could potentially increase use of these parks through the addition of 35 dwelling units. However, the increase would be insubstantial compared to the general urban nature of the surrounding area and the high number of existing housing in the vicinity of the project. Therefore, the proposed project would have a *less than significant* impact on parks in the vicinity.

b) *Less Than Significant Impact.* The proposed project includes a small public use space located on-site between the office uses and the residential uses. This public use space will include a landscaped area and picnic benches. As this recreational facility is to be constructed on-site, the environmental effects of the construction are included in the analysis of this MND. Therefore, the impact will be *less than significant.*

	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)?	☐	☐	☒	☐	☐

EXISTING SETTING

A trip generation comparison was conducted by KD Anderson Transportation Engineers for the proposed project in April 2006. This comparison found that the proposed project would result in 549 daily trips, 79 AM Peak Hour trips, and 88 PM Peak Hour trips. The City's current standard of significance for trip generation is 100 or more AM or PM Peak Hour trips or 1000 or more daily trips.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The proposed project would result in fewer trips than the City's current threshold of significance for traffic impacts. Above the standard of 100 or more AM/PM Peak Hour trips or 1000 daily trips, the City assumes that potentially significant impacts to traffic would occur and requires a traffic impact analysis in order to determine mitigation for the project. However, as the proposed project would not result in enough trips to require a traffic impact study, no significant impacts are expected. Therefore, the proposed project would have *less than significant* impacts related to traffic generation.

b) *Less Than Significant Impact.* See discussion a) above. The project is not expected to generate significant traffic. Therefore, no significant impact to level-of-service on area roads is expected and the proposed project would have a *less than significant* impact.

c) *Less Than Significant Impact.* The proposed project is located under the Horizontal Surface of Mather Airport, as identified in the Mather Airport CLUP, which lies 150 feet above the

ground at the project location (Airport Land Use Commission, 1997). The Horizontal Surface is an Imaginary Surface (established by Federal Aviation Regulation Part 77), above which it is assumed a structure or activity would pose a hazard to air navigation and therefore potentially require a change in air traffic patterns. However, the proposed project does not include any uses taller than two stories. Therefore, at no time would a structure included in the proposed project pierce the horizontal surface. Additionally, while a crane will likely be required for the construction phase of the proposed project, this crane would not approach 150 feet above the ground in height. Therefore, the proposed project would have a *less than significant* impact associated with air traffic patterns.

d) *Less Than Significant Impact.* The proposed project only includes one small loop road on the project site. This roadway will be analyzed by both the police department and the fire district prior to project approval as part of the City's approval process in order to ensure public safety. There are no intersections included in the project and all sharp corners are within the residential portion where speeds will be limited. Therefore, the proposed project would result in *less than significant* impacts associated with design feature safety.

e) *Less Than Significant Impact with Mitigation Incorporation.* Steve Trout, Supervising Inspector for the SMFD, was consulted with during the project review phase and he indicated to City Staff that he did not anticipate any issues with access for the fire department and emergency response. Prior to final approval of the proposed project, the SMFD will be re-analyzing the project layout to ensure that access will not be an issue. However, as a full analysis is forthcoming, the following mitigation measure is included in order to ensure that any future issues are addressed:

Mitigation Measure

MM 15.1 If the Sacramento Metropolitan Fire Department identifies that the design of the proposed project would result in an obstruction or reduction in emergency access to the project site, changes to the project design shall be made by the project proponent, to the satisfaction of the SMFD and the City in order to alleviate the problem. Such changes may include, but are not limited to:

- Increase the turn radius of internal roadways;
- Widen internal roadways and parking lots to accommodate fire equipment travel;
- Provide a secondary access to the project site on the western side to the adjacent retail development; and/or,
- Provide a secondary access point onto Old Placerville Road in the southern edge of the project area.

The environmental impacts of the above changes are identical to those identified in the MND. However, should other off-site changes in the project be required by the SMFD, the City will make a determination prior to project approval as to the environmental effect of those changes and whether additional CEQA review of the project is required. If additional CEQA review is warranted, the City shall conduct that review prior to project approval.

Timing/Implementation: *Prior to approval of grading permit and/or improvement plans.*

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

Implementation of mitigation measure MM 15.1 would ensure that the proposed project would have a *less than significant* impact related to emergency access.

f) *Less Than Significant Impact.* Each dwelling on the project site provides at least 2 parking spaces, including inside garages and outside on driveways. Additionally, four visitor parking spaces are included in the northwest and north east corners of the site. Current City standards for parking require two parking spaces per dwelling unit for detached and attached single-family dwellings (City of Rancho Cordova Zoning Code, Title III, Section 330-61). Therefore, the proposed project complies with City parking standards and would provide adequate parking and the project would have a *less than significant* impact.

g) *Less Than Significant Impact.* The proposed project is not required by City Code to provide parking for bicycles. Additionally, while bus service is available within the vicinity, the proposed project is not located immediately adjacent to a bus route and there are no transit stops on Old Placerville Road at the project location. Therefore, the proposed project would have a *less than significant* impact on transit and alternative transportation.

	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 projectÕs projected demand, in addition to the providerÕs existing commitments?	☐	☐	☒	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the projectÕs 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 surrounded by residential and commercial developments that are adequately serviced by CSD-1. According to the CSD-1 Sewerage Facilities Master Plan (2002), each new Equivalent Single-family Dwelling Unit (ESD) is projected to generate 310 gallons per day (gpd) of additional wastewater. The general assumption used for wastewater generation is 6 ESDÕs per acre of low-density residential (CSD-1, p. 3-3, 2002). The proposed project includes approximately three acres of residential and would therefore produce approximately 18 ESDÕs of wastewater or 2.03 million gallons per year. This amount is well within the capacity of CSD-1 systems, as identified in the CSD-1 Sewerage Facilities Master Plan. Therefore, the project would have a *less than significant* impact.

b) *Less Than Significant Impact.* The proposed project site is within an urban area adequately serviced by water facilities and wastewater treatment facilities. According to a Water Supply Evaluation performed by EDAW for the City of Rancho Cordova General Plan, the water supplier for the project area has sufficient capacity to serve the proposed project (EDAW, 2006). Wastewater service to the project area was planned for in the CSD-1 Sewerage Facilities Master Plan (CSD-1, 2002). Further, the proposed development will have access to current facilities, and as such will not require new or expanded facilities. Therefore, the project would have a *less than significant* impact.

c) *Less Than Significant Impact.* The proposed project is located on a parcel that has been planned for development. Existing stormwater collection and handling infrastructure was planned such that the addition of 35 dwelling units and four office units on the property would not result in a lack of capacity in the stormwater system. Therefore, the proposed project would result in *less than significant* impacts.

d) *Less Than Significant Impact.* Cal-Am currently provides water service to the area in which the proposed project will be located. According to a Water Supply Evaluation performed by EDAW for the City of Rancho Cordova General Plan Draft Environmental Impact Report, Cal-Amõs water supply is expected to be capable of handling the additional requirements of buildout of the Cityõs Planning Area, which includes the proposed project (EDAW, 2006). Therefore, the project would have a *less than significant* impact.

e) *Less Than Significant Impact.* See discussions a) and b) above.

f) *Less Than Significant Impact.* The proposed project will be served by Browning-Ferris Industries (BFI), which collects residential and commercial solid waste and transports any non-recyclable material to the Forward Landfill in Manteca, CA or the Lockwood Regional Landfill in Nevada. Both facilities have adequate capacity to handle the additional generation of waste by the operation of the proposed project. Construction debris will most likely be collected by the contractor and transported to the Kiefer Landfill, south of the City of Rancho Cordova. The Kiefer Landfill also has adequate capacity to accept waste from the proposed project. The addition of 35 residential units and four office units would be an insignificant change in daily waste. Therefore, the project would have a *less than significant* impact.

g) *Less Than Significant Impact.* See discussion f) above.

	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 Impact.* As demonstrated in checklists I through XVI above, the proposed project is not expected to result in any significant impacts related to biological or cultural resources. Further, the implementation of the mitigation measures identified in this MND would ensure than the projectÕs impacts are *less than significant.*

b) *Less Than Significant Impact.* Incorporation of the mitigation measures for the project would reduce any environmental impacts to less than significant in both the short-term and long-term. The area is designated by the General Plan for Medium Density Residential, with which the proposed project is consistent. The proposed project would be required to adhere to all Rancho Cordova General Plan policies, ensuring that the long-term environmental goals of the City are adhered to. Therefore, the project would have a *less than significant* impact.

c) *Less Than Significant Impact.* Section 4.0 of this MND addresses the proposed projectÕs contribution to cumulative impacts in the cumulative setting. No impacts were found to be cumulatively considerable. Therefore, the proposed project would result in *less than significant* impacts related to cumulatively considerable impacts.

d) Less Than Significant Impact. See discussion a) above.

4.0 CUMULATIVE IMPACTS

4.1 INTRODUCTION

This section addresses the proposed projectÕs potential to contribute to cumulative impacts in the region. California Environmental Quality Act (CEQA) Guidelines Section 15355 defines cumulative impacts as Ò[t]wo or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts.Ó A projectÕs incremental effects are considered significant if they are Òcumulatively considerableÓ(CEQA Guidelines Sections 15065[a][3] and 15130[a]). ÒCumulatively considerableÓ means the incremental effects of the project are considerable when viewed in connection with the effects of past, current, and future projects (see also CEQA Guidelines Appendix G, Section XVII).

4.2 CUMULATIVE SETTING

Extensive development of the project vicinity has been ongoing since the mid twentieth century. Recent large-scale development of the City has taken place south of U.S. 50 and east of Sunrise Boulevard. However, the impacts of development of this area are not included in this cumulative analysis as the environmental conditions of that region are not easily correlated with the proposed project area. The Rancho Cordova General Plan has identified land uses and general redevelopment of the area, primarily centered on planning areas such as the Countryside - Lincoln Village Planning Area (in which the proposed project is located). The CityÕs General Plan encompasses the majority of development in the region. Therefore, the following cumulative analysis includes the cumulative impacts of the proposed project and the CityÕs General Plan.

4.3 CUMULATIVE IMPACT ANALYSIS

AESTHETICS

The General Plan Draft Environmental Impact Report (DEIR) identified that the potential introduction of high-rise structures in the downtown area of the City could cause significant and unavoidable cumulative visual impacts within the City. The proposed project is not located within the downtown area, nor does the proposed project include the construction of high-rise buildings. The proposed project is generally similar to existing development in the vicinity. Therefore, the proposed project would have *no impact* on cumulative aesthetic impacts.

AGRICULTURAL RESOURCES

Implementation of the General Plan Land Use Map designations was identified in the Rancho Cordova General Plan DEIR as contributing to the cumulatively considerable loss of agricultural resources or farmlands. The proposed project does include a defunct orchard. However, agricultural use of the property has not occurred in the recent past and the small site would not support agriculture in the future. Therefore, the proposed project would not contribute to a cumulative loss of agricultural land and *no impact* would occur.

AIR QUALITY

The Rancho Cordova General Plan DEIR identified that past, present, and future development in the area will have significant and unavoidable cumulative impacts to air quality in the area. Mitigation measures within this document have reduced any impact to air quality from the project to a less than significant level. The proposed project will not emit any pollutants at a level higher than allowed by local air district standards. Therefore, the proposed projectÕs

incremental contribution to the cumulative impact would be insignificant and is therefore considered *less than cumulatively considerable.*

BIOLOGICAL RESOURCES

The Rancho Cordova General Plan DEIR identified that past, present, and future development in the area will have significant and unavoidable cumulative impacts to biological resources in the area. Mitigation measures within this document have reduced any impact to biological resources from the project to a less than significant level. Therefore, the proposed project's incremental contribution to the cumulative impact would be *less than cumulatively considerable.*

CULTURAL RESOURCES

The Rancho Cordova General Plan DEIR identified that past, present, and future development in the area could have significant and unavoidable impacts to cultural resources in the area. No cultural resources were identified in the project area. Mitigation measures included in this document would protect any unknown cultural resources from impacts. Therefore, the proposed project's incremental contribution to the cumulative impact would be *less than cumulatively considerable.*

GEOLOGY AND SOILS

The Rancho Cordova General Plan DEIR concluded that impacts to geology and soils from implementation of the respective projects would be less than cumulatively considerable. The proposed project is consistent with this analysis. Soils underlying the project site are adequate for the proposed project uses and hazards from soil and geological conditions are not significant. Therefore, the project's incremental contribution to the cumulative impact would be *less than cumulatively considerable.*

HAZARDS AND HAZARDOUS MATERIALS

The Rancho Cordova General Plan DEIR concluded that impacts to hazards and hazardous materials would be less than cumulatively considerable. The proposed project is consistent with the types of projects identified in the General Plan DEIR and would have the same impacts. Therefore, the project's incremental contribution to the cumulative impact would be *less than cumulatively considerable.*

HYDROLOGY AND WATER QUALITY

The Rancho Cordova General Plan DEIR identified significant and unavoidable impacts to water supply as a result of new development in areas of the City that are currently undeveloped. The proposed project is located within a developed portion of the City. Furthermore, water supply is adequate to serve the whole of the developed portion of the City through the year 2030 (City of Rancho Cordova General Plan DEIR, 2006; EDAW, 2006). Therefore, the proposed project's incremental contribution to the cumulative impact would be *less than cumulatively considerable.*

LAND USE AND PLANNING

The Rancho Cordova General Plan DEIR identified the introduction of dense urban development in previously undeveloped areas as a potential cause of significant and unavoidable environmental impacts within the City. The proposed project is an infill project in a

currently developed portion of the City. Surrounding development consists of buildings of roughly similar height and density. Therefore, the project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

MINERAL RESOURCES

The Rancho Cordova General Plan DEIR identified significant and unavoidable impacts to mineral resources as a result of development of areas in MRZ-2 zones, areas in which it is judged that a high likelihood of mineral deposits may exist. The proposed project is located within an MRZ-2 zone. However, as the sight is small and surrounded by urban development, removal of aggregate on-site is not feasible, with or without the project. Therefore, the proposed project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

NOISE

The Rancho Cordova General Plan DEIR identified traffic noise as a significant and unavoidable cumulative impact within the City. Noise impacts from the proposed project would be periodic, temporary in nature, and subject to the City of Rancho Cordova Noise Ordinance regarding construction activities. The proposed project does not include additional major roadways and would therefore not contribute significantly to the cumulative noise impact. Therefore, the proposed project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

POPULATION AND HOUSING

The Rancho Cordova General Plan DEIR identified increases in population and housing as a significant and unavoidable cumulative impact within the City. The addition of 27 dwelling units is insignificant when compared to the large increase in housing planned in the City by the General Plan outside the cumulative setting. Therefore, the proposed project's incremental contribution to the impact would be *less than cumulatively considerable*.

PUBLIC SERVICES

The Rancho Cordova General Plan DEIR concluded that impacts to public services from implementation of the respective projects would be less than cumulatively considerable. The proposed project is located within a developed area of the city with established utilities and services. As such, additional infrastructure would not be required to serve the project. Compliance with City Policies, as identified in the General Plan, would reduce the proposed project's incremental contribution to a *less than cumulatively considerable* level.

RECREATION

The Rancho Cordova General Plan DEIR concluded that impacts to recreation from implementation of the respective projects would be less than cumulatively considerable. The proposed project would be required to pay an in-lieu fee to provide for additional park and recreation services. Similar fees combined with parkland dedication in the area would reduce cumulative impacts to recreation. Payment of the in-lieu fee would ensure that the project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

TRANSPORTATION/TRAFFIC

The Rancho Cordova General Plan DEIR concluded that impacts to transportation and traffic would be significant and unavoidable. The project proposes 35 single-family residential units and four office units, which would not generate significant traffic that would require modification of the existing circulation system in the area. Therefore, the projectõ incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

UTILITIES AND SERVICE SYSTEMS

The Rancho Cordova General Plan DEIR identified significant and unavoidable impacts to water supply and wastewater infrastructure as a result of increased development of the area. This increased development identified in the General Plan EIR would occur far south and east of the proposed project site. The proposed project is located within a significantly developed portion of the City, in an area that is already served by all key utilities and service systems. Therefore, the projectõ incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

5.0 DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

■ I find that, although the proposed project could have a significant effect on the environment, a **MITIGATED NEGATIVE DECLARATION** is appropriate because any potentially significant environmental effects associated with the proposed project have been reduced to a less than significant level by revisions to the proposed project. Therefore, a **MITIGATED NEGATIVE DELCARATION** will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment that cannot be reduced in effect by changed to the proposed project, 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: 6/21/06

Printed Name: Ben Ritchie For: City of Rancho Cordova

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

Signature: _____ Date: 6/23/06

Printed Name: Ted Kopecko For: Tower Development Corp.

6.0 REPORT PREPARATION AND CONSULTATIONS

6.1 REPORT PREPARATION

Paul Junker	Planning Director
Bill Campbell	Principal Planner
Ben Ritchie	Environmental Coordinator
Kevin Freibott	Environmental Planner
Cori Resha	Assistant Environmental Planner
Cyrus Abhar	City Engineer

6.2 PERSONS AND AGENCIES CONSULTED

Steve Trout	Sacramento Metropolitan Fire District
Gary Hyden	Cordova Recreation and Park District

7.0 REFERENCES

7.0 REFERENCES

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APPENDIX A CULTURAL RESOURCES STUDY

CULTURAL RESOURCES STUDY OF ASSESSOR'S PARCEL NO. 68:03:44 NEAR LINCOLN VILLAGE, SACRAMENTO COUNTY, CALIFORNIA

MAY 23 2005



MAY 2005

Prepared For:

Carlton Engineering, Inc.

3883 Ponderosa Road

Shingle Springs, CA 95682

Prepared By:

Historic Resource Associates

2001 Sheffield Drive

El Dorado Hills, CA 95762-5905

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ATTACHMENTS

Project Location Map

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I. SUMMARY OF FINDINGS

Historic Resource Associates conducted a cultural resources study in order to identify and make recommendations, in accordance with the California Environmental Quality Act (CEQA) regulations pursuant to the California Register of Historical Resources, regarding the proposed commercial development within Sacramento County Assessors Parcel No. (APN.) 68:03:44, located on the north side of Old Placerville Road, just east of its intersection with Bradshaw Road (refer to Project Location Map). The subject parcel is characterized as level land, encompassing approximately 5 acres. Several large valley oak trees lie at the far northern end of the parcel, otherwise, the only other vegetation are the remnants of an old almond orchard, tall grass, and young valley oak trees.

After an intensive field investigation of the parcel, no significant prehistoric or historic archaeological sites were found, nor were any historic buildings, structures, or objects discovered. Therefore, there will no effect to historic resources in accordance with Section 15064.5(a)(2)-(3) of CEQA guidelines, using the criteria described in Section 5024.1 of the California Public Resources Code.

II. INTRODUCTION AND PROJECT DESCRIPTION

Historic Resource Associates was contracted to conduct a field investigation, identify, and make recommendations, in accordance with the provisions of the California Environmental Quality Act (CEQA), regarding the proposed commercial project located near the intersection of Bradshaw and Old Placerville Roads, near Lincoln Village in Sacramento County, California. The project is located on a level parcel, which appears to have been extensively graded in recent years.

II. CULTURAL SETTING

A. Environment

The project area is located in Midtown Sacramento, within the American River Basin of the Sacramento Valley. Around 350 million years ago, in the Paleozoic era, a large inland sea occupied the Sacramento Valley to the present Sierra Nevada Mountains. A land mass west of the present coastline and the continental land mass provided mud, sand, silt, and marl for deposition during the 200 million year life span of the sea. Deformation and uplift with volcanic eruptions caused a great body of sediments and volcanic rocks to accumulate. During the Mesozoic time there was a long interval (Triassic Period) during which time no sediments were deposited in the inland sea, except in the present Sacramento Valley.

Deposition of sediments was renewed during the late Jurassic Period and the topography was markedly changed in a comparatively short interval of geologic time. The inland sea basin was uplifted for the last time and so deformed that the character of the sedimentary and volcanic rocks was completely changed. The sand, mud, silt, and marl metamorphosed to hard quartzite, slate, schist and marble, while volcanic rocks were metamorphosed to form greenstone (amphibolite, amphibolite schists) (Ritter, ed. 1970:16).

B. Climate and Hydrology

The climate in the area is characterized as humid mesothermal, meaning that it is Mediterranean or dry summer subtropical. The valley and foothill region has been termed the "thermal belt" because of its mild winter climate (Storie and Trussell 1927:30). However, marked differences occur within short distances, because the temperature is dependent upon elevation and air drainage. In the depressions and small valleys the temperature is lower, particularly during nights when the cool air moves downward. The temperature is warmer on the slopes and tops of the ridges. High and low temperature varied dramatically, ranging from winter lows of 12 degrees Fahrenheit to summer highs well over 100 degrees Fahrenheit.

Both prehistoric and historic sites have been identified throughout these life zones. Questions of diversity related to ecosystems and population size have not been fully explored in this region of the Sierra. Prehistoric sites generally lie along the higher ridges and sheltered valleys, particularly where food resources ripen early. Climatic shifts, however, influenced changes in flora and fauna and resulted in modifications in subsistence, transhumance, and population.

C. Archaeology

The prehistory of the area in the American River Basin and outlying areas has undergone a variety of archaeological studies. In addition, much of the analysis of prehistoric sites in the vicinity also relies upon inferences drawn from data collected in the Sierra Nevada, the Central Valley, and the Great Basin. Archaeologists have relied upon scientific data gathered from several major prehistoric sites near Lake Tahoe, where a reasonably complete chronology has been established, which dates back 8000 years. Occupation of the high Sierra is thought to date to at least 6000 B.C.

This early period is represented by Parman type projectile points (Layton 1979) found along the Tahoe Reach of the Truckee River (Elston et al 1977). Numerous surface finds of similar point types have been recovered on the Eldorado, Tahoe, and Lassen National Forests. This period is known as the Tahoe Reach Phase (Elston et al 1977; Ritter 1968). Following the Tahoe Reach phase, Elston (1977) documents a second phase in the high Sierra, known as the Spooner phase. It dates from 2000 to 5000 B.C. and is characterized by Pinto (Amsden 1935) and Humboldt (Heizer and Clewlow 1968) type points (Elston et al 1977:171).

Heizer and Elsasser (1953) define the next phase in the high Sierra chronology, which dates from 2000 B.C. to 500 A.D, as the Martis phase, named after the Martis Valley. This period is characterized by the wide-spread use of basalt for stone tools, large, roughly shaped projectile points of the Martis type (Heizer and Elsasser 1953), atlatl weights, manos, millingstones, bowl mortars, cylindrical pestles, and many flake scrapers (Moratto 1984:295). Martis is considered a series of phases, which may be of Great Basin origin, but which is distributed from the western Great Basin to the Central Valley. Its distribution roughly coincides with the ethnographic territories of the Maidu and the Washo peoples (Ibid:302-303). Although probably not ancestral to the Washo (Ibid:303), Martis may represent Maidu prehistory, including Nisenan (Ibid).

Following Martis is the Kings Beach phase, also described by Heizer and Elsasser (1953). It is characterized by the use of obsidian and silicate stone tools, small projectile points, indicating a shift from the atlatl, or throwing stick, to the use of the bow and arrow, scrapers, and bedrock mortars (Moratto 1984:294-295). The phase dates from 500 A.D. to 1200 A.D., and is considered ancestral to the ethnographic Washo.

Comparing data from the high Sierra, Eric Ritter (1970) conducted the first excavation of a stratified site in the Georgetown region. Located west of Foresthill, the Spring Garden Ravine site (PLA-101), dates to 1400 B.C. Three strata were identified at the site. The oldest, Horizon C, contained large slate and basalt projectile points of the Martis type, atlatl weights, bowl mortars, millingstones, and many core tools (Moratto 1984:301). The stratum was radiocarbon dated to 1000+110 B.C. (GaK-2246). Horizon A, containing arrow points and numerous silicate retouched flakes, hopper mortars, bedrock mortars, few core tools, and millingstones, is thought to be ancestral to the ethnographic Nisenan (Ibid). Horizon B, both stratigraphically and culturally intermediate, was radiocarbon dated at 1039+89 A.D. (GaK-2244) and 976+90 A.D. (GaK-2245) (Ibid).

Also from this excavation came evidence that, prehistorically, the environment of the region may not have been as wooded as it appears today. Analyzing pollen from site PLA-101, Robert Matson (1970, 1972a, 1972b) found evidence of a 3000 year old, savanna type of environment, consisting of oak grassland with occasional patches of chaparral. This was replaced 500 years ago by an environment of dense pine-oak woodland. Matson (1970, 1972a, 1972b) postulated that this change may be due to the cessation of seasonal burning by native peoples, which was used to promote desirable plant species for food, tools, and as fodder for deer.

Generalizing over the entire west slope of the Northern Sierra Nevada, Moratto (1984) has postulated that by 1000 B.C., the area was settled by groups of people of unknown origins who possessed both Martis and Central Valley traits. During this period, the bow and arrow were introduced, at approximately 600 A.D. - 800 A.D., and the mortar and pestle were more intensively used after 1400 A.D. (Moratto 1984:303). By 1 A.D., permanent villages were established. The greater sedentism, coupled with population growth, encouraged the development of a settlement pattern of secondary villages and seasonal camps (Ibid). The primary villages became the political, social, and ceremonial centers for communities by 1500 A.D. (Ibid). This pattern closely resembles the settlement system of the Nisenan, the ethnographic group whom inhabited the study area.

Archaeological sites have contained house pits, midden, bedrock mortars, grinding slicks, cobble pestles, metates, manos, Olivella Haliotis, clamshell, steatite and glass trade beads, quartz crystals, projectile points made from a variety of materials both local and traded, and lithic debitage of quartz, quartzite, basalt, rhyolite, slate, chert, and obsidian. Projectile points commonly found include Rose Spring contracting stem, Desert side-notched, cottonwood triangular, and several types of Elko series.

D. Ethnography

The project area lies along the eastern territory occupied in aboriginal and historic times by the Maidu or Valley Nisenan. Their territory extended to the Bear River and south of the South or Middle Fork of the Cosumnes River (Kroeber 1925:37; Beals 1933:336; Wilson and Towne 1978:388). Nisenan, a Penutian language, can be divided into three main dialects, Northern Hill Nisenan, Southern Hill Nisenan, and Valley Nisenan (Kroeber 1925:393). Shipley (1978:83) has identified seven dialects. In Hugh W. Littlejohn's unpublished manuscript of Nisenan Geography, he notes that the Nisenan had names for every mountain, hill, flat, valley, canyon, spring, creek, and river. Villages normally derived their name from prominent features of the immediate landscape, from important local vegetation, and sometimes from a mythical or local celebrity. When the inhabitants of a village moved to another location, the new settlement assumed a different name from that of the old settlement (Littlejohn 1928:37).

The chief political unit for the Nisenan was the tribelet, which consisted of a principal, permanent village surrounded by several secondary villages and seasonal camps. The population of the tribelet varied from 15-25 people to more than 500 (Kroeber 1925:831). Its headman served as advisor to the people of the tribelet. The position was usually hereditary. Permanent villages were found from upland areas along the valley floor to the lower Yellow Pine Belt, at an elevation of 1000 to 4000 feet. Winter village locations are typically found on knolls or in valleys with good southern exposure and adjacent to springs or other permanent sources of water. Typical village sites were along streams, knolls or ridges with a southern exposure. At the principal village, typical structures included family dwellings, acorn granaries, bedrock mortars, a sweat house, and a dance house.

In the area of the western slope of the Sierra, the territory of the foothill Nisenan crosses many plant communities, making available to them a wide variety of plant resources. The main food source for the Nisenan was acorns, although a wide variety of other resources were also used. Tan Bark Oak (Lithocarpus densiflora) and black oak (Quercus kelloggii) were preferred, with golden oak (Quercus chrysolepis), interior live oak (Quercus wislizenii) and scrub oak (Quercus dumosa) considered secondary food sources (Baumhoff 1978:16). Extended families or entire

villages would gather acorns. Trespass into an owned gathering area was discouraged. Acorns were cracked, shelled, and ground into flour in a mortar. They were then leached in sand and cooked in baskets using heated stones (Wilson and Towne 1978:389).

Nuts of the sugar pine (Pinus lambertiana) were also gathered. Buckeye (Aesculus californica) was eaten only in times of starvation (Baumhoff 1978:17). Roots, dug with a digging stick, might be eaten raw, or dried and pounded in mortars and pressed into cakes (Wilson and Towne 1978:390). Grasses, herbs, rushes, berries, and grapes (Vitis californica) provided both food and materials for basketry, clothing, and other tools (Ibid). Manzanita berries were used to make a cider-like drink (Ibid).

Animals hunted included deer, rabbits, and other small game. Mule deer (Odocoileus hemionus) were hunted in drives, with the use of fire, decoys, snares or deadfalls (Ibid). Rabbits (Lepus) were killed with sticks or blunted arrows, trapped, snared, or rounded up with the use of nets or fire. Grasshoppers, ants, lizards, and frogs were also eaten (Ibid), and salt was obtained from springs located near Cool (Heizer and Treganza 1972:340).

Rivers played an important role for the Nisenan, not only as territorial boundaries, but also as areas to procure food, such as Chinook salmon (Oncorhynchus tshawytscha). The Nisenan called the North Fork of the American River "Yo dok im se o", the Middle Fork of the American River "Ko a ba", where the Middle and North Fork of the American River meet "Chul ku im se o", and the Bear River "Ku mim se o" (Littlejohn 1928: 54). Fish were poisoned with soaproot (Chlorogalum pomeridianum) and turkey mullein or caught by hand in shallow water (Wilson and Towne 1978:389). Weirs, nets, harpoons, traps and gorgehooks were also used to catch fish.

Tools, including arrow and spear points, knives, and scrapers, were made of basalt, chalcedony, jasper, or obsidian. A wide variety of mineral resources, including quartz, quartzite, quartz crystals, chert, slate, and soapstone were available within the project area. Preferred basketry materials were willow (Salix) and redbud (Cercis occidentalis), but the roots of yellow pine (Pinus ponderosa) and bracken fern (Pteridophyta aquilinum) were also used (Ibid:392). Clothing and adornment was not elaborate. Steatite and whole olivella shell bead necklaces were among the items traded from the Patwin and Maidu (Ibid:391). Males often wore a breechcloth, and women a skirt of wire grass (Ibid).

It is estimated that the Valley Nisenan were reduced by three-fourths of their number by an epidemic of malaria in 1833 (Cook 1955:321-322). But, shortly after the discovery of gold in January 1848, the heart of foothill Nisenan territory was overrun with white miners. By 1860, their native lifeways were nearly obliterated (Moratto 1984:392). By the late 1930s, it has been reported that no living Nisenan could recall the lifeways before White contact (Wilson and Towne 1978:396).

III. HISTORIC CONTEXT

The Spanish, having settled the San Francisco Bay region in the late 1700s, sent Gabriel Moraga on some forty-six expeditions after 1806 to explore the Central Valley to beyond the Feather River. Moraga named the Sacramento Valley and noted the Maidu tribes who occupied the land. Sacramento emerged from the wilderness in August 1839 when John Augustus Sutter occupied his Mexican land grant of Nueva Helvetia (New Switzerland) and began construction of Sutter's Fort. The discovery of gold at Sutter's sawmill at Coloma on January 24, 1848 dramatically accelerated the growth of Sacramento, as the embarcadero area near J Street became an international commercial center. The founding of the City of Sacramento was undertaken by John A. Sutter, Jr. in December 1848 (Neasham, Henley & Woodruff 1969:7-11).

During the latter half of the nineteenth century, Sacramento achieved prominence as the State Capital, the gateway to the northern mines, and a hub of transportation and communication with the initiation of the Pony Express, the construction of the first transcontinental railroad, and the transmission of hydroelectric power. Boosting a population of over 25,000 by 1890, Sacramento had developed into a thriving center of agriculture, manufacture and commercial enterprise.

The subject property is located in an area of Sacramento County that consisted of large ranch properties through the early 1900s. As the land was subdivided, smaller parcels were sold and ranchettes with small orchards were established. The old emigrant road between Sacramento and Placerville lies to the north of the subject parcel, near the alignment of present day Folsom Boulevard. Later, this route would be used for a short time by the Overland Pony Express. During the 1950s through the 1970s, the intersection of Bradshaw Road and Old Placerville Road was developed with commercial properties, including a large strip mall.

IV. RESEARCH RESULTS

A record search for the project area was conducted at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) on May 5, 2005 (refer to NCIC Record Search, May 5, 2005). After reviewing the State of California Office of Historic Preservation records, base maps, historic maps, and literature for Sacramento County, it was concluded that the proposed project area contains no recorded Native American or historic-period archaeological resources listed with the Historical Resources Information System.

There have been no cultural resource studies conducted within the project area, although a record search was performed of the project area in July 1982. Within a 1/2 mile radius of the project area, there have been 8 cultural resource studies conducted: Keefer (2002, 2001); Jones & Stokes (2001); PAR Environmental Services, Inc. (2001); EarthTouch (2001); Cultural Resources Unlimited (1998); Peak & Associates, Inc. (1997); and Orlins (1982).

Several properties along Bradshaw Road are listed in the Office of Historic Preservation (OHP), Historic Properties Directory (HPD), including the Brighton School/Edward Kelly School, located at 3312 Bradshaw Road, built in 1869, and listed as a 1S. Research was also conducted at the California State Library, Sacramento; the Internet, and within the reference library of Historic Resource Associates.

V. METHODS AND FIELD INVENTORY

A cultural resources survey was conducted within the project APE, which was identified as Sacramento County APN. 68-03-44. Survey transects of 5 meters were followed throughout the entire parcel. Surface evidence suggests the entire parcel was extensively graded in the recent past. Evidence of an old (circa 1960s) almond orchard is still present.

VI. REPORT OF FINDINGS

No prehistoric or historical archaeological sites were found, nor were any historic buildings, structures, or objects discovered.

VII. DISCUSSION AND INTERPRETATION

None.

VIII. RECOMMENDATIONS

No further cultural resources work is recommended for this project.

IX. PROFESSIONAL QUALIFICATIONS

Dana E. Supernowicz, principal of Historic Resource Associates, earned his Bachelor of Arts at the University of California, Irvine with a concentration in history and anthropology. He earned his Master of Arts in History at California State University, Sacramento in 1983, with an emphasis on California and Western United States history. Supernowicz has over 25 years of experience working in the field of cultural resources management for federal and state agencies, as well as 20 years in private consulting. He has extensive experience in both designed and vernacular architecture throughout California, and has worked for the State of California, Office of Historic Preservation as a staff reviewer. Supernowicz has also served as president of the El Dorado County Historical Society, and is a member of the Society for California Archaeology, Oregon-California Trails Association, and National Trust for Historic Preservation.

X. REFERENCES

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Keefer, Margaret. Negative Cultural Resource Survey Report, Project Name: Premier Passage Tentative Subdivision Map, Control Number: 01-SDP-0669, Assessor's Parcel Number: 068-0011-0000. Prepared for Sacramento County, Department of Environmental Review and Assessment, Sacramento, CA. June 7, 2002.

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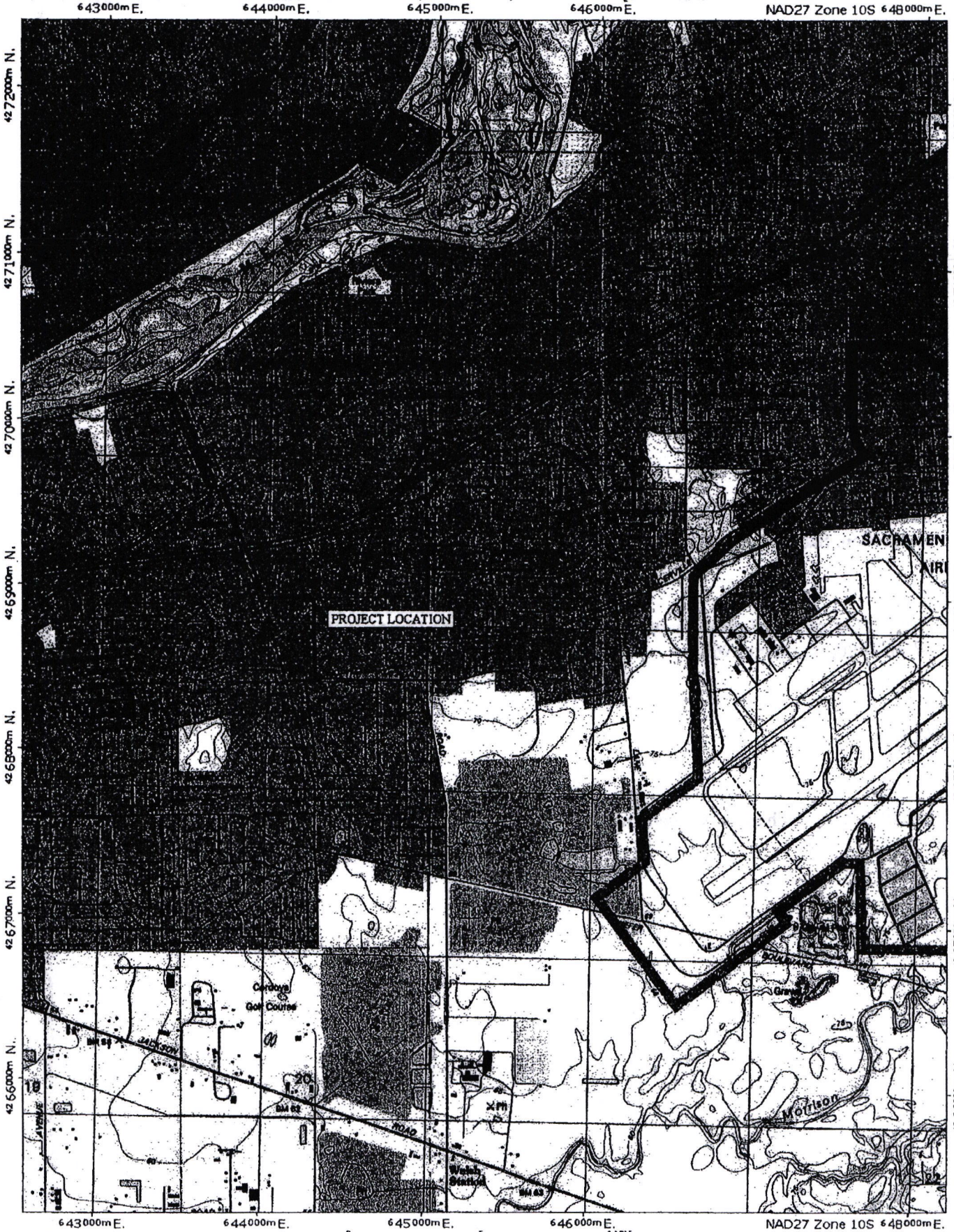
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MAPS

USGS 7.5' Carmichael, CA Quadrangle

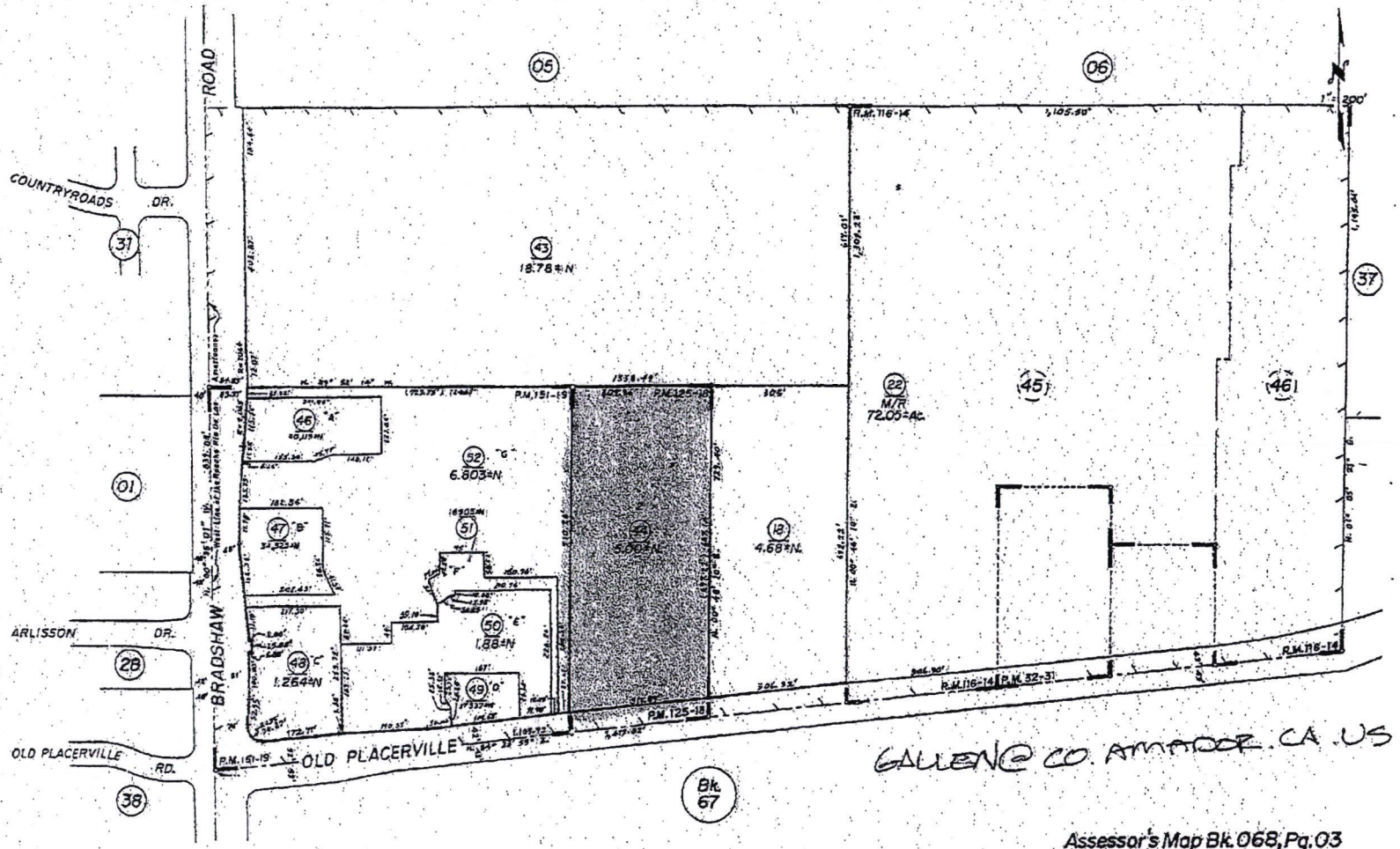
PROJECT LOCATION MAP, CARMICHAEL, CA USGS 7.5' QUADRANGLE



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POR, SE 1/4 SEC. 8, & SW 1/4 SEC. 9, T.8N, R.6E, M.D.B.&M.
(AS PROJECTED INTO THE RANCHO RIO DE LOS AMERICANOS)

68-03



GALLENO CO. AMADOR. CA. US

Assessor's Map Bk.068, Pg.03
County of Sacramento, Calif.

Z4-40 & Z1-51

NORTH CENTRAL INFORMATION CENTER Record Search Number: **SAC-05-86**
CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM County: **SACRAMENTO**
In Cooperation with:

State of California - The Resources Agency
Department of Parks and Recreation
Office of Historic Preservation

AGREEMENT TO CONFIDENTIALITY AND RECORD SEARCH STATEMENT

I, the undersigned, have been granted access to the Archeological Site Record data at the North Central Information Center at California State University, Sacramento, 6000 'J' Street, Sacramento, CA 95819 for the purpose of:

! scientific research ☒ project planning ! other: _____

I fully understand the confidential nature of the information contained in these records, and I agree to respect that confidentiality.

I will attempt to ensure that specific site location is not distributed in public documents or made available to unauthorized individuals within my institution or agency. I also understand that prior written consent of the Information Center Coordinator or State Historic Preservation Officer is required for any exceptions to the above stipulations.

Furthermore, I agree to forward to the appropriate Information Center, no later than 30 days after completion of field reconnaissance and investigation, any preliminary reports and complete site records for any sites that are identified or dealt with. I also agree to forward to the appropriate information Center or Centers all subsequent reports on these sites, which are pertinent to archeological resource management.

I understand that failure to comply with any of the above agreement is grounds for denial of subsequent access to the archeological site data.

This agreement is based on State access policy. Barbara Supernowicz 5-4-2005
Signature of Researcher Date

Printed Name of Researcher Barbara Supernowicz Phone 916-941-1864
Firm Historic Resources Associates
Address 2001 Sheffield Drive City/State El Dorado Hills, CA Zip 95762
Method of contact: Phone X In person Letter Fax Date: 5-3-2005
Title of Project or Research "Old Placerville Road"
Contact person/agency for which work conducted Carlton Engineering
Address 3883 Ponderosa Road, Shingle Springs, CA Phone
USGS Quad(s) consulted Carmichael 7.5'
Site Record(s) consulted All pertinent Sources
Site Record(s) copied See attached sheet
Reports/manuscripts consulted All pertinent sources
Reports/manuscripts copied See attached sheet
Staff Researcher David McCullough, Jr. Date: 5-5-2005

No. of Hours - Record Search 3/4hrs. Use Fee Charged $ 60.00
No. of Hours - Copy Work 0 Hourly Copy Fee .00
No. of Copies @ .15¢ each 15 Copy Charge 2.25
No. of Fax Pages 0 Fax Fee charged .00
Total Fee charged: $ 62.25

BILLING STATEMENT:
(Payment Instructions)
Make check payable to: C.S.U.S. FOUNDATION
Forward to: North Central Info Center CSU - Sacramento
6000 J Street, Adams Bldg., #103, Sacramento, CA 95819-6100

5009 Negative

CALIFORNIA ARCHAEOLOGICAL CONSULTANTS, INC.

☐ PETER BANKS • 5916 DOVER ST. • OAKLAND, CA 94609 • (415) 658-6550
☐ ROBERT ORLINS • 39 FIRST ST. • WOODLAND, CA 95695 • (916) 662-0979

A CULTURAL RESOURCE SURVEY OF FIVE PARCELS FOR STATE FRANCHISE TAX BOARD FACILITIES, SACRAMENTO COUNTY, CALIFORNIA

BY
ROBERT I. ORLINS

1982

AGREEMENT NO. SA6225
STATE OF CALIFORNIA
DEPARTMENT OF GENERAL SERVICES
OFFICE OF FACILITIES PLANNING AND DEVELOPMENT
SACRAMENTO



Map 1. Proposed Franchise Tax Board Sites 1 and 2.

CULTURAL RESOURCE ASSESSMENT

OF THE FRANCHISE TAX BOARD PROJECT,

SACRAMENTO COUNTY, CALIFORNIA

Prepared by

Peak & Associates, Inc.
8167A Belvedere Avenue
Sacramento, CA 95826
(916) 452-4435

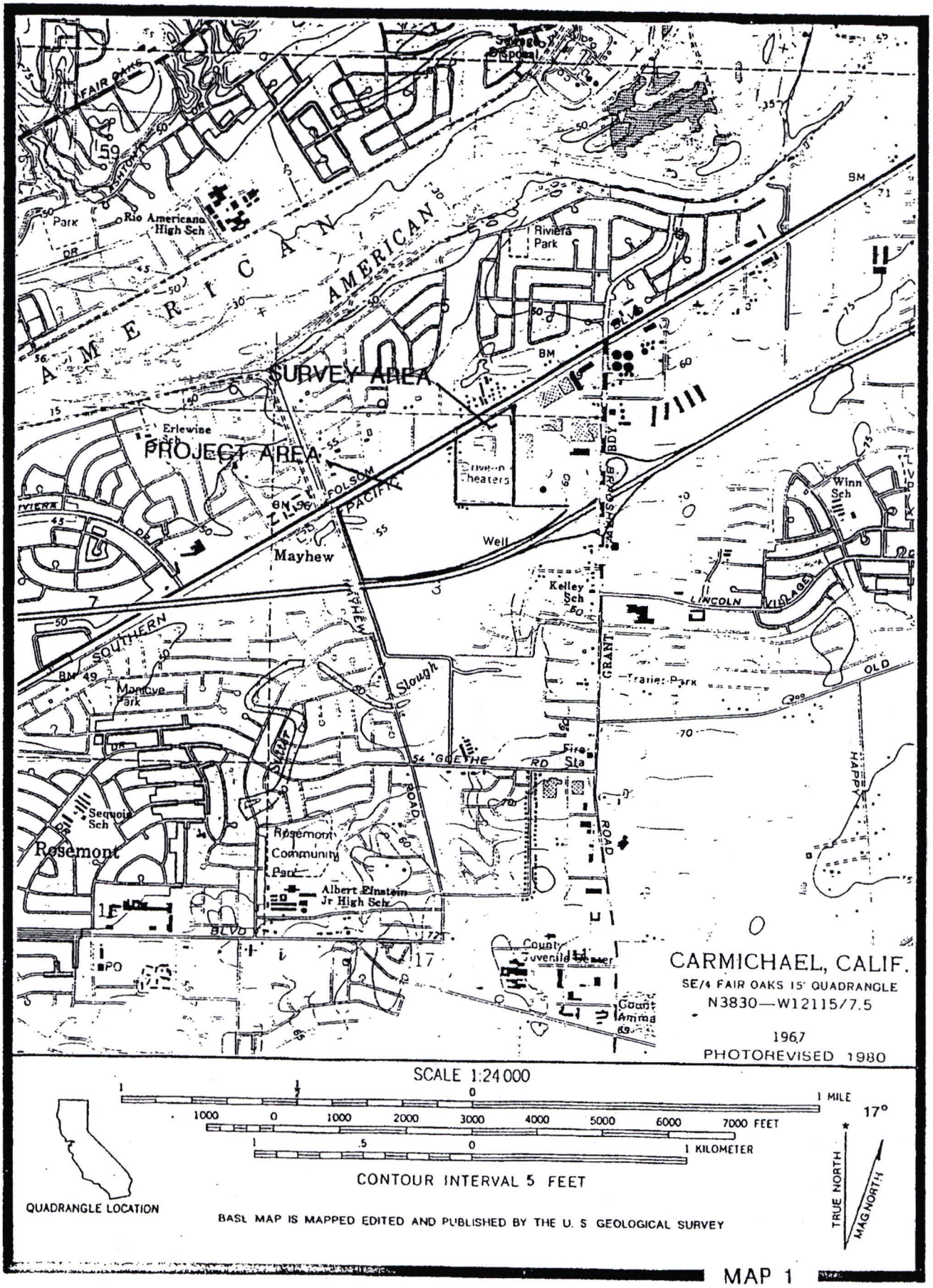
Prepared for

EIP Associates
1200 Second Street, Suite 200
Sacramento, CA 95814

October 27, 1997
(Job #97-062)

Map: Carmichael 7.5'
Acreage: ±29
Results: Negative
Key Words: Cultural Resources, Survey

RECEIVED BY:
DATE: DEC 11 1998
INITIALS:
NORTH CENTRAL INFORMATION CENTER
CALIFORNIA ARCHAEOLOGICAL INVENTORY
C.S.U. SACRAMENTO


SURVEY AREA
PROJECT AREA
AMERICAN
Rio Americano High Sch
Riviera Park
Erlewine Sch
Drive-in Theaters
Mayhew
Well
Kelley Sch
Winn Sch
Manlove Park
Slough
Trailer Park
Sequoia Sch
Rosemont
Rosemont Community Park
Albert Einstein Jr High Sch
Fire Sta
County Juvenile Hall
County Jail
CARMICHAEL, CALIF.
SE/4 FAIR OAKS 15' QUADRANGLE
N3830—W12115/7.5
1967
PHOTOREVISED 1980
SCALE 1:24000
1 MILE
7000 FEET
1 KILOMETER
CONTOUR INTERVAL 5 FEET
QUADRANGLE LOCATION
BASE MAP IS MAPPED EDITED AND PUBLISHED BY THE U. S GEOLOGICAL SURVEY
17°
TRUE NORTH
MAG NORTH

MAP 1

CARMICHAEL-SAC
SAC-96-14

CULTURAL RESOURCES UNLIMITED
2614 Aramon Drive
Rancho Cordova, CA 95670
(916) 363-8774
Fax: (916) 363-5413

RECEIVED BY:
MAR 20 1998
DATE:
INITIALS:
NORTH CENTRAL [illegible] CENTER
CALIFORNIA [illegible] INVENTORY
C.S.U. SACRAMENTO

March 19, 1998

QUAD
One Sierragate Plaza, Suite 270 C
Roseville, California 95678
ATTN: Eugene E. Smith

RE: PACIFIC BELL MOBILE SERVICES: 3333 BRADSHAW ROAD, SACRAMENTO, SACRAMENTO COUNTY: SITE # SA-031-P1

Dear Mr. Smith:

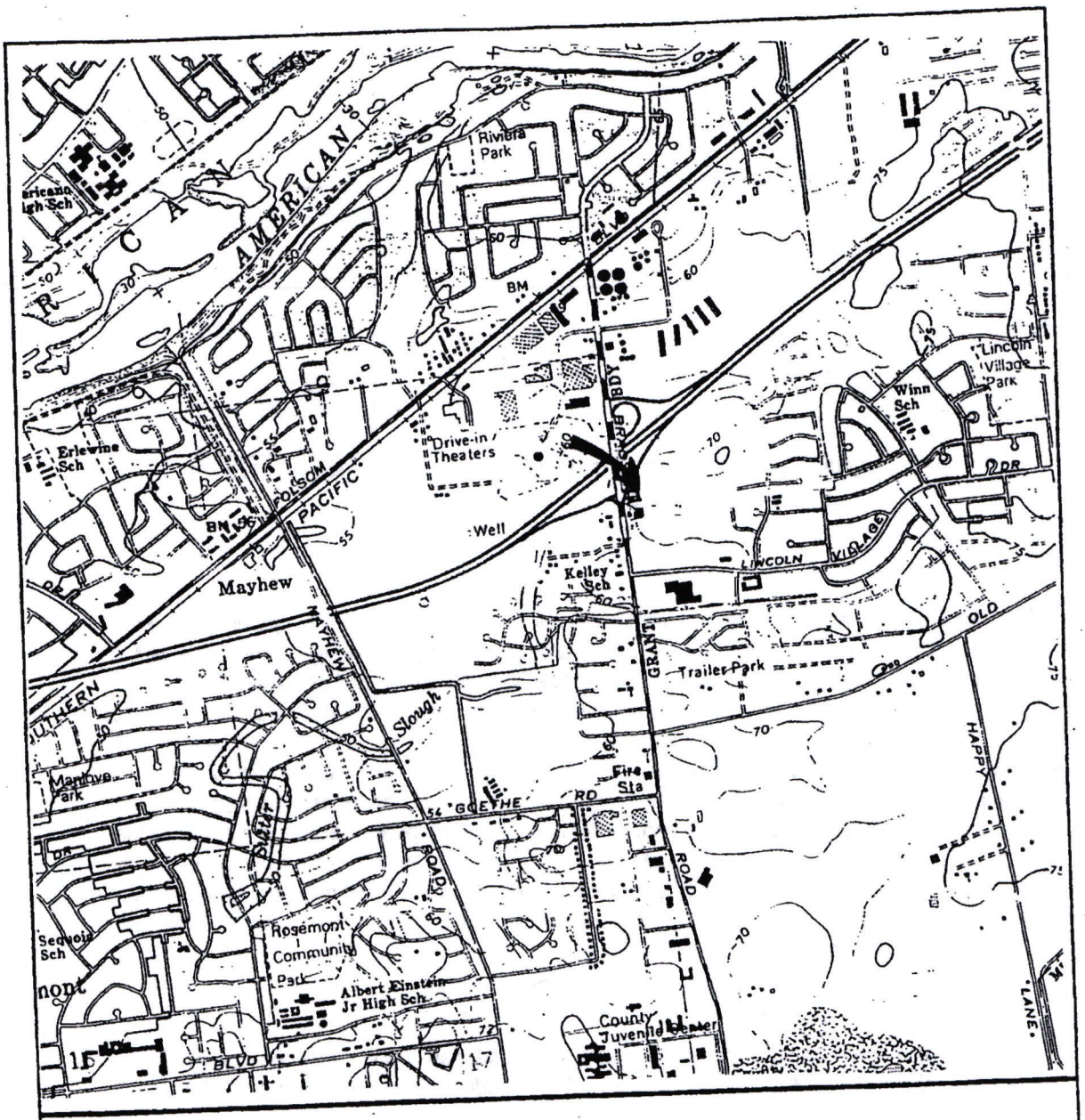
Per your request of January 13, 1998 Cultural Resources Unlimited performed a cultural resources study for the above-referenced project, a monopole antennae site located alongside the Pacific Bell facility on Bradshaw Road immediately north of Interstate 50 at the eastbound on-ramp of the Bradshaw interchange, in Rancho Cordova, Sacramento County. Included in this study was a Records Search performed at the North Central Information Center, CSU, Sacramento for previously-known prehistoric and/or historic sites on or adjacent to the project property. Archival research was also performed to determine if anything pertaining to significant cultural use can be derived concerning the previous uses of the project land. To this end, were used historic maps and recorded histories of the general area, and searches of Historic Properties listings, as well as previous environmental conditions at the project area which may suggest the likelihood of prehistoric use. Such resources included the National Register of Historic Places and the 1989 Survey of Surveys. Historic maps included the General Land Office Survey Map of 1865.

Archival Findings

This area was within the home territory of the ethnographic Nisenan Maidu Native Americans. The closest known ethnographic sites were the villages of Yamankudu and *Ekwo* along the north bank of the American River (Wilson & Towne 1978: 388-397; Fig. 1).

This land was part of the 'Rio de Los Americanos" grant (#98), covering 35,521.36 acres, which was awarded to William Leidesdorf in 1844. He died in 1848, leaving the land to his widow and children who subsequently sold the holdings to U.S. Army Captain Joseph Folsom, who had the town of Folsom laid out in 1855 (Beck & Haase, 1974:28; Hoover, Rensch & Rensch 1966:300). This grant was confirmed to Joseph Folsom in 1857 (U.S. Government, General Land Office 1862).

This land was primarily agricultural for many years, growing wheat, grapes and with grazing for animals. The 1911 'Mills' topographic map for this area shows Bradshaw Road in place as a major street, with several houses scattered along it, from the bank of the river, by Folsom Boulevard and the Southern Pacific rail line, and on towards the south, especially in the area of the Placerville Road and Kiefer Boulevard, to the south. Brighton School, now known as Edward Kelly School and listed on the National Register of Historic Places, is shown south of the project, on the west side of Bradshaw.



LOCATION MAP
Scale 1:24000
Contour Interval: 5 feet

1 MILE
1 KILOMETER

U.S.G.S. Carmichael 7.5 Topographic Quad Map
Sacramento County; Township 8 N, Range 6 E, Unsectioned
1967/'80 Edition

SITE # SA-031-P1

FCC CARMICHAEL-SAC
NL

earth touch
www.earthtouch-llc.com

RECEIVED
FEB 27 2001
OHP

State of California - Office of Historic Preservation
Department of Parks and Recreation
Attn: Dr. Knox Mellon
State Historic Preservation Officer
P.O. Box 942896
Sacramento, California 94296-0001

February 16, 2001

RE: Nextel Communications Wireless Telecommunications Service Facility - Sacramento, Placer, and El Dorado Counties, California.

Dear Dr. Mellon:

Earthtouch, LLC is under contract with Nextel Communications to evaluate potential environmental issues associated with siting wireless telecommunications service facilities in Northern California. In accordance with Federal Communications Commission (FCC) rules implementing the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act, we have taken the following steps to identify historic properties or cultural resources that might be affected by a proposed wireless telecommunications service facilities identified below:

- Conducted an on-site evaluation of the site and immediate site vicinity to assess the potential impact to cultural resources and historic structures nearby; and
- Conducted a records search through the California Historical Resource Information System (CHRIS) to identify historic properties and cultural resources within a 1-block (urban) or 1/4-mile (rural) radius of the proposed facility.

A description of the wireless telecommunications service facilities, a location map, and site photographs for each site are attached for review and reference. Table 1 provides address information for each site.

TABLE 1

	Site Number/Name	Site Address	City or County	Attachment
H	El Dorado Hills (CA-1923D)	1270 Joerger Cutoff Road	El Dorado County	1
I	Capitol City (CA-1538A)	1650 El Camino Avenue	Sacramento	2
J	Strawberry Creek (CA-1562D)	Timberlake Way	Sacramento County	3
K	Baseline (CA-1918A)	8000 Crowder Lane	Placer County	4
L	Downtown Auburn (CA-1832A)	275 Orange Street	Auburn	5
M	Gerber Road (CA-1563A)	7713 Vineyard Road	Sacramento County	6
N	Mayhew (CA-0352A)	9470 Micron Avenue	Sacramento County	7
O	Sacramento Army Depot (CA-1560B)	8560 Unsworth Avenue	Sacramento	8
P	Florin Creek (CA-1561A)	7011 Power Inn Road	Sacramento County	9
Q	Richardson (CA-1534A)	2849 Rio Linda Boulevard	Sacramento	10
R	Gold River (CA-1818A)	2410 Mercantile Drive	Rancho Cordova	11



SITE DESCRIPTION: OK

Nextel Communications proposes to install a wireless telecommunications facility in the parking area of the Capital Christian Center campus. The proposed facility will consist of installing an approximately 77-foot steel monopole and attaching up to twelve panel antennas to the top of the new monopole. Electronics equipment will be installed near the base of the monopole in a pre-fabricated shelter. Electrical and telecommunications will be connected using existing utility sources on the subject property. The utility lines will run via underground trench that is anticipated to be approximately 75 feet long. Access to the site will be from Micron Avenue, an existing two-lane paved road. According to information on file with the NCIC and data gathered during our Class I literature search;

- No buildings, structures, or objects on the site or within a one-quarter mile radius were identified in the Directory of Properties in the Historic Property Directory Data File for Sacramento County (HPD) as listed or potentially eligible for listing on the National Register.
- No structures on or near the subject property or proposed lease area were more than 45 years old.

A site inspection revealed the following:

- No buildings, structures, or features on or near the lease area appear to meet the California OHP definition for recordation.
- The proposed lease area had been previously developed and disturbed during the construction of the Christian Center and parking and access areas. Facility development will incorporate existing structures and infrastructure.
- The entire subject property area had been leveled, graded and paved and/or landscaped during the construction of the Christian Center Campus. As such, there was no visible evidence of any cultural or archaeological artifacts on the property.

earth Touch LLC
www.earthtouch-llc.com

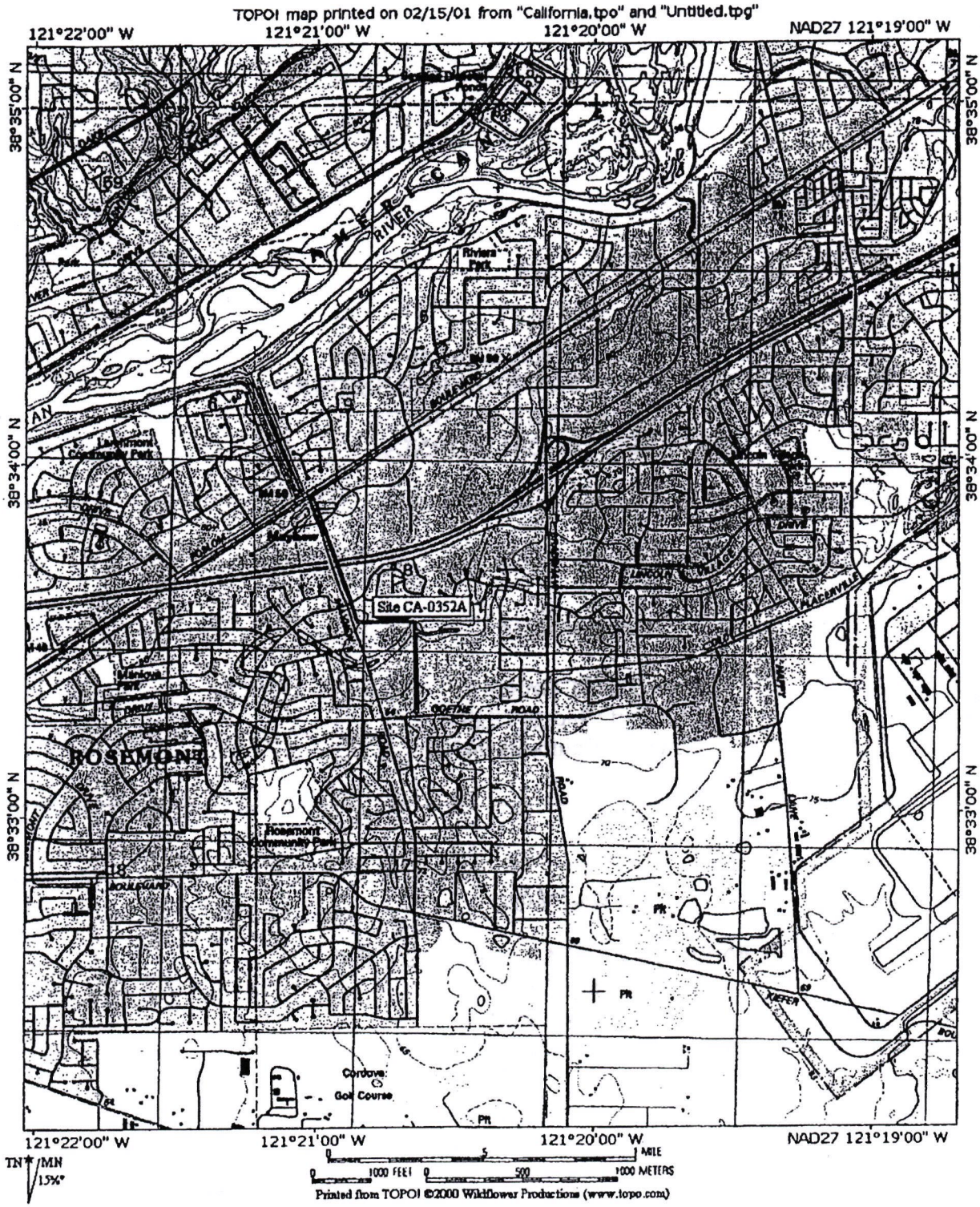
EarthTouch, LLC
2269 Canyon View Drive
Layton, Utah 84040
Tel: 801.771.2800

ATTACHMENT

Site Photograph and Description of a
Nextel Wireless Telecommunications Facility

Mayhew
8470 Micron Avenue
Sacramento, California

Attachment No.:	7
Appended to:	SHPO.let.
Project Number:	CA-0352A
Project Manager:	L. Tanner
Site Inspection:	14 February 2001
Date Prepared:	15 February 2001



earth touch
www.earthtouch-llc.com

EarthTouch, LLC
2269 Canyon View Drive
Layton, Utah 84040

Tel: 801.771.2800
Fax 801.771.2838

Figure 1: Location of Nextel Site – Mayhew (CA-0352A)

Site Location: 9470 Micron Avenue
Sacramento, California 95827

Map Source: USGS 7.5' Quadrangle – Carmichael

#2674

CULTURAL RESOURCE EVALUATION OF THE WORLDCOM FRANCHISE TAX BOARD BUTTERFIELD WAY PROJECT, SACRAMENTO, CALIFORNIA

Prepared for:

The IT Group
4005 Port Chicago Highway
Concord, California 94520

Prepared by:

PAR ENVIRONMENTAL SERVICES, INC.
P.O. Box 160756
1906 21st Street
Sacramento, California, 95816-0756

March 2001

RECEIVED BY:
DATE MAY 15 2001
CALIFORNIA STATE LIBRARY
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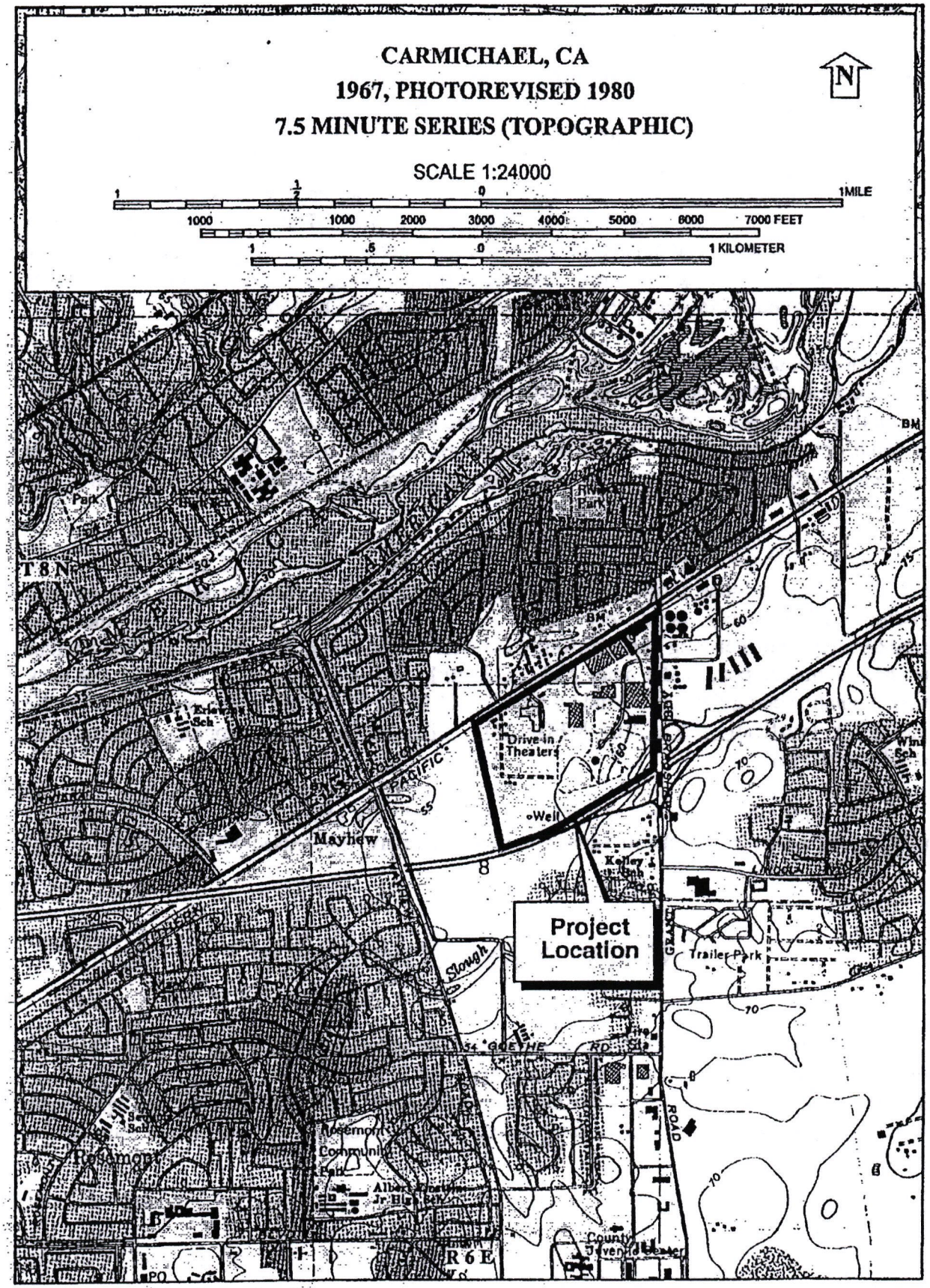


Figure 2. Project Location Map

Field Work

The project area is an open, partly paved and partly overgrown field. There appears to have been several roads running north-south and one road leading east into the center of the area. Asphalt, gravel, and river cobbles mixed with soil have been spread over some areas.

At the southern end there are three linear berms that appear to be bulldozer pushes. Just north of these are four rows of trees aligned east to west. There is a large asphalt pad in the center of the field. The portion of the field that is not paved, is irregular terrain, probably a result of ground clearing activities. At the northeast corner are two rows of large walnut tree stumps aligned north south, remnants of the orchard noted by Orlins (1982).

Three concrete pads were noted, all flush with ground surface. One pad contained an imbedded pipe containing plastic insulated, wire bundles. Another had a square metal grate, and another contained a round metal grate. At the northwest corner of the project area, there are some ornamental plants. There is a palm tree, a large conifer tree next to Butterfield Way, and a nearby bush. There was no evidence of historic foundations or refuse found in this area.

In the mid-southwest are two modern loci along the east side of an asphalt track or road. The southern locus consists of 4 metal posts, four inches in diameter set in a square, and standing approximately three feet high. A concrete utility feature nearby measures approximately two feet long and one foot wide with a deep indentation at one end and another four-inch diameter post at the other end. This fifth post is embossed on the front and back under a small rectangular glass window with "541/ UL/ FM (within a diamond)/ 1981/ THE/ KENNEDY (vertically)/ VALVE/ MFG/ CO". The northern locus appears to have been partially destroyed.

The only other items noted were: a fragment of milk glass in the road in the middle of the field, and a cast iron probable stove grate with "Chrisly" impressed within an oval.

DISCUSSION AND CONCLUSION

The project area has undergone extensive alteration during the last 40 years changing from a rural environment, succeeded by industrial and finally commercial and residential use at the present time. The survey identified no resources of potentially historic age within the project area. Industrial and agricultural activities and development have altered most of the project area.

Negative GARMICHAEL - SAC
NO RECORD SEARCH

#2623

CULTURAL RESOURCES SURVEY REPORT
PROJECT NAME: DOWNTOWN AND BRADSHAW MASTER PLAN
CONTROL NUMBER: 98-PWE-0217

Prepared by:
Margaret Keefer
Sacramento County,
Department of Environmental Review and Assessment

March 16, 2001

RECEIVED BY:
DATE: MAR 26 2001
INITIALS:
NORTH CENTRAL INFORMATION CENTER
CALIFORNIA ARCHAEOLOGICAL INVENTORY
C.S.U. SACRAMENTO

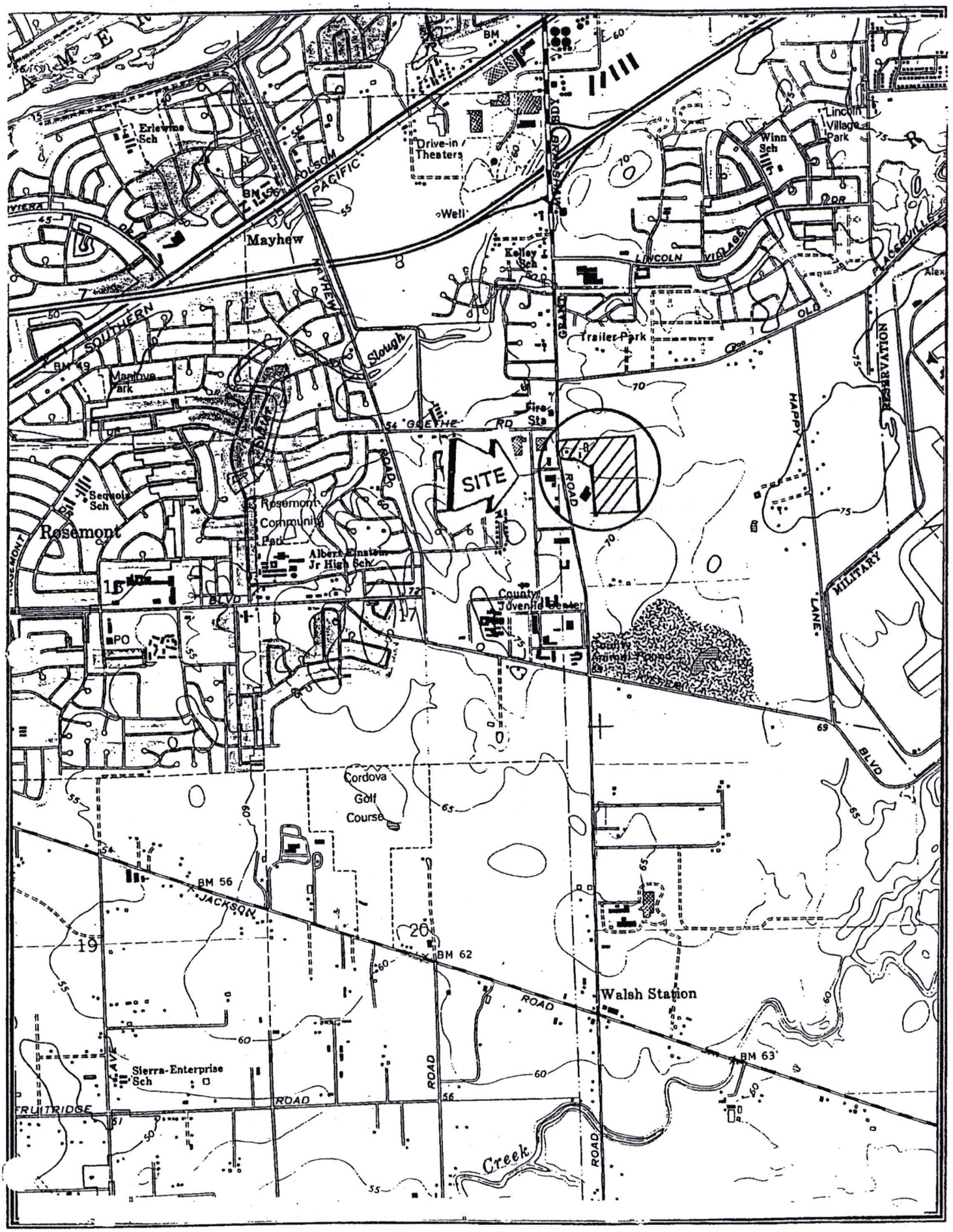


PLATE CR-1

CONTROL NUMBER: 98-PWE-0217 **USGS 7.5' TOPOGRAPHIC MAP, CARMICHAEL**

SACRAMENTO EAST SAC
SACRAMENTO WEST SAC
CARMICHAEL SAC
FOLSOM SAC

#2786

SAC-01-01

Cultural Resources Inventory and Monitoring Report for XO California, Inc's Sacramento Area Fiber-Optic Builds, Sacramento and Yolo Counties, California

Prepared for:

XO California, Inc.
1390 Lead Hill Boulevard
Roseville, CA 95661
Contact: Dan Shuman
916/257-6268

Prepared by:

Jones & Stokes
2600 V Street
Sacramento, CA 95818-1914
Contact: Gabriel Roark/Gwyn Alcock
916/737-3000

June 2001

RECEIVED BY:
DATE: 7-12-01
INITIALS: KDS Dmac
NORTH CENTRAL INFORMATION CENTER
CALIFORNIA ARCHEOLOGICAL INVENTORY
C.S.U. SACRAMENTO

West Side of Bradshaw Road, South of Lincoln Village Drive, Sacramento County

Project Location and Description

The project is located south of Lincoln Village Drive on Bradshaw Road, and consists of 5 feet of trenching in the sidewalk for the placement of conduit and a splice box.

Methods and Results

An archaeological records search at the North Central Information Center of the California Historic Resources Inventory System indicated that there were no recorded sites immediately adjacent to the project alignment, and no sites recorded within a quarter mile of the project area. The Kelley School, located opposite the proposed project on the west side of Bradshaw Road, is listed in the NRHP (Jones 1980). The likelihood of cultural deposit associated with that resource being found in the project alignment is believed to be low, and the underground nature of the XO build will not have a negative effect on what little setting and feeling the school retains.

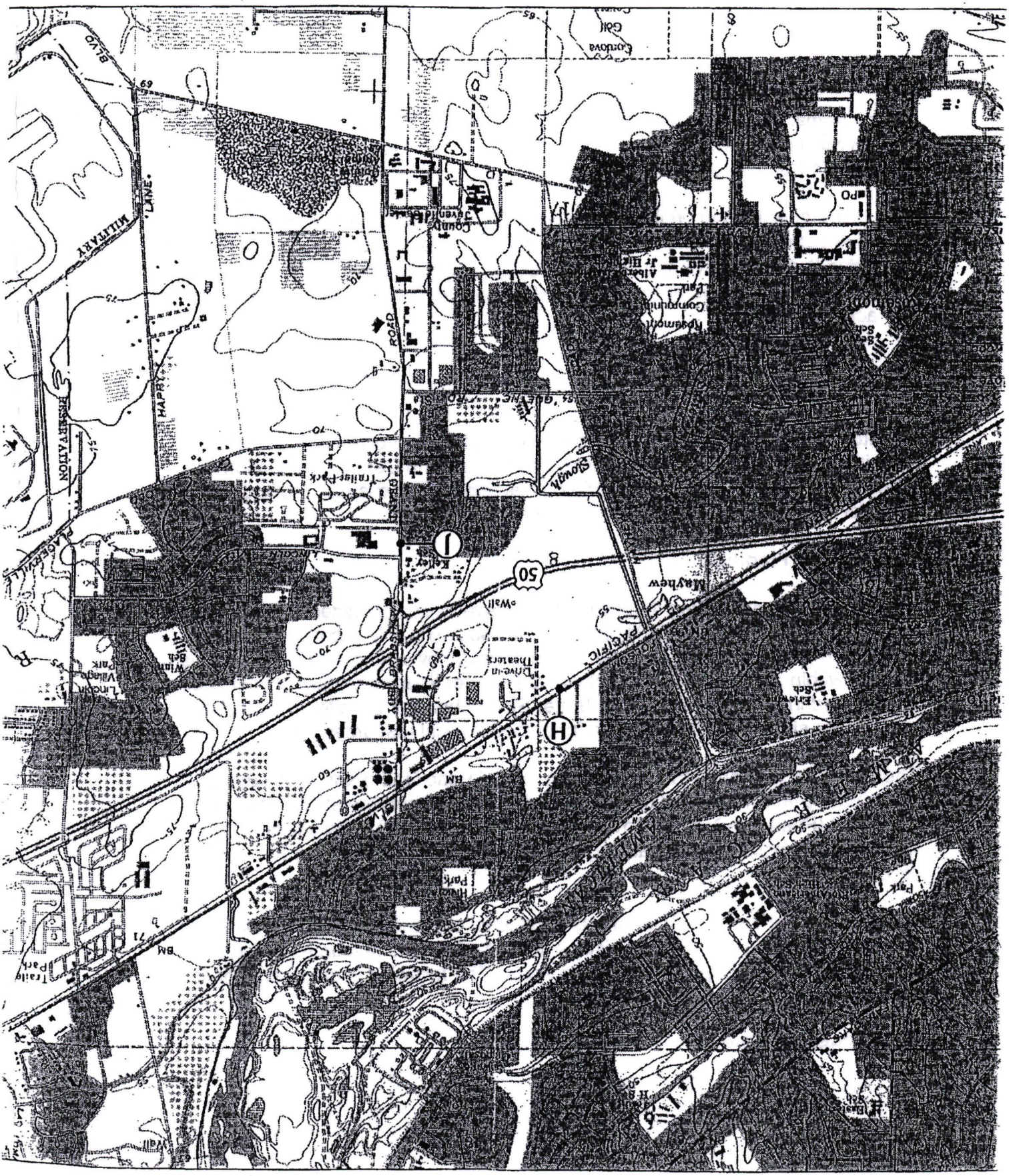
A Jones & Stokes archaeologist visited the project alignment but it had been completely developed, and an examination of the original ground surface was not possible. Although other studies have been completed in the vicinity of the project alignment (Derr 1998b; Syda et al. 1995; True 1981), they have not reported any archaeological deposits. The area is constructed on historic dredge tailings that have destroyed any intact prehistoric deposits, and the potential for significant historic deposits along the alignment is considered to be low. Therefore, Jones & Stokes did not recommend archaeological monitoring for the proposed project.

South Side of International Drive, Across from Data Drive, Sacramento County

The proposed project is located immediately south of the intersection of International Drive and Data Drive, in a Rancho Cordova business park. The proposed project would consist of 10 feet of open trenching for the installation of fiber optic cable conduit.

Methods and Results

An archaeological records search at the North Central Information Center of the California Historic Resources Inventory System indicated that two cultural resource investigations have been conducted adjacent to the proposed XO project (Peak & Associates 1994). In addition, the records search indicated that the project vicinity is located in historic dredge tailings (CA-Sac-308H). No prehistoric sites are known to have survived the mechanized


BLVD
MILITARY
LANE
HARRY
ROAD
RESERVATION
Trailer Park
Kelley
50
PACIFIC
Maybew
Drive-In Theaters
Lincoln Village Park
Trailer Park
Park
BM
RM
Cordova
Gait
Community
Elementary School
Junior High
Post Office

GARMICHAEL - SAC
SCDR # 366 (6-02-1)

NEGATIVE CULTURAL RESOURCE SURVEY REPORT
Margaret Keefer, County of Sacramento, Department of Environmental Review And Assessment

June 7, 2002

Project Description

Project Name: Premier Passage Tentative Subdivision Map
Control Number: 01-SDP-0669
Assessor's Parcel Number: 068-0011-0000

The property is located on the north side of Goethe Road, in the Rancho Cordova community (Plate CR-1, Site Location). The project is a request for a Tentative Subdivision Map to divide 38.75± acres into 193 residential lots and 3 landscape lots on property zoned RD-5 (Residential, density five dwelling units per acre).

Research and Methods

A cultural resource investigation was conducted for the proposed project site. This investigation included a record search at the North Central Information Center of the California Historical Resources Information system, prefield archival research, and a field reconnaissance.

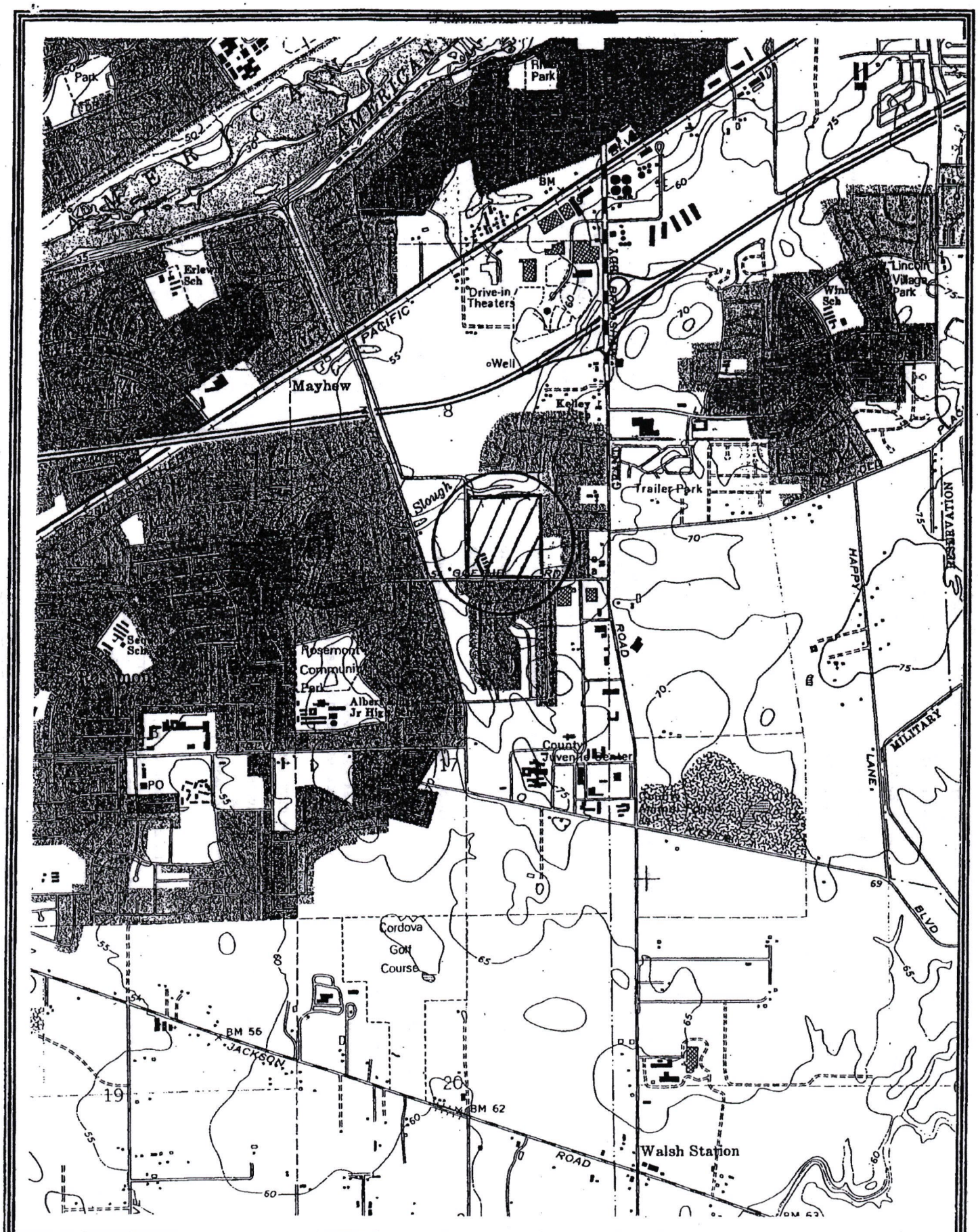
I. Study Findings

The record search showed that two surveys have been conducted within a half mile of the project (Keefer 2001; Jones & Stokes 2001). No archaeological sites are known to exist within half a mile of the project; however, the Kelley School is located within a half mile and is a National Register listed one room school house established in 1869 (Jones 1980). Sutter Slough borders the site on the north, making the site potentially sensitive for archaeological resources.

The project is located in the historic Rancho del Paso land grant. The 1866 GLO plat shows Placerville Road crossing the site from the southwest corner to the northeast (Plate CR-2, 1866 Government Land Office Plat). The site is moderately sensitive for archaeological resources and a field survey is recommended.

A field survey of the entire parcel was conducted on June 6, 2002. The field investigation revealed neither surface evidence of cultural resources nor any standing structures of potential historic value. The following sections summarize the research conducted for the project.

II. Research Design



CONTROL NUMBER: 01-SDP-0669 **PLATE CR-1, SITE LOCATION**

MAP: USGS 7.5' QUAD, Carmichael, 1967, photorevised 1980

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
094088		167 ARDEN WY	SCHRADER HOUSE	SACRAMENTO	U	1926	HIST.RES.	DOE-34-94-0019-0000	12/21/94	6Y2	
							PROJ.REVW.	FHWA941013A	12/21/94	6Y2	
094089		175 ARDEN WY	CHAUSEE.KENT HOUSE	SACRAMENTO		1935	HIST.RES.	DOE-34-94-0020-0000	12/21/94	6Y2	
							PROJ.REVW.	FHWA941013A	12/21/94	6Y2	
094090		183 ARDEN WY	N.J. JENSEN HOUSE	SACRAMENTO	U	1922	HIST.RES.	DOE-34-94-0021-0000	12/21/94	6Y2	
							PROJ.REVW.	FHWA941013A	12/21/94	6Y2	
094095		263 ARDEN WY	REASE PROPERTY	SACRAMENTO		1935	HIST.RES.	DOE-34-94-0025-0000	12/21/94	6Y2	
							PROJ.REVW.	FHWA941013A	12/21/94	6Y2	
094096		269 ARDEN WY	EDSON O. REASE PROPERTY	SACRAMENTO		1922	HIST.RES.	DOE-34-94-0026-0000	12/21/94	6Y2	
							PROJ.REVW.	FHWA941013A	12/21/94	6Y2	
065220		273 ARDEN WY	R.A. SWEET PROPERTY	SACRAMENTO	U	1913	HIST.RES.	DOE-34-94-0028-0000	12/21/94	6Y2	
							PROJ.REVW.	FHWA941013A	12/21/94	6Y2	
							PROJ.REVW.	HUD870612M	06/24/87	6Y	
094098		279 ARDEN WY	A.W. SWEET PROPERTY	SACRAMENTO		1913	HIST.RES.	DOE-34-94-0029-0000	12/21/94	6Y2	
							PROJ.REVW.	FHWA941013A	12/21/94	6Y2	
094099		283 ARDEN WY	CHAPMAN PROPERTY	SACRAMENTO		1935	HIST.RES.	DOE-34-94-0030-0000	12/21/94	6Y2	
							PROJ.REVW.	FHWA941013A	12/21/94	6Y2	
094100		285 ARDEN WY	ANDREW CARLOS PROPERTY	SACRAMENTO		1923	HIST.RES.	DOE-34-94-0031-0000	12/21/94	6Y2	
							PROJ.REVW.	FHWA941013A	12/21/94	6Y2	
048808		ATTU ST	BUILDING 423, ELECTRONIC MAINTENAN	SACRAMENTO	F	1971	HIST.SURV.	5813-0989-0005		4S	
066981		3109 BELDEN ST	SHRA REHAB	SACRAMENTO	U		PROJ.REVW.	HUD891122A	12/05/89	6Y	
076834		809 BELL AVE		SACRAMENTO	U	1927	PROJ.REVW.	HUD920407M	05/06/92	6Y2	
096157		1311 BELL AVE	SACRAMENTO COUNTY-FIRE STATION EME	SACRAMENTO	D		HIST.RES.	DSA-34-SPS-3145	05/24/95	6Z3	
130665		2691 BELL ST		SACRAMENTO	P	1946	HIST.RES.	DOE-34-01-0004-0000	10/11/01	6Y2	
							PROJ.REVW.	HUD010927S	10/11/01	6Y2	
048870		101 BERCUT DR	SACRAMENTO RIVER WATER TREATMENT P	SACRAMENTO	M	1921	HIST.SURV.	5813-1173-0000		3S	C
							HIST.SURV.	5813-1000-0000		3S	
133109		15 BICENTENNIAL CR		SACRAMENTO	P	1984	HIST.RES.	DOE-34-00-0026-0000	08/21/00	6Y2	
							PROJ.REVW.	FHWA000731A	08/21/00	6Y2	
100343		2138 BIDWELL WY		SACRAMENTO	P	1940	HIST.RES.	DOE-34-96-0098-0000	01/28/96	6Y2	
							PROJ.REVW.	FTA930422A	01/28/96	6Y2	
048703		3312 BRADSHAW RD	BRIGHTON SCHOOL, EDWARD KELLY SCHO	SACRAMENTO	D	1869	HIST.SURV.	5813-0964-0000	01/01/81	1S	
							HIST.SURV.	5813-0991-0000		1S	
116484		5746 BRADSHAW RD		SACRAMENTO	P	1920	HIST.RES.	DOE-34-97-0011-0000	04/09/97	6Y2	
							PROJ.REVW.	COE970311A	04/09/97	6Y2	
116485		5841 BRADSHAW RD		SACRAMENTO	P	1948	HIST.RES.	DOE-34-97-0012-0000	04/09/97	6Y2	
							PROJ.REVW.	COE970311A	04/09/97	6Y2	
048871		3640 BRET HARTE CT	FARRAR HOME, SARAGLOW HOME	SACRAMENTO	P	1908	HIST.SURV.	5813-1001-0000		5S	
048872		3654 BRET HARTE CT	MAISCH RESIDENCE AND CLINIC, SARAG	SACRAMENTO	P	1912	HIST.SURV.	5813-1002-0000		5S	
123347		7530 BRIGHTON AVE		SACRAMENTO	P	1928	HIST.RES.	DOE-34-99-0035-0000	07/26/99	6Y2	
							PROJ.REVW.	FTA970129A	07/26/99	6Y2	
048643		900 BROADWAY	SACRAMENTO CITY CEMETERY	SACRAMENTO	S	1850	HIST.SURV.	5813-0944-0000		3S	
							HIST.RES.	SHL-0566-0000	02/25/57	7L	
048644		1517 BROADWAY	Y STREET SERVICE STATION, MAURICE'	SACRAMENTO	P	1927	HIST.SURV.	5813-0945-0000		5S	
048645		1518 BROADWAY	TOWER THEATER	SACRAMENTO	P	1940	HIST.SURV.	5813-0946-0000		4D	
048647		1730 BROADWAY	UNKNOWN, CASA GRANDE PRODUCTS	SACRAMENTO	P	1925	HIST.SURV.	5813-0948-0000		5S	
100184		1942 BROADWAY		SACRAMENTO	P	1935	HIST.RES.	DOE-34-96-0014-0000	01/28/96	6Y2	
							PROJ.REVW.	FTA930422A	01/28/96	6Y2	
135549		2022 BROADWAY		SACRAMENTO	P	1927	HIST.SURV.	5813-1232-0000	02/06/02	5S	C
048648		2201 BROADWAY	HARROLD ELLSWORTH-AUTOS, GOOD CHEV	SACRAMENTO	P	1931	HIST.SURV.	5813-0949-0000		5S	
135550		2300 BROADWAY	RIVETT CARPET & FLOORING/ RIVETT'S	SACRAMENTO	P	1930	HIST.SURV.	5813-1233-0000	02/06/02	5S	C
048649		2417 BROADWAY	STERLING CLEANERS	SACRAMENTO	P	1928	HIST.SURV.	5813-0950-0000		5S	
048873		3308 BROADWAY	PAINES DRUGSTORE, TRIANGLE LIQUOR	SACRAMENTO	P	1910	HIST.SURV.	5813-1003-0000		5S	
048874		3402 BROADWAY	ARATA BROTHERS/BOSTON SHOE REPAIR,	SACRAMENTO	P	1915	HIST.SURV.	5813-1004-0000		5S	
049037		3418 BROADWAY	CITIZENS BANK, CHRISTIAN FELLOWSHI	SACRAMENTO	P	1914	HIST.SURV.	5813-1164-0000	01/01/82	1S	

APPENDIX B URBEMIS RESULTS

URBEMIS 2002 For Windows 8.7.0

File Name: H:\Old Placerville Road\Old Placerville Air Emissions.urb
Project Name: Old Placerville Road
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

*** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	9.13	64.93	72.11	0.00	52.80	2.90	49.90

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	4.92	32.49	39.93	0.00	1.33	1.30	0.03

*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	91.66	52.35	70.18	0.00	1.92	1.86	0.06

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	3.54	0.57	2.39	0.02	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	5.30	6.05	62.46	0.05	4.94

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	8.83	6.63	64.85	0.07	4.95

URBEMIS 2002 For Windows 8.7.0

File Name: H:\Old Placerville Road\Old Placerville Air Emissions.urb
Project Name: Old Placerville Road
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

CONSTRUCTION EMISSION ESTIMATES

*** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	9.13	64.93	72.11	0.00	52.80	2.90	49.90

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	4.92	32.49	39.93	0.00	1.33	1.30	0.03

*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	91.66	52.35	70.18	0.00	1.92	1.86	0.06

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	23.08	1.25	36.63	0.09	5.42

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	5.72	9.17	70.43	0.05	4.94

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	28.80	10.42	107.06	0.14	10.36

URBEMIS 2002 For Windows 8.7.0

File Name: H:\Old Placerville Road\Old Placerville Air Emissions.urb
Project Name: Old Placerville Road
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Tons/Year)

CONSTRUCTION EMISSION ESTIMATES

*** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (tpy, unmitigated)	0.45	3.11	3.53	0.00	1.56	0.13	1.43

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (tpy, unmitigated)	0.65	4.28	5.24	0.00	0.17	0.17	0.00

*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (tpy, unmitigated)	2.28	2.33	3.06	0.00	0.09	0.09	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	1.36	0.13	1.73	0.00	0.22

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	0.99	1.29	11.88	0.01	0.90

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	2.35	1.42	13.61	0.01	1.12

URBEMIS 2002 For Windows 8.7.0

File Name: H:\Old Placerville Road\Old Placerville Air Emissions.urb
Project Name: Old Placerville Road
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

Construction Start Month and Year: July, 2006
Construction Duration: 24
Total Land Use Area to be Developed: 5.29 acres
Maximum Acreage Disturbed Per Day: 4.99 acres
Single Family Units: 35 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 18711

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source *** 2006***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	49.90	-	49.90
Off-Road Diesel	9.06	64.85	70.64	-	2.90	2.90	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.07	0.08	1.47	0.00	0.00	0.00	0.00
Maximum lbs/day	9.13	64.93	72.11	0.00	52.80	2.90	49.90
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.72	33.58	36.65	-	1.44	1.44	0.00
Bldg Const Worker Trips	0.22	0.13	2.75	0.00	0.03	0.00	0.03
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.93	33.71	39.40	0.00	1.47	1.44	0.03
Max lbs/day all phases	9.13	64.93	72.11	0.00	52.80	2.90	49.90
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.72	32.36	37.35	-	1.30	1.30	0.00
Bldg Const Worker Trips	0.20	0.12	2.58	0.00	0.03	0.00	0.03
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.92	32.49	39.93	0.00	1.33	1.30	0.03
Max lbs/day all phases	4.92	32.49	39.93	0.00	1.33	1.30	0.03

*** 2008***

Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.72	31.16	38.02	-	1.17	1.17	0.00
Bldg Const Worker Trips	0.18	0.11	2.41	0.00	0.03	0.00	0.03
Arch Coatings Off-Gas	83.10	-	-	-	-	-	-
Arch Coatings Worker Trips	0.18	0.11	2.41	0.00	0.03	0.00	0.03
Asphalt Off-Gas	0.16	-	-	-	-	-	-
Asphalt Off-Road Diesel	3.27	20.50	26.96	-	0.68	0.68	0.00
Asphalt On-Road Diesel	0.02	0.46	0.09	0.00	0.01	0.01	0.00
Asphalt Worker Trips	0.02	0.01	0.29	0.00	0.00	0.00	0.00
Maximum lbs/day	91.66	52.35	70.18	0.00	1.92	1.86	0.06
Max lbs/day all phases	91.66	52.35	70.18	0.00	1.92	1.86	0.06

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jul '06
Phase 2 Duration: 2.6 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Scrapers	313	0.660	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Sep '06
Phase 3 Duration: 21.4 months
Start Month/Year for SubPhase Building: Sep '06
SubPhase Building Duration: 21.4 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
1	Off Highway Tractors	255	0.410	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Apr '08
SubPhase Architectural Coatings Duration: 2.1 months
Start Month/Year for SubPhase Asphalt: May '08
SubPhase Asphalt Duration: 1.1 months
Acres to be Paved: 1.5
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.04	0.56	0.29	0	0.00
Hearth	19.87	0.69	36.34	0.09	5.42
Landscaping - No winter emissions					
Consumer Prdcts	1.71	-	-	-	-
Architectural Coatings	1.45	-	-	-	-
TOTALS(lbs/day,unmitigated)	23.08	1.25	36.63	0.09	5.42

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	3.48	5.52	42.80	0.03	2.97
Office park	2.24	3.65	27.63	0.02	1.98
TOTAL EMISSIONS (lbs/day)	5.72	9.17	70.43	0.05	4.94

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 40 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Single family housing	11.67	9.57 trips/dwelling unit	35.00	334.95
Office park		11.42 trips/1000 sq. ft.	18.71	213.68
		Sum of Total Trips		548.63
		Total Vehicle Miles Traveled		3,250.34

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.30	97.10	0.60
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.50	1.90	96.80	1.30
Med Truck 5,751- 8,500	6.80	1.50	95.60	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.30	0.00	0.00	100.00
Motor Home	1.40	14.30	78.60	7.10

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Office park				48.0	24.0	28.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

URBEMIS 2002 For Windows 8.7.0

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Construction Duration: 24
Total Land Use Area to be Developed: 5.29 acres
Maximum Acreage Disturbed Per Day: 4.99 acres
Single Family Units: 35 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 18711

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	49.90	-	49.90
Off-Road Diesel	9.06	64.85	70.64	-	2.90	2.90	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.07	0.08	1.47	0.00	0.00	0.00	0.00
Maximum lbs/day	9.13	64.93	72.11	0.00	52.80	2.90	49.90
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.72	33.58	36.65	-	1.44	1.44	0.00
Bldg Const Worker Trips	0.22	0.13	2.75	0.00	0.03	0.00	0.03
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.93	33.71	39.40	0.00	1.47	1.44	0.03
Max lbs/day all phases	9.13	64.93	72.11	0.00	52.80	2.90	49.90
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.72	32.36	37.35	-	1.30	1.30	0.00
Bldg Const Worker Trips	0.20	0.12	2.58	0.00	0.03	0.00	0.03
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.92	32.49	39.93	0.00	1.33	1.30	0.03
Max lbs/day all phases	4.92	32.49	39.93	0.00	1.33	1.30	0.03
*** 2008***							

Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.72	31.16	38.02	-	1.17	1.17	0.00
Bldg Const Worker Trips	0.18	0.11	2.41	0.00	0.03	0.00	0.03
Arch Coatings Off-Gas	83.10	-	-	-	-	-	-
Arch Coatings Worker Trips	0.18	0.11	2.41	0.00	0.03	0.00	0.03
Asphalt Off-Gas	0.16	-	-	-	-	-	-
Asphalt Off-Road Diesel	3.27	20.50	26.96	-	0.68	0.68	0.00
Asphalt On-Road Diesel	0.02	0.46	0.09	0.00	0.01	0.01	0.00
Asphalt Worker Trips	0.02	0.01	0.29	0.00	0.00	0.00	0.00
Maximum lbs/day	91.66	52.35	70.18	0.00	1.92	1.86	0.06
Max lbs/day all phases	91.66	52.35	70.18	0.00	1.92	1.86	0.06

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jul '06
Phase 2 Duration: 2.6 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Scrapers	313	0.660	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Sep '06
Phase 3 Duration: 21.4 months
Start Month/Year for SubPhase Building: Sep '06
SubPhase Building Duration: 21.4 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
1	Off Highway Tractors	255	0.410	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Apr '08
SubPhase Architectural Coatings Duration: 2.1 months
Start Month/Year for SubPhase Asphalt: May '08
SubPhase Asphalt Duration: 1.1 months
Acres to be Paved: 1.5
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.04	0.56	0.29	0	0.00
Hearth - No summer emissions					
Landscaping	0.33	0.01	2.10	0.02	0.01
Consumer Prdcts	1.71	-	-	-	-
Architectural Coatings	1.45	-	-	-	-
TOTALS(lbs/day,unmitigated)	3.54	0.57	2.39	0.02	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	3.25	3.65	37.75	0.03	2.97
Office park	2.04	2.41	24.71	0.02	1.98
TOTAL EMISSIONS (lbs/day)	5.30	6.05	62.46	0.05	4.94

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Single family housing	11.67	9.57 trips/dwelling unit	35.00	334.95
Office park		11.42 trips/1000 sq. ft.	18.71	213.68
		Sum of Total Trips		548.63
		Total Vehicle Miles Traveled		3,250.34

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.30	97.10	0.60
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.50	1.90	96.80	1.30
Med Truck 5,751- 8,500	6.80	1.50	95.60	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.30	0.00	0.00	100.00
Motor Home	1.40	14.30	78.60	7.10

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Office park				48.0	24.0	28.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

URBEMIS 2002 For Windows 8.7.0

File Name: H:\Old Placerville Road\Old Placerville Air Emissions.urb
Project Name: Old Placerville Road
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

Construction Start Month and Year: July, 2006
Construction Duration: 24
Total Land Use Area to be Developed: 5.29 acres
Maximum Acreage Disturbed Per Day: 4.99 acres
Single Family Units: 35 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 18711

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (tons/year)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	1.43	-	1.43
Off-Road Diesel	0.26	1.85	2.02	-	0.08	0.08	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Total tons/year	0.26	1.85	2.06	0.00	1.51	0.08	1.43
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.18	1.26	1.37	-	0.05	0.05	0.00
Bldg Const Worker Trips	0.01	0.00	0.10	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.19	1.26	1.47	0.00	0.05	0.05	0.00
Total all phases tons/yr	0.45	3.11	3.53	0.00	1.56	0.13	1.43
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.62	4.27	4.93	-	0.17	0.17	0.00
Bldg Const Worker Trips	0.03	0.01	0.31	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.65	4.28	5.24	0.00	0.17	0.17	0.00
Total all phases tons/yr	0.65	4.28	5.24	0.00	0.17	0.17	0.00

*** 2008***

Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.31	2.06	2.51	-	0.08	0.08	0.00
Bldg Const Worker Trips	0.01	0.01	0.16	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	1.92	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.06	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.04	0.25	0.33	-	0.01	0.01	0.00
Asphalt On-Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	2.28	2.33	3.06	0.00	0.09	0.09	0.00
Total all phases tons/yr	2.28	2.33	3.06	0.00	0.09	0.09	0.00

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jul '06
Phase 2 Duration: 2.6 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Scrapers	313	0.660	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Sep '06
Phase 3 Duration: 21.4 months
Start Month/Year for SubPhase Building: Sep '06
SubPhase Building Duration: 21.4 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
1	Off Highway Tractors	255	0.410	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Apr '08
SubPhase Architectural Coatings Duration: 2.1 months
Start Month/Year for SubPhase Asphalt: May '08
SubPhase Asphalt Duration: 1.1 months
Acres to be Paved: 1.5
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

AREA SOURCE EMISSION ESTIMATES (Tons per Year, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.01	0.10	0.05	0.00	0.00
Hearth	0.81	0.02	1.49	0.00	0.22
Landscaping	0.03	0.00	0.19	0.00	0.00
Consumer Prdcts	0.31	-	-	-	-
Architectural Coatings	0.19	-	-	-	-
TOTALS (tpy, unmitigated)	1.36	0.13	1.73	0.00	0.22

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	0.61	0.78	7.20	0.01	0.54
Office park	0.38	0.52	4.69	0.00	0.36
TOTAL EMISSIONS (tons/yr)	0.99	1.29	11.88	0.01	0.90

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Single family housing	11.67	9.57 trips/dwelling unit	35.00	334.95
Office park		11.42 trips/1000 sq. ft.	18.71	213.68
		Sum of Total Trips		548.63
		Total Vehicle Miles Traveled		3,250.34

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.30	97.10	0.60
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.50	1.90	96.80	1.30
Med Truck 5,751- 8,500	6.80	1.50	95.60	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.30	0.00	0.00	100.00
Motor Home	1.40	14.30	78.60	7.10

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Office park				48.0	24.0	28.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

APPENDIX C NATURAL RESOURCES DUE DILIGENCE REPORT

SYCAMORE ENVIRONMENTAL CONSULTANTS, INC.
6355 Riverside Blvd., Suite C., Sacramento, CA 95831
916/ 427-0703 FAX 916/ 427-2175
Biology@SycamoreEnv.com

9 May 2005

Mr. Jim Willson P.E., LS
Senior Project Land Surveyor
Carlton Engineering, Inc.
3883 Ponderosa Road
Shingle Springs, CA 95682

SUBJECT: Natural Resource Due Diligence Report for APN 068-03-44 on Old Placerville Rd, Rancho Cordova, CA.

Dear Mr. Willson:

Sycamore Environmental Consultants, Inc. conducted a natural resource due diligence survey of APN 068-03-44 on Old Placerville Rd in the City of Rancho Cordova, CA. The survey was conducted to assist with completion of the Vegetation and Wildlife section of the City of Rancho Cordova's Environmental Impact Assessment Questionnaire. The ± 5.0 ac project study area (PSA) is located on the north side of Old Placerville Rd approximately 200 yards east of the intersection with Bradshaw Road. This letter report documents the results of the survey.

METHODS:

Literature search: Sycamore Environmental obtained an on-line letter from the U.S. Fish and Wildlife Service (USFWS), Sacramento Field Office, which lists federal special-status species that could potentially occur in, or near the PSA. The California Natural Diversity Database (CNDDB/ RareFind, 8 April 2005 version) was queried for the Carmichael quad. The USFWS letter and a summary of the CNDDB/ RareFind records for the Carmichael quad are in Attachment B.

Information on the biology, distribution, taxonomy, legal status, and other aspects of the special-status species was obtained from documents on file in the library of Sycamore Environmental. Standard references used for the biology and taxonomy of plants included Abrams (1923-1960); California Native Plant Society (2001); California Department of Fish and Game (2003, 2004b, 2005b); Hickman, ed. (1993); Mason (1957); Munz (1959); and Sawyer and Keeler-Wolf (1995). Standard references used for the biology and taxonomy of wildlife included Behler and King (1979); California Department of Fish and Game (2004a, 2005a), Ehrlich et al. (1988); Jameson and Peeters (1988); Jennings and Hayes (1994); Mayer and Laudenslayer, eds. (1988); McGinnis (1984); Peterson (1990); Sibley (2000); Stebbins (2003); Udvardy (1977); Verner and Boss (1980); Whitaker (1980); and Zeiner et al. (1988; 1990a, b). Attachment D is a list of literature cited.

Survey Dates and Personnel: Stephen Stringer, a biologist with Sycamore Environmental, conducted the field survey on 26 April 2005.

RESULTS:

Environmental Setting: The PSA is located on the Carmichael USGS topographic quad. The PSA is an undeveloped parcel surrounded by urban development in the City of Rancho Cordova. Portions of the PSA have been disked for fire protection. Spoil piles were also observed. The PSA is bound on the north, east, and south sides by residential development and on the west side by industrial. The PSA is mostly flat. The elevation of the PSA is ± 70 ft above sea level. Attachment A is a 0.25 m per pixel aerial photograph downloaded from the TerraServer® USA website.

Biological Conditions in the PSA: The primary biological community in the PSA is nonnative annual grassland. The dominant plant species observed in the PSA include ripgut grass, (*Bromus diandrus*), soft brome (*Bromus hordeaceus*), perennial ryegrass (*Lolium perenne*), wild barley (*Hordeum* sp.), wild oat (*Avena fatua*), filaree (*Erodium botrys*), vetch (*Vicia* sp.), and field bindweed (*Convolvulus arvensis*). Attachment C is a list of plant and wildlife species observed in the PSA. Other common plant and animal species are expected to occur in the PSA at different times of the day and during different seasons.

Native and horticultural trees occur along the fence line on the north and east PSA boundaries, and scattered throughout the nonnative annual grassland community. A large valley oak (*Quercus lobata*) with a diameter-at-breast-height (dbh) of 40+ inches is present in the southwest quadrant of the PSA. Two other large oaks (one Valley oak and one interior live oak *Quercus wislizenii* var. *wislizenii*) with a multi-stemmed dbh of 30+ inches are present near the northern PSA boundary. Tree species along the eastern and northern fence line include Valley oak, interior live oak, pear (*Pyrus* sp.), *Eucalyptus* sp., and almond (*Prunus dulcis*). The smaller trees visible on the aerial photo scattered through the interior of the PSA are mostly almond, interior live oak, and Valley oak. Approximately 24 native and nonnative trees with a dbh greater than 4 inches were observed. Attachment C is a list of plant and wildlife species observed in the PSA. Attachment C is a list of the dominant plant species that were identifiable on 26 April 2005. No elderberry (*Sambucus* spp.) shrubs were observed in the PSA.

There are no wetlands or waters of the U.S. potentially subject to jurisdiction under Section 404 or 401 of the Clean Water Act including seasonal wetlands, vernal pools, channels, or drainage ditches in the PSA. The aerial photo (Attachment A) shows a mosaic of dark and light patches in the PSA. The herbaceous ruderal species growing in the nonnative annual grassland community were between two and four feet in height in much of the PSA on 26 April 2005. The mosaic of dark and light patches reflects shifts in vegetation height and/ or species composition. The vegetation shifts are not indicative of wetland conditions but appear to be due to soil disturbance. The vegetation is lower growing and more sparse in areas where the soil has been disced and otherwise disturbed. It appears that areas where the soil has been disced support more nonnative grasses and non-disced or less disturbed areas were dominated by vetch (*Vicia* spp.)

Special-status Species Evaluation: CNDDB/ RareFind records and USFWS file data were used to determine the special-status species that could potentially occur in the PSA. The site survey was conducted to determine if suitable habitat and/or individuals of these species were present.

There are no CNDDB/ RareFind records for special-status plant or animal species or sensitive natural communities in the PSA. No special-status plant or wildlife species or their habitats were observed in the PSA during the survey. There is no suitable habitat in the PSA for any of the special-status plant or animal species that occur on the Carmichael quad. There is no seasonal wetland or vernal pool habitat. There is no habitat for seasonal wetland or vernal pool endemics.

There is no habitat for the following special-status wildlife species in the PSA:

- Swainson's hawk (*Buteo swainsoni*),
- White-tailed kite (*Elanus leucurus*),
- Burrowing owl (*Athene cunicularia*),
- Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), or
- Listed vernal pool branchiopods (fairy shrimp) or plants.

No bird nests were observed in the PSA. Although several large trees occur in the PSA, the habitat suitability for nesting raptors is low. No rodents were observed in the PSA. The PSA provides poor foraging habitat for raptors because of its small size, high level of disturbance, lack of prey base, and urban location. It is unlikely that raptors or other migratory birds would nest in the PSA.

SUMMARY:

No special-status species were observed in the PSA. There are no sensitive natural communities or habitat for special-status plant or animal species in the PSA. There are no wetlands or waters of the U.S. potentially subject to jurisdiction under Section 404 or 401 of the Clean Water Act in the PSA. Approximately 24 native and nonnative trees with a dbh greater than 4 inches occur in the PSA.

Please call if you have any questions.

Yours truly,

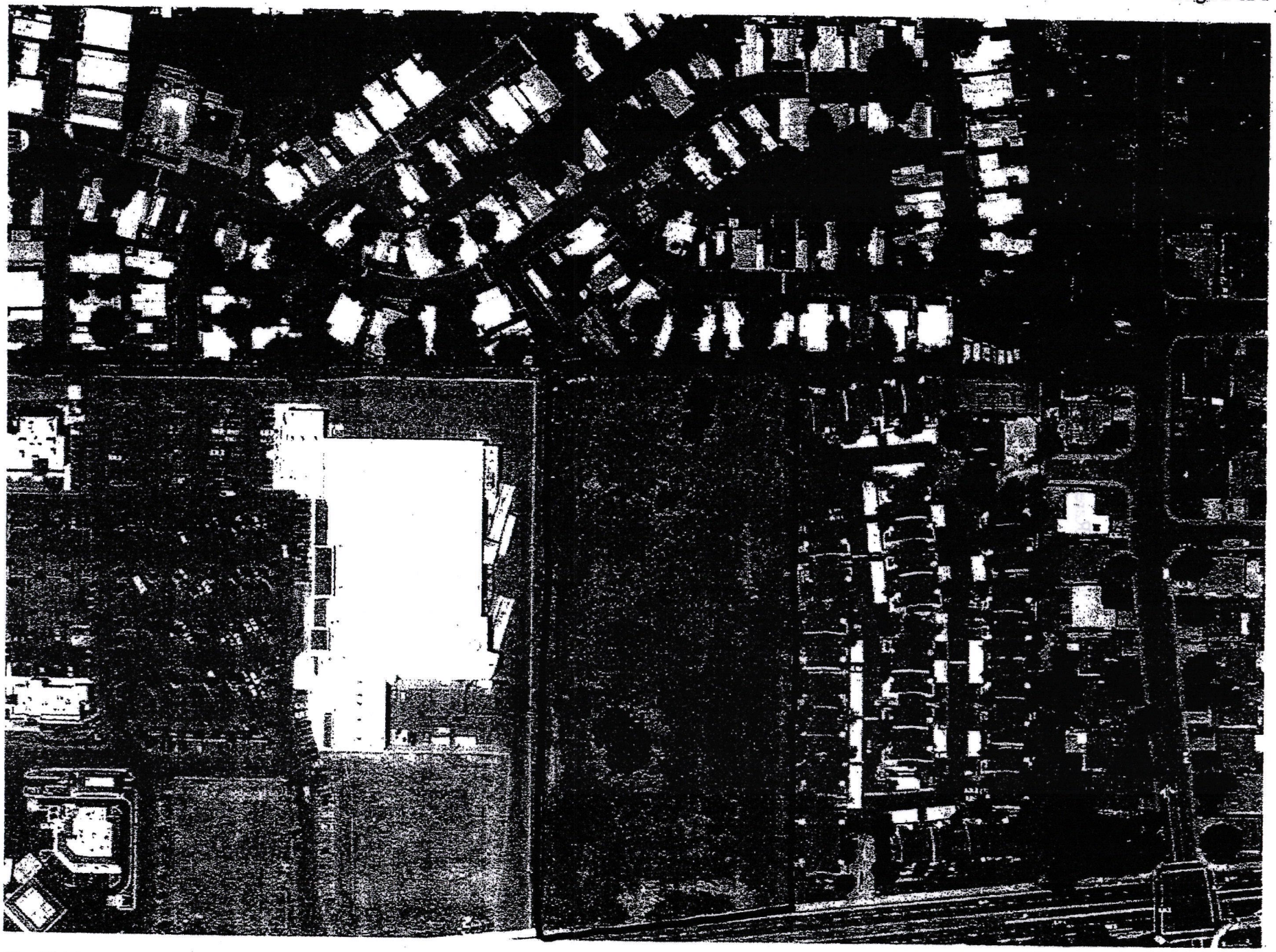
Jeffery Little
Vice President

Attachment A. Aerial Photograph
Attachment B. USFWS letter; CNDDB/ RareFind summary
Attachment C. Plant and Wildlife species observed in the PSA
Attachment D. Literature Cited

Attachment A

Aerial Photograph

APN 068-03-44
Rancho Cordova, CA



file://S:\Carlton Engineering\05061 Old Placerville Rd\Project\DOQ\OldPlacerville-05mUrban-9May02.bmp — = PSA

4/27/2005

Attachment B

USFWS Letter

CNDDB/ RareFind Summary

APN 068-03-44
Rancho Cordova, CA

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

May 9, 2005

Document Number: 050509031720

R. John Little, Ph.D.
Sycamore Environmental Consultants, Inc.
6355 Riverside Blvd., Suite C
S, CA 95831

Subject: Species List for Old Placerville Rd

Dear: Dr. Little

We are sending this official species list in response to your May 9, 2005 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested. You have stated that this list is not for consultation with the Fish & Wildlife Service.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area.* For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed, candidate and special concern species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be August 07, 2005.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found at sacramento.fws.gov/es/branches.htm.

Endangered Species Division

TAKE PRIDE IN AMERICA

Federal Endangered and Threatened Species that Occur In or may be Affected by Projects In the Counties and/or U.S.G.S. 7 1/2 Minute Quads you requested

Document Number: 050509031720

Database Last Updated: May 3, 2005

Quad Lists

CARMICHAEL (512D)

Listed Species

Invertebrates

Branchinecta lynchi - vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus - Critical habitat, valley elderberry longhorn beetle (X)

Desmocerus californicus dimorphus - valley elderberry longhorn beetle (T)

Lepidurus packardi - vernal pool tadpole shrimp (E)

Fish

Hypomesus transpacificus - delta smelt (T)

Oncorhynchus mykiss - Central Valley steelhead (T)

Oncorhynchus tshawytscha - Central Valley spring-run chinook salmon (T)

Oncorhynchus tshawytscha - winter-run chinook salmon, Sacramento River (E)

Amphibians

Ambystoma californiense - California tiger salamander (T)

Rana aurora draytonii - California red-legged frog (T)

Reptiles

Thamnophis gigas - giant garter snake (T)

Birds

Haliaeetus leucocephalus - bald eagle (T)

Proposed Species

Fish

Oncorhynchus tshawytscha - Critical Habitat, Central Valley spring-run chinook (Proposed) (PX)

Candidate Species

Fish

Acipenser medirostris - green sturgeon (C)

Oncorhynchus tshawytscha - Central Valley fall/late fall-run chinook salmon (C)

Oncorhynchus tshawytscha - Critical habitat, Central Valley fall/late fall-run chinook (C)

Species of Concern

Invertebrates

Branchinecta mesovallensis - Midvalley fairy shrimp (SC)
Linderiella occidentalis - California linderiella fairy shrimp (SC)

Fish

Pogonichthys macrolepidotus - Sacramento splittail (SC)
Spirinchus thaleichthys - longfin smelt (SC)

Amphibians

Spea hammondii (was Scaphiopus h.) - western spadefoot toad (SC)

Reptiles

Clemmys marmorata marmorata - northwestern pond turtle (SC)
Phrynosoma coronatum frontale - California horned lizard (SC)

Birds

Agelaius tricolor - tricolored blackbird (SC)
Athene cunicularia hypugaea - western burrowing owl (SC)
Baeolophus inornatus - oak titmouse (SLC)
Branta canadensis leucopareia - Aleutian Canada goose (D)
Buteo regalis - ferruginous hawk (SC)
Buteo Swainsoni - Swainson's hawk (CA)
Carduelis lawrencei - Lawrence's goldfinch (SC)
Chaetura vauxi - Vaux's swift (SC)
Charadrius montanus - mountain plover (SC)
Elanus leucurus - white-tailed (=black shouldered) kite (SC)
Empidonax traillii brewsteri - little willow flycatcher (CA)
Falco peregrinus anatum - American peregrine falcon (D)
Grus canadensis tabida - greater sandhill crane (CA)
Lanius ludovicianus - loggerhead shrike (SC)
Melanerpes lewis - Lewis' woodpecker (SC)
Numenius americanus - long-billed curlew (SC)
Picoides nuttallii - Nuttall's woodpecker (SLC)
Plegadis chihi - white-faced ibis (SC)
Riparia riparia - bank swallow (CA)
Selasphorus rufus - rufous hummingbird (SC)

Mammals

Corynorhinus (=Plecotus) townsendii townsendii - Pacific western big-eared bat (SC)
Myotis ciliolabrum - small-footed myotis bat (SC)
Myotis volans - long-legged myotis bat (SC)
Myotis yumanensis - Yuma myotis bat (SC)
Perognathus inornatus - San Joaquin pocket mouse (SC)

Plants

Gratiola heterosepala - Boggs Lake hedge-hyssop (CA)
Juncus leiospermus var. ahartii - Ahart's (dwarf) rush (SC)

Sagittaria sanfordii - valley sagittaria (=Sanford's arrowhead) (SC)

County Lists

Sacramento County

Listed Species

Invertebrates

Branchinecta conservatio - Conservancy fairy shrimp (E)
Branchinecta lynchi - vernal pool fairy shrimp (T)
Desmocerus californicus dimorphus - Critical habitat, valley elderberry longhorn beetle (X)
Desmocerus californicus dimorphus - valley elderberry longhorn beetle (T)
Elaphrus viridis - delta green ground beetle (T)
Lepidurus packardi - vernal pool tadpole shrimp (E)

Fish

Hypomesus transpacificus - Critical habitat, delta smelt (X)
Hypomesus transpacificus - delta smelt (T)
Oncorhynchus mykiss - Central Valley steelhead (T)
Oncorhynchus tshawytscha - Central Valley spring-run chinook salmon (T)
Oncorhynchus tshawytscha - Critical habitat, winter-run chinook salmon (X)
Oncorhynchus tshawytscha - winter-run chinook salmon, Sacramento River (E)

Amphibians

Ambystoma californiense - California tiger salamander (T)
Rana aurora draytonii - California red-legged frog (T)

Reptiles

Thamnophis gigas - giant garter snake (T)

Birds

Haliaeetus leucocephalus - bald eagle (T)

Plants

Oenothera deltoides ssp. howellii - Antioch Dunes evening-primrose (E)
Orcuttia tenuis - slender Orcutt grass (T)
Orcuttia viscida - Sacramento Orcutt grass (E)

Proposed Species

Fish

Oncorhynchus mykiss - Critical habitat, Central Valley steelhead (Proposed) (PX)
Oncorhynchus tshawytscha - Critical Habitat, Central Valley spring-run chinook (Proposed) (PX)

Amphibians

Ambystoma californiense - Critical habitat, CA tiger salamander (Proposed) (PX)

Candidate Species

Fish

Acipenser medirostris - green sturgeon (C)
Oncorhynchus tshawytscha - Central Valley fall/late fall-run chinook salmon (C)
Oncorhynchus tshawytscha - Critical habitat, Central Valley fall/late fall-run chinook (C)

Birds

Coccyzus americanus occidentalis - Western yellow-billed cuckoo (C)

Species of Concern

Invertebrates

Anthicus antiochensis - Antioch Dunes anthicid beetle (SC)
Anthicus sacramento - Sacramento anthicid beetle (SC)
Branchinecta mesovallensis - Midvalley fairy shrimp (SC)
Coelus gracilis - San Joaquin dune beetle (SC)
Hygrotus curvipes - curved-foot hygrotus diving beetle (SC)
Linderiella occidentalis - California linderiella fairy shrimp (SC)

Fish

Lampetra ayresi - river lamprey (SC)
Lampetra hubbsi - Kern brook lamprey (SC)
Lampetra tridentata - Pacific lamprey (SC)
Pogonichthys macrolepidotus - Sacramento splittail (SC)
Spirinchus thaleichthys - longfin smelt (SC)

Amphibians

Rana boylii - foothill yellow-legged frog (SC)
Spea hammondii (was Scaphiopus h.) - western spadefoot toad (SC)

Reptiles

Anniella pulchra pulchra - silvery legless lizard (SC)
Clemmys marmorata marmorata - northwestern pond turtle (SC)
Clemmys marmorata pallida - southwestern pond turtle (SC)
Phrynosoma coronatum frontale - California horned lizard (SC)

Birds

Agelaius tricolor - tricolored blackbird (SC)
Athene cunicularia hypugaea - western burrowing owl (SC)
Baeolophus inornatus - oak titmouse (SLC)
Botaurus lentiginosus - American bittern (SC)
Branta canadensis leucopareia - Aleutian Canada goose (D)
Buteo regalis - ferruginous hawk (SC)
Buteo Swainsoni - Swainson's hawk (CA)
Carduelis lawrencei - Lawrence's goldfinch (SC)
Charadrius montanus - mountain plover (SC)
Elanus leucurus - white-tailed (=black shouldered) kite (SC)
Empidonax traillii brewsteri - little willow flycatcher (CA)
Falco peregrinus anatum - American peregrine falcon (D)
Grus canadensis tabida - greater sandhill crane (CA)
Lanius ludovicianus - loggerhead shrike (SC)
Laterallus jamaicensis coturniculus - black rail (CA)
Limosa fedoa - marbled godwit (SC)
Melanerpes lewis - Lewis' woodpecker (SC)
Numenius americanus - long-billed curlew (SC)
Picoides nuttallii - Nuttall's woodpecker (SLC)
Plegadis chihi - white-faced ibis (SC)
Riparia riparia - bank swallow (CA)
Selasphorus rufus - rufous hummingbird (SC)
Sphyrapicus ruber - red-breasted sapsucker (SC)
Toxostoma redivivum - California thrasher (SC)

Mammals

Corynorhinus (=Plecotus) townsendii pallescens - pale Townsend's big-eared bat (SC)
Corynorhinus (=Plecotus) townsendii townsendii - Pacific western big-eared bat (SC)
Eumops perotis californicus - greater western mastiff-bat (SC)
Myotis ciliolabrum - small-footed myotis bat (SC)
Myotis evotis - long-eared myotis bat (SC)
Myotis thysanodes - fringed myotis bat (SC)
Myotis volans - long-legged myotis bat (SC)
Myotis yumanensis - Yuma myotis bat (SC)
Neotoma fuscipes annectens - San Francisco dusky-footed woodrat (SC)
Perognathus inornatus - San Joaquin pocket mouse (SC)

Plants

Aster lentus - Suisun Marsh aster (SC)
Atriplex joaquiniana - San Joaquin spearscale (=saltbush) (SC)
Eryngium pinnatisectum - Tuolumne coyote-thistle (=button-celery) (SC)
Fritillaria agrestis - stinkbells (SLC)
Gratiola heterosepala - Boggs Lake hedge-hyssop (CA)
Helianthemum suffrutescens - Amador (Bisbee Peak) rush-rose (SLC)
Juncus leiospermus var. ahartii - Ahart's (dwarf) rush (SC)
Juncus leiospermus var. leiospermus - Red Bluff (dwarf) rush (SC)
Lathyrus jepsonii var. jepsonii - delta tule-pea (SC)
Legenere limosa - legenere (SC)
Lilaeopsis masonii - Mason's lilaeopsis (SC)
Naverretia myersii spp. myersii - pincushion navarretia (SC)
Sagittaria sanfordii - valley sagittaria (=Sanford's arrowhead) (SC)

Key:

(E) *Endangered* - Listed (in the Federal Register) as being in danger of extinction.
(T) *Threatened* - Listed as likely to become endangered within the foreseeable future.
(P) *Proposed* - Officially proposed (in the Federal Register) for listing as endangered or threatened.
(NMFS) Species under the Jurisdiction of the National Marine Fisheries Service. Consult with them directly about these species.
Critical Habitat - Area essential to the conservation of a species.
(PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.
(C) *Candidate* - Candidate to become a proposed species.
(CA) Listed by the State of California but not by the Fish & Wildlife Service.
(D) *Delisted* - Species will be monitored for 5 years.
(SC) *Species of Concern*/(SLC) Species of Local Concern - Other species of concern to the Sacramento Fish & Wildlife Office.
(V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
(X) *Critical Habitat* designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, or may be affected by projects within, the quads covered by the

list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regard-less of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the quad or quads covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the nine surrounding quads through the California Native Plant Society's online Inventory of Rare and Endangered Plants.

Surveying

Some of the species on your list may not be affected by your project. A trained biologist or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list.

For plant surveys, we recommend using the Guidelines for Conducting and Reporting Botanical Inventories. The results of your surveys should be published in any environmental documents prepared for your project.

State-Listed Species

If a species has been listed as threatened or endangered by the State of California, but not by us nor by the National Marine Fisheries Service, it will appear on your list as a Species of Concern. However you should contact the California Department of Fish and Game Wildlife and Habitat Data Analysis Branch for official information about these species.

Your Responsibilities Under the Endangered Species Act

All plants and animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

> Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal consultation with the Service.

  During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

  Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected

by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compen-sates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our critical habitat page for maps.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern

Your list may contain a section called Species of Concern. This is an informal term that refers to those species that the Sacramento Fish and Wildlife Office believes might be in need of concentrated conservation actions. Such conservation actions vary depending on the health of the populations and degree and types of threats. At one extreme, there may only need to be periodic monitoring of populations and threats to the species and its habitat. At the other extreme, a species may need to be listed as a Federal threatened or endangered species. Species of concern receive no legal protection and the use of the term does not necessarily mean that the species will eventually be proposed for listing as a threatened or endangered species.

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6580.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed, candidate and special concern species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be August 07, 2005.

Summary of RareFind Occurrences By CARMICHAEL

No.	Scientific Name	Common Name	Total Unique Occurrences	Fed/State/CNPS
1)	Spea (=Scaphiopus) hammondii	western spadefoot	1	--/SC/--
2)	Ardea herodias	great blue heron	1	--/--/--
3)	Ardea alba	great egret	1	--/--/--
4)	Elanus leucurus	white-tailed kite	5	--/--/--
5)	Accipiter cooperii	Cooper's hawk	1	--/SC/--
6)	Athene cunicularia	burrowing owl	6	--/SC/--
7)	Riparia riparia	bank swallow	1	--/T/--
8)	Agelaius tricolor	tricolored blackbird	11	--/SC/--
9)	Taxidea taxus	American badger	1	--/SC/--
10)	Emys (=Clemmys) marmorata marmorata	northwestern pond turtle	2	--/SC/--
11)	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	7	--/--/--
12)	Branchinecta lynchi	vernal pool fairy shrimp	11	T/--/--
13)	Branchinecta mesovallensis	midvalley fairy shrimp	6	--/--/--
14)	Linderiella occidentalis	California linderiella	19	--/--/--
15)	Lepidurus packardi	vernal pool tadpole shrimp	17	E/--/--
16)	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	1	T/--/--
17)	Hydrochara ricksecker	Ricksecker's water scavenger beetle	1	--/--/--
18)	Legenere limosa	legenere	4	--/--/1B
19)	Gratiola heterosepala	Boggs Lake hedge-hyssop	1	--/E/1B
20)	Sagittaria sanfordii	Sanford's arrowhead	5	--/--/1B
21)	Juncus leiospermus var. ahartii	Ahart's dwarf rush	1	--/--/1B

*Fed/State: E=Endangered, T=Threatened, P=Proposed, SC=Species of Concern, DE=Delisted, -- = None
CNPS:1B=Plants rare, threatened, or endangered in California and elsewhere

CNPS:2=Plants rare, threatened, or endangered in California, but more common elsewhere

103 Occurrences for
21 Unique Species/ Communities

Attachment C

Plant and Wildlife Species Observed
APN 068-03-44
Rancho Cordova, CA

Plant Species Observed in the PSA.

FAMILY	SCIENTIFIC NAME	COMMON NAME	N/I [1]
DICOTS			
Asteraceae	*Baccharis pilularis*	Coyote brush	N
	Carduus pycnocephalus	Italian thistle	I
	Lactuca serriola	Prickly lettuce	I
	Senecio vulgaris	Common groundsel	I
Boraginaceae	*Amsinckia menziesii* var. *intermedia*	Fiddleneck	N
Brassicaceae	*Brassica* sp.	Mustard	I
	Raphanus sp.	Radish	I
Convolvulaceae	*Convolvulus arvensis*	Field bindweed	I
Fabaceae	*Lupinus* sp.		--
	Trifolium sp.		--
	Vicia sativa ssp. *sativa*	Common vetch	I
	Vicia villosa ssp. *villosa*	Hairy vetch	I
Fagaceae	*Quercus douglasii*	Blue oak	N
	Quercus lobata	Valley oak	N
	Quercus wislizenii var. *wislizenii*	Interior live oak	N
Geraniaceae	*Erodium botrys*	Filaree	I
	Geranium dissectum	Cranesbill	I
Myrtaceae	*Eucalyptus* sp.		I
Rosaceae	*Prunus dulcis*	Almond	I
	Pyrus sp.	Ornamental pear	I
Rubiaceae	*Galium aparine*	Goose grass	N
Plantaginaceae	*Plantago lanceolata*	English plantain	I
Polygonaceae	*Rumex crispus*	Curly dock	I
MONOCOTS			
Liliaceae	*Dichelostemma* sp.		N
	Triteleia hyacinthina	White brodiaea	N
	Triteleia laxa	Ithuriel's spear	N
Poaceae	*Avena fatua*	Wild oat	I
	Briza minor	Quaking grass	I
	Bromus diandrus	Ripgut grass	I
	Bromus hordeaceus	Soft brome	I
	Hordeum sp.	Wild barley	--
	Lolium perenne	Perennial ryegrass	I

[1] N = Native to CA; I = Introduced; -- = Cannot be determined without keying to species

Wildlife Species Observed in the PSA.

COMMON NAME	SCIENTIFIC NAME
BIRDS	
American crow	*Corvus brachyrhynchos*
Mourning dove	*Zenaida macroura*
Killdeer	*Charadrius vociferus*
REPTILES	
Western fence lizard	*Sceloporus occidentalis*

Attachment D
Literature Cited

APN 068-03-44
Rancho Cordova, CA

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APPENDIX D NOISE IMPACT STUDY

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NOISE IMPACT TO AND BY MULTI-USE DEVELOPMENT ON OLD PLACERVILLE ROAD AND RECOMMENDATIONS TO MEET CITY OF RANCHO CORDOVA NOISE LIMITS

Prepared for

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May 8, 2006

R06140

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1.0 SUMMARY

This report documents the noise impact of road traffic, truck deliveries, mechanical equipment and aircraft flyovers on the proposed multi-use development east of Bradshaw Road on Old Placerville Road in Rancho Cordova. The impact of activity at the proposed project on existing residential developments was evaluated also. Traffic on US 50 is the dominant sound source with non-transportation sources at the retail center to the west a significant contributor at proposed single-family home section of the development. Aircraft flights from Mather are an important sound source with some contribution from traffic on Old Placerville Road. Other sources include landscape service activity, dogs barking and general human activity. Traffic on US 50, truck deliveries and mechanical equipment are expected to remain the dominant sound sources up to the design year of 2026. Traffic on Old Placerville Road and aircraft flights out of Mather are expected to remain important sources impacting the residential part of the project. Landscape services and other general human activity at surrounding properties are expected to remain secondary sound sources.

Mechanical equipment and general activity at the project site could potentially impact existing and future residential development in the area. Traffic generated by the project could have a noise impact on existing and future residential areas also. Non-transportation sound sources at the project site are very difficult to quantify because information is not available. The developer must be made aware that sound generated by mechanical equipment and parking lot activity must meet the City of Rancho Cordova's Noise Control Ordinance [1]*. Traffic generated by this project is expected increase day-night average, L_{dn}, sound levels by less than 0.5 dB in the surrounding area.

This multi-use development will house both residential property and office buildings at the project site. The north portion of the project site will hold 27 detached single-family homes and 8 attached single-family homes. The south portion of the project site comprises four office buildings and an access road for the residences. North and east of the project site is residential property. A multi-family development is south of the site across Old Placerville Road. A commercial/retail center lies west of the project site. A large supermarket at this center is the closest facility to the site. The supermarket has two loading docks and a cooling tower on the east side of the building. An 8-foot high wood fence separates the supermarket from the project site.

The City of Rancho Cordova is currently completing their draft General Plan [2], but it has not been adopted. Since the City does not have a Noise Element, the Sacramento County Noise Element [3] was used to evaluate noise impacts. The City of Rancho Cordova has adopted a Noise Ordinance [1] that is based on Sacramento County's Noise Control Ordinance [4]. The County's Noise Element is a planning device that sets goals for both transportation and non-transportation sound sources. The impacts to and by the project must be evaluated. The City's Noise Control Ordinance applies to non-transportation equipment and transportation equipment while on private property. A backyard or activity L_{dn}, sound level goal of 60 dB is set by the County's Noise Element. An L_{dn} sound level of 65 dB is allowed where reaching the 60 dB is not feasible. For non-transportation sound sources, the Noise Element permits the sound level exceeded 50 percent of any hour, L_{50}, sound level of 50 dB during the day and 45 dB at night. The maximum, L_{MAX}, sound level limit is 70 dB during the daytime and 65 dB at night. A 5 dB penalty is applied sound comprising speech, music, pure tones or impacts.

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* - *Number(s) in brackets refer to references listed at the end of this report.*

The City's Noise Control Ordinance has a range of limits based on the duration of the sound during any 1-hour period. The daytime limit for the L_{50} sound level is 55 dB while the nighttime limit is 50 dB. The daytime limit for the L_{MAX} sound level is 75 dB while the nighttime limit is 70 dB. The penalty requirements are the same as the County's Noise Element.

The existing L_{dn} sound levels in the residential area vary from 71 dB along Old Placerville Road to 63 dB near the supermarket at the northwest corner to 59 dB at the northeast corner. Future residential L_{dn} sound levels will not exceed 63 dB at the home at the southeast lot and 64 dB at the home closest to the supermarket loading dock and cooling towers. The predicted L_{dn} sound levels are all less than the upper limit given in the County's noise element. The L_{dn} sound level at the south face of the office buildings closed to Old Placerville Road is estimated to be 74 dB.

Existing sound levels due to non-transportation equipment and transportation sources while on private property vary significantly. These sources mainly influence lots proposed along the west side of the project site. High background sound levels made it difficult to measure the sound from the cooling towers at the supermarket. The sound level exceeded 50 percent of the time, L_{50} sound level, is estimated to be between 52 and 56 dB. Both values exceed the County's Performance Standard and the City's nighttime limit. The City's daytime limit for the L_{50} sound level is exceeded only by the upper range. Sound generated by dock activities varied significantly and was influenced by background sound levels. If background L_{50} sound levels fall below 50 dB, these activities will exceed the nighttime sound limits. An assumption was made that lower nighttime sound levels would be expected on hot summer days. As a result, the predicted sound levels exceed the City's Noise Control Ordinance. Sound levels from the cooling towers and loading dock operations are not expected to change for cumulative plus project conditions. Thus, existing sound levels will remain the same and nighttime sound limits would be exceeded when background sound levels are low. Building a 10-foot high sound wall along the west property line will reduce residential sound levels below the City's limits for all conditions. The impact will be insignificant with this mitigation measure.

An interior L_{dn} sound level limit of 45 dB is set by the County's Noise Element for both single and multi-family homes. The State of California [5] requires interior L_{dn} sound level to be 45 dB or less in habitable spaces of all multi-family homes. Attached single-family homes, e.g., duplexes, very high density housing with common walls or floor/ceiling assemblies or apartments and condominiums are classified as multi-family units by the State. Interior L_{dn} sound levels were predicted using information obtained from the site plan and architectural drawings [6]. A 43 dB(A) L_{dn} sound level design goal was used to furnish a safety factor of 2 dB. This accounts for errors in the models and the use of laboratory sound loss data that will not reflect field construction procedures and techniques. Interior L_{dn} sound level in all units will not exceed the design goal or the County or State's limits. Exterior wall construction must meet minimum construction requirements. Noise impacts will be less than significant when basic design requirements are met.

2.0 ACOUSTIC STANDARDS

This noise study was done following general requirements of the City of Rancho Cordova. Lacking an adopted General Plan, the Noise Element from the County of Sacramento [3] was employed to evaluate this project along with the City's Noise Control Ordinance. The understanding is that the City adopted the County's Noise Element requirements in the interim. The County's Noise Element addresses both transportation sound sources while the City's Noise Control Ordinance focuses

only on non-transportation sound sources or transportation sound sources while on private property. The sound descriptors used to set limits differ for these two types of sources. Interior limits are established for all residences in the County's Noise Element while the State sets interior limits for multi-family homes or attached single-family homes. The following sections describe these requirements.

2.1 County Exterior Limits, Transportation Sources

Transportation sound sources and some non-transportation sound sources that run continuously are evaluated based on the day-night average, L_{dn}, sound level. The day-night noise descriptor averages measured or predicted sound levels over 24-hours after applying a 10 dB penalty to nighttime sounds. Hourly average sound levels, L_{eq}, are measured or predicted for each hour of the day or for each hour during which a sound source is present. A 10 dB penalty is added to each hourly average sound level measured or predicted from 10:00 p.m. to 7:00 a.m. The penalty is applied because people trying to sleep during these hours are more sensitive to external sounds. Excluding or including only certain sources is possible. For example, the sounds of aircraft operating over a project site are included only during those hours when they occur. If there are no events during the nighttime, no penalty would be applied. When some sources are excluded from the analysis, the resulting sound level is called the Background L_{dn} sound level. An acoustical study is needed when the activity areas of noise-sensitive land uses will be subjected to day-night average sound levels, L_{dn}, greater than 60 dB. The goal is to achieve a backyard L_{dn} sound level of 60 dB in all single-family homes. An upper limit for the L_{dn} sound level of 65 is allowed when meeting the lower limit is not feasible. These goals would apply to the backyards of the residential land at the project site and the surrounding noise-sensitive sites.

2.2 County Interior Limits, Transportation Sources

The County's Noise Element sets limits for the maximum interior L_{dn} sound level in residential property. Interior limits are set for other spaces such as offices, but this project only evaluates interior levels at the residential property. Interior L_{dn} sound levels for dwellings are not to exceed 45 dB.

2.3 County Exterior Limit, Non-Transportation Sources

A second criterion in the County's Noise Element is given in the Performance Standards. The Performance Standard addresses the sound of new or existing non-transportation sources as they influence new or existing residential property. Limits are given based on the time of day, tonal content of the sound and type of sound. This section employs the sound level exceeded 50 percent of the time in any hour, the L_{50} sound level, and the maximum, L_{MAX}, sound level as the measures of the noise impact. Sounds that contain pure tones, speech, music or recurring impulsive sounds have an additional 5 dB penalty. A pure tone is what you hear when you blow across the mouth of a soda pop bottle half filled with a liquid. An example of impulsive sound is that generated when a car door suddenly closes. The Performance Standard provides no system to deal with conditions where background sound levels are greater than the limits. A noise study is required if predicted noise from a project or on a project will exceed the limits given in the Performance Standard. Performance Standard limits presented in Table I apply at the closest property line.

TABLE I. Performance Standard Noise Limits from the County of Sacramento Noise Element for Residential Property Affected by Non-Transportation Sources.

Statistical Noise Level Descriptor	Exterior Sound Level Limits, dB(A)	
	Daytime 7 a.m. to 10 p.m.	Nighttime 10 p.m. to 7 a.m.
L_{50}	50	45
L_{MAX}	70	65
Penalty for tones, speech, music, impulses[1]	-5	-5

[1] Add to limit when sound comprises these.

2.4 City's Noise Control Ordinance

The City of Rancho Cordova's Noise Control Ordinance [1] is very similar to the Performance Standard, though it is not as restrictive. This Ordinance is a City code and is enforceable with limited exceptions. It looks at the sound produced by sources not related to transportation equipment. The one exception is that sound produced by transportation equipment while on private property may be regulated by the Noise Control Ordinance. This Ordinance limits the amplitude and duration of sound produced over any given 1-hour period, including the maximum sound level. Sound limits are based on the type of source, the duration of the sound, the time of day of occurrence, background sound levels and the tonal content of sound. The Noise Ordinance applies a 5 dB penalty to the limits given in Table II when the sound is comprised mainly of speech or music or if it contains pure tones or impact sounds. When background sound levels equal the limits given in Table II for the individual categories, the limit of that category is raised in 5 dB increments to encompass the background sound level with one exception. The maximum background sound level is the exception to this rule. If the maximum background sound level exceeds the limit given in Table II, the measured values become the new limit. This process for handling background sound levels and changes in the noise limits creates conflicts. For example, if the measured background L_{50} sound level was 56 dB and the background L_{25} sound level was 58 dB, the revised limit for each would be 60 dB. However, the ordinance would then say that 60 dB could not be exceeded more than 15 minutes and for more than 30 minutes in an hour. Both requirements cannot be met simultaneously. Sources other than heating, ventilating and air-conditioning equipment are regulated by limits given in Table II. Mechanical equipment used for air-conditioning is allowed to make a maximum of 55 dB(A) over the full 24-hours. These limits would apply to activity at the nearby shopping center when measured at the proposed residential property.

TABLE II. Noise Ordinance Limits for the City of Rancho Cordova for Residential Property Affected by Non-Transportation Sources.

		Exterior Sound Level Limits, dB(A)			
		Without Penalty[1]		With Penalty[1]	
Category	Cumulative Number of Minutes in any 1-hour period	Daytime 7 a.m. to 10 p.m.	Nighttime 10 p.m. to 7 a.m.	Daytime 7 a.m. to 10 p.m.	Nighttime 10 p.m. to 7 a.m.
1	30 (L_{50})	55	50	50	45
2	15 (L_{25})	60	55	55	50
3	5 (L_{08})	65	60	60	55
4	1 (L_{02})	70	65	65	60
5	0 (L_{MAX})	75	70	70	65

[1] Penalty applies when sound is composed primarily of speech or music, contains pure tones or results from impacts or impulsive sources.

2.5 State of California

Title 24 of the State Building Code [5] establish standards governing acceptable interior noise exposures that apply to all new multi-family residential units or new single-family attached residnetial units in California. Buildings proposed in areas where the existing L_{dn} sound level exceeds 60 dB(A) must have an acoustical study performed before construction begins. This noise impact study must establish mitigation measures that will limit interior L_{dn} sound levels to 45 dB(A) in all habitable rooms.

3.0 PROJECT DESCRIPTION & SITE

A multi-use development is proposed for vacant lot east of Bradshaw Road and north of Old Placerville Road. This multi-use development will include four office buildings at the south end of the project and residential housing on the north portion of the project site. Twenty-seven detached single-family homes and eight single-family attached homes are proposed. All single-family detached homes will be two story designs with all the bedrooms on the second floor. The first floor will be living areas and a garage. The attached single-family homes will have bedrooms on both the first and second stories.

The project is bordered by Old Placerville Road on the south side and residential property on the north and east sides. Residential property is found south of the site across Old Placerville Road. A commercial and retail site is west of the project site and includes a supermarket. The supermarket faces west with two loading docks on the east side of the building and a cooling tower on the lower roof at the southeast corner of the buildings. The loading docks are less than 70 feet west of the west property line of the project. A dilapidated eight foot tall wood fence separates the project site from the neighboring commercial property. A six foot tall wood fence separates the project site from the residential property to the north and east. A temporary chainlink fence runs along the south property line. The project site is mostly flat and covered with trees and tall grass. Some undulations in the land are found that limit the visibility of Old Placerville Road from positions near the north end.

Construction of the residential portion of the project is expected to follow a common scheme. Typical exterior wall construction consists of 3-coat stucco finish or cementitious board over $^{7}/_{16}$" thick plywood, 2 x 4 wood studs with R-13 insulation in the stud cavities, and $^{1}/_{2}$" gypsum board attached to the inside face of the studs. The ceilings of all living units will be finished with gypsum board. The ceiling height was assumed to be 9 feet. Double glazed windows will be used throughout all the homes.

Office building construction has not been fully described. The basic design calls for a combination of glass and stone veneers with some stucco. All building will be one story. Mechanical units will be installed on the ground near each office building. Buildings 1 and 2 will be closest to the residences. The mechanical unit for Building 1 is proposed to be on the east side of the building about 80 feet south of the nearest residential property. The mechanical equipment will be on the north side of Building 2, in a jog in the building. These units will be about 70 feet south of the nearest residential property. Parking will surround the buildings.

4.0 TEST EQUIPMENT & PROCEDURES

Standard sound measuring equipment was used during the tests. Field sound measurements were made using a CEL 593 (s/n 3/0201692) Sound Analyzer, two CEL 480, (s/n 129858 and s/n 2/112179), Sound Level Meters and a Larson Davis LD700 (s/n 1455). All meters employ ½ inch random incidence condenser microphones. A CEL Type 284/2 calibrator was used to calibrate the meters and the microphones to 114 dB at 1,000 Hz before beginning measurements. These meters conform to the requirements of a Type I meter per American National Standards Institute, ANSI [7]. A windscreen covered each microphone during all sound measurements. All meters can measure statistical sound levels such as the L_{10}, L_{25}, L_{50} and L_{90}. These are, respectively, the sound levels exceeded 10 percent, 25 percent, 50 percent and 90 percent of the time. The sound level meters also capture the maximum sound level, L_{MAX} and the average sound level, L_{eq}. The CEL 593 meters were used to collect representative sound level tones in one-third octave bands.

Field sound measurements were made on April 18, 2006 between 6:05 a.m. and 9:00 a.m. at the proposed site for the multi-use development. Average sound levels, L_{eq}, were measured to use as a basis for building an accurate model of the sound generated by transportation sources. This field tested model predicts the day-night average sound levels for existing and future conditions. Other statistical descriptors of the sound, labeled L_x, and the maximum sound level, L_{MAX}, were also measured. Here, L_x represents values such as the L_{50} or L_{25}, the sound level exceeded 50 percent of the time or 25 percent of the time, respectively. These give additional information about how sound varied over the test period. That is, it can tell you whether it was a source that was near the site for only a short time or a source that continued over substantial time.

Long-term measurements were made at three positions with microphones mounted on tripods 5.5 to 6 feet above ground level. Sound levels were measured during consecutive five minute intervals to identify sources and variations in sound with time. Sound levels were also sampled every five seconds. A summary description of each position follows:

1. Position #1: 21 feet east of the west fence and 220 feet south of the north fence.
2. Position #2: 12 feet east of the west fence and 330 feet south of the north fence.

3. Position #3: 50 feet north of Old Placerville Road and 80 feet west of the east property line.

Short-interval measurements were made at nine other positions using the CEL 593. These measurements were made to learn additional information about the sound generated by loading dock activity and the cooling towers and the supermarket to the west of the project site. Measurements were made at four positions at the rear of the supermarket with an unobstructed view of the docks and cooling towers. Five additional test positions were on the project site at various distance and positions relative to the cooling towers and loading docks.

5.0 SOUND SOURCES

5.1 Existing

US 50 and Old Placerville Road traffic, activity at the supermarket, mechanical equipment at the supermarket and general aircraft overflights are the major sound sources at the project site. Traffic on US 50 is the dominant sound source in the residential areas with significant contributions from loading dock activity, vehicle movements and the cooling towers. Loading dock activity includes both heavy and medium trucks unloading products. Hand carts, roll carts and electric forklifts were used to move the products and pallets. Trucks entering and departing the dock area generate significant sound. At present, the dock does not open before 6:00 a.m. Occasionally, a truck may come in and wait until the docks open to permit unloading. Signs are posted to prevent drivers from idling the engines while waiting. Except when a driver left the cab to open the trailer doors, all trucks shut off their engines while unloading. A total of 10 heavy trucks could unload between 6:00 a.m. and 4:00 p.m. Most deliveries are made between 6:00 a.m. and 9:00 a.m. A few vehicles driving past the dock area were important sources also. Two cooling towers mounted on the lower roof of the supermarket are important sources and appear run continuously. The project site is within 10,000 feet of Mather Airport. Single and multi-engine propeller aircraft and jets were observed flying over the project site though the CLUP documents for the airport do not show this as a standard departure path. Other sound sources include dogs barking and general human activity on the surrounding property.

The south part of the project site, the area to be used for office buildings, is primarily impacted by traffic on Old Placerville Road with some contribution from US 50 traffic. Entering or departing trucks from the retail site to the west may have a small influence on the sound levels at the building near the west side.

Old Placerville Road is an important east-west street running along the south side of the project site. This road stretches from Bradshaw Road west of the project to Rockingham Drive northeast of the project. Old Placerville Road is two-lanes in each direction near the project site with a turning lane in the middle. Traffic counts were taken from the Traffic Volume Flow Map published by the County of Sacramento in 2005 [8]. Spot counts were not made during the field tests to assess traffic mixes. Traffic speeds were observed to be between 50 and 55 MPH. Heavy truck volumes are relatively low because Old Placerville Road is not a primary thoroughfare. US 50 is a major east-west freeway providing connections between Sacramento and the communities to the east. This road comprises three lanes in each direction near the site. Speeds vary from 60 to 80 MPH. Traffic volumes and mixes were taken from CalTrans' publications on the internet [9,10]. Table III summarizes the data used to calculate existing day-night average sound levels.

TABLE III. Roadway Traffic Volumes and Mixes Assumed to Calculate Existing Day-Night Average Sound Levels for Proposed Residential Property in Rancho Cordova.

Road Name	Distance to Near Lane, Ft	Average Daily Volume	Percent Heavy Trucks	Percent Medium Trucks	Percent Trucks at Night	Percent Autos at Night	Vehicle Speed MPH
Old Placerville Road	>270	20,500	2.0	2.5	8.0	12.0	55/50
US 50	2,500	185,700	2.5	2.1	10.0	13.0	65/60

Automobile and truck speed respectively

5.2 Cumulative + Project

The dominant sound sources at the project site will remain the same for cumulative plus project conditions. Traffic on Old Placerville Road will be an important source at the proposed offices but less important at the residential property. Traffic on US 50 is expected to continue to be the principal background sound source at the project site. The cooling towers, loading dock activity, truck movements and vehicle passages at the east side of the retail store will continue to be an important sound source for the homes closest the west property line. Truck movements and dock activity were assumed to remain at current levels. Aircraft flight paths are expected to remain similar to existing conditions so this will remain a sound source. Sound associated with the proposed office buildings on the project site is not expected to impact the proposed residential property to the north. The office buildings will introduce HVAC equipment, additional traffic and human activity. Other sources remain secondary in importance. Quantifying the other sources is very difficult.

Projected future traffic volumes on Old Placerville Road were calculated using the values from Table III and a 2 percent rate of growth [8]. A similar growth rate was assumed of US 50. Traffic speeds and mixes were assumed to remain about the same for both roads. A summary follows in Table IV of road traffic volumes used to compute L_{dn} sound levels for cumulative plus project conditions.

TABLE IV. Roadway Traffic Volumes and Mixes Assumed to Calculate Cumulative Plus Project Day-Night Average Sound Levels for Proposed Residential Property in Rancho Cordova.

Road Name	Distance to Near Lane, Ft	Average Daily Volume	Percent Heavy Trucks	Percent Medium Trucks	Percent Trucks at Night	Percent Autos at Night	Vehicle Speed MPH
Old Placerville Road	>270	30,500	2.0	2.5	8.0	12.0	55/50
US 50	2,500	275,900	2.5	2.1	10.0	13.0	65/60

Automobile and truck speed respectively

6.0 EXTERIOR ACOUSTIC ENVIRONMENT

6.1 Existing

Field sound measurements at the project site were used to evaluate the existing acoustic environment. Averages of the 5-minute test samples were computed for each hour or part of an hour. Averages of the short interval sound levels and other statistical descriptors are given in Table V along with the predicted L_{eq} sound levels. Calculations of predicted hourly noise levels were made using the Federal Highway Administration (FHWA) Highway Noise Prediction Model [11]. The FHWA model was modified to include the CalTrans noise emission levels [12]. This model assumes freely flowing traffic. The ground was assumed to be acoustically soft for all sources because of the influence of the grass at the measurement positions. Road visibility and ground conditions were considered in calculations of the hourly average sound levels at each test position. The influence of temperature was also considered. The predictions do not consider the influence of traffic on US 50. The distance between the site and US 50 limits the accuracy of the model.

TABLE V. Sound Levels Measured at Three Positions for a Proposed Multi-Use Development on Old Placerville Road in Rancho Cordova and Comparisons with Predicted Average Sound Levels Due to Traffic on Old Placerville Road.

		Measured Sound Level, dB(A)							Predicted
Position	Time, a.m.	L_{MAX}	$L_{1.7}$	$L_{8.3}$	L_{25}	L_{50}	L_{90}	L_{eq}	L_{eq}, dB(A)
#1	6:05-7:00	76	66	60	58	58	56	59	52
	7:00-8:00	70	60	57	56	55	53	56	52
	8:00-9:00	74	61	56	54	53	52	55	51
Total Time	*6:05-9:00*	*76*	*63*	*59*	*57*	*55*	*53*	*57*	—
#2	6:30-7:00	78	68	61	58	57	56	60	54
	7:00-8:00	69	60	57	56	55	53	56	54
	8:00-9:00	74	61	56	54	53	52	55	53
Total Time	*6:30-9:00*	*78*	*63*	*58*	*56*	*55*	*52*	*57*	—
#3	6:15-7:00	80	—	73	71	69	63	70	70
	7:00-8:00	78		73	71	69	63	70	70
	8:00-9:00	77	—	72	70	68	61	69	69
	9:00-9:35	80	—	71	68	64	56	67	—
Total Time	*6:15-9:35*	*80*	—	*73*	*71*	*68*	*60*	*69*	—

Average sound levels at Positions #1 and #2 decreased with time while the levels were fairly constant at Position #3 according to Table V. This table also shows that the measured and predicted L_{eq} sound levels do not agree well for Positions #1 and #2. Again, these predictions do not include the influence of traffic on US 50. Traffic volumes would be expected to be greater on both US 50 and Old Placerville Road from 7:00 a.m. to 8:00 a.m. than from 6:00 a.m. to 7:00 a.m. However, the L_{eq} sound

levels are decreasing. This could means that non-transportation sound sources at the retail site influenced the results or that some other factor affected the results. In this case, the change in the temperature appears to be the reason for the change. As the sun comes up and the ground warms, sound rays tend to bend toward the sky rather than propagating close to the ground. Because of the large distance, this has a large influence on noise from traffic on US 50. The cooling towers ran continuously, so this could not have been a factor in the changing sound at Positions #1 and #2. Two heavy trucks were operating at the docks during the time before 7:00 a.m. and after 7:00 a.m. Thus, this too does not appear to be the dominant source. This data shows that traffic on Old Placerville Road is not the dominant source. The predicted L_{eq} sound level due to traffic on US 50 from 6:00 a.m. to 7:00 a.m. with an inversion was 58 dB. With the influence of Old Placerville Road, the total L_{dn} sound level would be 59 dB. This agrees well with the measured value. Thus, sound at Positions #1 and #2 are a function of road traffic and an acceptable model can be made.

A comparison of the average, maximum and sound level exceeded 90 percent of the time at Positions #1 and #2 is presented in Figure 1. The results are nearly identical even though the Position #2 was 110 feet south of Position #1 and 9 feet closer to the west fence. Position #1 was far closer to the cooling towers and in a more central position relative to the loading docks. Figure 2 shows how all sound descriptors varied over time at Position #1. The general trend to lower sound levels is seen in this figure, even when traffic on US 50 should have been increasing. Similar results are displayed in Figure 3 for 5-minute measurements made at Position #2. The influence of truck and loading dock activities and of aircraft flights is shown in both figures.

Measured and predicted sound levels at Position #3 agree very well as seen in Table V. This means that traffic on Old Placerville Road was the main sound source at this position and that the influence can be estimated. The variation in the statistical sound descriptors measured at Position #3 is presented in Figure 4 for each five-minute interval. A much larger difference between the L_{90} sound level and the L_{08} sound level is shown in this figure compared with Figures 1 and 2. This implies that the traffic on this road was not continuous and there wee intervals with limited vehicles passing by the site. All sound descriptors were much more constant at this position that at other positions. The short distance between the traffic on Old Placerville Road and the test position was not influence by any inversion. Sound levels did begin to drop after 8:15 a.m., with a big drop after 9:00 a.m. This corresponds to a reduction in traffic.

The non-transportation sound sources at the supermarket must meet limits of the County's Performance Standard and the City's Noise Control Ordinance. Background sound levels are greater than the County's Performance Standard, so knowing whether the existing conditions meet this limit is not possible. Figure 2 shows maximum sound levels at Position #1 due to a medium delivery truck of 72 dB(A). The City's L_{MAX} limit is 75 dB(A) if a pure tone is not present and 70 dB(A) if a pure tone is present. The delivery van (medium truck) did produce a pure tone even when averaged over 15 seconds as seen in Figure 5. The pure tones at 100 and 125 Hz (cycles/second) were due to the vehicle while the pure tone at 16 Hz was due to a background source that was still present after the van left. Thus, sound from this vehicle exceeded the City's limit even when measured 21 feet east of the property line. The L_{MAX} sound level two feet east of the west property line would be predicted to be at least 5 dB(A) higher. This would exceed the limit even without the pure tone penalty if the tone were not present. The heavy delivery trucks also generate pure tones as presented in Figure 6. These measurements were made as the truck pulled out from the dock and then after it turned around to pass back by the dock to exit onto Old Placerville Road. The pure tones are related to engine firing and exhaust.

The two cooling towers on the roof of the supermarket are shielded to the north and northeast by a metal sound barrier. This barrier was installed because of complaints from the homes to the north. Because of high background sound levels during the tests, differentiating between traffic and cooling towers is difficult. Figure 7 displays the sound tones measured at four positions with the cooling tower and road traffic the only significant sources. The measurement at Positions #8 and #9 were made close to 7:00 a.m. when traffic noise was still high. This figure shows no change in sound amplitude below 630 Hz when the test position moved an additional 15 feet, 60 versus 75 feet from the face of building supporting the towers, and the wood fence intervened. This suggests that the unchanged sound was due to traffic while the wood fence reduced the upper frequencies. Under ideal conditions, the sound would have decreased 1.5 to 2.0 dB at all frequencies because of the increased distance. Additional measurements were made after 8:00 a.m. on the project site after traffic influences had decreased. Positions #10 and #11 were selected so the fence did not shield the microphone. Position #10 was 42 feet east of the fence while Position #11 was only 27 feet east of the fence. A 1 dB(A) difference would be expected, but the results are almost identical. The fence may have provided some shielding at Position #11. The cooling tower runs almost continuously and for long periods of time. The nighttime limit for the L_{50} sound level is 50 dB(A). The lowest level measured was 53 dB(A). Some of this sound was due to traffic because the exact contribution is unknown. The possibility exists that the sound from the cooling towers would exceed the City's limit when traffic noise from US 50 was very low. This would most likely occur on very hot evenings for existing conditions.

The FHWA traffic noise model [6] was used to predict existing day-night average sound levels at the three main test positions. Traffic on both US 50 and Old Placerville Road was included in the model, one road at time. The ground was assumed to be acoustically soft for all traffic sources including automobiles, medium trucks and heavy trucks for both roads. The influence of the tall grass was ignored. Road visibility was considered in the calculations and it was assumed that temperature gradients did not cause excess attenuation or focusing. Table VI gives the predicted day-night average sound levels at Positions #1, #2 and #3 based on traffic volumes given in Table III and the assumptions stated above. The influence of aircraft traffic out o Mather field was included in the "Other Sources". The project but is outside the 60 CNEL contour and was assumed to be an L_{dn}/CNEL value of 52. "Other Sources" also includes sound generated by activities at the retail center west of the site.

TABLE VI. Predicted Day-Night Sound Levels for Existing Conditions at Measurement Position #1 and #2 at Project Site along Bradshaw and Gerber Roads in Sacramento County.

Receiver Position	Predicted L_{dn} Sound Level, dB			Total L_{dn}, dB, All Sources
	US 50 Traffic	Old Placerville Road Traffic	Other Sources	
#1	57	54	61	63
#2	57	55	60	63
#3	56	71	52	71

Existing day-night average sound levels are classified as "Normally Acceptable" for residential at test Positions #1 and #2. Existing day-night average sound levels are classified as "Normally Unacceptable " for test Position #3. These classifications apply to property used for residential development. Backyard day-night average sound levels could be expected to be in the "Conditionally Accept-

able" range for positions closer to the south edge of the proposed residential property. Higher backyard day-night average sound levels could be expected in the area proposed for office buildings. This result does not include the influence of a sound wall or shielding from buildings that could be built along Old Placerville Road.

6.2 Cumulative + Project

Traffic on US 50 and Old Placerville Road will dominate the acoustic environment to the year 2026 at the project site. The office buildings will subjected to sound mainly from Old Placerville Road. The worse case hourly L_{eq} sound level is of interest at the face of the offices because the County's Noise Element sets interior limits for normal hours of operation. Non-transportation sound sources influencing the residential portion of the project include the cooling towers at the supermarket, dock and vehicle activity on the east face of the market, mechanical equipment at the new office building part of the project and vehicle movements around these offices. These sources are discussed in the following paragraphs.

Traffic volumes on US 50 and Old Placerville Road will increase over the next 20 years. Because of the distance over which the sound propagates from US 50, the acoustical characteristics of the ground will remain the same. However, the residential and office building development at the site will change the characteristics of the ground between Old Placerville and the offices and the residences. Sound levels were predicted at two residential lots that represent the two worse case conditions. Lot 8 is near the northwest corner of the project, directly east of the loading docks and cooling towers at the supermarket. The second prediction site is Lot 23 at the southeast corner of the residential development. This site has a view of Old Placerville Road, but substantial shielding to the southwest and the southeast because of the new office buildings and the existing apartment buildings. Table VII presents the predicted L_{dn} sound level at these two residential lots. Other sources at Lot 8 include the cooling towers and all dock activity.

TABLE VII. Predicted Day-Night Sound Levels for Cumulative Plus Project Conditions at The Nearest Proposed Backyard to Old Placerville Road in Rancho Cordova.

Receiver Position	Predicted L_{dn} Sound Level, dB			Total L_{dn}, dB, All Sources
	US 50 Traffic	Old Placerville Road Traffic	Other Sources	
Lot 8, NW	59	53	61	64
Lot 23, SE	58	60	53	63

The predicted L_{dn} sound level falls into the "Conditionally Acceptable" regions of land use compatibility at both sites. Traffic on US 50 is the major source at Lot 8 with a small contribution from other sources including Old Placerville Road traffic. Vehicles on Old Placerville Road are the major source of sound at Lot 23, but US 50 traffic has a significant influence also. Additional sound reduction is not feasible. The predicted backyard L_{dn} sound levels are less than the County's limit for the L_{dn} sound level of 65 dB.

The residential portion of the project is estimated to generate 350 car trips per day on Old Placerville Road while the cumulative traffic volume is expected to be 30,500. This will increase the L_{dn} sound level by less than 0.3 dB. The office portion of the project is estimated to generate 400 additional car trips per day. Without this project, the cumulative ADT is predicted to be 30,500. Again, this changes the L_{dn} sound level by less than 0.3 dB.

The non-transportation sound sources and transportation sources while on private property must meet the limits of the County's Performance Standard of the Noise Element and the Cities Noise Control Ordinance. Both sets of limits are based on the sound measured during any 1-hour period. An assumption was made that changes would not be made in the number of dock events or the number of vehicles passing by the east side of the supermarket that is next to the west property line of the project site. General dock activity, truck passage, other vehicle passage, waste compaction and operation of the cooling towers are considered the primary the major sources influencing the homes along the west property line. At present, an 8-foot tall wood fence runs along the west property line. This fence is down in some locations and has many spaces between boards. The gaps reduce the sound reduction capability of the wall to 3 to 5 dB(A). An assumption was made that this fence will be replaced with a minimum 8-foot masonry fence or equivalent. Each source is discussed below assuming this fence is in place.

Sound generated by the cooling towers on the roof of the supermarket is not expected to change from current levels. The existing tests were inconclusive regarding the exact sound levels produced by the two cooling towers. Background sound from US 50 masks the sound from the cooling towers. Whether the load on the cooling towers changed also is unknown. The cooling towers are approximately 25 feet above ground level on a lower roof section on the supermarket. An existing sound barrier along the north and part of the east side of the roof shields the cooling towers from the residences to the north and northeast. For the assumed tower height, a 5.5 foot tall person would have to be more than 9 feet behind the wall to see the top of the tower. The predicted sound level at this positions is between 52 and 56 dB(A). Both values exceed the City's L_{50} sound level limit of 50 dB(A) at night. The County's Performance Standard of 45 dB(A) for the L_{50} sound level also is exceeded. If background L_{50} sound levels were always as high as measured during the field tests, the City's limit would increase to 60 dB(A), and the sound would comply. Additional sound reduction could be achieved by extending the sound wall on the roof to the south edge of the roof and then possibly along the south edge of the roof or by increasing the height of the sound wall at least two feet. Because of the uncertainty as to actual sound generated by the cooling tower, additional sound reduction may not be warranted.

Heavy and medium trucks entering and leaving the dock area and the passage of other vehicles are significant sound sources at proposed residential areas. The number of events per hour or duration of each event is ill defined at best. An assumption was made that three heavy and two medium trucks would enter and leave the dock area between 6:00 a.m. and 7:00 a.m. That engines would be turned off while at the docks or waiting to get to the docks was assumed also. An assumption was made that trucks might leave their engines on while getting out of the truck to open the trailer doors before backing into the dock. Figure 6 presents the 15-second average sound level measured as a heavy truck pulled out of a dock and then while driving by the dock after turning around and departing south. The 30-second average sound level was 75 dB(A) when measured at approximately 8 feet. Previous measurements of a truck driving at a constant speed past a test position showed sound levels of 71 dB(A) when tested a distance of 18 feet from the centerline of the truck path. The distance from the

microphone is constantly changing as the vehicle moves. The measured sound level of the same truck departing was approximately 84 dB(A) at the same distance because of increased engine speed and load. These three results were used to estimate sound level at the nearest residences. The noise source for the heavy trucks is assumed to be the exhaust at height of 8 feet above ground level. For heavy trucks with mufflers under the frame and moving at constant speed, the engine may be the main source and this is only 5 feet above ground level.

The predicted $L_{1.7}$ sound level is greater than the 60 dB(A) nighttime limit with the assumptions made and assuming a pure tone is produced. A wall height of 10 feet is required to reduce the $L_{1.7}$ sound level under these conditions to less than the limit. These calculations assume that trucks are not left idling. Background sound levels were assumed to be below the existing nighttime limit when a pure tone is present.

Sound generated by other dock activities primarily involves impulsive sounds such as dropping pallets, banging metal doors and similar sources. Because these occur randomly, separating them from other data is very difficult. Based on the assumptions made, erecting the 10-foot sound wall along the perimeter will result in acceptable levels in the residential area.

Mechanical equipment and general activity in the office development portion of this project was evaluated also. Sound from these sources is not expected to exceed the limits of the City's Noise Control Ordinance. Sound from the mechanical equipment will be well below the City's noise limit. Only a rough estimate can be made of sound from other sources because they are not well defined.

7.0 INTERIOR ACOUSTIC ENVIRONMENT

The State of California assumes that a 15 dB reduction can be expected from the exterior to the interior of a home with the windows open. Thus, any L_{dn} sound level greater than 60 dB(A) will cause interior sound levels to be greater than the 45 dB(A) limit [5,3] if the windows or doors are allowed to be open. An interior day-night average sound level goal of 43 dB is used to evaluate designs. This is the limit when a 2 dB margin of safety is applied to the 45 dB limit. A margin of safety is used because Sound Transmission Class, STC, ratings of building components are based on laboratory tests. Laboratory construction techniques can seldom be duplicated in the field. The State assumes up to a 5 dB reduction in sound loss from the laboratory to the field. The STC rating of building products is used in the calculation of interior L_{dn} sound levels.

Interior L_{dn} sound levels were predicted using the wall design given in Section 3.0 of this report and the architectural drawings [?]. The exterior L_{dn} sound levels given in Table VII were used along with a traffic sound spectrum measured at the project site to calculate interior L_{dn} sound levels. An interior day-night average, L_{dn}, sound level goal of 43 dB was used to evaluate each design. This is the limit when a 2 dB margin of safety is applied to the City of Citrus Heights and State of California's limit of 45 dB. This margin of safety is used because the noise prediction model is only good to ±1.5 dB(A) and because Sound Transmission Class, STC, ratings of building components are based on laboratory tests and construction techniques with quality that can seldom be duplicated in the field. A 5 dB reduction in the sound transmission was assumed because of the source location outdoors with no reflecting surfaces nearby [13]. The sound transmission loss of materials used in exterior constructions was taken from publications by the National Institute of Tests and Standards [14] and the State of

California [15]. Some data was taken from literature published by manufacturers or was predicted from sound transmission loss models. Standard dual glazed windows were assumed for all units.

Exterior L_{dn} sound levels are predicted to be less than 65 dB(A) at any home. This represents the worst case for interior sound levels. This prediction included the effects of shielding from other buildings. With the exterior wall construction given in Section 3.0 and standard windows, the predicted interior L_{dn} is predicted to be less than 40 dB. Upgrades to the exterior wall construction or windows will not be needed. This prediction assumes the exterior wall construction meets the general requirements given in the mitigation section of this report. All units must meet a minimum construction requirement to achieve the L_{dn} sound level design goal and assumptions made in the analyses.

8.0 ACOUSTICAL IMPACTS

8.1 Exterior

The change in exterior L_{dn} sound levels from cumulative to cumulative plus project will have an insignificant impact for the backyards of homes associated with this project. The change from existing to cumulative plus project will also be insignificant. The impact relative to acceptable exterior L_{dn} sound levels in the backyards of homes on all lots will be insignificant. No mitigation will be necessary for the backyards of homes in this project.

Exterior sound levels relative to non-transportation sound limits will be significant in the backyard of homes on the west side of the project. These homes are near two types of non-transportation sound sources. These two sources are the cooling towers at the supermarket and activity associated with deliveries to the supermarket. Mitigation will be required to ensure that the impacts are less than significant.

8.2 Interior

Interior L_{dn} average sound level impacts are insignificant for cumulative plus project conditions for rooms in all proposed homes at the project site. Exterior walls must meet certain minimum acoustical requirements in all units for these conclusions to be correct.

9.0 MITIGATION MEASURES

Exterior sound reduction is required for the backyards of newly constructed homes on the west side of the project site. Exterior sound reduction is not required for the backyards of all other homes. Special sound attenuation is not required to meet the interior L_{dn} sound level goals for rooms in the proposed homes. The following sections discuss the requirements for each area and general requirements for all new homes.

9.1 Exterior

Exterior sound reduction is not required at the residential development to meet the County's Noise Element requirements for transportation sound sources or long duration stationary. This conclusion is based on the predicted L_{dn} sound level in the backyard of all homes. Sound attenuation is needed for non-transportation sources or transportation sources while on the private property at the retail

development west of the project site. For most of the sources at the retail development, erecting a sound wall along the property line will be sufficient to meet the City's Noise Control Ordinance. However, because the cooling tower on the supermarket is elevated, this might not be adequate. Extending the existing sound wall on the roof to fully enclose the towers would probably work better. Three problems exist with this option. First, enclosing the towers might not be allowed because of operating requirements for adequate air might not be met. The second problem exists because the project developer has no control over these units. Finally, because of high background sound levels, that the towers are exceeding the noise limits is not clear. Because of the request for a change in the zoning at the project, who has responsibility for reducing the noise of the towers if need is not clear. An agreement between the supermarket and project owner will likely be required to determine how mitigation will be implemented and how costs will be shared.

I. Exterior Sound Reduction Measures

A. Property Line Sound Wall

1. A 10 foot sound wall shall be constructed.
2. The wall shall extend along the west property line beginning at the northwest corner of the property and terminating 5 feet south of the north face of Office 1.
3. All sound barrier walls must have a minimum surface weight of 3.5 to 4.0 lbs./sq.ft. The sound wall can be constructed from concrete masonry units, other concrete products, wood or metal if the surface density meets the specified limits.
4. The structures must be continuous along their width and height with no gaps including at the ground.
5. All wall heights are referenced from building pad elevation.

B. *Optional Wall at Cooling towers*

1. After the property line sound wall is constructed, measure the sound in backyard area of homes to be built along the west side of the project.
2. Measurements shall be made when background sound levels are the lowest but during hours when the cooling tower is normally running under typical speed and load conditions.
3. The sound wall surrounding the north and northeast portion of the cooling towers at the supermarket shall be extended southward to the corner of the structure and then continue west for 6 feet.
4. The new wall shall be of equal or greater height than the existing wall.

9.2 Interior

General construction requirements for all homes are given below. These general requirements ensure certain minimum construction and acoustic standards are met so the interior L_{dn} sound level predictions will be true for all homes.

I. General Requirements

A. All joints in exterior walls shall be sealed airtight around windows and doors, at the wall perimeter and at major seams.

B. All above ground penetrations of exterior walls by electrical and plumbing components shall include a $^1/_4$ to ½ inch airspace around the perimeter. This space shall be filled loosely with fiberglass insulation. The space shall then be sealed airtight on both sides of the wall with a resilient, non-hardening caulking or mastic.

C. Basic exterior wall construction shall comprise the following material of equal surface weight and Sound Transmission Class, STC rating.

1. Minimum 2" x 4" wood studs at 16 or 24 inches on center.
2. Minimum R-13 insulation in the stud cavities,
3. ½" gypsum wallboard fastened to the interior face of the wood studs. The wall shall be fully taped and finished, and sealed around the perimeter with a combination of backer rod and resilient, non-hardening caulking,
4. The exterior surface shall be finished with the following or with another product with equal or greater surface weight.

a. Finished with a dense 3-coat, stucco over wire mesh and building paper,

OR

b. Cementitious board over minimum $^7/_{16}$" thick plywood,

OR

c. Combination of these two finishes may be used in different parts of the same home.

D. Ceilings shall be finished with a minimum ½" gypsum board with minimum R-19 insulation in the ceiling.

E. Windows shall have a minimum STC rating of 29 or better. Windows shall have an air infiltration rate of less than or equal to 0.20 CFM/lin. ft. when tested with a 25 mile an hour wind per ASTM standards.

F. There shall be no need to open windows, doors or other exterior openings to provide adequate ventilation.

10.0 REFERENCES

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4. Anon., "Noise Control," SCC No. 254, adding Chapter 6.68, Revised April 15, 1987, County of Sacramento.

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8. Sacramento County, Transportation Division, http://www.sacdot.com/services/Traffic_Counts.asp, May 26, 2005.

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15. R. DuPree, ***Catalog of STC and IIC Ratings For Wall and Floor/Ceiling Assemblies with TL and ISPL Data Plots***, Office of Noise Control, California Department of Health Services, Berkeley, California, 1981.

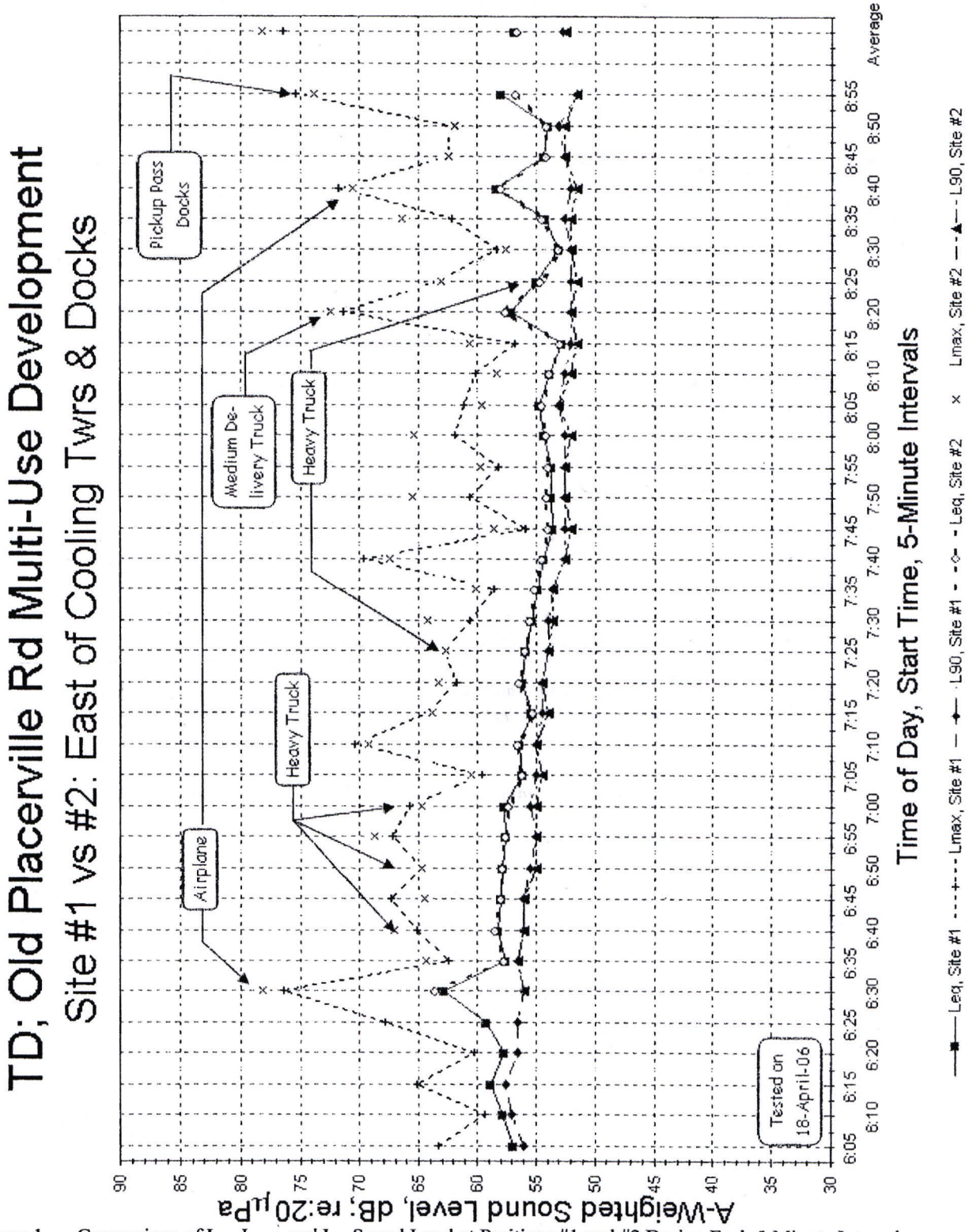


Figure 1. Comparison of L_{eq}, L_{MAX} and L_{90} Sound Level at Positions #1 and #2 During Each 5-Minute Interval.

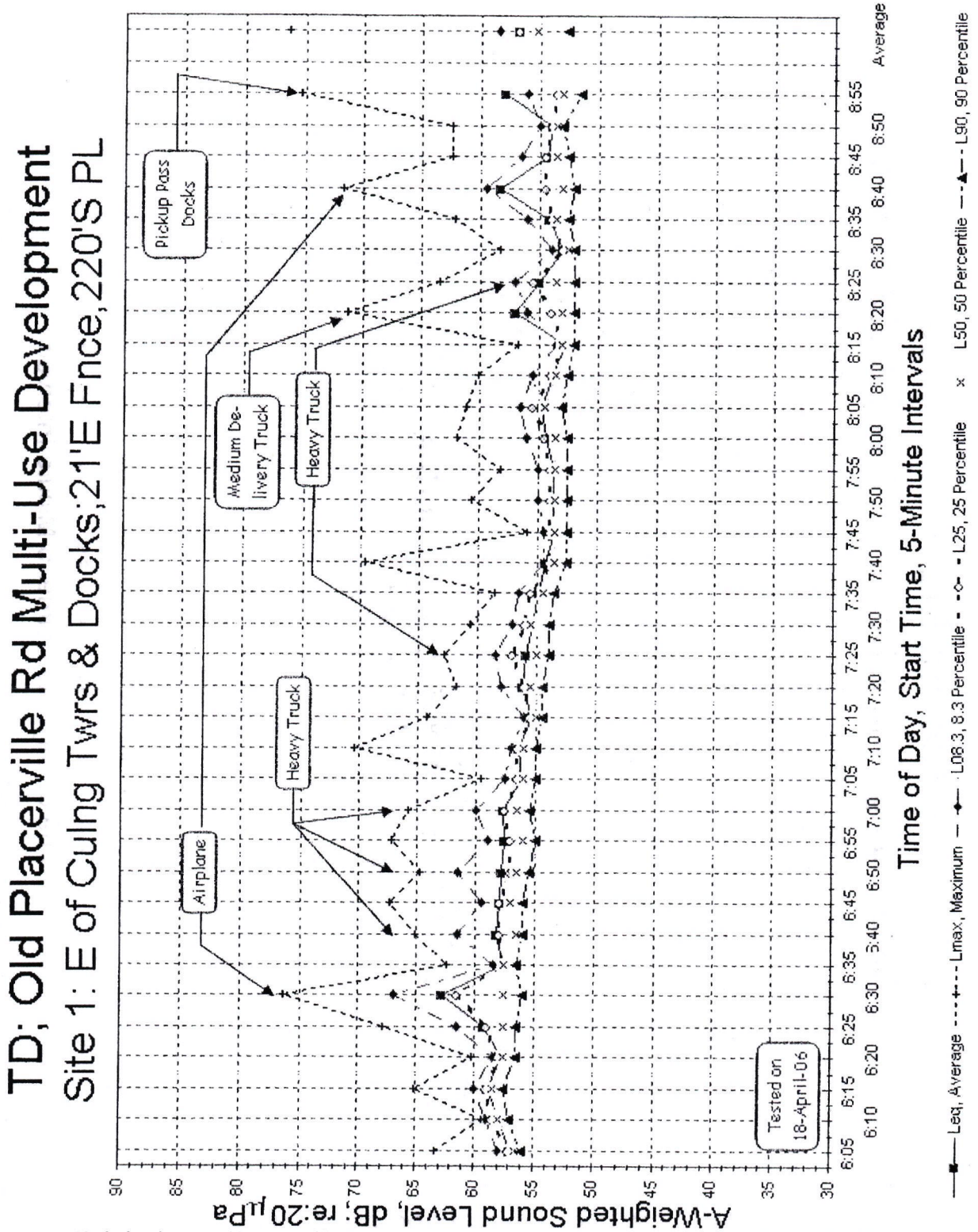


Figure 2. Variation in Sound Measured in 5-minute Intervals at Position #1, East of the Loading Docks of Retail Store.

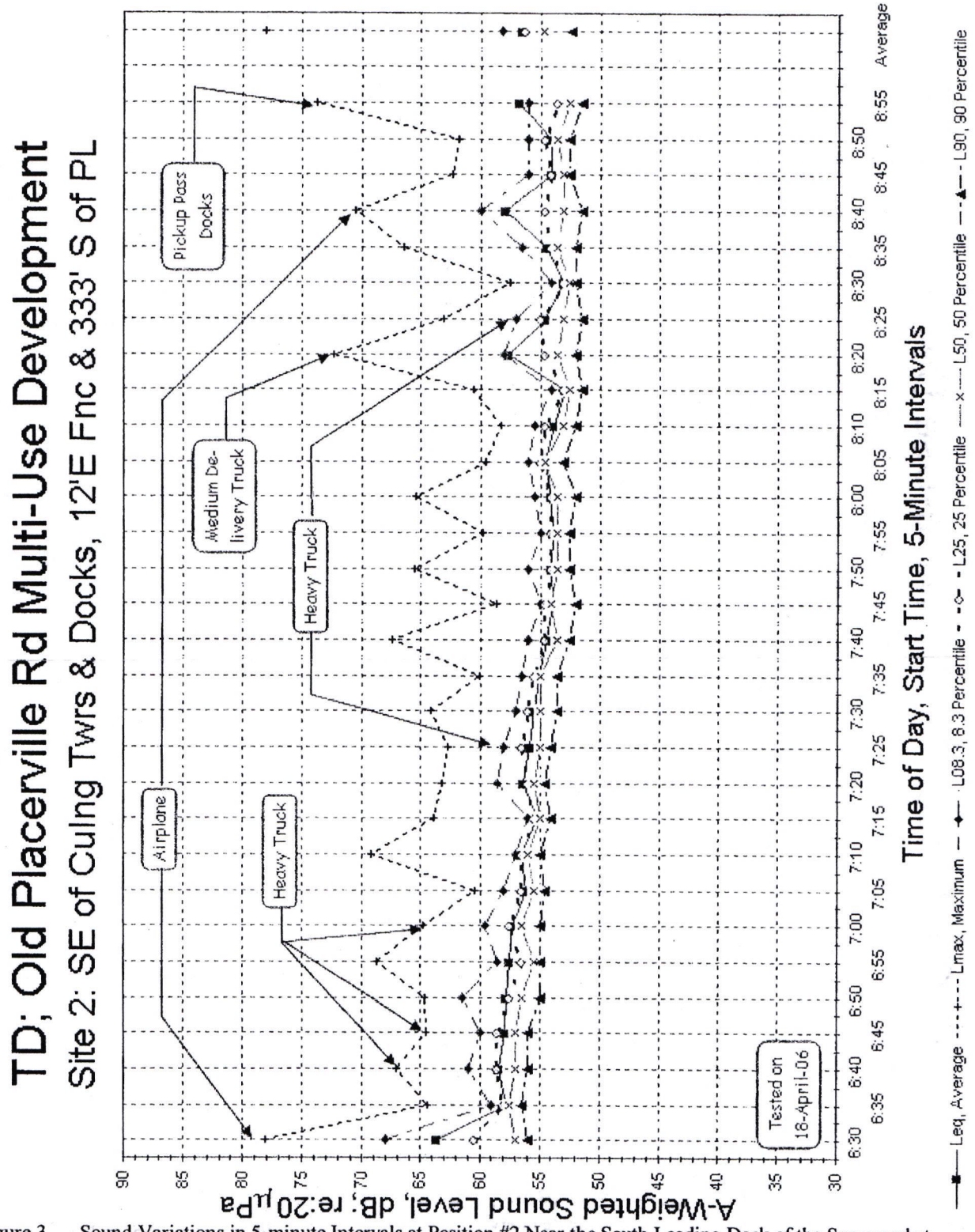


Figure 3. Sound Variations in 5-minute Intervals at Position #2 Near the South Loading Dock of the Supermarket.

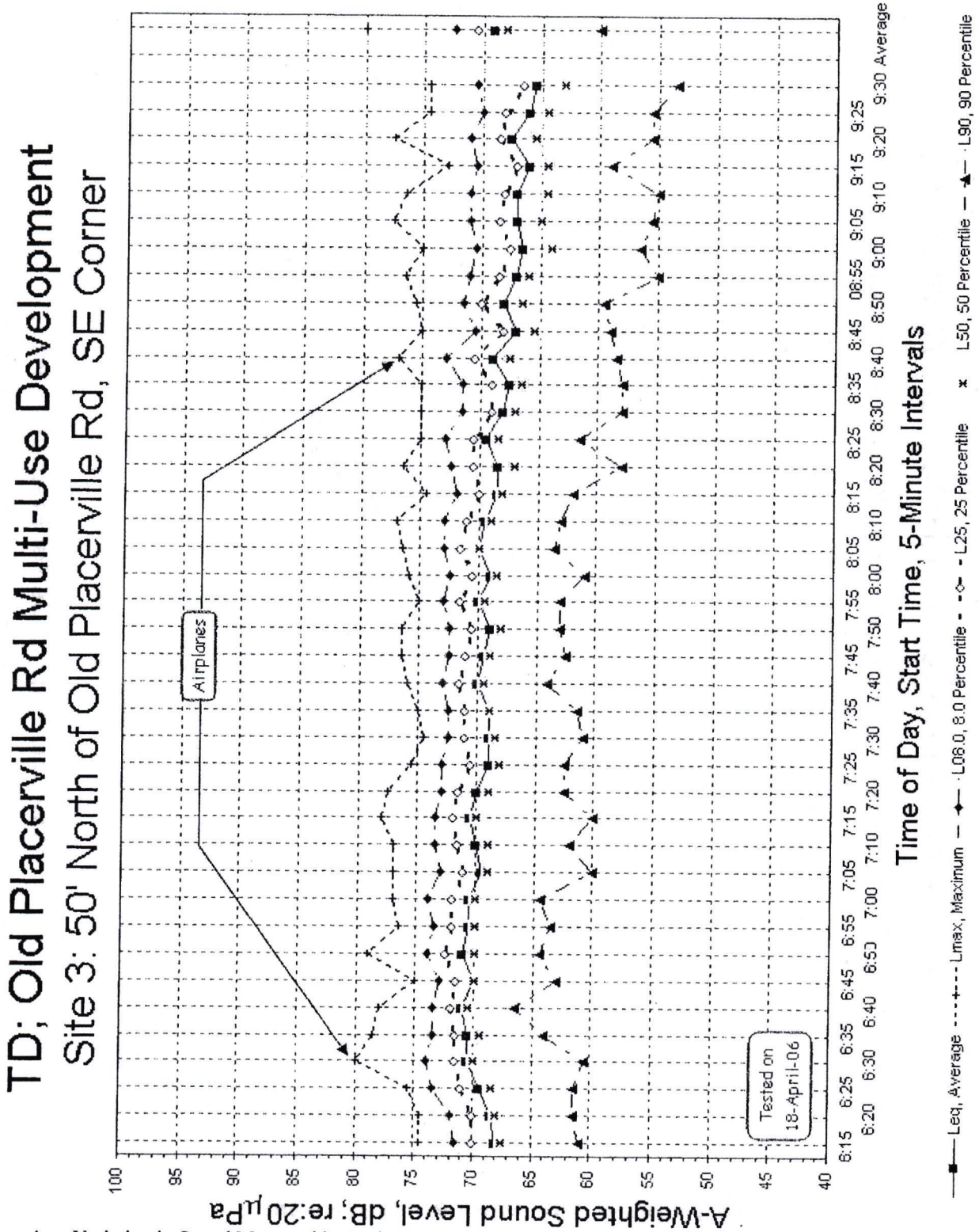


Figure 4. Variation in Sound Measured in 5-minute Intervals at Position #3, 50 Feet South of Old Placerville Road.

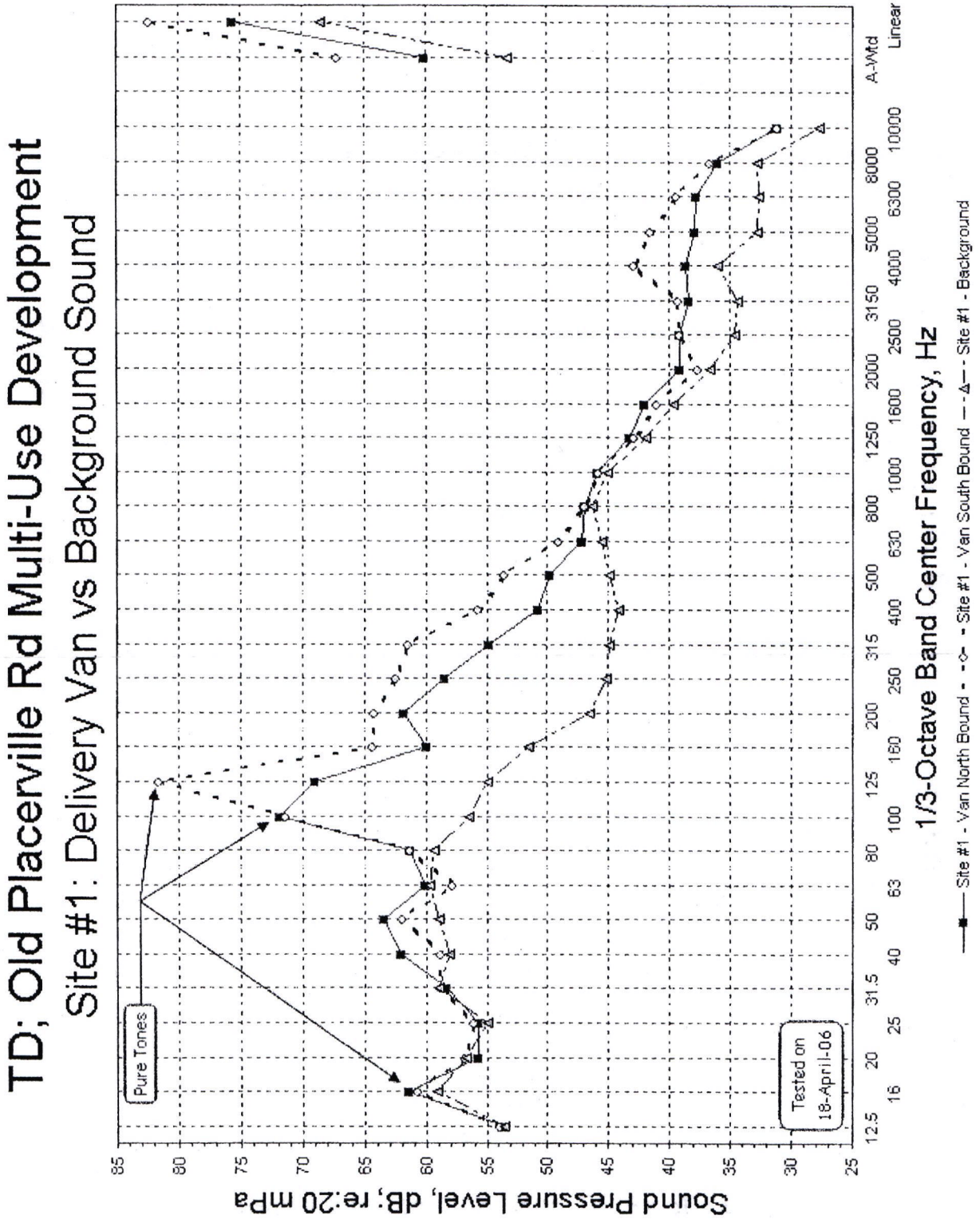


Figure 5. Tonal Content of Medium Truck Leading Supermarket Docket Area When Measured at Positions #1.

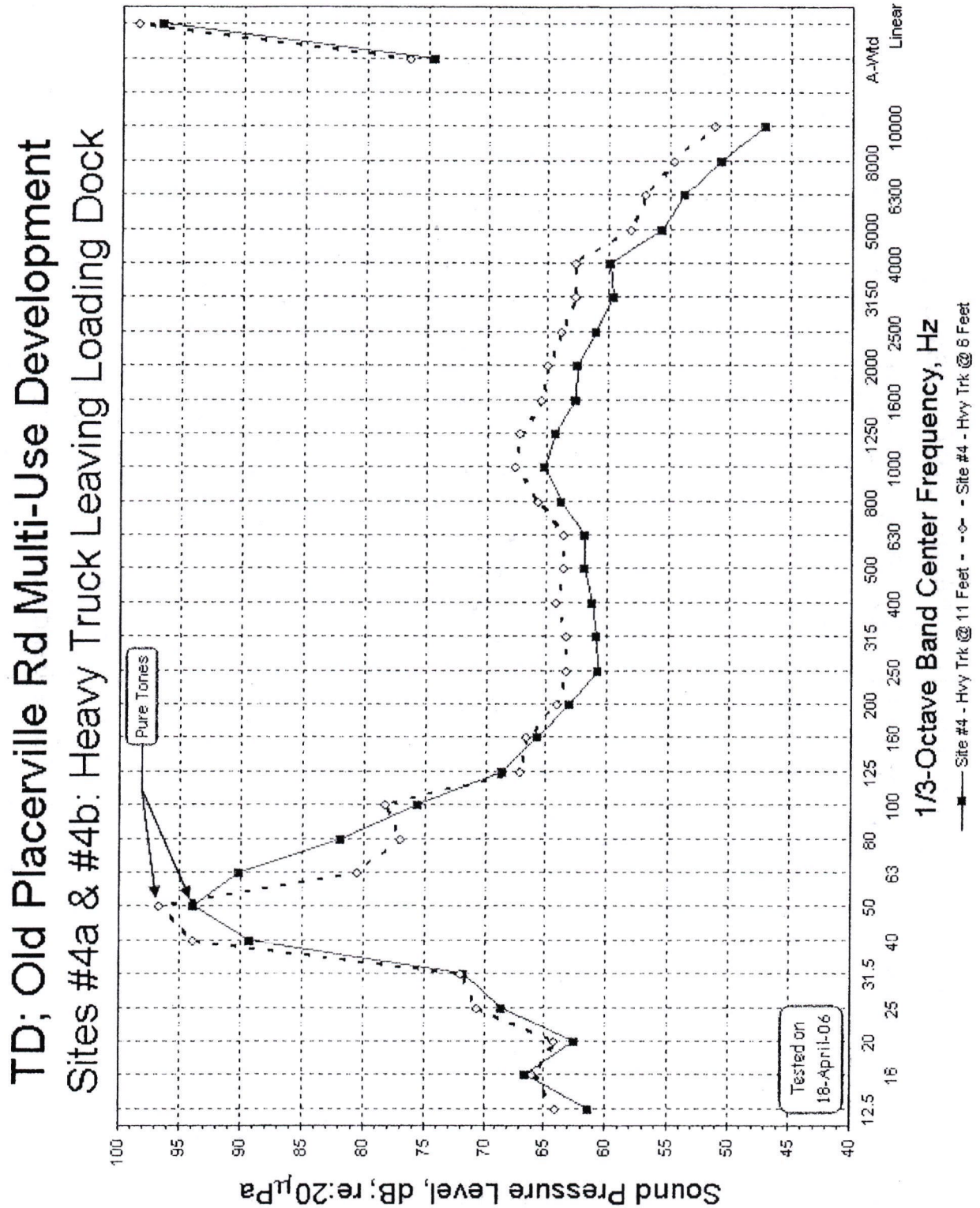


Figure 6. Comparison of 15-Second Average Tonal Content of Heavy Truck Leaving Supermarket Dock Area.

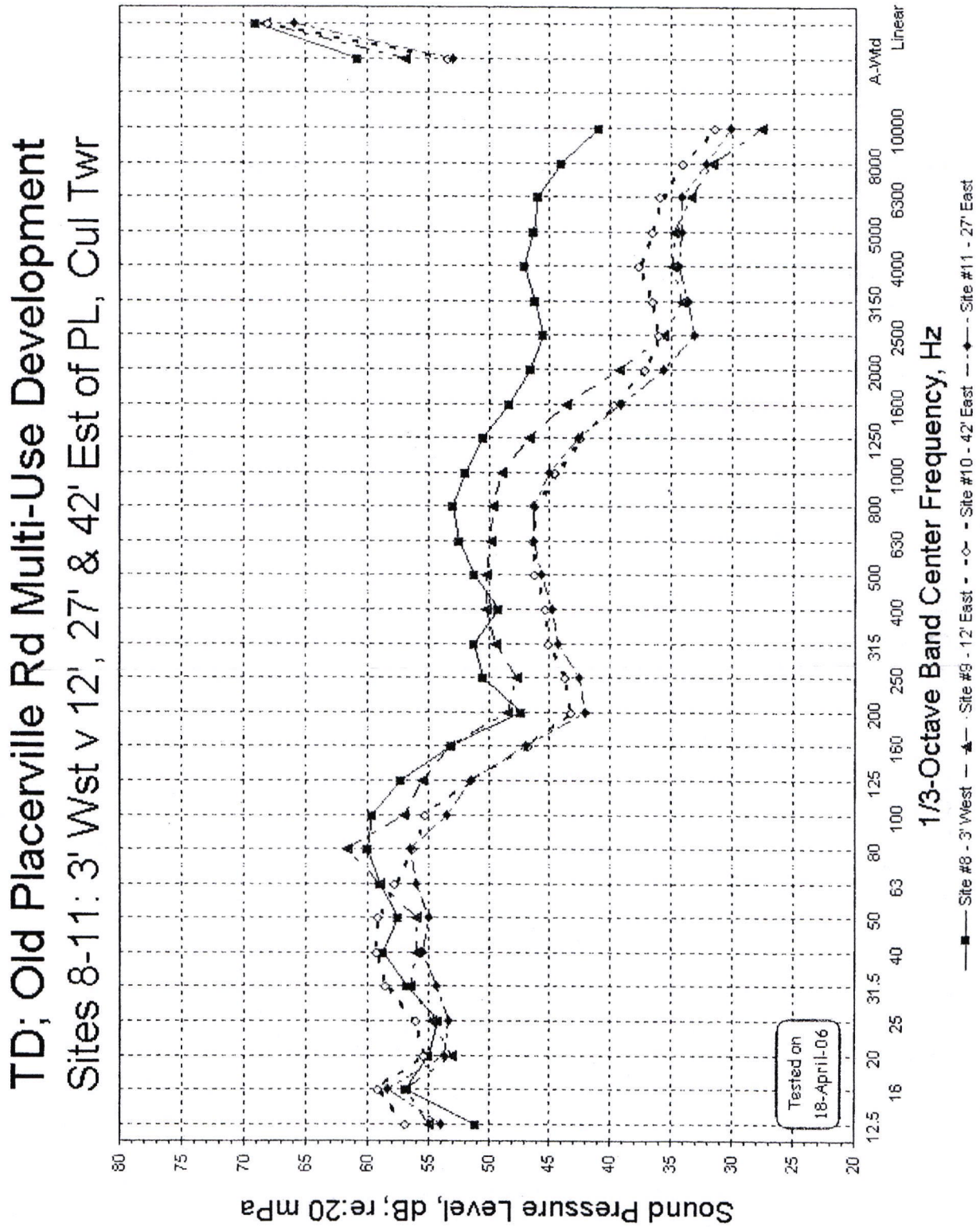


Figure 7. Tonal Content of Cooling Towers Measured at Supermarket Compared with Tests at Three Project Positions.

CITY OF RANCHO CORDOVA

ORDINANCE NO. 50-2006

AN ORDINANCE OF THE CITY OF RANCHO CORDOVA REZONING THE OLD PLACERVILLE ROAD PROJECT ON ASSESSOR PARCEL NUMBERS 068-0030-044

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

Section 1: Purpose and Authority

The purpose of this Ordinance is to rezone a portion of assessor parcel 068-0030-044 to be consistent with the General Plan designation of Moderate Density Residential (MDR).

Section 2: Findings

1. Finding: The Old Placerville Road Mitigated Negative Declaration (MND) was prepared for the project in accordance with the California Environmental Quality Act (CEQA) Guidelines.

   Evidence: The MND addresses impacts of the Rezone on the property. On the basis of the Mitigated Negative Declaration, comments received, and the whole record, there is no substantial evidence the project will have a significant adverse impact on the environment.

2. Finding: The proposed Rezone (from Office Park (MP) to Residential Development, 10 units per acre (RD-10)) has been reviewed for consistency with the goals and policies of the General Plan.

   Evidence: The Rezone has been determined to be consistent with the General Plan designation of Moderate Density Residential (MDR) for the parcel. The Rezone facilitates the General Plan goal of facilitating infill development. The project will provide a development density that will facilitate pedestrian activity and provide a needed housing type for the community.

Section 3: Action

The City Council hereby amends the Zoning of the City of Rancho Cordova for Assessor's Parcel Number 068-0030-044 as shown on the attached Exhibit A.

Section 4: No Mandatory Duty of Care

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

Section 5: Severability

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

Section 6: Effective Date and Publication

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

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this 18th day of September, 2006, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Lillian E. Hare, City Clerk

Zoning
Tentative Subdivision Map

Old Placerville Road Job# 3095-01-04

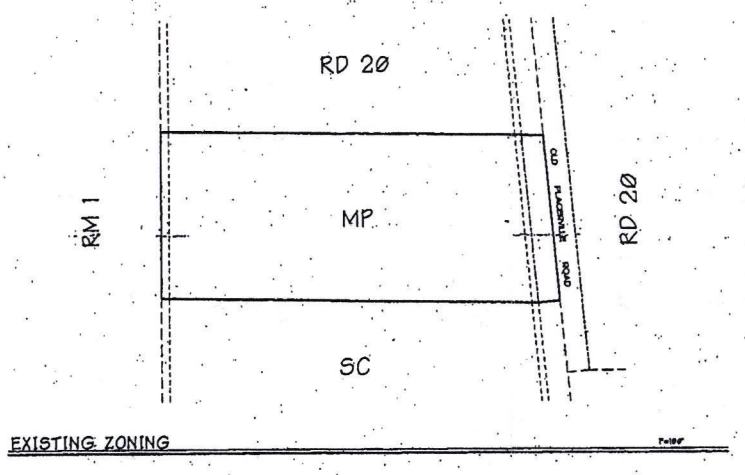
PARCEL 2
BOOK 125 OF PARCEL MAPS, PAGE 18

COUNTY of SACRAMENTO CITY OF RANCH CORDOVA STATE of CALIFORNIA
SURVEYED DECEMBER, 2004
SHEET 1 of 1

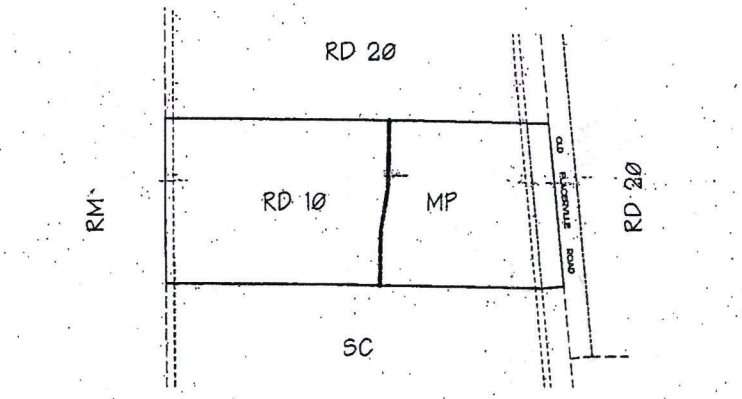
CARLTON ENGINEERING INC.

1 inch = 40 ft.

ASSESSORS PARCEL NUMBERS	065-0030-044
EXISTING ZONING	MP
EXISTING USE	VACANT
PROPOSED ZONING	MP & RD-10 WITH SPECIAL DEVELOPMENT PERMIT (SDP)
PROPOSED USE	OFFICE AND RESIDENTIAL
OWNER	DAN BEAVENUT JR. C/O TOWER DEVELOPMENT 4378 AUBURN BLVD., SUITE 310 SACRAMENTO, CA 95841
ENGINEER	CARLTON ENGINEERING INC. ATTENTION: CHRIS RUSSELL 3263 PONDEROSA ROAD SHINGLE SPRINGS, CA 95682 PHONE: (530)677-6518
DEVELOPER	TOWER DEVELOPMENT C/O TED LOPEZCO 4378 AUBURN BLVD., SUITE 300 SACRAMENTO, CA 95841
UTILITIES	
WATER	CALIFORNIA AMERICAN WATER COMPANY
SEWER	SACRAMENTO REGIONAL SANITATION DISTRICT
ELECTRIC	SMUD
GAS	PG&E
TELEPHONE	PACIFIC BELL
CABLE	COMCAST
PUBLIC SERVICES	
SCHOOL DISTRICT	SACRAMENTO UNIFIED SCHOOL DISTRICT
PARK DISTRICT	CORDOVA RECREATION AND PARK DISTRICT
FIRE DISTRICT	SACRAMENTO METROPOLITAN FIRE DISTRICT



EXISTING ZONING

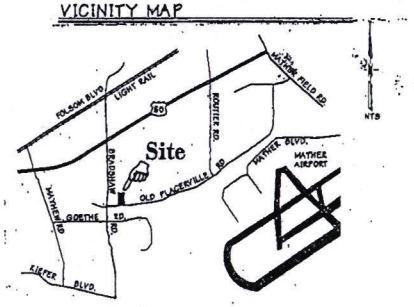


PROPOSED ZONING

NOTES:

1. THE BOUNDARY SHOWN HEREON IS BASED UPON RECORD DATA. A BOUNDARY SURVEY HAS NOT BEEN DONE.

VICINITY MAP



CARLTON Engineering Inc.

3095-01-04

Exhibit A

CITY OF RANCHO CORDOVA

RESOLUTION NO. 158-2006

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING A TENTATIVE SUBDIVISION MAP, SPECIAL DEVELOPMENT PERMIT AND DESIGN REVIEW FOR OLD PLACERVILLE ROAD PROJECT (RC-05-183) ON ASSESSOR PARCEL NUMBER 068-0030-044 SUBJECT TO THE FINDINGS AND CONDITIONS OF APPROVAL

WHEREAS, Tower Development (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for a Tentative Subdivision Map and Design Review; and

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

WHEREAS, it has been determined the Old Placerville Road Mitigated Negative Declaration satisfies the requirement of the California Environmental Quality Act (CEQA) Guidelines; and

WHEREAS, the City Council considered the Applicant's request at a duly published public hearing on September 5, 2005 pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing; and

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

Approve Tentative Subdivision Map (TSM) (Exhibit A) subject to the Special Development Permit (Exhibit B) and Conditions of Approval (Exhibit C), and Residential Design Review, consistent with the Design Package (Exhibit D), based on the following findings:

A. California Environmental Quality Act Guidelines

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) Guidelines.

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

B. General Plan and Zoning Code Consistency

Finding: Projects are required to meet the following Findings of General Plan Consistency:

1. Consistent with adopted Interim General Plan Documents.

2. Fiscal analysis of project.
3. Project provides necessary facilities to ensure orderly development.
4. The project will adequately deliver road and circulation improvements.
5. The applicant demonstrates that the project will be consistent with the planned circulation improvements under consideration by the City of Rancho Cordova.
6. The plan will provide 7 acres of park per 1000 residents.
7. The plan will provide a target 10% of accessible open space.
8. The plan will provide sufficient funding for park improvements and on-going operation and maintenance of parks, open space and other public facilities and project related improvements.
9. The project either contributes to a vibrant Downtown District or, at a minimum, will not undermine the development of a Downtown District.
10. "Reality Check" / Fairness provision.

Evidence

1. The project is consistent with the Interim General Plan designation of Moderate Density Residential for this property.
2. The applicant and City have agreed to a Development Agreement which ensures that the project will not be a financial burden to City and will pay its fair share of infrastructure and services.
3. The necessary services are available for development at this location. The project will tie into and extend these services as needed.
4. The current road system can accommodate this project and the transportation impact fee will be paid when building permits are obtained for each residential unit.
5. The project is consistent with planned circulation improvements.
6. The project is in an existing part of Rancho Cordova and therefore is not expected to provide 7 acres per 1,000 persons due to the proximity of parks in the established community. As part of the project Development Agreement, the project is paying a fee in lieu.
7. The project is providing a small open space area and is providing connections to the sidewalk system.
8. Project is providing its fair share of funding for parks and other public facilities.
9. The project is not in downtown.
10. Due to its status as an infill project, Old Placerville Road has been designed and has provided funding mechanisms to contribute to and not financially burden the community.

C. Tentative Subdivision Map

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

1. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
2. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
3. That the site is not physically suitable for the type of development.
4. That the site is not physically suitable for the proposed density of development.

5. That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. That the design of the subdivision or type of improvements will conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision.

Evidence: The above Findings 1 through 7 do not apply to the proposed Tentative Subdivision Map and therefore is consistent with the Subdivision Map Act.

1. The proposed map is consistent with the density established by the General Plan for this property. A total of 35 units are proposed on 2.5 acres.
2. The proposed subdivision improvement designs are consistent with the Rancho Cordova General Plan. This project is a medium density project and is consistent with the zoning of the property.
3. The site is physically suitable for both the proposed moderate density residential development. The project type can be served by all necessary services.
4. The site is physically suitable for the proposed density of development.
5. The project is located within an urban setting and will be surrounded by previously developed urban uses. Therefore, the project is considered to be an in-fill project and is Categorically Exempt under Section 15332 of the California Environmental Quality Act and as such it is unlikely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. The proposed project will not result potential health problems and environmental impacts are being adequately addressed.
7. No conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision, have been identified. A condition has been placed on the project that requires all cross-access and parking easements to be shown on the final map.

D. Design Review

Finding: The City's Design Review process requires the following findings be made:

1. Home designs incorporate authentic architectural styles. Particular attention has been paid to the design of all front and side elevations facing the street or open space. All other elevations interior to the lot include, at a minimum, the articulation of all windows and doors (e.g., three-dimensional trim).
2. The project provides diversity of homes within the subdivision by size and mass, elevation, garage orientation, and setbacks to avoid repetition of floor plans and elevations on adjacent homes within each subdivision and/or unit within a master planned area. (The intent is to create sufficient variation among home plans to ensure visual interest along residential streets throughout each neighborhood.)
3. The project provides variety in mass and scale of homes that is visually appealing from the street.
4. The project provides landscape that softens the appearance of pavement and structures, and provides an eventual tree canopy along the street.
5. The project provides home designs with a wide range of pricing levels to accommodate all income levels within the City.

Evidence: The following evidence meets the findings above:

1. Home designs incorporate authentic architectural styles. Particular attention has been paid to the design of front elevations. All other elevations interior to the lot include, at a minimum, the articulation of all windows and doors (e.g., three-dimensional trim).
2. The project varies the roof lines and arrangement of building to create variation. Three different floor plans and eight different elevations have been provided to create variation for the single family detached units. The duplex units are well designed with an appropriate level of design articulation.
3. The project is not visible from Old Placerville Road, but has been designed to be aesthetically pleasing from the internal driveway serving the project.
4. The project provides landscape that softens the appearance of pavement and structures, and provides an eventual tree canopy along the internal driveway.
5. The project provides home designs that will likely provide quality homes to entry level home buyers.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on this 5th day September, 2006.

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Lillian E. Hare, City Clerk

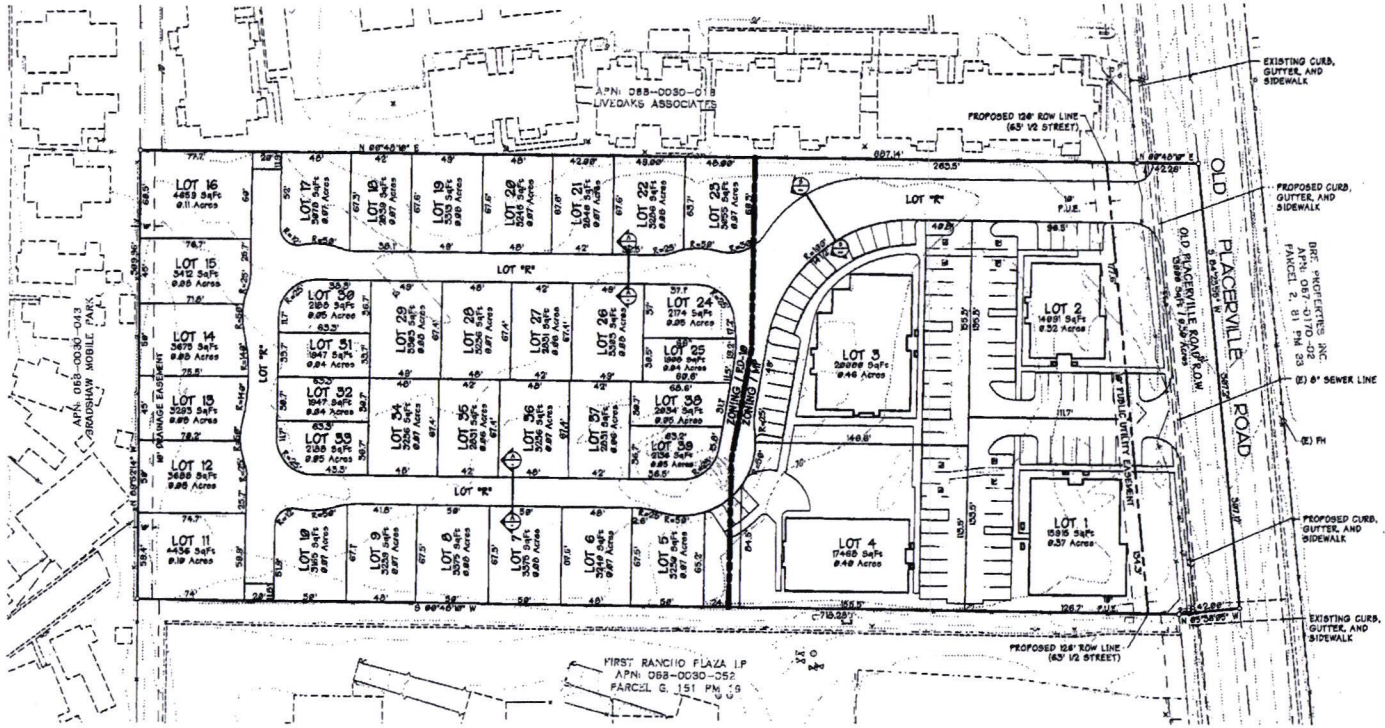
Tentative Subdivision Map

Old Placerville Road Job# 5095-01-04

PARCEL 2
BOOK 125 OF PARCEL MAPS, PAGE 18

COUNTY of SACRAMENTO CITY OF RANCH CORDOVA STATE of CALIFORNIA
SURVEYED DECEMBER, 2004
SHEET 1 of 1

CARLTON ENGINEERING INC.
2862 Pendaran Road Ste 200, Shingle Springs, Ca 95682



ASSESSORS PARCEL NUMBERS 068-0030-044

EXISTING ZONING	MP
EXISTING USE	VACANT
PROPOSED ZONING	MP & RD-18 WITH SPECIAL DEVELOPMENT PERMIT (SDP)
PROPOSED USE	OFFICE AND RESIDENTIAL
OWNER	DAN BENVENUTI JR. C/O TOWER DEVELOPMENT 4378 AUBURN BLVD., SUITE 318 SACRAMENTO, CA 95841
ENGINEER	CARLTON ENGINEERING INC. ATTENTION: CHRIS RUSSELL 3865 PONDEROSA ROAD SHINGLE SPRINGS, CA 95682 PHONE: (530)677-5513
DEVELOPER	TOWER DEVELOPMENT C/O TED KOPECKO 4378 AUBURN BLVD., SUITE 318 SACRAMENTO, CA 95841
UTILITIES	
WATER	CALIFORNIA AMERICAN WATER COMPANY
SEWER	SACRAMENTO REGIONAL SANITATION DISTRICT
ELECTRIC	SMUD
GAS	PG&E
TELEPHONE	PACIFIC BELL
CABLE	COMCAST
PUBLIC SERVICES	
SCHOOL DISTRICT	SACRAMENTO UNIFIED SCHOOL DISTRICT
PARK DISTRICT	CORDOVA RECREATION AND PARK DISTRICT
FIRE DISTRICT	SACRAMENTO METROPOLITAN FIRE DISTRICT
NUMBER OF LOTS	38
SIZE OF LOTS	SEE MAP
GROSS ACREAGE	5.2884 ACRES
NET ACREAGE	5.0884 ACRES

LOT DENSITY

	CORNER	INTERIOR
MAX. LOT SIZE	N.A.	4572 SQ. FT.
MIN. LOT SIZE	N.A.	2782 SQ. FT.
AVER. LOT SIZE	N.A.	3179 SQ. FT.

DESIGNATION	UNITS	AREA	PROPOSED DENSITY	ALLOWABLE DENSITY
LOT "R"	N/A	0.721 ACRES	N/A	N/A
RESIDENTIAL	38	2.467 ACRES	14 DU/AC	18 DU/AC
COMMERCIAL	4	1.682 ACRES	N/A	N/A
OLD PLACERVILLE ROAD R.O.W.	N/A	0.448 ACRES	N/A	N/A

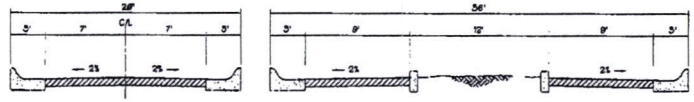
VICINITY MAP



NOTES:

1. THE BOUNDARY SHOWN HEREON IS BASED UPON RECORD DATA. A BOUNDARY SURVEY HAS NOT BEEN DONE.

ROAD SECTIONS



5095-01-04

RECEIVED
AUG 23 2006
RANCHO CORDOVA
PLANNING

Exhibit A



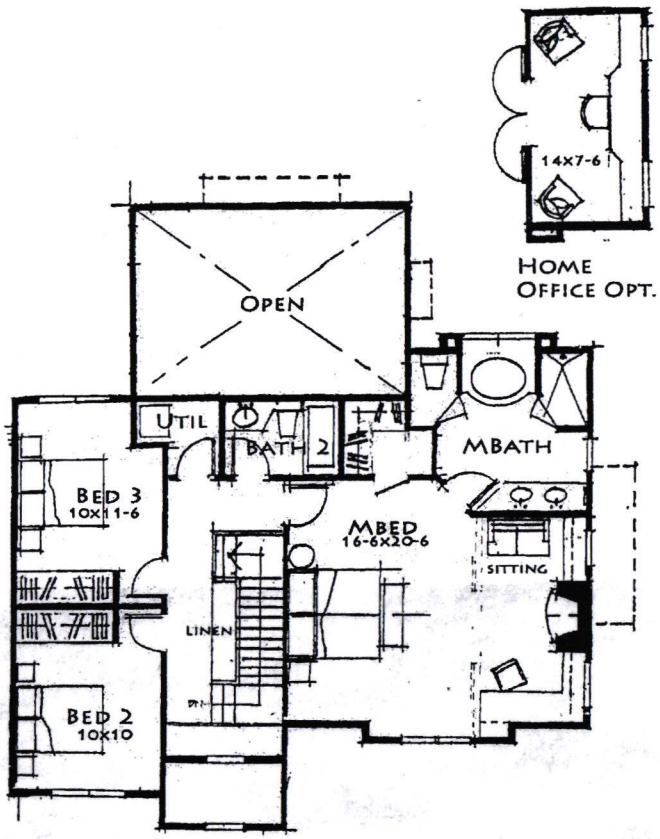
Old PlacervilleRoad

Rancho Cordova
Tower Development

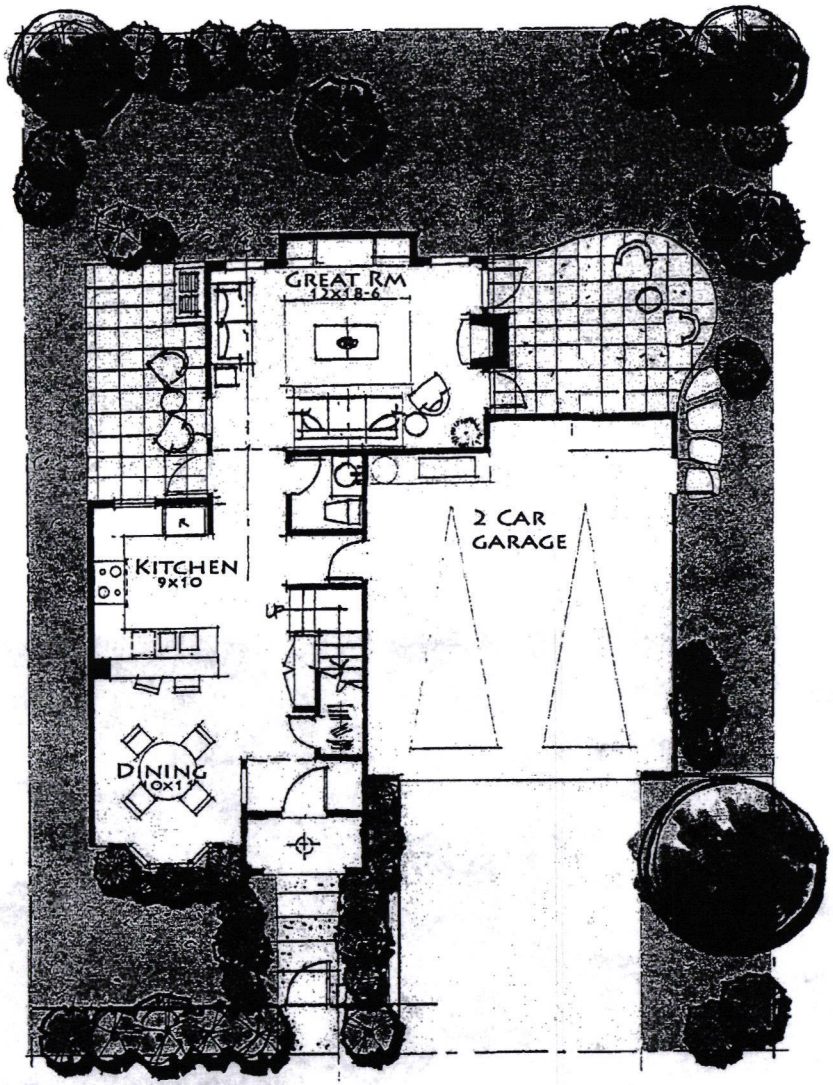
June 27, 2006 pha# 06049

PHA architects

Exhibit B



Upper Floor



Main Floor Scale: 1/8"=1'-0"

Old Placerville Road

Rancho Cordova Plan A1

PHA architects



DE 6164

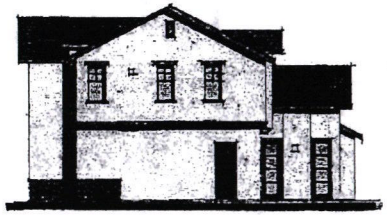
DE 6280

DE 5562

Brick:Muddox Slag Stone

Roof:Certainteed Weathered Wood

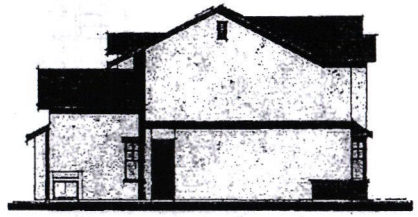
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Right Elevation



Rear Elevation

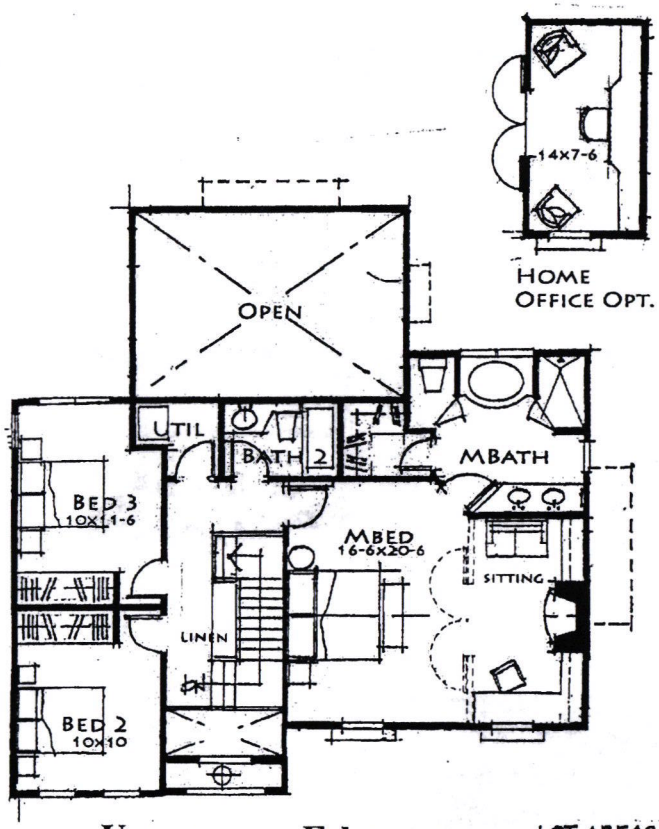


Left Elevation

Old Placerville Road

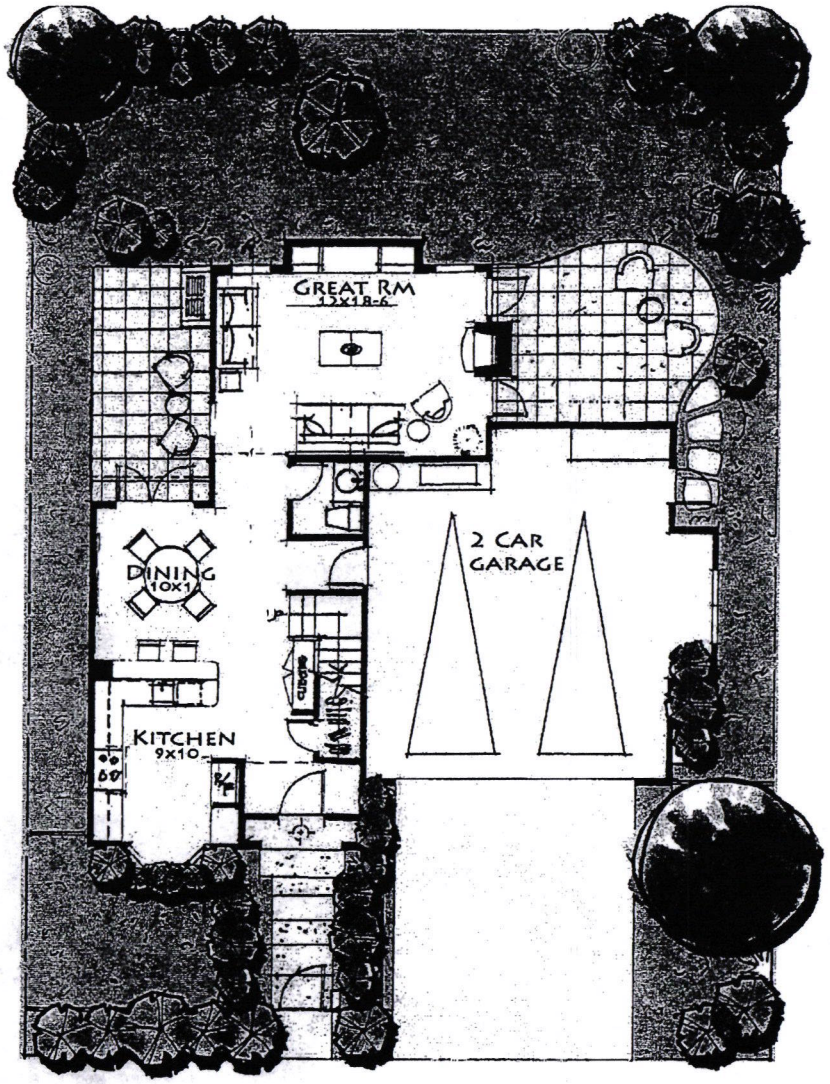
Rancho Cordova Plan A1

PHA architects



Upper Floor

LOT AREAS:	
FIRST FLOOR	740
SECOND FLOOR	985
SUB TOTAL	1725
GARAGE	510
TOTAL	± 2235 SF



Main Floor Scale: 1/8"=1'-0"

Old Placerville Road

Rancho Cordova Plan A 2

PHA ARCHITECTS



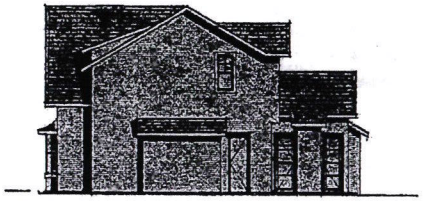
DEC 721

DEW 313

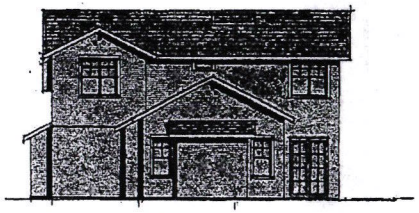
DE 6215

Roof: Certainteed Heather Blend

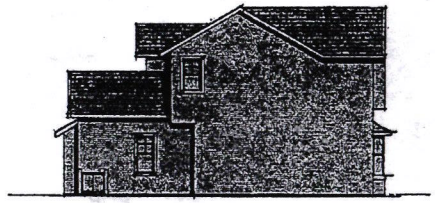
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Right Elevation



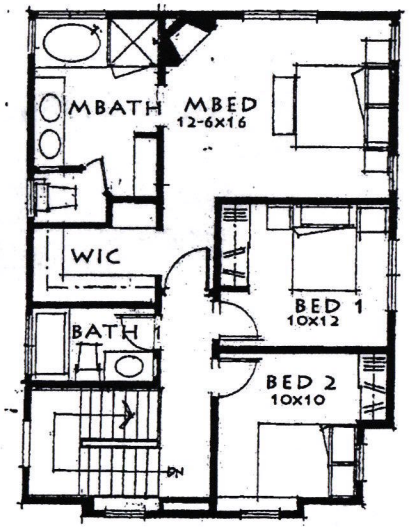
Rear Elevation



Left Elevation

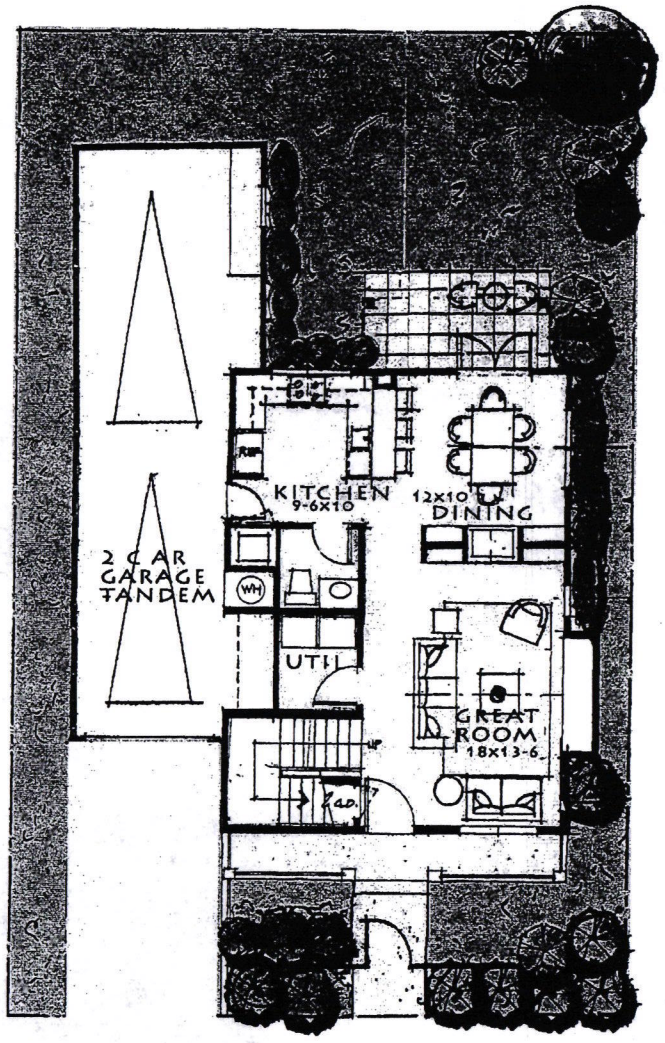
Old Placerville Road

Rancho Cordova Plan A 2



Upper Floor

LOT AREAS:	
FIRST FLOOR	743
SECOND FLOOR	813
SUB TOTAL	1556
GARAGE	520
TOTAL	2076



Main Floor Scale: 1/8"=1'-0"

Old Placerville Road

Rancho Cordova Plan B 1

PHA architects



DEC 737

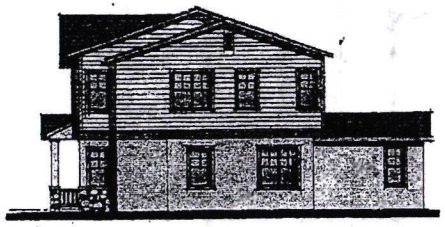
DE 6215

DEC 747

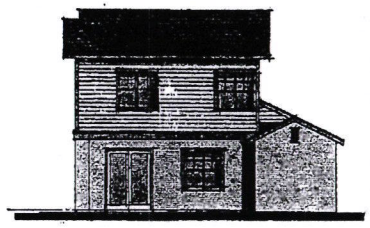
Stone: Cultured Stone csv-2003

Roof:Certainteed Weathered Wood

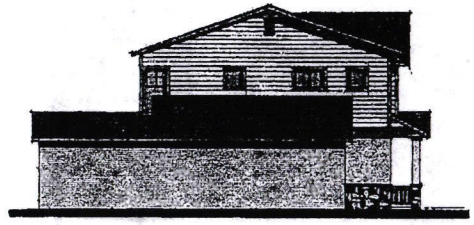
Front Elevation Scale:1/8"=1'-0"



Right Elevation



Rear Elevation

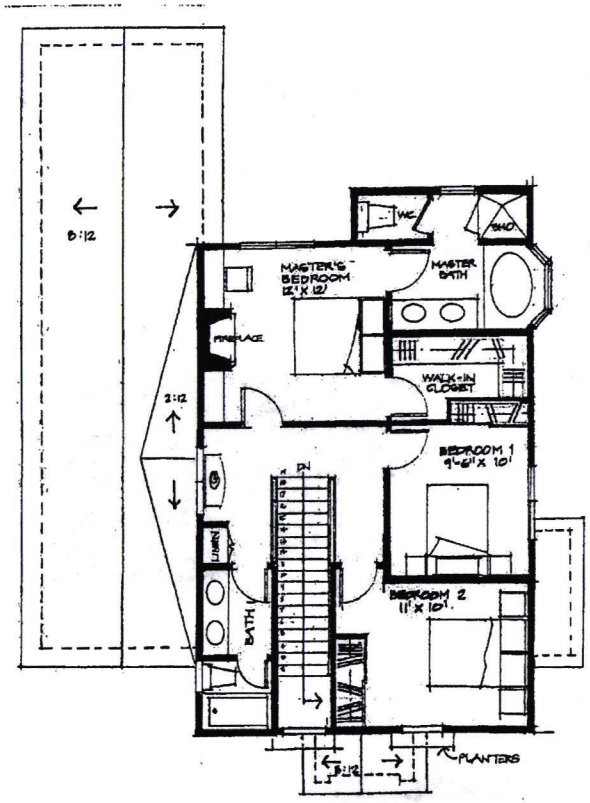


Left Elevation

Old Placerville Road

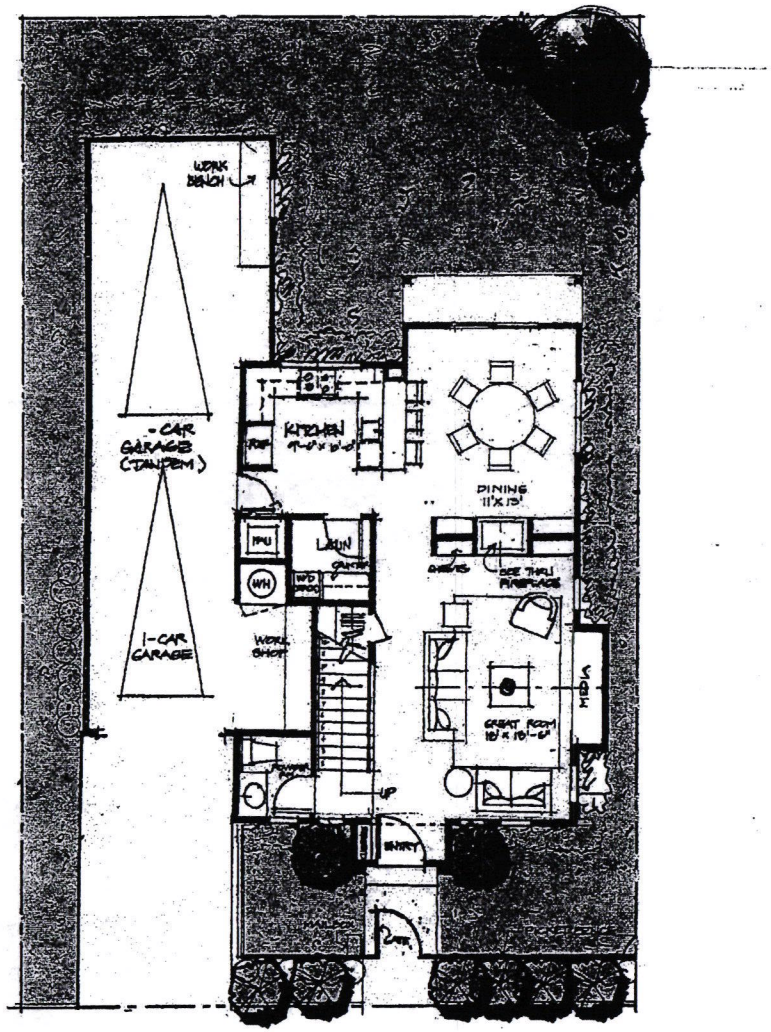
Rancho Cordova Plan B 1

PHA Architects



Upper Floor

LOT AREAS:	
FIRST FLOOR	743
SECOND FLOOR	813
SUB TOTAL	1556
GARAGE	520
TOTAL	2076



Main Floor Scale: 1/8"=1'-0"

Old Placerville Road

Rancho Cordova Plan B 2

PHA Architects



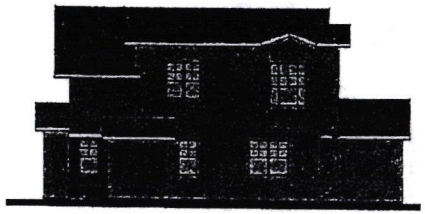
DEC 750

DEC 741

DEC 746

Roof: Certainteed Driftwood

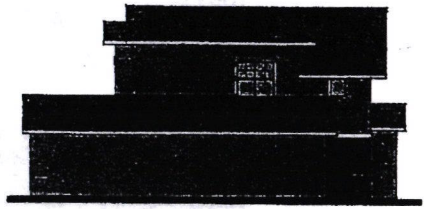
Front Elevation Scale: 1/8"=1'-0"



Right Elevation



Rear Elevation

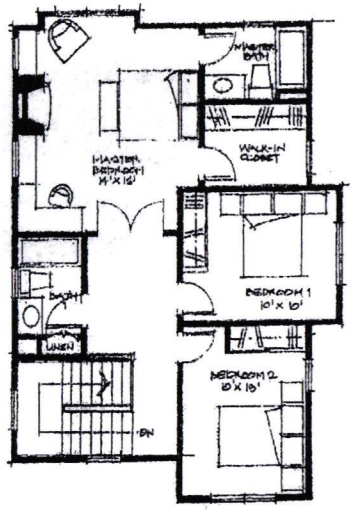


Left Elevation

PHA architects

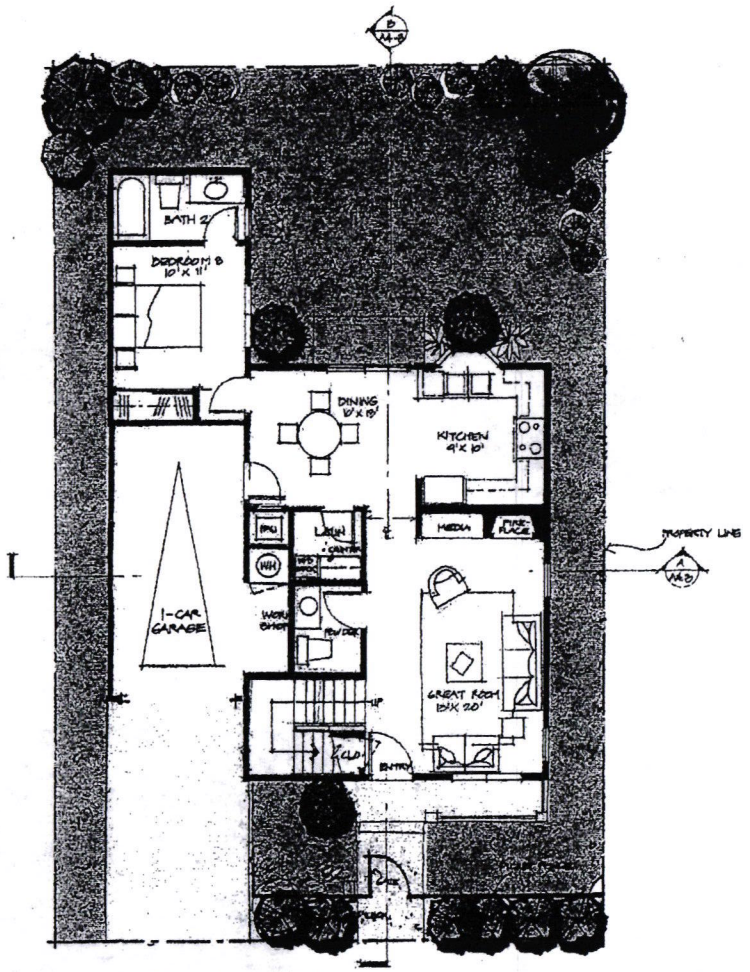
Old PlacervilleRoad

Rancho Cordova Plan B2



Upper Floor

LOT AREAS:	
FIRST FLOOR	995
SECOND FLOOR	845
SUB TOTAL	1840
GARAGE	155
TOTAL	2095

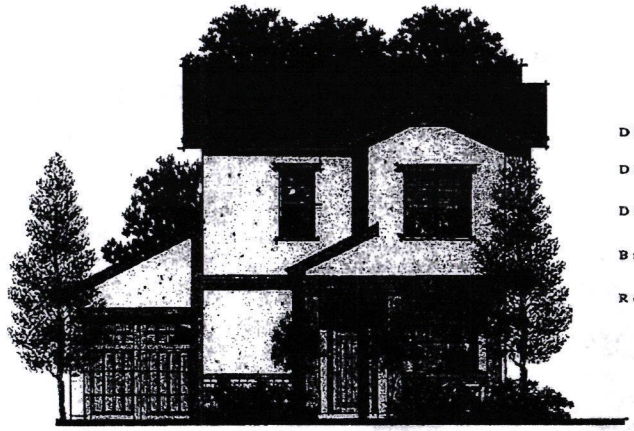


Main Floor Scale: 1/8"=1'-0"

Old Placerville Road

Rancho Cordova Plan B 3

PHA architects



DEC 724

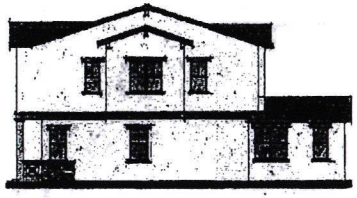
DEC 730

DE 6193

Brick: Muddox Folsom Gold

Roof: Certainteed Heather Blend

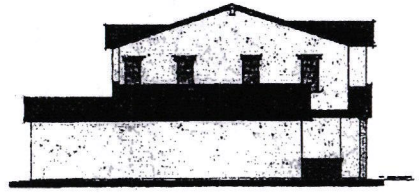
Front Elevation Scale: 1/8"=1'-0"



Right Elevation



Rear Elevation

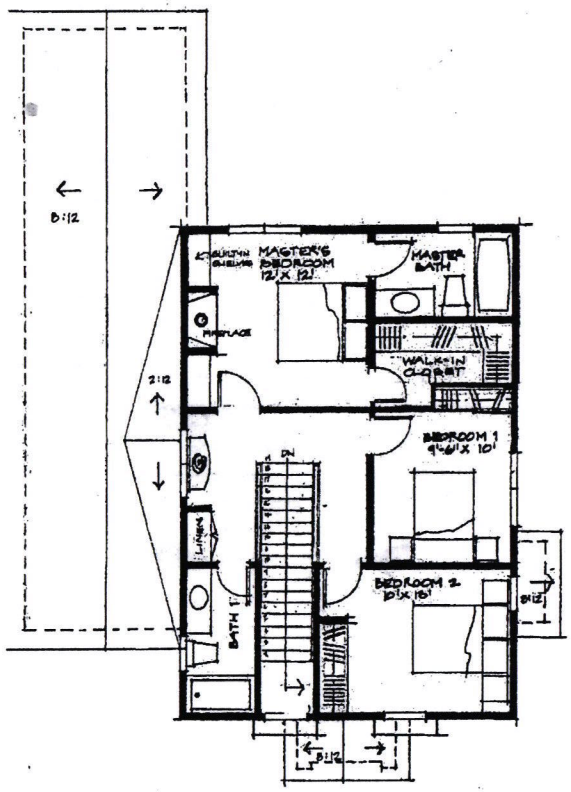


Left Elevation

Old Placerville Road

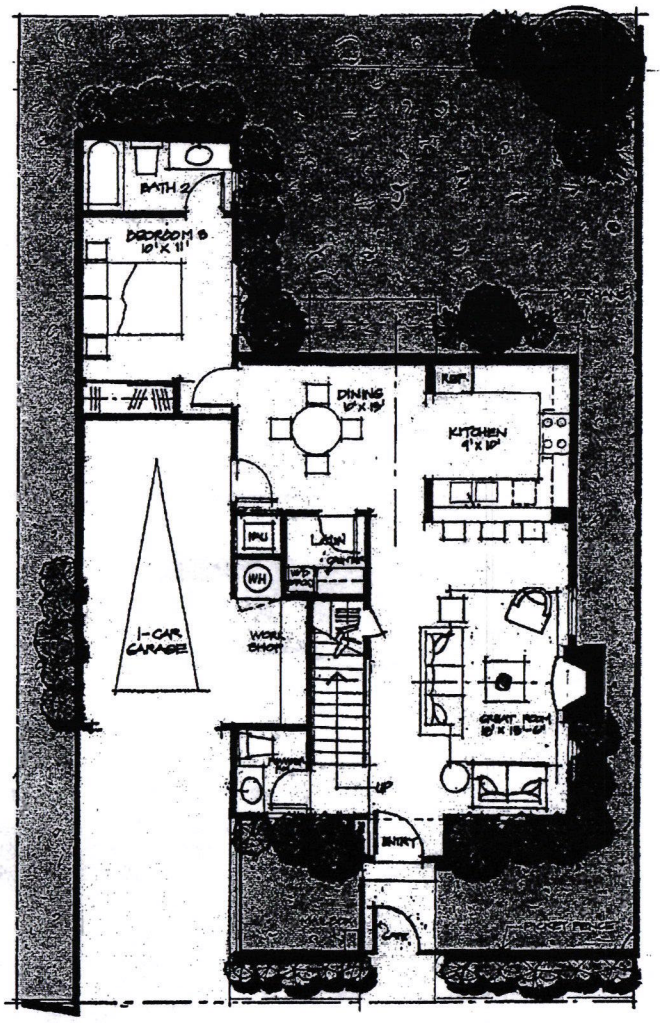
Rancho Cordova Plan B 3

PHA Architects



Upper Floor

LOT AREAS:	
FIRST FLOOR	995
SECOND FLOOR	845
SUB TOTAL	1840
GARAGE	268
TOTAL	2108

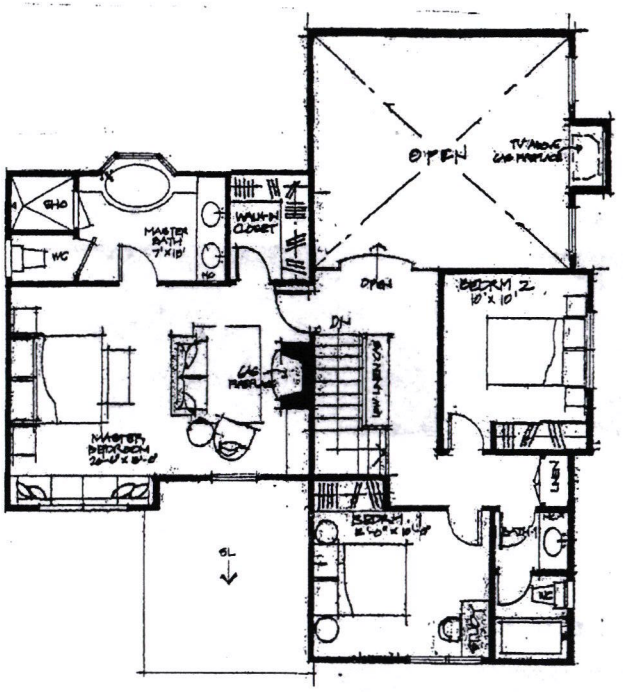


Main Floor Scale: 1/8"=1'-0"

Old Placerville Road

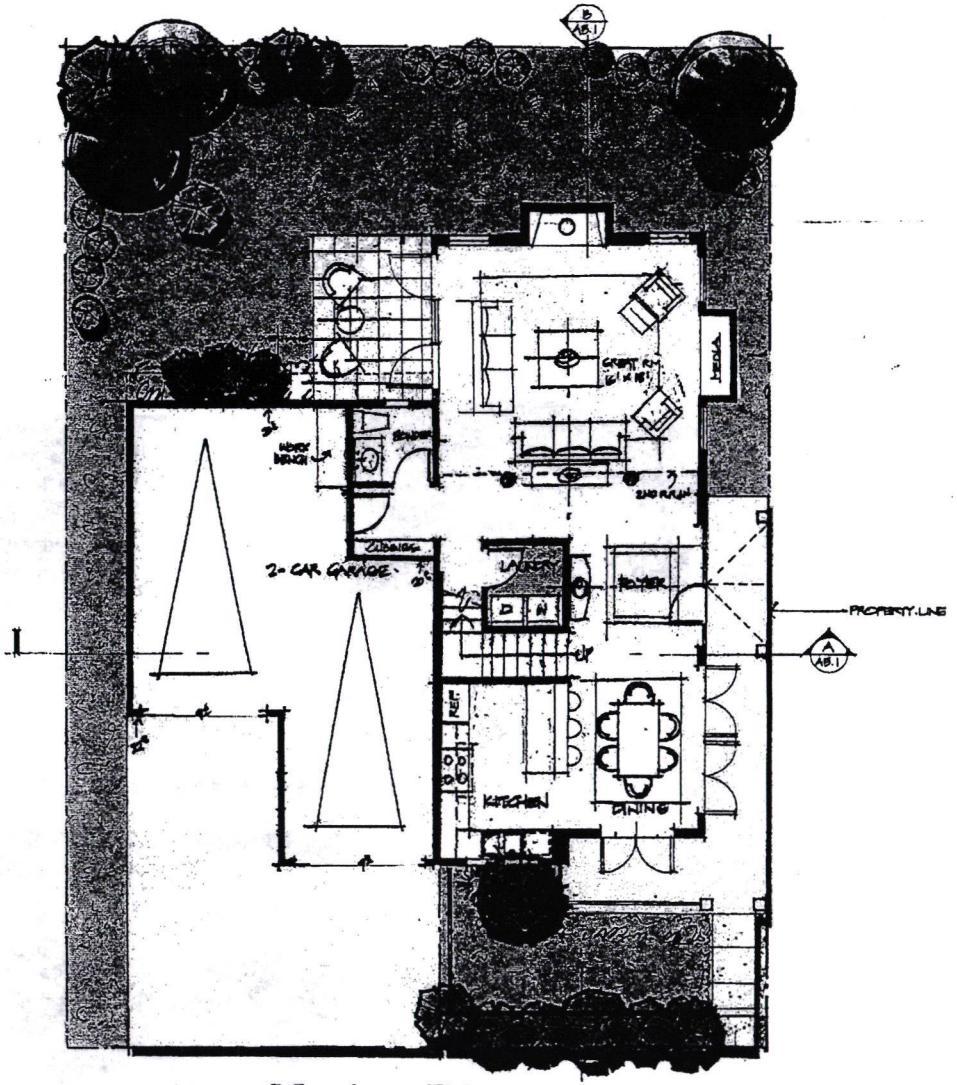
Rancho Cordova Plan B 4

PHA architects



Upper Floor

LOT AREAS:	
FIRST FLOOR	845
SECOND FLOOR	1045
SUB TOTAL	1890
GARAGE	490
TOTAL	± 2380 SF



Main Floor Scale: 1/8"=1'-0"

Old Placerville Road

Rancho Cordova Plan C1

PHA ARCHITECTS



DEC 792

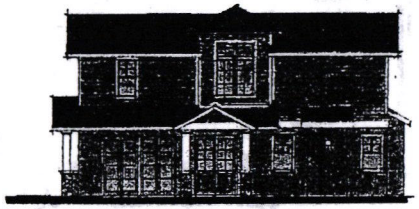
DEW 341

DEC 795

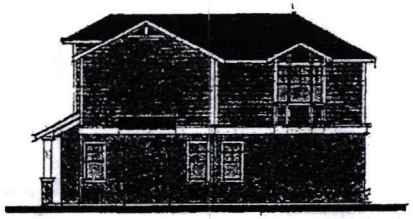
Stone: Cultured Stone csv-2060

Roof: Certainteed Charcoal Black

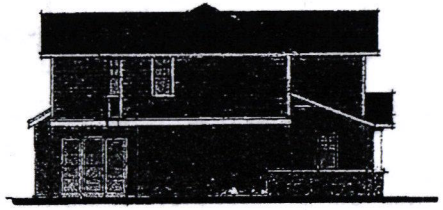
Front Elevation Scale:1/8"=1'-0"



Right Elevation



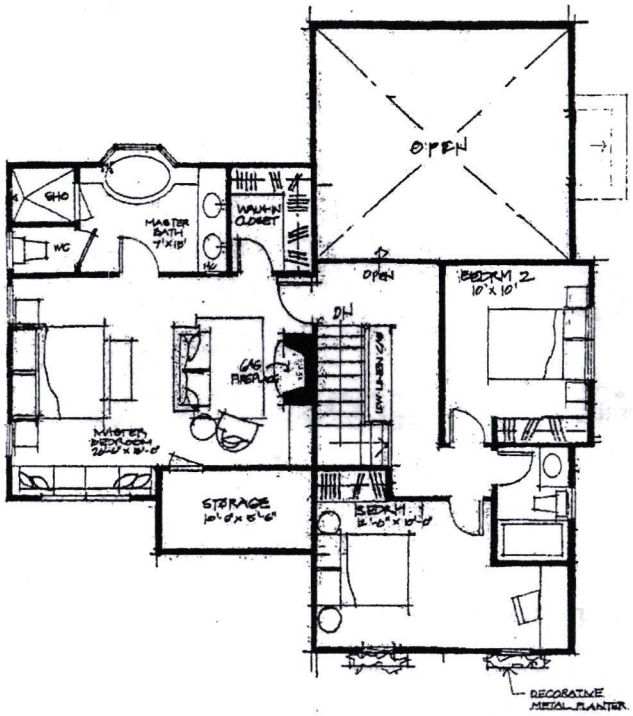
Rear Elevation



Left Elevation

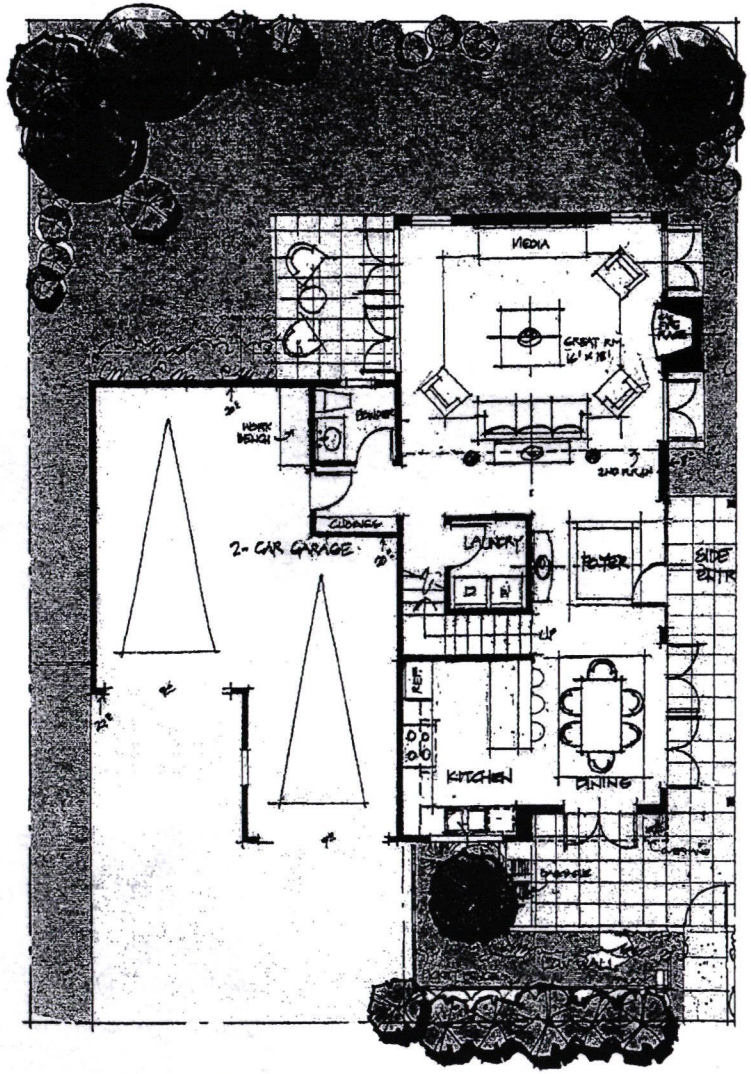
Old Placerville Road
Rancho Cordova Plan C1

PHA architects



Upper Floor

LOT AREAS:	
FIRST FLOOR	845
SECOND FLOOR	1045
SUB TOTAL	1890
GARAGE	490
TOTAL	± 2380 SF

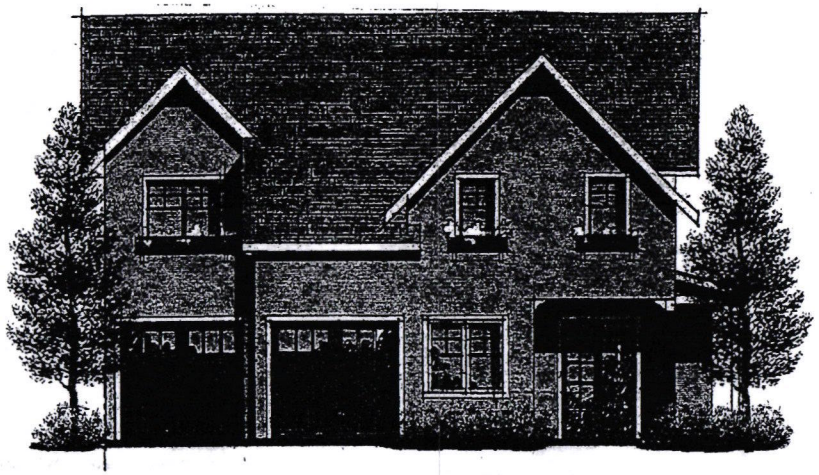


Main Floor Scale: 1/8"=1'-0"

Old Placerville Road

Rancho Cordova Plan C 2

PHA architects



DEC 714

DEC 735

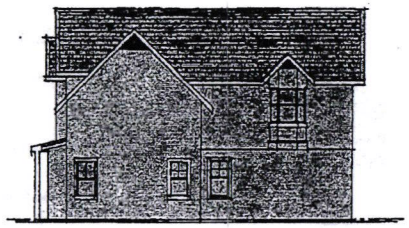
DEC 755

Roof: Certainteed Colonial Slate

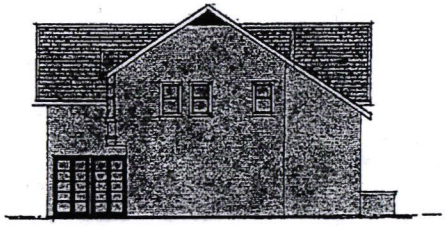
Front Elevation Scale: 1/8"=1'-0"



Right Elevation



Rear Elevation

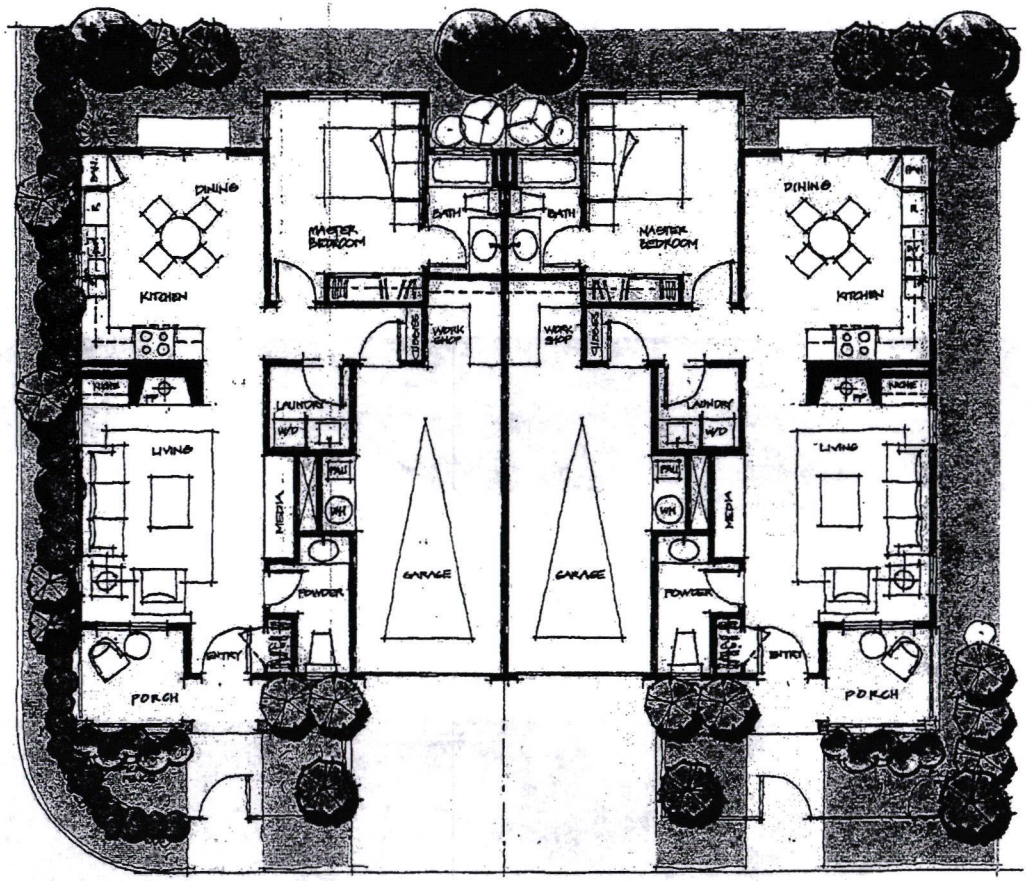


Left Elevation

Old Placerville Road

Rancho Cordova Plan C 2

PHA Architects



LOT AREAS:	
FLOOR AREA	900 SF
GARAGE	250 SF

Main Floor Scale: 1/8" = 1'-0"

Old Placerville Road

Rancho Cordova DUPLEX

PHA architects



DE 6164
DE 6280
DE 5562
Roof: Certainteed Heather Blend

Front Elevation Scale: 1/8"=1'-0"



Right Elevation



Rear Elevation

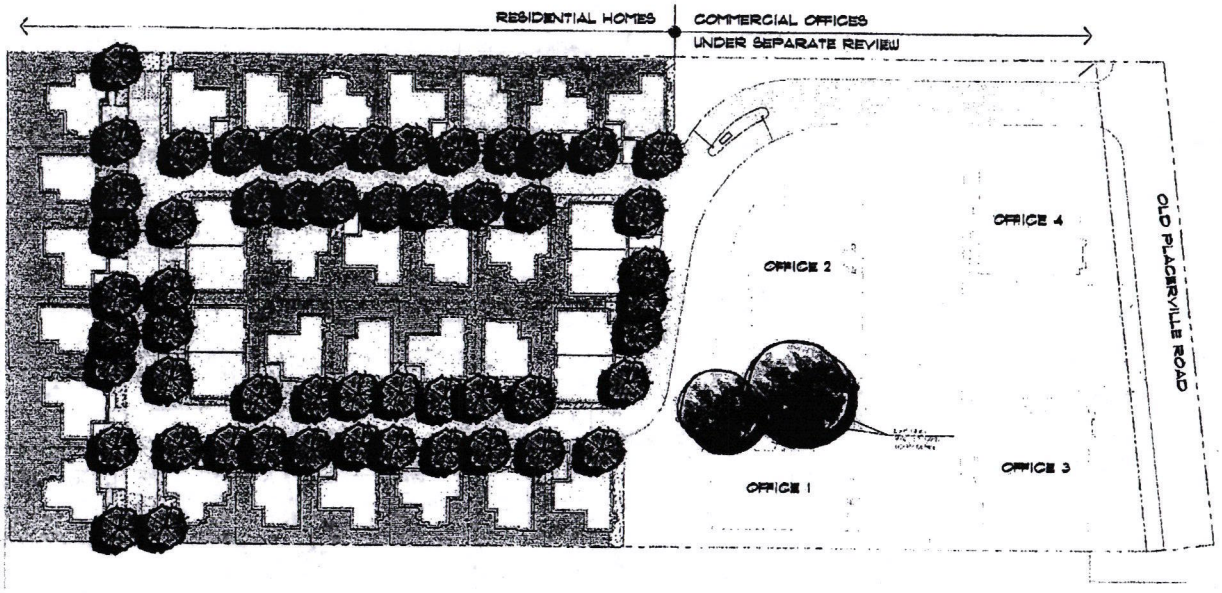


Left Elevation

Old PlacervilleRoad

Rancho Cordova **Duplex**

PHA architects



NORTH

PLANT LIST & LEGEND

SYMBOL	BOTANIC NAME/COMMON NAME	SIZE	QUANTITY
	SHRUB + GROUNDCOVER AREA		

Exhibit 'C'
Tentative Subdivision Map

Old Placerville Road Job# 5095-01-04

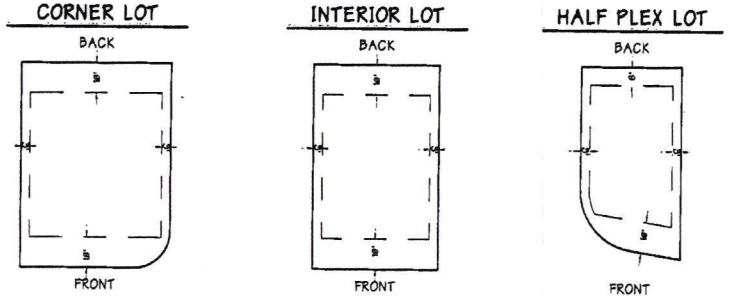
PARCEL 2
BOOK 125 OF PARCEL MAPS, PAGE 18

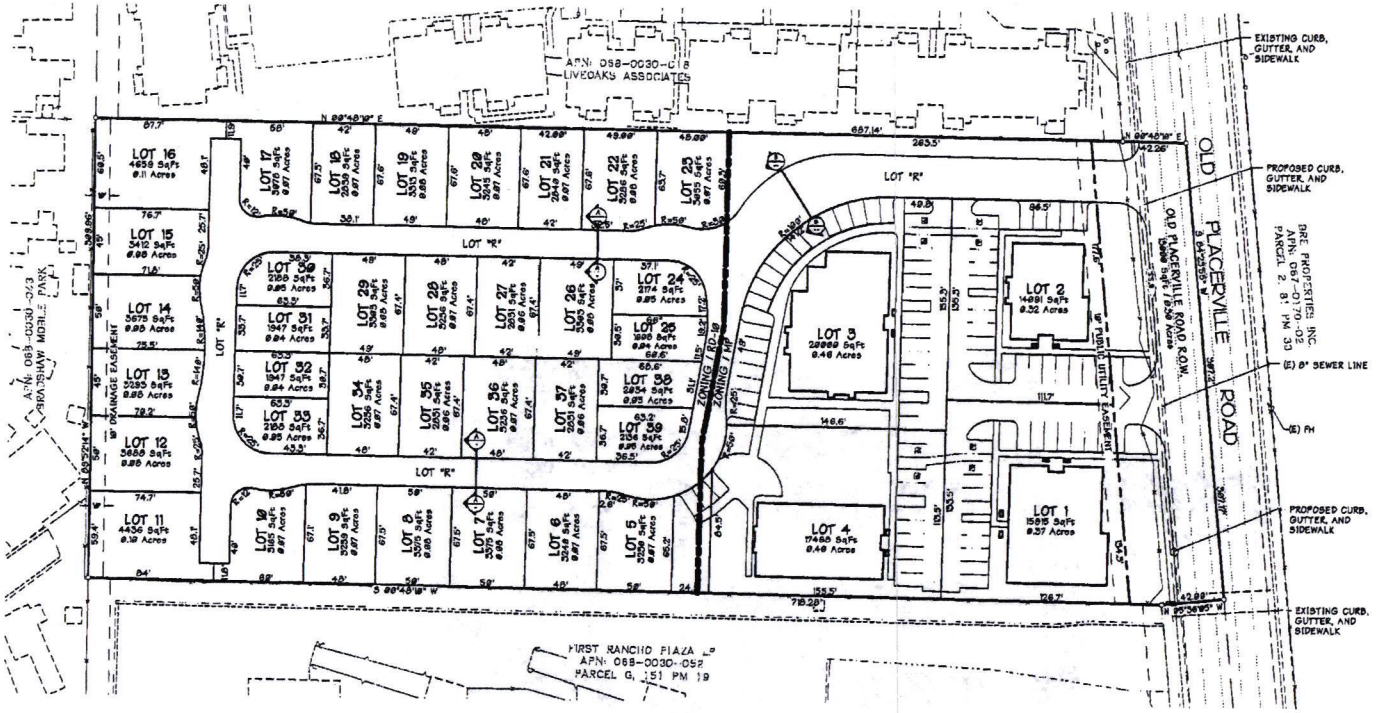
COUNTY of SACRAMENTO CITY of RANCH CORDOVA STATE of CALIFORNIA
SURVEYED DECEMBER, 2004
SHEET 1 of 1
N.T.S.

TYPICAL RESIDENTIAL SET BACK DETAILS

NOTE: DIMENSIONS SHOWN ARE MINIMUM SET BACK DISTANCES

SCALE: 1" = 20'





ASSESSORS PARCEL NUMBERS	068-0030-044
EXISTING ZONING	MP
EXISTING USE	VACANT
PROPOSED ZONING	MP & RD-18 WITH SPECIAL DEVELOPMENT PERMIT (SDP)
PROPOSED USE	OFFICE AND RESIDENTIAL
OWNER	DAN BENVENUTI JR. C/O TOWER DEVELOPMENT 4378 AUBURN BLVD., SUITE 310 SACRAMENTO, CA 95841
ENGINEER	CARLTON ENGINEERING INC. ATTENTION: CHRIS RUSSELL 3883 PONDEROSA ROAD SHINGLE SPRINGS, CA 95682 PHONE: (530)677-5515
DEVELOPER	TOWER DEVELOPMENT C/O TED KOPECKO 4378 AUBURN BLVD., SUITE 300 SACRAMENTO, CA 95841
UTILITIES	
WATER	CALIFORNIA AMERICAN WATER COMPANY
SEWER	SACRAMENTO REGIONAL SANITATION DISTRICT
ELECTRIC	SMUD
GAS	PG&E
TELEPHONE	PACIFIC BELL
CABLE	COMCAST
PUBLIC SERVICES	
SCHOOL DISTRICT	SACRAMENTO UNIFIED SCHOOL DISTRICT
PARK DISTRICT	CORDOVA RECREATION AND PARK DISTRICT
FIRE DISTRICT	SACRAMENTO METROPOLITAN FIRE DISTRICT
NUMBER OF LOTS	39
SIZE OF LOTS	SEE MAP
GROSS ACREAGE	5.298± ACRES
NET ACREAGE	5.898± ACRES

LOT DENSITY

	CORNER	INTERIOR
MAX. LOT SIZE	N.A.	4572 SQ. FT.
MIN. LOT SIZE	N.A.	2792 SQ. FT.
AVER. LOT SIZE	N.A.	3178 SQ. FT.

DESIGNATION	UNITS	AREA	PROPOSED DENSITY	ALLOWABLE DENSITY
LOT "R"	N/A	0.721 ACRES	N/A	N/A
RESIDENTIAL	35	2.467 ACRES	14 DU/AC	18 DU/AC
COMMERCIAL	4	1.682 ACRES	N/A	N/A
OLD PLACERVILLE ROAD R.O.W.	N/A	0.449 ACRES	N/A	N/A

VICINITY MAP

NTS

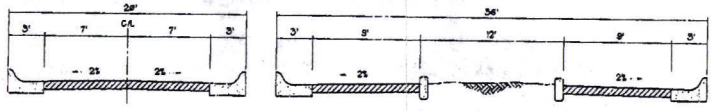


NOTES:

1. THE BOUNDARY SHOWN HEREON IS BASED UPON RECORD DATA. A BOUNDARY SURVEY HAS NOT BEEN DONE.

ROAD SECTIONS

NTS



RECEIVED
AUG 23 2006
RANCHO CORDOVA
PLANNING

CARLTON Engineering Inc.

95 01 04

Conditions of Approval and MMRP

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
1.	The project approval is for the "Old Placerville Road" project comprising 5.0 acres and proposes four office parcels on 2.5 acres and 35 dwelling units on 2.5 acres. Entitlements for the project include: a rezone of the residential portion of the development to RD-10; tentative parcel map to create four office parcels and 35 residential parcels; a special development permit to allow deviation from typical lot size and setback requirements; a development agreement to accompany the project approval (Project RC-05-183).	On-Going	Planning	
2.	The Tentative Subdivision Map approval is valid for three years from the date of City Council approval, unless an extension of time is subsequently approved per Government Code Section 66452.6(e), unless extended by the terms of a Development Agreement.	Three years, commencing with the date of approval	Planning	
3.	The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	On-Going	Planning	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
4.	The applicant shall comply with all the mitigation measures included in the Mitigated Negative Declaration dated November 2005, and pay the costs of any technical consultant services incurred during implementation of the MMRP. The initial estimate of these costs is $7,500. If the initial estimate exceeds the actual monitoring costs, the balance shall be refunded to the proponent, and if the actual monitoring costs exceed the initial estimate, the proponent shall be responsible to pay the additional amount.	On-Going	Planning	
5.	The large oak tree in the middle of the project shall be preserved. Prior to the removal of the remaining trees on-site the project proponent shall submit to the City a Tree Removal Plan identifying each tree to be removed and the species, size, location, and relative health of each tree. Removal of any trees on the project site shall be conducted pursuant to the City of Rancho Cordova Tree Preservation Ordinance. Removal of trees shall not occur until the Rancho Cordova Planning Department approves the Tree Removal Plan. ***Mitigation Measure***	Prior to removal of any oak tree on site	Planning	
6.	Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during development activities, work shall be suspended and the City shall be immediately notified. The applicant shall coordinate any necessary investigation of the site with appropriate specialists, as needed. The applicant 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	Throughout construction activities	Planning	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	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 remains are determined to be Native American, guidelines of the NAHC are to be adhered to in the treatment and disposition of the remains. This measure shall be included as a note on all project plans. ***Mitigation Measure***			
7.	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. This mitigation measure shall be included on all improvement plans. ***Mitigation Measure***	Throughout construction activities	Planning	
8.	The project applicant shall adhere to the following standard mechanisms for mitigation of construction-related nuisances: a. Construction activities shall be limited to between 7:00 A.M. and 6:00 P.M. on weekdays and 8:00 A.M. and 6:00 P.M. on weekends; b. Stationary sources of construction noise such as compressors and generators shall be placed as far as possible from existing residential uses to the north and east of the project site; and c. Visible signage providing a name, address, and 24-hour phone	Prior to approval of grading and/or improvement plan and throughout construction activities	Planning	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	number for information and/or complaints regarding the construction activities shall be posted on the site facing Old Placerville Road. ***Mitigation Measure***			
	Prior to Grading or Public Improvement Plan Approval.			
9.	Applicant shall pay any outstanding staff costs associated with the preparation of the tentative map.	Prior to Issuance of Improvement Plans or grading permit	Finance	
10.	Applicant shall record the Conditions of Approval/Mitigation Monitoring Report Program and pay recordation fees to the County Recorder's Office.	Prior to Issuance of Improvement Plans, grading permit or recordation of any map	Planning	
11.	Design fire access roadways to meet minimum turning radii of 25-feet inside radius and 50-feet outside radius.	Prior to Improvement Plan approval	Fire District	
12.	The project proponent shall comply with SMFD requirements for access driveway surfaces; vehicle parking shall be prohibited along the entire length of the internal roadway and approved fire lane identification	Prior to Improvement Plan approval	Fire District	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	signage/striping shall be provided; all internal roads shall be free of traffic calming measures, speed bumps, humps, etc.; sufficient visitor/guest vehicle parking spaces must be provided to prevent vehicle parking in the roadway.			
13.	Plans shall be submitted to the fire prevention bureau showing hydrant locations for review and approval prior to construction. Fire hydrant details and fire department notes shall be shown on the site plans or improvement drawings.	Prior to Improvement Plan approval	Fire District	
14.	The project proponent shall ensure that all exposed surfaces, graded areas, storage piles, and haul roads are watered at least twice daily during construction activities. This requirement shall be included as a note on all improvement plans. ***Mitigation Measure***	Prior to issuance of grading permits and/or approval of improvement plans	Planning	
15.	The project proponent shall ensure that the amount of material actively worked, the amount of disturbed ground, and the amount of material stockpiled is minimized throughout the construction of the project. This requirement shall be included as a note on all improvement plans. ***Mitigation Measure***	Prior to issuance of grading permits and/or approval of improvement plans	Planning	
16.	The project proponent shall require that paved streets adjacent to the project site are washed or swept at least once daily to remove accumulated dust. This requirement shall be included as a note on all improvement plans.	Prior to issuance of grading permits and/or approval	Planning	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	Mitigation Measure	of improvement plans		
17.	The project proponent shall ensure that materials or waste are not stockpiled on site for periods of more than seven consecutive days. Construction debris shall be transported to the proper disposal facility in a timely manner to avoid creating shelter for transient burrowing owls. This measure shall be included as a note in all improvement plans. ***Mitigation Measure***	Prior to issuance of grading permits and/or approval of improvement plans	Planning	
18.	Prior to each phase of grading and construction begun between February 1 and September 1, the applicant shall ensure that a preconstruction survey is performed to determine if active raptor nesting is taking place in the area. If nesting is observed, consultation with the California Department of Fish and Game (CDFG) shall occur in order to determine the protective measures which must be implemented for the nesting birds of prey. If nesting is not observed, no further action is required. If grading or construction occurs between September 2 and January 31, no preconstruction survey is required. However, if a hawk is noticed during construction activities, construction activities will halt and the CDFG and the City shall be notified prior to further actions. ***Mitigation Measure***	Survey shall be conducted prior to approval of grading and/or improvement plans. Monitoring for birds of prey shall be conducted throughout construction activities	Planning	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
19.	The large oak tree in the middle of the project area shall be protected from any impacts during construction and from landscaping or structures in the project area. The ground under the oak tree within the drip line shall be maintained in its natural state. Landscaping and irrigation of the area within the drip line shall be conducted only after approval by the City of Rancho Cordova of the landscaping plan. During construction, the tree shall be protected by construction fencing at least six feet from the drip line of the tree. All contractors working on-site shall be notified of the tree's location and its protected status. The mitigation measure shall be included on all improvement plans for the project. ***Mitigation Measure***	Measure shall be included on all approved plans. Protective measures in place prior to site disturbance.	Planning	
20.	If the Sacramento Metropolitan Fire Department identifies that the design of the project would result in an obstruction or reduction in emergency access to the project site, changes to the project design shall be made by the project proponent, to the satisfaction of SMFD and the City in order to alleviate the problem. Such changes may include, but are not limited to: a. Increase the turn radius of internal roadways b. Widen internal roadways and parking lots to accommodate fire equipment travel c. Provide a secondary access to the project site on the western side to the adjacent retail development d. Provide a secondary access point onto Old Placerville Road in the southern edge of the project area.	Prior to approval of grading permit and/or improvement plans	Planning/ Fire	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	Prior to Final Map			
21.	Dedicate a 12.5-foot Public Utility Easement for overhead and underground facilities and appurtenances adjacent to all public street rights of way.	Prior to Recordation of Final Map	Public Works / SMUD	
22.	Dedicate Lot R and 12.5-feet adjacent thereto as a public utility easement for underground facilities and appurtenances.	Prior to Recordation of Final Map	Public Works / SMUD	
23.	A road maintenance agreement (RMA) shall be provided to the Fire District for review and approval. Following Fire District approval the RMA shall be recorded involving all the parcels of the subject map assuring timely maintenance of the private roadway. The agreement shall contain the following provisions: a. Provisions for the necessary repair and maintenance of the roadway surface. b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13'-6") and/or width of twenty feet (20'-0"). c. Provisions for the maintenance, repair and/or replacement of NO PARKING – FIRE LANE signage or striping. d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems. e. Unrestricted use of and access to the roadways covered by the agreements.	Prior to Recordation of Final Map	Public Works / Fire	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	f. Provisions for the control of vehicle parking in prohibited areas and a mechanism for the removal of vehicle illegally parked.			
24.	Dedicate the right-of-way for Old Placerville Road based on a 126-foot width to accommodate a future six-lane roadway. Install public street improvements that extend the existing curb & gutter and provide a continuous sidewalk connection with landscaping consistent with the existing four-lane facility. Utility modifications will also be provided as necessary. The final design of the improvements shall be submitted to Public Works for review and approval. As part of the deferred improvement (for a future six lane facility) along Old Placerville Road the applicant will provide funding for the future widening of Old Placerville Road prior to approval of Final Map. The amount shall be determined by the Public Works Director and shall be based on roadway elements identified in the City's Major Arterial standard.	Prior to Recordation of Final Map	Public Works	
25.	Property Owner/Applicant shall provide a funding mechanism for maintenance services for all new public improvements associated with the project including but not limited to streets, bridges/culverts, traffic signals, traffic signs, striping and legends, ITS operations, and street lights. This shall be accomplished through annexation to the City Road Maintenance Assessment District. All costs associated with the annexation shall be borne by the Property Owner/Applicant.	Prior to Recordation of Final Map	Public Works	
26.	Property Owner/Applicant shall provide or agree to a funding mechanism	Prior to	Public Works	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	for maintenance of frontage and median landscaping by annexation to the City Landscape Maintenance Community Facilities District. All costs associated with the annexation shall be borne by the Property Owner/Applicant.	Recordation of Final Map		
27.	The owner of the property shall participate in the provision of funding to provide transit-related services by voting to approve a special tax for the parcels created by this subdivision approval. The tax shall be the per parcel annual amount (with appropriate future DPI adjustment) as established at the time of voting by the City Council. The property owner shall be responsible for paying the cost of holding the election, payable at the time the election is requested by the owner. The tax shall be due at the time specified in the ordinance imposing the tax. In addition, the Owner of the property shall record a deed assessment in the form of Conditions, Covenants & Restrictions against the property, which will impose a deed assessment equal to the amount of the special tax, which assessment will take effect in the event the special tax described in this Condition of Approval is reduced or repealed.	Prior to Recordation of Final Map	Public Works	
28.	Prepare a utility plan that demonstrates that sewer lines are located at least 10 feet from other parallel utilities.	Prior to Recordation of Final Map	CSD-1	
29.	The final map shall include language states, "For sewer in the private streets, the subject project owners(s) and successors in interest thereof shall be responsible for repair and/or replacement of all non-asphalt and/or enhance surface treatments of streets and drives within these easements damaged by District maintenance and repair operations."	Prior to Recordation of Final Map	CSD-1	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	The requirement shall be set forth in easement grant documents and be a covenant running with the land, be responsibility of successors in interest in future land transfers and divisions and by language approved by the District.			
30.	Demonstrate the existence of, and if needed, abandon the existing easement and grant CSD-1 a new 20 foot wide sewer access easement and maintenance centered along the existing pipeline's centerline.	Prior to Recordation of Final Map	CSD-1	
31.	All CSD-1 sewer easements shall be at least 20 feet in width centered over applicable pipelines and ensure continuous access for installation and maintenance.	Prior to Recordation of Final Map	CSD-1	
32.	Developer shall enter into a Development Agreement with the City of Rancho Cordova specifying the obligations of the Developer and the City, including the payment of a special tax for police services, a park improvement fee, and a park renovation and acquisition fee. These fees shall be adjusted on an annual basis according to the San Francisco, Oakland, and San Jose Consumer Price Index.	Prior to Recordation of Final Map	City Attorney	
33.	The Owner/Applicant shall record an access easement that permits vehicular and pedestrian access to and from property to the west. This will allow the parking lots to be interconnected.	Prior to Recordation of Final Map	Public Works	
	Prior to the Issuance of Building Permits			
34.	Applicant shall pay any outstanding staff costs associated with the	Prior to Building	Finance	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	preparation of the improvement plans and/or final map.	Permits		
35.	Install public street improvements pursuant to City Improvement Standards.	Prior to Building Permits	Public Works	
36.	Provide drainage easements and install facilities pursuant to the requirements of Rancho Cordova, 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.	Prior to Building Permits	SCWA	
37.	All structures along private drives shall have a minimum 10-foot setback so that CSD-1 can properly maintain sewer service.	Prior to Building Permits	CSD-1	
38.	Each parcel and each building with a sewage source shall have a separate connection to the CSD-1 sewer system. Connection shall be required to the satisfaction of CSD-1	Prior to Building Permits	CSD-1	
39.	Provide analysis and recommendations on issues related to traffic safety, site access, and access control adjacent to the property. This analysis should address coordination with operational aspects of the Bradshaw Road / Old Placerville Road intersection, with focus on the need for left turn access at both driveway locations.	Prior to Building Permits	Public Works	
40.	The developer shall submit complete landscape planting and irrigation plans for corridor landscaping for review and approval by the Planning Director. Landscaping materials and placement shall follow crime prevention principles.	Prior to the Issuance of Building Permits	Planning and Police	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
41.	Approved fire hydrants capable of providing the required fire flow shall be installed and operational prior to any construction or on-site storage of combustible materials. Hydrant spacing, minimum fire flow and other fire requirements shall be approved by the Fire District.	Prior to first building permit	Metro Fire	
42.	Residential roof coverings shall consist of materials that have a minimum Class C rating.	Prior to building permit	Metro Fire	
43.	The project proponent shall coordinate with the Sacramento Municipal Utilities District (SMUD) to ensure that all transformers on-site or immediately adjacent to the site that predate 1979/1980 are sampled and analyzed as needed to determine the presence or absence of PCBs. All PCB-containing transformers shall be removed and replaced with PCB-free transformers according to the requirements of SMUD. ***Mitigation Monitoring***	Prior to issuance of building permits	Planning	
44.	As construction occurs, all debris, trash, refuse, and abandoned, discarded, and/or out-of-service items shall be removed from the proposed project sites and deposited off-site in an appropriate disposal facility. This mitigation measure shall be included on all improvement plans. ***Mitigation Monitoring***	All such materials shall be completely removed prior to issuance of building permits	Planning	
45.	The project proponent shall construct a sound wall of at least 10 feet in height along with west property line beginning at the northwest corner of	Wall shall be constructed	Planning Department	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	the project and terminating at the 5 feet south of the north face of the northwest office building. This sound wall shall be constructed of concrete masonry or other materials with a surface weight of 3.5 to 4.0 pounds per square foot. The sound wall shall be continuous along the entire length of the wall with no gaps, including along the ground, or other openings. ***Mitigation Monitoring***	prior to issuance of building permits		
	Prior to Final Inspection			
46.	Install public street improvements pursuant to City Improvement Standards.	Prior to Final Inspection	Public Works	
47.	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 Final Inspection	Fire District	
48.	Improve the site according to the approved plans (site, landscape, architecture, etc.). Widths and layouts of sidewalks, landscaping and other site improvements shall be reviewed and approved by the Planning Director. All improvements shall be reviewed and accepted by the City	Prior to Final Inspection and Occupancy of the first unit	Planning	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	Engineer, prior to assuming maintenance responsibility.			
49.	Install security gates according to the Sacramento County Fire Code emergency access gates and barrier requirements. All proposed pedestrian access gate installations shall be in full compliance. Gates and fencing plans shall be reviewed by the Fire District prior to installation.	Prior to Installation of gates and Final Inspection and Occupancy of first unit	Metro Fire	
50.	Fire lane identification signage/striping shall be provided along interior access drive to prohibit parking.	Prior to Final Inspection and Occupancy of first unit	Metro Fire	
51.	Property owner shall enter into an agreement (e.g. CC&Rs) that controls vehicular parking on the interior access roadways and contains provisions for the timely removal of vehicles parking in prohibited areas. A copy of these regulations shall be provided to Metro Fire for review.	Prior to Final Inspection and Occupancy of first unit	Metro Fire	
52.	A maintenance agreement or other mechanism determined suitable by the City, shall be developed and signed by all owners to ensure the timely repair and maintenance of private roadways and common space within the development.	Prior to Final Inspection and Occupancy of first unit	Police / Planning	
53.	Lighting shall be installed as approved by the design review process to allow adequate visibility by residents, law enforcement and passersby during nighttime hours. Lighting fixtures shall resist breakage and vandalism. Parking areas, roadways and drive shall be illuminated with high intensity discharge lighting equipped with vandal resistance covers and photocell control. A lighting level of 0.25 to 0.50 foot-candles shall	Prior to First Occupancy	Planning / Police	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	be maintained at ground level. At entry intersections 0.50 foot-candles shall be provided.			
54.	Each residential unit shall be constructed according to the approved elevations and plans. The same floor plan and elevation shall not be used on adjacent properties (with the exception of the duplex units). Each unit shall be inspected for compliance by the Planning Director prior to occupancy.	Prior to Occupancy of each unit	Planning	

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

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

12. Project proponents and/or future successors of interests shall comply with all 'Water Supply' provisions established in Ordinance No. SZC 2002-0014, Control No. 93-0243.
13. All pedestrian access ramps affected by this project must be installed/upgraded pursuant to the State of California Title 24 Code of Regulations and to the satisfaction of the Department of Transportation of the Public Works Agency.

CITY OF RANCHO CORDOVA

ORDINANCE NO. 51-2006

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING THE DEVELOPMENT AGREEMENT FOR RC-05-183 FOR OLD PLACERVILLE ROAD PROJECT

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

Section 1: Recitals

A. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted Section 65864, et seq., of the Government Code (the "Development Agreement Statute"), which authorizes the City and any person having a legal or equitable interest in the real property to enter into a development agreement, establishing certain development rights in the Property which is the subject of the development project application.

B. The proposed Old Placerville Road Project (RC-05-183) is located on the north side of Old Placerville Road approximately 800 feet east of Bradshaw Road, and is designated as Moderate Density Residential by the General Plan.

C. Tower Development ("Applicant") has filed an application requesting approval of a Development Agreement for the Project.

D. A Development Agreement between the City of Rancho Cordova and the Applicant ("Development Agreement") has been presented to the City Council, a copy of which is attached hereto as Exhibit A.

E. On July 27, 2006, the Planning Commission, as the planning agency for purposes of development agreement review, held a properly noticed public hearing pursuant to Government Code Section 65867 and recommended that the City Council approve the Development Agreement.

F. On September 5, 2006, the City Council, as the legislative body for purposes of development agreement approval, held a properly noticed public hearing pursuant to Government Code Section 65867 and considered all comments received in writing and all testimony received at the public hearing.

G. The City prepared a Mitigated Negative Declaration (May 2006) to satisfy the requirements of the California Environmental Quality Act (CEQA) for the Old Placerville Road project.

Section 2: Findings and Determinations

Therefore, on the basis of (a) the foregoing Recitals, which are incorporated herein, (b) the City of Rancho Cordova's General Plan, the City's Environmental Impact Report and on the basis of the specific conclusions set forth below, the City Council finds and determines that:

A. The Development Agreement is consistent with the objectives, policies, general land uses and programs specified and contained in the City's General Plan, in that (a) the land use

designation for the Project site is Moderate Density Residential, the proposed project would create twenty (20) attached single family lots and one common lot, (b) the project is consistent with the fiscal policies and the provisions for infrastructure and public services of the General Plan, and (c) the Development Agreement includes provisions relating to financing, construction and maintenance of public facilities, park development fees and similar provisions set forth in the General Plan.

B. The Development Agreement is compatible with the uses authorized in, and the regulations prescribed for, the land use area in which the real property is located in that the project approvals include the Rezoning of the Property as adopted by the City on September 18, 2006 by City Ordinance 50-2006.

C. The Development Agreement is in conformity with public convenience, general welfare and good land use policies in that the Project will implement land use guidelines set forth in the General Plan, which have planned for residential uses at this location.

D. The Development Agreement will not be detrimental to the health, safety and general welfare of persons residing in the immediate area nor be detrimental or injurious to property or persons in the general neighborhood or to the general welfare of the residents of the City as a whole. The project will proceed in accordance with all the programs and policies of the General Plan. The impacts of the development on existing land uses, public services and the environment have been evaluated and mitigated through the CEQA compliance process.

E. The Development Agreement will not adversely affect the orderly development of property or the preservation of property values in that the project will be consistent with the General Plan.

F. The Development Agreement is consistent with the provisions of Government Code Sections 65864 through 65869.5 in that it includes all the substantive elements and has been processed consistently with all the procedural requirements of Government Code Sections 65864 through 65869.5.

Section 3: Approval

The City Council hereby approves the Development Agreement (Exhibit A) and authorizes the City Manager to sign it after the effective date of the amendment in Section 4, below.

Section 4: Amendment of the Zoning Code

Title I, Chapter 1, Article 4, of the Rancho Cordova Zoning Code, "Comprehensive Zoning Plans," is hereby amended by adding the following section:

"101-823. Development Agreement for Old Placerville Road"

Pursuant to Government Code section 57376, the City Council hereby declares its intention that Title I, Chapter 1, Article 4, of the Rancho Cordova Zoning Code, as amended, shall supersede Title I, Chapter 1, Article 4 of the Sacramento County Zoning Code

Section 5: Recordation

Within ten (10) days after the effective date of the Development Agreement, the City Clerk shall submit the executed Agreement to the County Recorder for recordation.

Section 6: Effective Date and Publication of Ordinance Summary

This Ordinance shall take effect and be in force thirty (30) days from and after the date of its passage. The City Clerk of the City of Rancho Cordova shall cause a summary of the Ordinance to be posted in accordance with Section 36933 of the Government Code of the State of California.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this 18th day of September 2006, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Lillian E. Hare, City Clerk

Exhibit A

OFFICIAL BUSINESS
Document entitled to free recording
Government Code Section 6103

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Attn: City Clerk

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

DEVELOPMENT AGREEMENT

BY AND BETWEEN

CITY OF RANCHO CORDOVA

AND

DANEIL BENVENUTI, JR., AS LANDOWNER

RELATIVE TO OLD PLACERVILLE ROAD DEVELOPMENT

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DEVELOPMENT AGREEMENT
RELATIVE TO OLD PLACERVILLE ROAD DEVELOPMENT

This Development Agreement is entered into as of this _____, 2006, by and between City OF RANCHO CORDOVA, a municipal corporation ("City"), DANIEL BENVENUTI, JR. ("Landowner"). City and Landowner are hereinafter collectively referred to as the "Parties" and singularly as "Party."

RECITALS

1. **Authorization**. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted Government Code Section 65864, et seq. (the "Development Agreement Statute"), which authorizes City and any person having a legal or equitable interest in the real property to enter into a development agreement, establishing certain development rights in the Property which is the subject of the development project application.

2. **Property**. Landowner holds a legal or equitable interest in certain real property located in City of Rancho Cordova, County of Sacramento, more particularly described in Exhibit A-1, Exhibit A-2, and Exhibit B attached hereto (the "Property"). Landowner represents that all persons holding legal or equitable interests in the Property shall be bound by this Agreement.

3. **Project**. Landowner has obtained various approvals from City (described in more detail in Recital 6 below), including approval for a tentative subdivision map for a project known as Old Placerville Road Development (the "Project") to be located on the Property.

4. **Public Hearing**. On July 27, 2006, the Planning Commission of City of Rancho Cordova, serving as City's planning agency for purposes of development agreement review pursuant to Government Code Section 65867, considered this Agreement and recommended approval of this Agreement to City Council.

5. **Environmental Review**. On_____, 2006, City Council certified as adequate and complete, the Mitigated Negative Declaration ("MND") for the Project. Mitigation measures were required in the MND and are incorporated into the Project and into the terms and conditions of this Agreement, as reflected by the findings adopted by City Council concurrently with this Agreement.

6. **Project Approvals**. The following land use approvals (together the "Project Approvals") have been granted for the Property, which entitlements are the subject of this Agreement.

6.1. The MND. The Mitigation Measures in the MND are incorporated into the Project and into the terms and conditions of this Agreement.

6.2. The Rezoning of the Property, approved by City on _____, by City Ordinance No. ___-2006;

6.3. The Tentative Subdivision Map for the Project (attached hereto as Exhibit C approved by City on _____, 2006, by City Resolution No. ___-2006;

6.4. This Development Agreement, as adopted by City Ordinance No. ___-2006 (the "Adopting Ordinance"), on_____, 2006.

7. Need for Services and Facilities. Development of the Property will result in a need for municipal services and facilities, some of which services and facilities will be provided by City to such development subject to the performance of Landowner's obligations hereunder. With respect to water, pursuant to Government Code Section 65867.5, any tentative map approved for the Property will comply with the provisions of Government Code 66473.7.

8. Contribution to Costs of Facilities and Services. Landowner agrees to contribute to the costs of such public facilities and services as required herein to mitigate impacts on the community of the development of the Property, and City agrees to provide such public facilities and services as required herein to assure that Landowner may proceed with and complete development of the Property in accordance with the terms of this Agreement. City and Landowner recognize and agree that, but for Landowner's contributions to mitigate the impacts arising as a result of development entitlements granted pursuant to this Agreement, City would not and could not approve the development of the Property as provided by this Agreement and that, but for City's covenant to provide certain facilities and services for development of the Property, Landowner would not and could not commit to provide the mitigation as provided by this Agreement. City's vesting of the right to develop the Property as provided herein is in reliance upon and in consideration of Landowner's agreement to make contributions toward the cost of public improvements as herein provided to mitigate the impacts of development of the Property as development occurs.

9. Development Agreement Ordinance. City and Landowner have taken all actions mandated by, and fulfilled all requirements set forth in, the Development Agreement Ordinance of City of Rancho Cordova, as set forth in City Municipal Code.

10. Consistency with General and Specific Plan. Having duly examined and considered this Agreement and having held properly noticed public hearings hereon, in City Ordinance No. ___-2006, City found that this Agreement satisfies the Government Code §65867.5 requirement of general plan and specific plan consistency.

NOW, THEREFORE, in consideration of the mutual promises, conditions and covenants hereinafter set forth, the Parties agree as follows:

AGREEMENT

1. Incorporation of Recitals. The Preamble, the Recitals and all defined terms set forth in both are hereby incorporated into this Agreement as if set forth herein in full.

2. Description of Property. The property, which is the subject of this Development Agreement, is described in Exhibit A-1 and depicted in Exhibit A-2 and Exhibit B attached hereto ("Property").

3. **Interest of Landowner**. The Landowner has a legal or equitable interest in the Property. Landowner represents that all persons holding legal or equitable interests in the Property shall be bound by the Agreement.

4. **Relationship of City and Landowner**. It is understood that this Agreement is a contract that has been negotiated and voluntarily entered into by City and Landowner and that Landowner is not an agent of City. City and Landowner hereby renounce the existence of any form of joint venture or partnership between them, and agree that nothing contained herein or in any document executed in connection herewith shall be construed as making City and Landowner joint venturers or partners.

5. **Effective Date and Term**.

5.1. Effective Date. The effective date of this Agreement ("Effective Date") is _____, 2006, which is the effective date of City Ordinance No.__-2006, adopting this Agreement.

5.2. Term. Upon execution, the term of this Agreement shall commence on the Effective Date and extend for a period of seven (7) years, unless said term is terminated, modified or extended by circumstances set forth in this Agreement. Following the expiration of the term, this Agreement shall be deemed terminated and of no further force and effect. Said termination of the Agreement shall not affect any right or duty created by City approvals for the Property adopted prior to, concurrently with, or subsequent to the approval of this Agreement.

5.3. Automatic Termination Upon Completion and Sale of Residential Lot. This Agreement shall automatically be terminated, without any further action by either party or need to record any additional document, with respect to any single-family residential lot within a parcel designated by the Project Approvals for residential use, upon completion of construction and issuance by City of a final occupancy permit for a dwelling unit upon such residential lot and conveyance of such improved residential lot by Landowner to a bona-fide good-faith purchaser thereof. In connection with its issuance of a final inspection for such improved lot, City shall confirm that all improvements, which are required to serve the lot, as determined by City, have been accepted by City. Termination of this Agreement for any such residential lot as provided for in this Section shall not in any way be construed to terminate or modify any assessment district or Mello-Roos Community Facilities District lien affecting such lot at the time of termination.

6. **Use of Property**.

6.1. Right to Develop. Landowner shall have the vested right to develop the Project in accordance with the terms and conditions of this Agreement, the Project Approvals, and any amendments to any of them as shall, from time to time, be approved pursuant to this Agreement. Landowner's vested right to develop the Property shall be subject to subsequent approvals; provided however, except as provided in Section 6.3, that any conditions, terms, restrictions and requirements for such subsequent approvals shall not prevent development of the Property for the uses, or reduce the density and intensity of development, or limit the rate or timing of development set forth in this Agreement, as long as Landowner is not in default under this Agreement.

6.2. Permitted Uses. The permitted uses of the Property, the density and intensity of use, the maximum height and size of proposed buildings, provisions for reservation

or dedication of land for public purposes, location and maintenance of on-site and off-site improvements, location of public utilities and other terms and conditions of development applicable to the Property, shall be those set forth in this Agreement, the Project Approvals and any amendments to this Agreement or the Project Approvals. City acknowledges that the Project Approvals provide for the land uses and approximate acreages for the Property as set forth in Exhibit D and Exhibit E.

6.3. Moratorium, Quotas, Restrictions or Other Growth Limitations. Subject to applicable law relating to the vesting provisions of development agreements, Landowner and City intend that, except as otherwise provided in this Agreement, this Agreement shall vest the Project Approvals against subsequent City resolutions, ordinances and initiatives that directly or indirectly limit the rate, timing, sequencing of development, or prevent or conflict with the permitted uses, density and intensity of uses as set forth in the Project Approvals; provided however, Landowner shall, to the extent allowed by the laws pertaining to development agreements, be subject to any growth limitation ordinance, resolution, rule, regulation or policy which is adopted on a uniformly applied, City-wide or area-wide basis, and directly concerns a public health or safety issue, in which case City shall treat Landowner in a uniform, equitable and proportionate manner with all properties, public and private, which are impacted by that public health or safety issue.

6.4. Additional Conditions.

6.4.1. New Park Development Obligation. The Project shall be subject to Resolution No. 28-2005, which establishes revised standards for park and open space in the City. Landowner shall pay development impact fees to mitigate the costs of designing, constructing and installing park improvements based on the seven (7) acre per one thousand (1,000) population standard as set forth in Resolution No. 28-2005. These development impact fees shall be in the amount of eleven thousand and twenty-seven dollars ($11,027) per single-family residential parcel or residential parcel equivalent which shall be adjusted on an annual basis beginning on March 1st 2007, by the higher of either: (a) the method described in City Ordinance No. 24-2004, relating to the establishment of development impact fees within the Sunrise Douglas Community Plan which provides for an annual program fee adjustment, (b) the method provided in any subsequent revisions of City Ordinance No. 24-2004, or (c) four (4%) percent. The development impact fee of eleven thousand and twenty-seven dollars ($11,027) shall not include the costs of park street frontage improvements. To fulfill park land dedication obligation, Landowner shall be obligated to provide fees in-lieu of park landto the Cordova Recreation and Park District to satisfy a total park land obligation of 0.81 net acres (calculated as 7 acres of park land per 1,000 residents). Landowner will satisfy this obligation as follows:

The calculation of fees in-lieu of park land dedication shall be based on the appraised value of land within the Project valued after approval of the tentative map per City requirements or by agreement among Landowner, City and Cordova Recreation and Park District, which agreement shall be reduced to writing and attached to this Agreement as an addendum.

6.4.2. Timing of Dedications and Improvements of Parks. Prior to the recordation of any final map for the Project or for any individual residential or non-residential parcel of the Property, Landowner shall pay to City all fees in-lieu of park land dedication and fulfill the obligations described in Section 6.4.1. Landowner will be deemed to have satisfied in full its new park development obligation, after fulfilling the requirements described in Section 6.4.1 and 6.4.2.

6.4.3. In-fill Park and Open Space Renovation and Acquisition Fee. Landowner agrees that it shall pay City the total sum of one thousand and five hundred dollars ($1500.00) for each residential parcel shown on the final maps for the Property. Beginning on January 1, 2007, the fee shall be adjusted annually on each January 1 based upon the percentage change in the United States Department of Labor Consumer Price Index for all Urban Consumers for the San Francisco-Oakland-San Jose area between April and April of each year. This fee shall be paid to City no later than prior to issuance of the building permit for each residential parcel for the Property. It shall be used by City, at its sole discretion to acquire, renovate, repair, improve or maintain parks or open space in that portion of City outlined in Exhibit F. This payment is made voluntarily by Landowner. It is in addition to all other existing park fees, and construction and dedication obligations, including without limitation any fees paid pursuant to California Government Code Section 66477 (the "Quimby Act"). Landowner agrees that it shall not claim any credit or right to reimbursement of any other existing park fees, and construction and dedication obligations, including Quimby Act fees, as a result of paying the existing park renovation fees required under this Section.

6.4.4. Police Tax. Landowner agrees to vote in favor of and to cooperate in the creation of a special tax zone area within the Rancho Cordova Special Police Tax Area. A vote by Landowner to repeal or amend the special tax shall constitute an event of default under this Agreement and in addition to all other remedies, Landowner shall be obligated to pay under this Agreement, the difference between the amount of the tax before the vote to repeal or amend the tax, and the amount of the proposed special tax. The boundaries of the special tax zone area shall be contiguous with the boundaries of the Property. Landowner shall vote in favor of and cooperate in the levy of a special tax for police services on each residential parcel or residential parcel equivalent on the Property. City is in the process of preparing a General Plan Fiscal Analysis which will include a review of the current shortfall of revenue for police services, and a new proposed amount of the special police tax. The special tax shall be in the amount of the lesser of (1) $450 annually, per single-family residential parcel or residential parcel equivalent, and $0.25 for each square foot of gross parcel area of non-residential use (excluding recreational and agricultural uses), or (2) the amount calculated in the General Plan Fiscal Analysis which City is in the process of preparing. Multi-family residential units on a single parcel shall be assessed on a proportionately equivalent basis (e.g., a two-unit attached housing structure, such as a duplex, would be deemed to consist of two residential parcels for purposes of the police tax). The amount of the special tax shall be adjusted annually based upon the percentage change in the United States Department of Labor Consumer Price Index for all Urban Consumers for the San Francisco-Oakland-San Jose area between April and April of each year. If the Consumer Price Index is discontinued, or revised, such other government index or computation with which it is replaced shall be used in order to obtain substantially the same result as would be obtained if the Consumer Price Index had not been discontinued or revised. The special tax shall be payable annually following issuance of a building permit for each subject parcel. Landowner shall pay all the costs of conducting the election and all costs related to the implementation of this Section for the Project.

7. Applicable Rules, Regulations, Fees and Official Policies.

7.1. Rules Regarding Permitted Uses. Except as provided in this Agreement, City's ordinances, resolutions, rules, regulations and official policies governing the permitted uses of the Property, the density and intensity of use, the rate timing and sequencing of development, the maximum height and size of proposed buildings, and provisions for reservation and dedication of land shall be those in force on the Effective Date of this

Agreement. Except as provided in Section 8.2, this Agreement does not vest Landowner's rights to pay development impact fees, exactions and dedications, processing fees, inspection fees, plan checking fees or charges.

7.2. Rules Regarding Design and Construction. Unless otherwise expressly provided in this Agreement, all other ordinances, resolutions, rules, regulations and official policies governing design, improvement and construction standards and specifications applicable to the Project and to public improvements to be constructed by Landowner shall be those in force and effect at the time the applicable permit approval is granted.

7.3. Changes in State or Federal Law. This Agreement shall not preclude the application to development of the Property of changes in City laws, regulations, plans or policies, the terms of which are specifically mandated and required by changes in State or Federal laws or regulations.

7.4. Uniform Codes Applicable. Unless otherwise expressly provided in this Agreement, the Project shall be constructed in accordance with the provisions of the Uniform Building, Mechanical, Plumbing, Electrical and Fire Codes, City standard construction specifications, and Title 24 of the California Code of Regulations, relating to Building Standards, in effect at the time of approval of the appropriate building, grading, encroachment or other construction permits for the Project. If no permits are required for infrastructure improvements, such improvements will be constructed in accordance with the provisions of the Uniform Building, Mechanical, Plumbing, Electrical and Fire Codes, City standard construction specifications, and Title 24 of the California Code of Regulations, relating to Building Standards, in effect at the start of construction of such infrastructure.

8. Subsequently Enacted Fees, Dedications, Assessments and Taxes.

8.1. Processing Fees and Charges. Landowner shall pay those processing, inspection, and plan check fees and charges required by City under then current regulations for processing applications and requests for permits, approvals and other actions, and monitoring compliance with any permits issued or approvals granted or the performance of any conditions with respect thereto or any performance required of Landowner hereunder.

8.2. Development Impact Fees, Exactions and Dedications. Landowner shall pay all development impact fees, dedications of land, connection or mitigation fees, and exactions required by City to support in the construction of any public facilities and improvements or the provision of public services in relation to development of the Property (together "Exactions") authorized by City after the Effective Date as long as said Exactions otherwise comply with applicable law, and are either (i) required on a City-wide basis, or (ii) apply uniformly to all properties within City that are zoned consistent with the Project Approvals, or (iii) apply uniformly to all properties that are similarly situated, whether by geographic location or other distinguishing circumstances. Except as otherwise provided in this Agreement, Exactions required by City to be paid by Landowner that do not meet one of the preceding criteria, shall be the Exactions authorized as of the Effective Date. Wherever this Agreement obligates Landowner to design, construct or install any improvements, the cost thereof may be provided by Landowner or by a Community Facilities District (CFD) or other such financing mechanism acceptable to City, subject to and in accordance with the provisions thereof.

9. Community Facilities District.

9.1. Community Facilities District Formation - Financing. City acknowledges that Landowner may cause to be formed a Community Facilities District ("CFD") pursuant to the provisions of Section 53311 et seq. of the Government Code for the purpose of financing the acquisition or construction of a portion of the Improvements described in Section 8.2.

9.2. Issuance of Bonds. City and Landowner agree that, with the consent of Landowner, and to the extent permitted by law, City and Landowner shall use their best efforts to cause bonds to be issued in amounts sufficient to achieve the purposes of this Section.

9.3. Payment Prior to Issuance of Bonds. Nothing in this Agreement shall be construed to preclude the payment by an owner of any of the parcels to be included within the CFD of a cash amount equivalent to its proportionate share of costs for the Improvements, or any portion thereof, prior to the issuance of bonds.

9.4. Private Financing. Nothing in this Agreement shall be construed to limit Landowners option to install the Improvements through the use of private financing.

9.5. Acquisition and Payment. City agrees that it shall use its best efforts to allow and facilitate monthly acquisition of completed Improvements or completed portions thereof, and monthly payment of appropriate amounts for such Improvements to the person or entity constructing Improvements or portions thereof, provided City shall only be obligated to use CFD bond or tax proceeds for such acquisitions.

10. Amendment or Cancellation.

10.1. Modification Because of Conflict with State or Federal Laws. In the event that State or Federal laws or regulations enacted after the Effective Date of this Agreement prevent or preclude compliance with one or more provisions of this Agreement or require changes in plans, maps or permits approved by City, the parties shall meet and confer in good faith in a reasonable attempt to modify this Agreement to comply with such federal or state law or regulation. Any such amendment or suspension of the Agreement shall be approved by City Council in accordance with the Municipal Code and this Agreement.

10.2. Amendment by Mutual Consent. This Agreement may be amended in writing from time to time by mutual consent of the parties hereto and in accordance with the procedures of State law and the Municipal Code.

10.3. Insubstantial Amendments. Notwithstanding the provisions of the preceding Section 10.2, any amendments to this Agreement which do not relate to (a) the term of the Agreement as provided in Section 5.2; (b) the permitted uses of the Property as provided in Sections 6.2 and 7.1; (c) provisions for "significant" reservation or dedication of land; (d) the location and maintenance of on-site and off-site improvements; (e) the density or intensity of use of the Project; (f) the maximum height or size of proposed buildings or (g) monetary contributions by Landowner as provided in this Agreement shall not, except to the extent otherwise required by law, require notice or public hearing before either the Planning Commission or City Council before the parties may execute an amendment hereto. City's City Manager shall determine whether a reservation or dedication is "significant".

10.4. Amendment of Project Approvals. Any amendment of Project Approvals relating to: (a) the permitted use of the Property; (b) provision for reservation or dedication of land; (c) the density or intensity of use of the Project; (d) the maximum height or size of proposed buildings; (e) monetary contributions by Landowner; (f) the location and maintenance of on-site and off-site improvements; or (g) any other issue or subject not identified as an "insubstantial amendment" in Section 10.3 of this Agreement, shall require an amendment of this Agreement. Such amendment shall be limited to those provisions of this Agreement, which are implicated by the amendment of the Project Approval. Any other amendment of the Project Approval(s) shall not require amendment of this Agreement unless the amendment of the Project Approval(s) relates specifically to some provision of this Agreement.

10.5. Cancellation by Mutual Consent. Except as otherwise permitted herein, this Agreement may be canceled in whole or in part only by the mutual consent of the parties or their successors in interest, in accordance with the provisions of the Municipal Code. Any fees paid pursuant to this Agreement prior to the date of cancellation shall be retained by City.

11. Term of Project Approvals. Pursuant to California Government Code Section 66452.6(a), the term of any parcel map or tentative subdivision map shall automatically be extended for the term of this Agreement.

12. Annual Review.

12.1. Review Date. The annual review date for this Agreement shall be approximately 12 months from the date the Agreement is entered into.

12.2. Initiation of Review. City's Planning Director shall initiate the annual review by giving to Landowner written notice that City intends to undertake such review. Within thirty (30) days of City's notice, Landowner shall provide evidence to the Planning Director to demonstrate good faith compliance with the Development Agreement. The burden of proof, by substantial evidence of compliance, is upon Landowner. City's failure to timely initiate the annual review is not deemed to be a waiver of the right to do so at a later date; accordingly, Landowner is not deemed to be in compliance with the Agreement by virtue of such failure to timely initiate review.

12.3. Staff Reports. City shall deposit in the mail to Landowner a copy of all staff reports, and related Exhibits, concerning contract performance at least three (3) days prior to any annual review.

12.4. Costs. Costs reasonably incurred by City in connection with the annual review shall be paid by Landowner in accordance with City's schedule of fees and billing rates in effect at the time of review.

12.5. Non-compliance with Agreement; Hearing. If the Planning Director determines, on the basis of substantial evidence, that Landowner has not complied in good faith with the terms and conditions of the Agreement during the period under review, City Council, upon receipt of any report or recommendation from the Planning Commission, may initiate proceedings to modify or terminate the Agreement, at which time an administrative hearing shall be conducted, in accordance with the procedures of State law and Municipal Code Section 110-05. As part of that final determination, City Council may impose conditions that it considers necessary and appropriate to protect the interest of City.

12.6. Appeal of Determination. The decision of City Council as to Landowner's compliance shall be final, and any Court action or proceeding to attack, review, set aside, void or annul any decision of the determination by the Council shall be commenced within thirty (30) days, as set forth in the Municipal Code (Section 115-39).

13. Default. Subject to any applicable extension of time, failure by any party to perform any term or provision of this Agreement required to be performed by such party shall constitute an event of default ("Event of Default"). For purposes of this Agreement, a party claiming another party is in default shall be referred to as the "Complaining Party," and the party alleged to be in default shall be referred to as the "Party in Default." A Complaining Party shall not exercise any of its remedies as the result of such Event of Default unless such Complaining Party first gives notice to the Party in Default as provided in Section 13.1.1, and the Party in Default fails to cure such Event of Default within the applicable cure period.

13.1. Procedure Regarding Defaults.

13.1.1. Notice. The Complaining Party shall give written notice of default to the Party in Default, specifying the default complained of by the Complaining Party. Delay in giving such notice shall not constitute a waiver of any default nor shall it change the time of default.

13.1.2. Cure. The Party in Default shall diligently endeavor to cure, correct or remedy the matter complained of, provided such cure, correction or remedy shall be completed within the applicable time period set forth herein after receipt of written notice (or such additional time as may be deemed by the Complaining Party to be reasonably necessary to correct the matter).

13.1.3. Failure to Assert. Any failures or delays by a Complaining Party in asserting any of its rights and remedies as to any default shall not operate as a waiver of any default or of any such rights or remedies. Delays by a Complaining Party in asserting any of its rights and remedies shall not deprive the Complaining Party of its right to institute and maintain any actions or proceedings, which it may deem necessary to protect, assert, or enforce any such rights or remedies.

13.1.4. Notice of Default. If an Event of Default occurs prior to exercising any remedies, the Complaining Party shall give the Party in Default written notice of such default. If the default is reasonably capable of being cured within thirty (30) days, the Party in Default shall have such period to effect a cure prior to exercise of remedies by the Complaining Party. If the nature of the alleged default is such that it cannot, practicably be cured within such thirty (30) day period, the cure shall be deemed to have occurred within such thirty (30) day period if: (a) the cure shall be commenced at the earliest practicable date following receipt of the notice; (b) the cure is diligently prosecuted to completion at all times thereafter; (c) at the earliest practicable date (in no event later than thirty (30) days after the curing party's receipt of the notice), the curing party provides written notice to the other party that the cure cannot practicably be completed within such thirty (30) day period; and (d) the cure is completed at the earliest practicable date. In no event shall Complaining Party be precluded from exercising remedies if a default is not cured within ninety (90) days after the first notice of default is given.

13.1.5. Legal Proceedings. Subject to the foregoing, if the Party in Default fails to cure a default in accordance with the foregoing, the Complaining Party, at its option, may institute legal proceedings pursuant to this Agreement or, in the event of a material default, terminate this Agreement. Upon the occurrence of an Event of Default, the parties may pursue all other remedies at law or in equity, which are not otherwise provided for or prohibited by this Agreement, or in City's regulations governing development agreements, expressly including the remedy of specific performance of this Agreement.

13.1.6. Effect of Termination. If this Agreement is terminated following any Event of Default of Landowner or for any other reason, such termination shall not affect the validity of any building or improvement within the Property which is completed as of the date of termination, provided that such building or improvement has been constructed pursuant to a building permit issued by City. Furthermore, no termination of this Agreement shall prevent Landowner from completing and occupying any building or other improvement authorized pursuant to a valid building permit previously issued by City that is under construction at the time of termination, provided that any such building or improvement is completed in accordance with said building permit in effect at the time of such termination.

14. Estoppel Certificate. Either Party may, at any time, and from time to time, request written notice from the other Party requesting such Party to certify in writing that, (a) this Agreement is in full force and effect and a binding obligation of the Parties; (b) this Agreement has not been amended or modified either orally or in writing, or if so amended, identifying the amendments; and (c) to the knowledge of the certifying Party the requesting Party is not in default in the performance of its obligations under this Agreement, or if in default, to describe therein the nature and amount of any such defaults. A Party receiving a request hereunder shall execute and return such certificate within thirty (30) days following the receipt thereof, or such longer period as may reasonably be agreed to by the Parties. City Manager of City shall be authorized to execute any certificate requested by Landowner. Should the party receiving the request not execute and return such certificate within the applicable period, this shall not be deemed to be a default.

15. Mortgagee Protection; Certain Rights of Cure.

15.1. Mortgagee Protection. This Agreement shall be superior and senior to any lien placed upon the Property, or any portion thereof after the date of recording this Agreement, including the lien for any deed of trust or mortgage ("Mortgage"). Notwithstanding the foregoing, no breach hereof shall defeat, render invalid, diminish or impair the lien of any Mortgage made in good faith and for value, but all the terms and conditions contained in this Agreement shall be binding upon and effective against any person or entity, including any deed of trust beneficiary or mortgagee ("Mortgagee") who acquires title to the Property, or any portion thereof, by foreclosure, trustee's sale, deed in lieu of foreclosure, or otherwise.

15.2. Mortgagee Not Obligated. Notwithstanding the provisions of Section 15.1 above, no Mortgagee shall have any obligation or duty under this Agreement, before or after foreclosure or a deed in lieu of foreclosure, to construct or complete the construction of improvements, or to guarantee such construction of improvements, or to guarantee such construction or completion, or to pay, perform or provide any fee, dedication, improvements or other exaction or imposition; provided, however, that a Mortgagee shall not be entitled to devote the Property to any uses or to construct any improvements thereon other than those uses or improvements provided for or authorized by the Project Approvals or by this Agreement.

15.3. Notice of Default to Mortgagee and Extension of Right to Cure. If City receives notice from a Mortgagee requesting a copy of any notice of default given Landowner hereunder and specifying the address for service thereof, then City shall deliver to such Mortgagee, concurrently with service thereon to Landowner, any notice given to Landowner with respect to any claim by City that Landowner has committed an Event of Default. Each Mortgagee shall have the right during the same period available to Landowner to cure or remedy, or to commence to cure or remedy, the Event of Default claimed set forth in City's notice. City, through its City Manager, may extend the cure period provided in Section 13.1.2 for not more than an additional sixty (60) days upon request of Landowner or a Mortgagee.

16. Severability. Except as set forth herein, if any term, covenant or condition of this Agreement or the application thereof to any person, entity or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term, covenant or condition to persons, entities or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby and each term, covenant or condition of this Agreement shall be valid and be enforced to the fullest extent permitted by law; provided, however, if any provision of this Agreement is determined to be invalid or unenforceable and the effect thereof is to deprive a Party hereto of an essential benefit of its bargain hereunder, then such Party so deprived shall have the option to terminate this entire Agreement from and after such determination.

17. Applicable Law. This Agreement shall be construed and enforced in accordance with the laws of the State of California.

18. Attorneys' Fees and Costs in Legal Actions By Parties to the Agreement. Should any legal action be brought by either party for breach of this Agreement or to enforce any provisions herein, the prevailing party to such action shall be entitled to reasonable attorneys' fees, court costs, and such other costs as may be fixed by the Court.

19. Attorneys' Fees and Costs in Legal Actions By Third Parties to the Agreement. If any person or entity not a party to this Agreement initiates an action at law or in equity to challenge the validity of any provision of this Agreement or the Project Approvals, the parties shall cooperate and appear in defending such action. Landowner shall bear its own costs of defense as a real party in interest in any such action, and Landowner shall reimburse City on an equal basis for all reasonable court costs and attorneys' fees expended by City in defense of any such action or other proceeding.

20. Transfers and Assignments. From and after recordation of this Agreement against the Property, Landowner shall have the full right to assign this Agreement as to the Property, or any portion thereof, in connection with any sale, transfer or conveyance thereof, and upon the express written assignment by Landowner and assumption by the assignee of such assignment in the form attached hereto as Exhibit G and the conveyance of Landowner's interest in the Property related thereto, Landowner shall be released from any further liability or obligation hereunder related to the portion of the Property so conveyed and the assignee shall be deemed to be the "Landowner," with all rights and obligations related thereto, with respect to such conveyed property. Prior to recordation of this Agreement, any proposed assignment of this Agreement by Landowner shall be subject to the prior written consent of City Manager on behalf of City and the form of such assignment shall be subject to the approval of City Attorney, neither of which shall be unreasonably withheld.

21. **Agreement Runs with the Land**. Except as otherwise provided for in Section 15 of this Agreement, all of the provisions, rights, terms, covenants, and obligations contained in this Agreement shall be binding upon the parties and their respective heirs, successors and assignees, representatives, lessees, and all other persons acquiring the Property, or any portion thereof, or any interest therein, whether by operation of law or in any manner whatsoever. All of the provisions of this Agreement shall be enforceable as equitable servitude and shall constitute covenants running with the land pursuant to applicable laws, including, but not limited to, Section 1468 of the Civil Code of the State of California. Each covenant to do, or refrain from doing, some act on the Property hereunder, or with respect to any owned property; (a) is for the benefit of such properties and is a burden upon such properties; (b) runs with such properties; and (c) is binding upon each party and each successive owner during its ownership of such properties or any portion thereof, and shall be a benefit to and a burden upon each party and its property hereunder and each other person succeeding to an interest in such properties.

22. **Bankruptcy**. The obligations of this Agreement shall not be dischargeable in bankruptcy.

23. **Indemnification**. Landowner agrees to indemnify, defend and hold harmless City, and its elected and appointed councils, boards, commissions, officers, agents, employees, and representatives from any and all claims, costs (including legal fees and costs) and liability for any personal injury or property damage which may arise directly or indirectly as a result of any actions or inactions by Landowner, or any actions or inactions of Landowner's contractors, subcontractors, agents, or employees in connection with the construction, improvement, operation, or maintenance of the Property and the Project, provided that Landowner shall have no indemnification obligation with respect to the gross negligence or willful misconduct of City, its contractors, subcontractors, agents or employees or with respect to the maintenance, use or condition of any improvement after the time it has been dedicated to and accepted by City or another public entity (except as provided in an improvement agreement or maintenance bond).

24. **Insurance**.

24.1. **Public Liability and Property Damage Insurance.** At all times that Landowner is constructing any improvements that will become public improvements, Landowner shall maintain in effect a policy of comprehensive general liability insurance with a per-occurrence combined single limit of not less than one million ($1,000,000) dollars and a deductible of not more than ten thousand ($10,000.00) dollars per claim. The policy so maintained by Landowner shall name City as an additional insured and shall include either a severability of interest clause or cross-liability endorsement.

24.2. **Workers' Compensation Insurance**. At all times that Landowner is constructing any improvements that will become public improvements, Landowner shall maintain Workers' Compensation insurance for all persons employed by Landowner for work at the Project site. Landowner shall require each contractor and subcontractor similarly to provide Workers' Compensation insurance for its respective employees. Landowner agrees to indemnify City for any damage resulting from Landowner's failure to maintain any such insurance.

24.3. **Evidence of Insurance**. Prior to commencement of construction of any improvements which will become public improvements, Landowner shall furnish City satisfactory evidence of the insurance required in Sections 24.1 and 24.2 and evidence that the carrier is required to give City at least fifteen (15) days prior written notice of the cancellation or reduction

in coverage of a policy. The insurance shall extend to City, its elective and appointive boards, commissions, officers, agents, employees and representatives and to Landowner performing work on the Project.

25. **Excuse for Nonperformance**. Landowner and City shall be excused from performing any obligation or undertaking provided in this Agreement, except any obligation to pay any sum of money under the applicable provisions hereof, in the event and as long as the performance of any such obligation is prevented or delayed, retarded or hindered by act of God, fire, earthquake, flood, explosion, action of the elements, war, invasion, insurrection, riot, mob violence, sabotage, inability to procure or general shortage of labor, equipment, facilities, materials or supplies in the open market, failure of transportation, strikes, lockouts, action of labor unions, condemnation, requisition, laws, orders of governmental, civil, military or naval authority, or any other cause, whether similar or dissimilar to the foregoing, not within the control of the Party claiming the extension of time to perform. The Party claiming such extension shall send written notice of the claimed extension to the other Party within thirty (30) days from the commencement of the cause entitling the Party to the extension.

26. **Third Party Beneficiaries**. This Agreement is made and entered into for the sole protection and benefit of Landowner and, City and their successors and assigns. No other person shall have any right of action based upon any provision in this Agreement.

27. **Notices**. All notices required by this Agreement, the enabling legislation, or the procedure adopted pursuant to Government Code Section 65865, shall be in writing and delivered in person or sent by certified mail, postage prepaid.

Notice required to be given to City shall be addressed as follows:

CITY OF RANCHO CORDOVA
Planning Director
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Notice required to be given to Landowner shall be addressed as follows:

DANIEL BENVENUTI, JR.
4378 Auburn Blvd. Suite 300
Sacramento, CA 95841

Either party may change the address stated herein by giving notice in writing to the other party, and thereafter notices shall be addressed and transmitted to the new address.

28. **Form of Agreement; Recordation; Exhibits**. Except when this Agreement is automatically terminated due to the expiration of the Term of the Agreement or the provisions of Section 5.3 (Automatic Termination Upon Completion and Sale of Residential Lot), City shall cause this Agreement, any amendment hereto and any other termination of any parts or provisions hereof, to be recorded, at Landowner's expense, with the county Recorder within ten (10) days of the effective date thereof. Any amendment or termination of this Agreement to be recorded that affects less than all of the Property shall describe the portion thereof that is the subject of such amendment or termination. This Agreement is executed in three duplicate

originals, each of which is deemed to be an original. This Agreement consists of 16 pages and 8 Exhibits, which constitute the entire understanding and agreement of the parties.

29. Further Assurances. The Parties agree to execute such additional instruments and to undertake such actions as may be necessary to effectuate the intent of this Agreement.

30. City Cooperation. City agrees to cooperate with Landowner in securing all permits which may be required by City. In the event state or federal laws or regulations enacted after the Effective Date, or action of any governmental jurisdiction, prevent delay or preclude compliance with one or more provisions of this Agreement, or require changes in plans, maps or permits approved by City, the parties agree that the provisions of this Agreement shall be modified, extended, or suspended as may be necessary to comply with such State and Federal laws or regulations or the regulations of other governmental jurisdictions. Each party agrees to extend to the other its prompt and reasonable cooperation in so modifying this Agrement or approved plans.

IN WITNESS WHEREOF, City of Rancho Cordova, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Ordinance No. __-2006, adopted by the Council of City on _____, 2006, and Landowner has caused this Agreement to be executed.

"CITY"

CITY OF RANCHO CORDOVA,
a municipal corporation

By: _____

Name: _____

Its: _____

Date: _____

"LANDOWNER"

DANIEL BENVENUTI, JR.

By: _____

Name: Daniel Benvenuti, Jr.

Its: _____

Date: _____

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
Adam U. Lindgren
Assistant City Attorney

Date: _____

EXHIBIT LIST

Exhibit A-1:	Legal Description of the Property
Exhibit A-2:	Diagram of the Property
Exhibit B:	Vicinity Map of the Property
Exhibit C:	Tentative Subdivision Map
Exhibit D:	Existing and Proposed Zoning for the Property
Exhibit E:	Land Use Map for the Property
Exhibit F:	Infill Park and Open Space map
Exhibit G:	Form of Assignment

EXHIBIT A-1

LEGAL DESCRIPTION OF THE PROPERTY

The land referred to herein is situated in the State of California, County of Sacramento, City of Rancho Cordova, and is described as follows:

EXHIBIT "A-1"

Description of Development Agreement for Old Placerville Road Project

All that real property situated in the City of Rancho Cordova, County of Sacramento, State of California described as follows:

Parcel 2, as shown on the Parcel Map entitled: "PORTION OF LINTZ NO. 1, 150.50 AC. OF RANCHO RIO DE LOS AMERICANOS (1 B.M. 2)", filed in the office of the recorder of Sacramento County, California, on July 26, 1991 in Book 125, of Parcel Maps, Map No. 18.

Excepting therefrom an undivided one-half interest in all oil, gas and other hydrocarbons and minerals now or at any time hereafter situated herein and thereunder below a depth of five hundred feet (500') from the surface of said land; as reserved in the deed from Bank of America National Trust and Savings Association, a national banking association, to William A. Elliott and Irene L. Elliott, his wife, as joint tenants, dated January 14, 1942, Recorded February 4, 1942, in Book 934, Official Records, Page 302, as modified by the following tow (2) deeds (A) Quitclaim deed from Capital Company, a California corporation to Logan D. Teal and Lorraine L. Teal, his wife, as joint tenants dated February 11, 1957, recorded April 1, 1957, in Book 3273, Official Records, Page 534, and (B) Quitclaim deed from Transamerica Development Company, A corporation formerly Capital Company a corporation to Salving Swanson and Margaret D. Swanson, his wife, as joint tenants, et al, dated June 19, 1974, recorded July 5, 1974, in book 740705, official records, Page 357.

See Exhibit "A-2", plat to accompany description, attached hereto and made a part hereof.

End of Description

EXHIBIT A-2

DIAGRAM OF THE PROPERTY

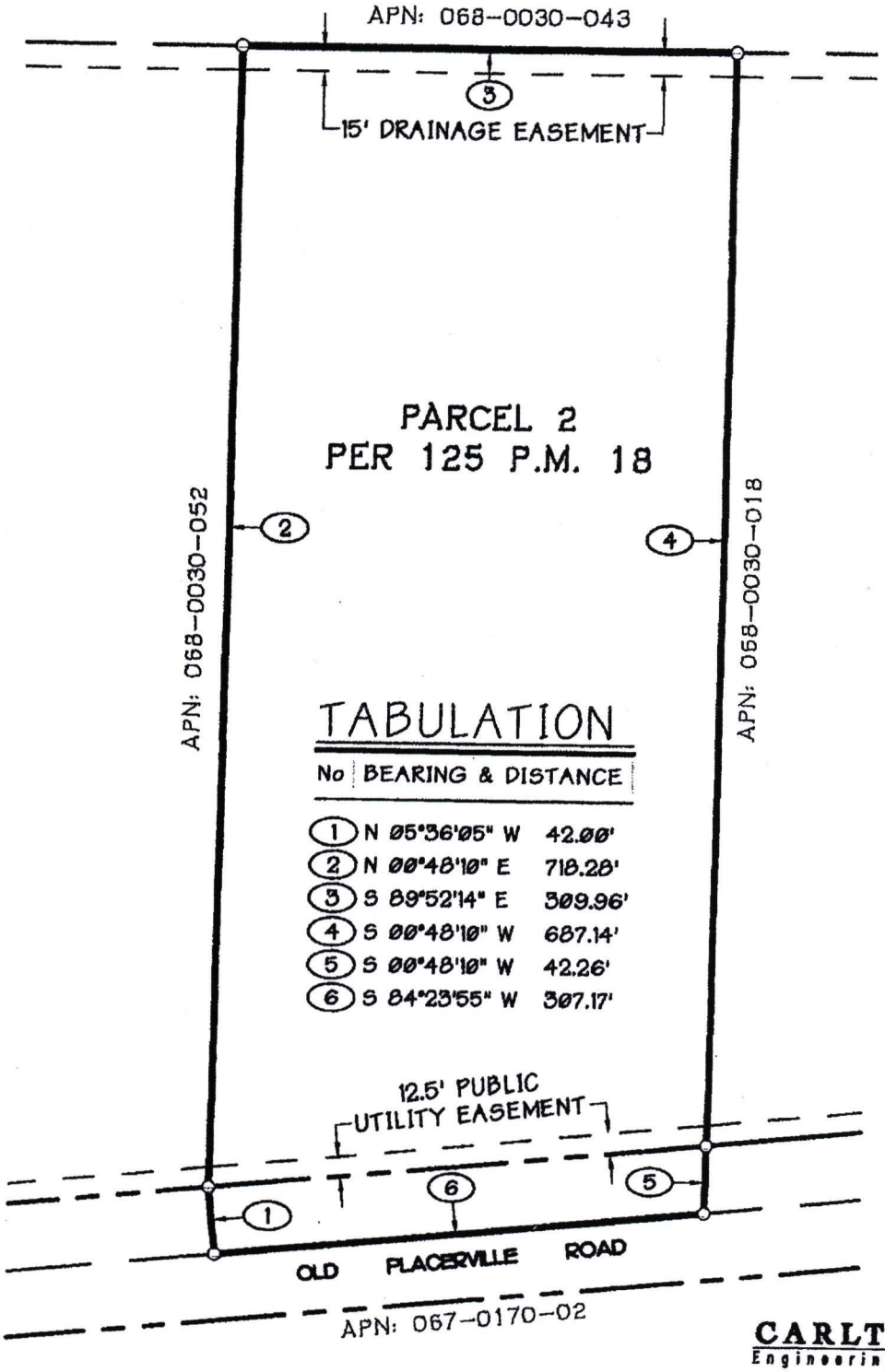
Exhibit A-2

DEVELOPMENT AGREEMENT

PARCEL 2, PER 125 P.M. 18

[PLAT TO ACCOMPANY DESCRIPTION]

1"=100'



TABULATION

No	BEARING & DISTANCE	
1	N 05°36'05" W	42.00'
2	N 00°48'10" E	718.28'
3	S 89°52'14" E	309.96'
4	S 00°48'10" W	687.14'
5	S 00°48'10" W	42.26'
6	S 84°23'55" W	307.17'

5095-01-04

CARLTON
Engineering Inc.
3883 Ponderosa Road, Shingle Springs, CA 95682
Voice 530.677.8518 Fax 530.677.8645

EXHIBIT B

VICINITY MAP OF THE PROPERTY

Exhibit B

VICINITY MAP

Old Placerville Road Project

CITY OF RANCHO CORDOVA, CALIFORNIA

1"=500'



5095-01-04

CARLTON
Engineering Inc.
3883 Ponderosa Road, Shingle Springs, CA 95682
Voice 530.677.5515 Fax 530.677.8545

EXHIBIT C

TENTATIVE SUBDIVISION MAP

Exhibit 'C'
Tentative Subdivision Map

Old Placerville Road Job# 5095-01-04

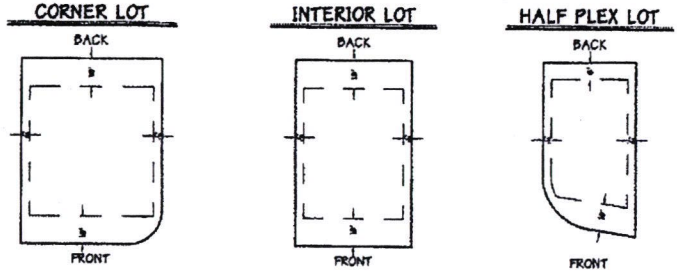
PARCEL 2
BOOK 125 OF PARCEL MAPS, PAGE 18

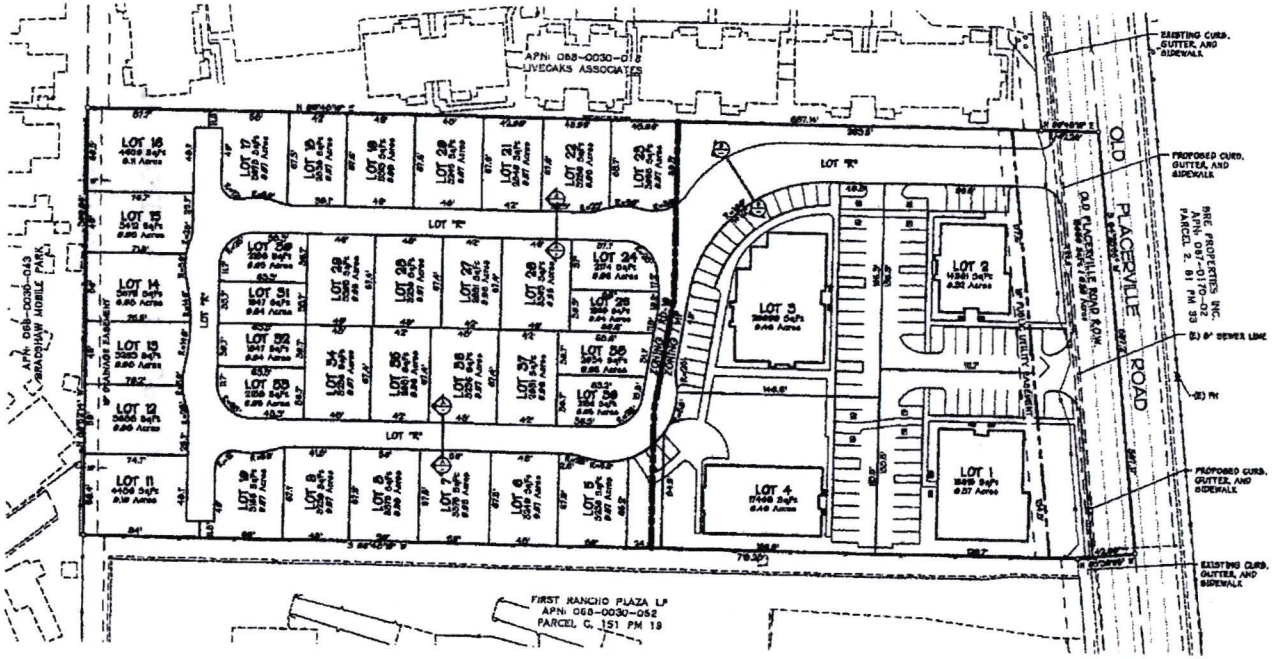
COUNTY of SACRAMENTO CITY OF RANCH CORDOVA STATE of CALIFORNIA
SURVEYED DECEMBER, 2004
SHEET 1 of 1
N.T.S.

TYPICAL RESIDENTIAL SET BACK DETAILS

NOTE: DIMENSIONS SHOWN ARE MINIMUM SET BACK DISTANCES

SCALE: 1" = 20'





ASSESSORS PARCEL NUMBERS	068-0030-044
EXISTING ZONING	MP
EXISTING USE	VACANT
PROPOSED ZONING	MP & SD-19 WITH SPECIAL DEVELOPMENT PERMIT (SDP)
PROPOSED USE	OFFICE AND RESIDENTIAL
OWNER	DAN BERENBAUM JR. CID TOWER DEVELOPMENT 4370 AUBURN BLVD., SUITE 300 SACRAMENTO, CA 95841
ENGINEER	CARLTON ENGINEERING INC. ATTENTION: CHRIS RUSSELL 2486 FOLSOM-DIA ROAD RANCHO SPRINGS, CA 95670 PHONE: (916)677-9515
DEVELOPER	TOWER DEVELOPMENT CID TED LOPESCO 4370 AUBURN BLVD., SUITE 300 SACRAMENTO, CA 95841
UTILITIES	
WATER	CALIFORNIA AMERICAN WATER COMPANY
SEWER	SACRAMENTO REGIONAL SANITATION DISTRICT
ELECTRIC	SMUD
GAS	PG&E
TELEPHONE	PACIFIC BELL
CABLE	COMCAST
PUBLIC SERVICES	
SCHOOL DISTRICT	SACRAMENTO UNIFIED SCHOOL DISTRICT
PARK DISTRICT	CORDOVA RECREATION AND PARK DISTRICT
FIRE DISTRICT	SACRAMENTO METROPOLITAN FIRE DISTRICT
NUMBER OF LOTS	39
SIZE OF LOTS	SEE MAP
GROSS ACREAGE	13.28± ACRES
NET ACREAGE	5.99± ACRES

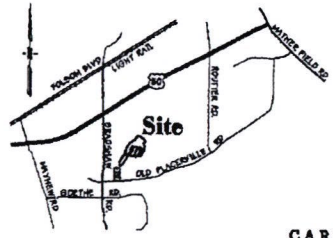
LOT DENSITY

	CORNER	INTERIOR
MAX. LOT SIZE	N.A.	4672 SQ. FT.
MIN. LOT SIZE	N.A.	2792 SQ. FT.
AVER. LOT SIZE	N.A.	3170 SQ. FT.

DESIGNATION	UNITS	AREA	PROPOSED DENSITY	ALLOWABLE DENSITY
LOT "R"	N/A	0.721 ACRES	N/A	N/A
RESIDENTIAL	39	2.497 ACRES	14 DU/AC	20 DU/AC
COMMERCIAL	4	1.662 ACRES	N/A	N/A
OLD PLACERVILLE ROAD ROW	N/A	8.448 ACRES	N/A	N/A

VICINITY MAP

NTS

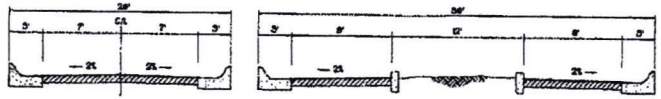


NOTES:

1. THE BOUNDARY SHOWN HEREON IS BASED UPON RECORD DATA. A BOUNDARY SURVEY HAS NOT BEEN DONE.

ROAD SECTIONS

NTS



CARLTON Engineering Inc.

EXHIBIT D

EXISTING AND PROPOSED ZONING FOR THE PROJECT

Exhibit D

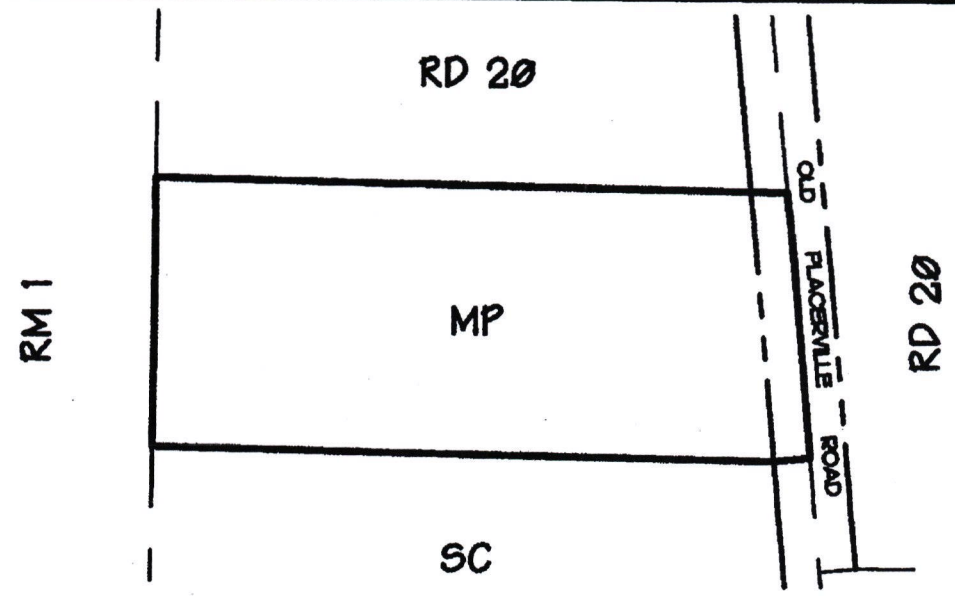
EXISTING / PROPOSED ZONING

OLD PLACERVILLE ROAD PROJECT

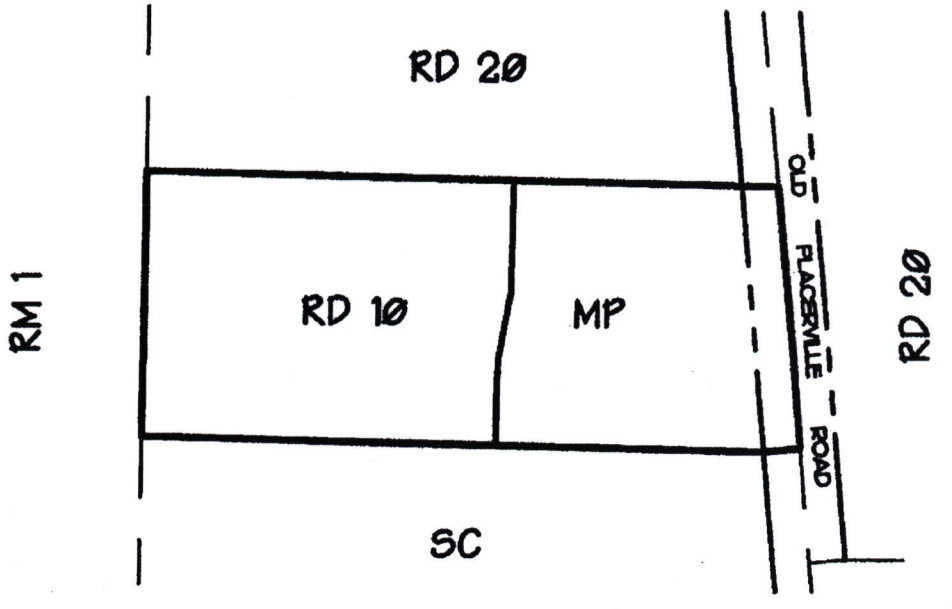
City of Rancho Cordova, California

1"=200'

EXISTING ZONING



PROPOSED ZONING



5095-01-04

CARLTON
Engineering Inc.
3883 Ponderosa Road, Shingle Springs, CA 95682
Voice 530.677.5515 Fax 530.677.6645

EXHIBIT E

LAND USE MAP OF THE PROPERTY

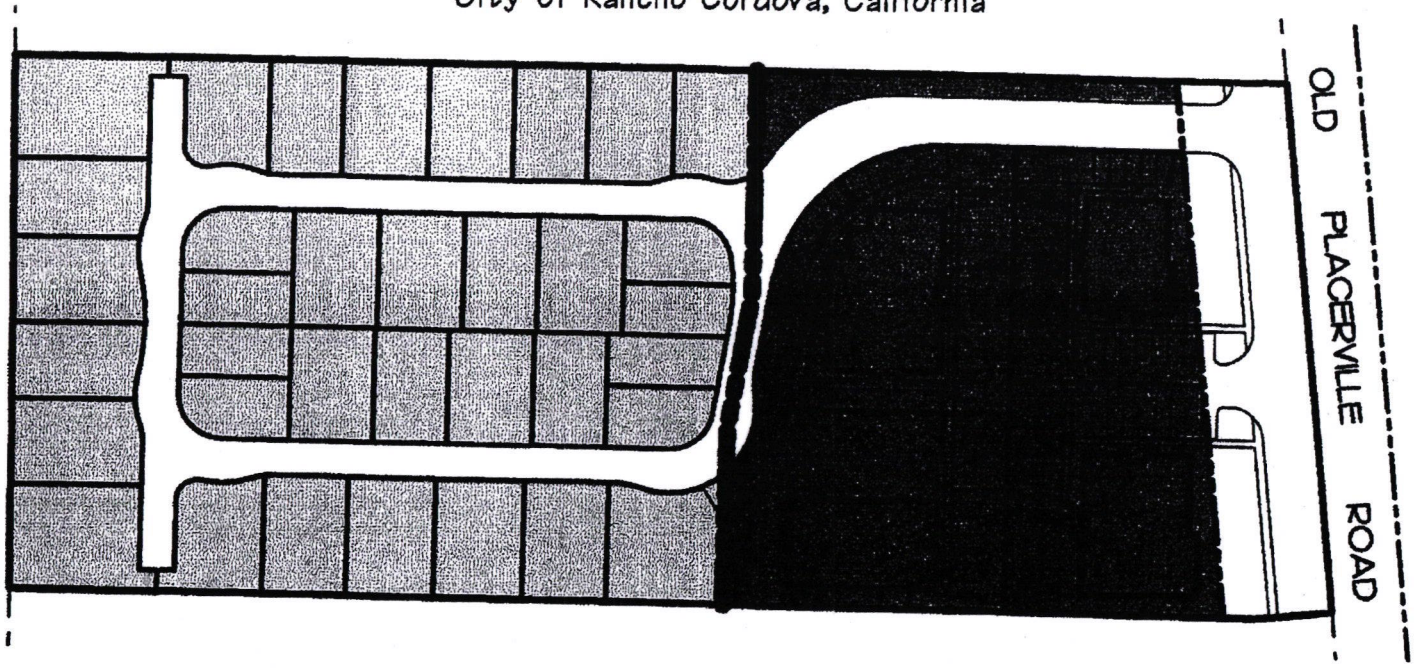
Exhibit 'E'

LAND USE MAP

OLD PLACERVILLE ROAD PROJECT

City of Rancho Cordova, California

1"=100'



	DESGNATION	GENERAL PLAN / ZONING DESIGNATIONS	UNITS	AREA	DENSITY
	PROPOSED ROAD	PROPOSED ROAD	N/A	0.721 ACRES	N/A
	RESIDENTIAL	LDR / RD-10	35	2.467 ACRES	14 DU/AC
	COMMERCIAL	C / MP	4	1.662 ACRES	N/A
	OLD PLACERVILLE ROAD R.O.W.	OLD PLACERVILLE ROAD R.O.W.	N/A	0.449 ACRES	N/A

5095-01-04

CARLTON
Engineering Inc.
3963 Ponderosa Road, Shingle Springs, CA 95682
Voice 530.677.5616 Fax 530.677.8446

EXHIBIT F

INFILL PARK AND OPEN SPACE MAP

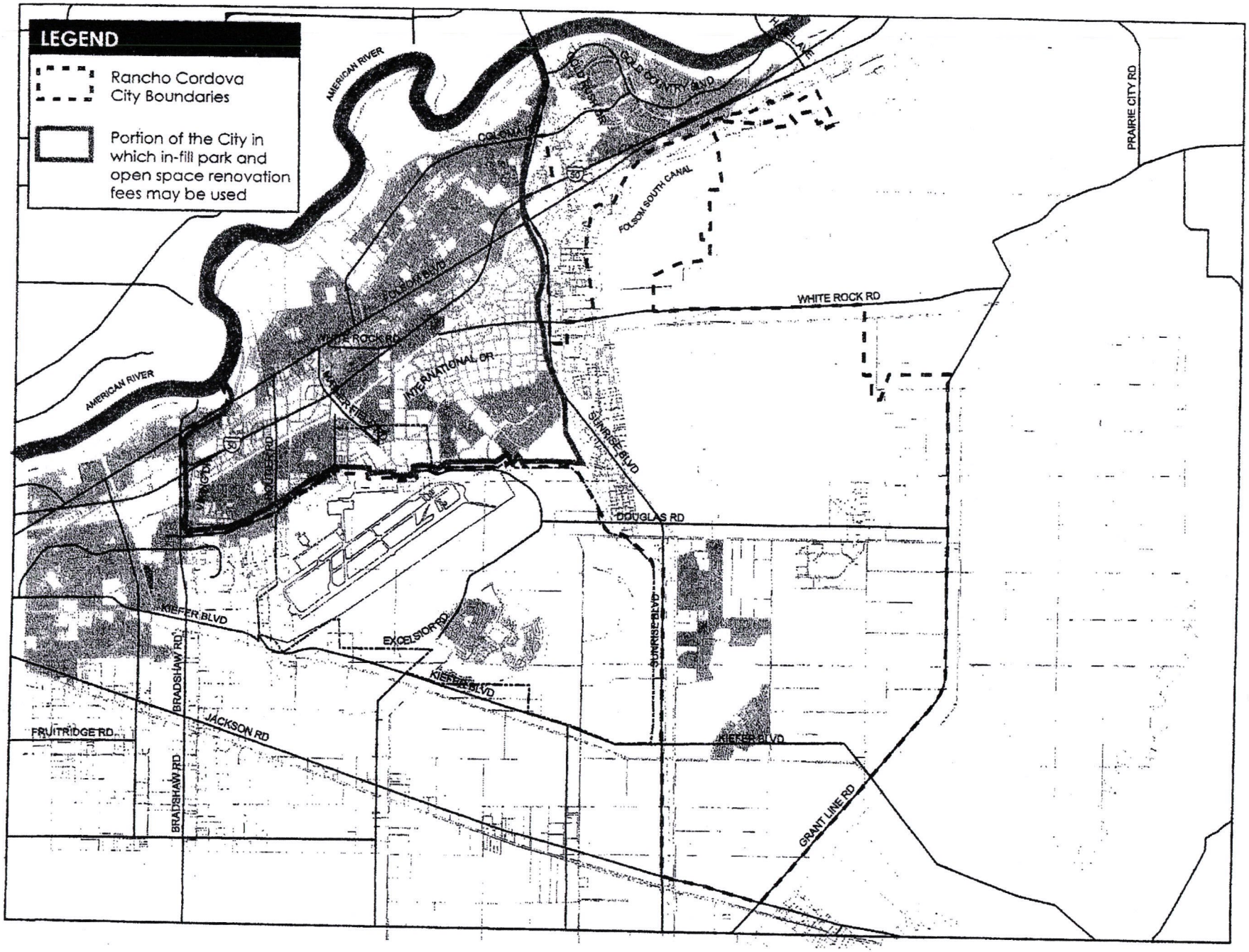

LEGEND
Rancho Cordova City Boundaries
Portion of the City in which in-fill park and open space renovation fees may be used
AMERICAN RIVER
COLOMA
FOLSOM BLVD
GOLD COUNTRY BLVD
FOLSOM SOUTH CANAL
PRAIRIE CITY RD
WHITE ROCK RD
INTERNATIONAL DR
SUNRISE BLVD
DOUGLAS RD
KIEFER BLVD
EXCELSIOR RD
BRADSHAW RD
JACKSON RD
FRUITRIDGE RD
GRANT LINE RD

EXHIBIT G

FORM OF ASSIGNMENT

EXHIBIT G

FORM OF ASSIGNMENT

OFFICIAL BUSINESS
Document entitled to free recording
Government Code Section 6103

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Attn: City Clerk

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

ASSIGNMENT AND ASSUMPTION AGREEMENT
RELATIVE TO OLD PLACERVILLE ROAD DEVELOPMENT

THIS ASSIGNMENT AND ASSUMPTION AGREEMENT (hereinafter, the "Agreement") is entered into this _____ day of _____, 200_ ____, by and between _____, a _____ _____ (hereinafter "Developer"), and _____, a _____ _____ (hereinafter "Assignee").

RECITALS

1. On _____, 200_, City of Rancho Cordova and Developer entered into that certain agreement entitled "Development Agreement By and Between City of Rancho Cordova and Daniel Benvenuti, Jr. Relative to the Development known as Old Placerville Road Development (hereinafter the "Development Agreement"). Pursuant to the Development Agreement, Developer agreed to develop certain property more particularly described in the Development Agreement (hereinafter, the "Subject Property"), subject to certain conditions and obligations as set forth in the Development Agreement. The Development Agreement was recorded against the Subject Property in the Official Records of Sacramento County on _____, 200_, as Instrument No. 200_-_____.

2. Developer intends to convey a portion of the Subject Property to Assignee, commonly referred to as Parcel _____, and more particularly identified and described in Exhibit A, Exhibit A-2, and Exhibit B, attached hereto and incorporated herein by this reference (hereinafter the "Assigned Parcel").

3. Developer desires to assign and Assignee desires to assume all of Developer's right, title, interest, burdens and obligations under the Development Agreement with respect to and as related to the Assigned Parcel.

ASSIGNMENT AND ASSUMPTION

NOW, THEREFORE, Developer and Assignee hereby agree as follows:

1. Developer hereby assigns, effective as of Developer's conveyance of the Assigned Parcel to Assignee, all of the rights, title, interest, burdens and obligations of Developer under the Development Agreement with respect to the Assigned Parcel. Developer retains all the rights, title, interest, burdens and obligations under the Development Agreement with respect to all other property within the Subject Property owned by Developer.

2. Assignee hereby assumes all of the rights, title, interest, burdens and obligations of Developer under the Development Agreement with respect to the Assigned Parcel, and agrees to observe and fully perform all of the duties and obligations of Developer under the Development Agreement with respect to the Assigned Parcel. The parties intend hereby that, upon the execution of this Agreement and conveyance of the Assigned Parcel to Assignee, Assignee shall become substituted for Developer as the "Developer" under the Development Agreement with respect to the Assigned Parcel.

3. All of the covenants, terms and conditions set forth herein shall be binding upon and shall inure to the benefit of the parties hereto and their respective heirs, successors and assigns.

4. The Notice Address described in Section 27 of the Development Agreement for the Developer with respect to the Assigned Parcel shall be:

_____
_____
_____
_____

IN WITNESS HEREOF, the parties hereto have executed this Agreement as of the day and year first above written. This Agreement may be signed in identical counterparts.

DEVELOPER:

DANIEL BENVENUTI, JR.

By: _____
Print Name: Daniel Benvenuti, Jr.
Title:

ASSIGNEE:

_____,
a _____

By: _____
Print Name: _____
Title: _____

RANCHO CORDOVA POLICE DEPARTMENT

Memorandum

May 18, 2006

To : JEFFREY BEISWENGER, Principal Planner
City of Rancho Cordova Planning Department

From : CSS III JEFF RODRIGUES, Crime Prevention Specialist
Sacramento County Sheriff's Dept./Rancho Cordova Police Dept.

Subject : **05-183 OLD PLACERVILLE ROAD**

The Rancho Cordova Police Department requests that the following conditions be appended to the subject application:

1) **RESIDENTIAL COMMENTS**

a) Location/Street Layout

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

b) Landscaping

i) Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fences and property lines and under vulnerable windows. A partial list of suggested materials is available from the Sheriff's Department upon request.

ii) All shrubbery and low level landscaping around homes and walking paths shall not be more than two (2) feet in overall height. This is to allow for good visibility to vulnerable spaces by passersby and residents.

iii) All trees shall have a canopy of not less than six (6) feet. This is to allow for good visibility to vulnerable spaces by passersby and residents.
1) Tree canopies shall not obstruct the distribution of light from any streetlights.

c) Fencing/Access Control

i) 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.

d) Lighting

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

e) Law Enforcement Staffing

i) Based on City of Rancho Cordova residency estimates of 2.7 people per home, the Police Department will require an additional .09 officers to maintain the 1 to 1000 officer/population staffing level.

2) COMMERCIAL COMMENTS

a) Parking/Circulation

i) 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.

ii) Handicapped parking spaces shall be clearly marked and properly posted and be conveniently located near the buildings they are intended to serve.

b) Building Security

i) 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.

ii) 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.

iii) 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.

iv) 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.

v) 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.

vi) 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.

vii) 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.

viii)All hatchway openings on the roof of any building shall be secured as follows:

(1) 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.

(2) 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.

(3) Outside hinges on all hatchway openings shall be provided with nonremovable pins when using pin-type hinges.

ix) 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:

(1) Iron bars of at least ½" round or one by one-fourth inch flat steel material, spaced no more than five inches apart and securely fastened.
or:
(2) A steel grill of at least 1/8" material or two inch mesh and securely fastened and

x) 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.

c) Landscaping

i) 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.

ii) All walkway curbs shall be vertical in design. Rounded curbs shall be avoided whenever possible.

d) Lighting

i) 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.

ii) 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.

iii) Each premises, while closed for business after dark, must be sufficiently lighted by use of interior night lights.

iv) 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.)

e) Building Numbering

i) 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 six inches in height and of a color contrasting with the background.

ii) 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.

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

If you should have any questions, please contact me at (916)876-7599.

SMUD
SACRAMENTO MUNICIPAL UTILITY DISTRICT
The Power To Do More.®

RECEIVED
JUN 05 2006
RANCHO CORDOVA
PLANNING

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

May 26, 2006

FILE: RC 05-0183

CITY OF RANCHO CORDOVA
PLANNING DEPARTMENT
ATTN: JEFFREY BEISWENGER
3121 GOLD CANAL DRIVE
RANCHO CORDOVA, CA. 95670

We have reviewed the Tentative Subdivision Map (OLD PLACERVILLE ROAD).

We request the following be conditions of the subject map.

1. Dedicate a 12.5-foot public utility easement for overhead and underground facilities and appurtenances adjacent to all public street rights of ways.

2. Dedicate Lot R, and 12.5-feet adjacent thereto as a public utility easement for underground facilities and appurtenances.

Questions for P.U.E. reductions contact Mr. Chuck Hager at (916) 732-5722 or chager@smud.org to set up a meeting with the Public Utilities Commission to approve these changes 3-2 months before the Subdivision Review Committee's meeting.

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

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

cc: TOWER DEVELOPMENT
CARLTON ENGINEERING, INC.

TB 299-C-7 MILETIJEV

SMUD FILE: RC 05-0183

J:/05-0183rc.doc

COUNTY OF SACRAMENTO
INTER-DEPARTMENT CORRESPONDENCE
DEPARTMENT OF WATER RESOURCES

MEMORANDUM

Date: July 12, 2005

TO: Bill Campbell

Applicant:

FROM: Mark Rains

PROJECT NAME: **Old Placerville Rd Tentative Subdivision Map, Rezone, Design Rev, Spec Dev Pmt**

CONTROL NUMBER: **RC 05-183**

A.P.N.: **068-0030-044**

COMMENTS SECTION:

1. FEMA Flood Zone: X
   Panel No. 060262-0215
   Date: 7/6/1998

2. Watershed: Mayhew Slough

CONDITIONS OF APPROVAL:

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

1. STD#190 (I,E,F)- Provide drainage easements and install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards, including any fee required by the Sacramento County Water Agency Code.

2. STD#194 (Offsite)- Offsite drainage improvements and easements shall be provided pursuant to the Sacramento County Floodplain Management Ordinance, and the Sacramento County Improvement Standards. Any required offsite improvements will take place in a drainage easement or ROW.

Pacific Gas and Electric Company
Land Services Office
343 Sacramento Street
Auburn, CA 95603

Direct: (530) 889-5089
Fax: (530) 889-3392
Email: dlkn@pge.com



RECEIVED
JUL 18 2006
By

July 14, 2006

City of Rancho Cordova Planning Dept.
Attn: Ben Ritchie
2729 Prospect Drive
Rancho Cordova, CA 95670

RE: OLD PLACERVILLE RESIDENTIAL AND OFFICE PROJECT
PROJECT NUMBER: RC-05-183

Dear City of Rancho Cordova:

PG&E has reviewed this project and has the following comments:

PG&E owns and operates gas transmission facilities which are located adjacent to the proposed project boundaries in Old Placerville Road. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

Dedicate a standard 12.5 foot Public Utility Easement for underground facilities and appurtenances adjacent to all public ways, private drives and/or Irrevocable Offer of Dedication.

Dedicate the Private Drives and the Common Areas as a public utility easement for underground facilities and such underground and aboveground appurtenances and additional areas as required within the Private Drives and Common Areas as required to provide service as a public utility easement for underground facilities and appurtenances except for those areas where structures are located.

Gas service may be available to this project if desired. The developer should contact PG&E's Service Planning Department at (916) 386-5112 as soon as possible to coordinate construction so as not to delay the project.

If you have any questions I may be contacted at (530) 889-5089 or dlkn@pge.com.

Sincerely,

Donald Kennedy

Donald Kennedy
Land Agent

COUNTY OF SACRAMENTO
INTER-DEPARTMENT CORRESPONDENCE
DEPARTMENT OF WATER RESOURCES

MEMORANDUM

Date: May 30, 2006

TO: Jeffrey Beiswenger, Rancho Cordova Planning
Anne Hersch, Rancho Cordova Planning

Applicant: Comments emailed to Chris Russell and Ted Kopecko on May 30, 2006

FROM: Mark Rains, Water Resources

PROJECT NAME: **Old Placerville Road Rezone, Tentative Subdivision Map, Design Review, and Special Development Permit**

CONTROL NUMBER: **RC-05-183 and RC-06-217**

A.P.N.: **068-0030-044**

COMMENTS SECTION:

1. FEMA Flood Zone: X
   Panel No. 060262-0215
   Date: 7/6/1998

2. Watershed: Mayhew Slough

3. NOTE: DWR has some concerns about the map as drawn. 1) DWR drainage facility maps indicate there is a drain line running north and south along the western edge of the subject property, but there is no easement on the map at this location. If this drainage is being rerouted (in the street for example), please describe what provisions are being made for the drainage for the property to the west. 2) If possible, the drain lines on site and or the street configuration should be changed to ensure the drain lines are with the street section. Having a drainage easement and drain line in homeowner's back yards is problematic when maintenance is required and should be avoided. DWR will be happy to discuss these issues if asked.

C:\Documents and Settings\ahersch\Local Settings\Temporary Internet Files\OLK44B\RC 05-183 and RC-06-217 Old Placerville Road TSM Rezone Des Rev and Spec Dev Pmt.doc

CONDITIONS OF APPROVAL:

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

1. STD#190 (I,E,F)- Provide drainage easements and install facilities pursuant to the requirements of Rancho Cordova, Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards, including any fee required by the Sacramento County Water Agency Code.

2. Incorporate stormwater quality measures in conformance with applicable County ordinances & standards, and state and federal law. The four commercial lots will require permanent stormwater quality treatment facilities.

CSD-1
COUNTY SANITATION DISTRICT 1
Wastewater Collection For a Growing Sacramento

10545 Armstrong Avenue
lather
California
5655
Tele: [916] 876-6000
ax: [916] 876-6160
www.csd-1.com

Board of Directors
epresenting:
County of Sacramento
ity of Citrus Heights
City of Elk Grove
ity of Folsom
City of Rancho Cordova
ity of Sacramento

Mary K. Snyder
District Engineer
hristoph Dobson
cting Collection Systems Manager
Wendell H. Kido
istrict Manager
...arcia Maurer
Chief Financial Officer

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JUN 27 2006
RANCHO CORDOVA PLANNING

June 22, 2006
E225.00

Jeffrey Beiswenger
City of Rancho Cordova
Planning Department
2729 Project Park Drive
Rancho Cordova, CA 95670

Subject: **Old Placerville Road - TSM/UP**
APN: 068-0030-044
Control No. RC-05-183

Dear Mr. Beiswenger:

Both the County Sanitation District 1 (CSD-1) and the Sacramento Regional County Sanitation District (SRCSD) reviewed the subject documents and have the following comments.

CSD-1 Conditions:

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

Each parcel and each building with a sewage source shall have a separate connection to the CSD-1 sewer system.

In order to obtain sewer service, construction of CSD-1 sewer infrastructure is expected to be required. An on-site and off-site sewer collection system will be required. All sewer lines with discharges from more than one building shall be 8" (min.) collectors in public easements

Sewer easements will be required, including easements for the existing 8 and 10-inch lines adjacent to the south property lines of the subject project. All sewer easements shall be dedicated to CSD-1, in a form approved by the District. All CSD-1 sewer easements shall be at least 20 feet in width centered over applicable pipelines and ensure continuous access for installation and maintenance.

For the existing system, near the edge of the street and at the south boundary of this project, demonstrate the existence of, and if needed, abandon the existing easement. Thereupon, grant CSD-1 a new 20-foot wide sewer access and maintenance easement centered along the existing pipeline's centerline.

CSD-1 will provide maintenance only in public right-of-ways and in minimum 20-foot wide easements dedicated to CSD-1 for the purpose of continuous access and maintenance.

For sewer in the private streets indicated, the subject project owner(s) and successors in interest thereof, shall be responsible for repair and/or replacement of all non-asphalt and/or enhanced surface treatments of streets and drives within these easements damaged by District maintenance and repair operations. This requirement shall be set forth in easement grant documents and be a covenant running with the land, be responsibility of successors in interest in future land transfers and divisions and by language approved by the District. It shall also be shown on the final map in like language. Surface enhancements include, but are not limited to non-asphaltic paving, landscaping, lighting, curbing and all non-driveable street appurtenances.

CSD-1 requires their sewers to be located 10 feet from other parallel utilities (water, drain, electrical, etc.). Prior to recording the Final Map, the applicant shall prepare a utility plan that will demonstrate that this condition is met.

All structures along private drives shall have a minimum 10-foot setback so that CSD-1 can properly maintain sewer service.

CSD-1 Advisories:

Any use of CSD-1 sewer easements, which is not compatible or interferes with the construction, reconstruction, operation, maintenance, or repair of the District's sanitary sewer(s), shall not be allowed. Each proposed use shall be reviewed and approved in writing by the District Engineer prior to the use of the easement by the Grantor. This includes landscaping.

Developing this property will require the payment of sewer impact fees. Impact fees for CSD-1 shall be paid prior to filing and recording the Final Map or issuance of Building Permits, which ever is first. Applicant should contact the Fee Quote Desk at (916) 876-6100 for sewer impact fee information.

If you have any questions regarding these comments, please call Stephen Moore at (916) 876-6296 or myself at (916) 876-6094.

Sincerely,

Wendy Haggard

Wendy Haggard, P.E.
Department of Water Quality
Development Services

WH/JRO: cc

cc: Melenie Spahn
Amber Schalansky
Ted Kopecko
Tower Development
4378 Auburn Blvd., Ste 300
Sacramento, CA 95841

California Regional Water Quality Control Board

Central Valley Region

Robert Schneider, Chair

Alan C. Lloyd, Ph.D.
Agency Secretary

Sacramento Main Office
11020 Sun Center Drive #200, Rancho Cordova, California 95670-6114
Phone (916) 464-3291 • FAX (916) 464-4645
http://www.waterboards.ca.gov/centralvalley

Arnold Schwarzenegger
Governor

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JUL 28 2005

RANCHO CORDOVA
PLANNING

26 July 2005

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

PROPOSED PROJECT REVIEW,* CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), *PROJECT REVIEW FOR OLD PLACERVILLE ROAD, RANCHO CORDOVA, SACRAMENTO COUNTY

As a Responsible Agency, as defined by CEQA, we have reviewed the Project Review for Old Placerville Road. Based on our review, we have the following comments regarding the proposed project.

Construction Storm Water

A NPDES General Permit for Storm Water Discharges Associated with Construction Activities, NPDES No. CAS000002, Order No. 99-08-DWQ is required when a site involves clearing, grading, disturbances to the ground, such as stockpiling, or excavation that results in soil disturbances of one acre or more of total land area. Construction activity that involves soil disturbances on construction sites of less than one acres and is part of a larger common plan of development or sale, also requires permit coverage. Coverage under the General Permit must be obtained prior to construction. More information may be found at http://www.swrcb.ca.gov/stormwtr/construction.html

Post-Construction Storm Water Management

Manage storm water to retain the natural flow regime and water quality, including not altering baseline flows in receiving waters, not allowing untreated discharges to occur into existing aquatic resources, not using aquatic resources for detention or transport of flows above current hydrology, duration, and frequency. All storm water flows generated on-site during and after construction and entering surface waters should be pre-treated to reduce oil, sediment, and other contaminants. The local municipality where the proposed project is located may now require post construction storm water Best Management Practices (BMPs) pursuant to the Phase II, SWRCB, Water Quality Order No. 2003 – 0005 – DWQ, NPDES General Permit No. CAS000004, WDRS for Storm Water Discharges from Small Municipal Separate Storm Sewers Systems (MS4). The local municipality may require long-term post-construction BMPs to be incorporated into development and significant redevelopment projects to protect water quality and control runoff flow.

Sacramento Metropolitan Fire District

3012 Gold Canal Drive · Rancho Cordova, California 95670 · Phone (916) 942-3300 · Fax (916) 942-3400

DON METTE
Fire Chief

June 7, 2006

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

Attention: Jeffrey Beiswenger

RE: **Application Number:** RC-05-183
APN: 068-0030-044
Project Name: Old Placerville Road
Project Location: North side of Old Placerville Road, east of Bradshaw Road, west of Granby Drive
Applicant's Name: Tower Development
SMFD Project Number: 2006-1586

Dear Mr. Beiswenger:

This office is in receipt of your request for Fire District review and comment for the referenced project. Upon consideration of the plans submitted to date, the following requirements and areas of concern have been identified:

NOTE: THE FOLLOWING ITEMS ARE SPECIFIC TO THE STAFF REPORT FOR THIS PROJECT AND REQUIRE SPECIAL ATTENTION:

1. The existing roadway design does not meet Fire District requirements for turning radii. Fire access roadways shall meet a minimum turning radii of 25-feet inside radius and 50-feet outside radius. Please revise the access roadway design accordingly.

2. If security gates are being considered for this project, they shall comply with all of the provisions of SCC-1240, Appendix VII.

3. Commercial buildings as part of this project require the installation of a complete automatic fire sprinkler system installed in accordance with SCC-1240. Additionally, the fire flow requirements for these buildings can not be determined at this time due to the incompleteness of the development plans.

However, the minimum fire flow required for commercial buildings is 1500 GPM at 20 PSI residual for a duration of two-hours inclusive of the fire sprinkler system.

NOTE: THE FOLLOWING INFORMATION IS FOR THE APPLICANTS/ENGINEER'S REVIEW PRIOR TO SUBMITTAL OF SITE IMPROVEMENT DRAWINGS:

Applicant: It is highly recommended that specific requirements for your project be obtained from the Fire District during the pre-construction planning stage. Specific requirements for bridges, fire hydrants, entry gates, and access roadways must be clearly understood and complied with. It is advisable to schedule a design review conference with the Fire District to provide any necessary requirement clarification.

If there are no immediate plans for construction or the on-site storage of combustible construction materials, the requirements applicable to construction may be held in abeyance until such time that construction occurs. If this property is sold prior to development, the seller must disclose the above requirements to the buyer.

1. All parcels and subdivisions serviced by private roads shall have a road maintenance agreement (RMA) recorded with the Public Recorders Office having jurisdiction. The roadway maintenance agreement shall include the following:

a. Provisions for the necessary repair and maintenance of the roadway surface
b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13'6") and/or width of twenty feet (20')
c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping
d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems
e. Unrestricted use of and access to the roadways covered by the agreements.
f. Provisions for the control of vehicle parking in prohibited areas and a mechanism for the removal of vehicles illegally parked.

2. A copy of the road maintenance agreement shall be provided to the Fire District with the site improvement or Civil Engineering drawings upon submittal for review. If the roadway agreement is not provided with the site improvement or civil engineering drawings, it shall be presented to the Fire District prior to the issuance of any CORs (Certificates of Release) or construction permit cards.

3. 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.

4. Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located shall be located along the route of the fire apparatus access roadway. The required fire hydrants shall be installed and operational prior to any construction or on-site storage of combustible materials. The minimum required fire flow for the protection of residential developments with an area per building not exceeding 3,600 square feet is 1,000 gallons per minute (gpm) at a pressure of 20 pounds per square inch (psi) for a two-hour duration. Fire hydrant installations for the protection of residential projects shall comply with the following requirements:

A. One fire hydrant shall be located 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. Existing "wharf" type fire hydrants do not satisfy hydrant requirements for new construction, and per SCC-1240, must be upgraded to approved steamer type hydrants.

D. Each approved fire hydrant shall have a minimum flow of 1,000 gallons per minute (gpm) for residential developments. Additional requirements apply to residential dwellings with building areas greater than or equal to 3,600 square feet.

5. 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.***

6. Residential roof coverings shall consist of materials having a minimum Class C rating.

7. 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. Traffic calming measures, speed bumps, humps, etc., shall not be installed in fire apparatus access roadways.***

8. 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 50 feet of the end of the access roadway. All parcels zoned as residential (RD) shall be provided with a finished road surface consisting of 2 inches of asphalt concrete (AC) over 6 inches of aggregate base (AB) or the equivalent in concrete or other approved surface. This requirement is applicable to existing gravel roadways.

9. Vehicle parking is prohibited on any street less than 28 feet in width. Vehicle parking is permitted on both sides of streets 37 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.

10. 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.

11. Due to the width of the access and interior roadways proposed for this project, less than 28 feet, vehicle parking is prohibited along the entire length of the roadways and approved fire lane identification signage/striping shall be provided.

12. The homeowners association responsible for regulating the common areas of the complex/subdivision shall enact regulations controlling vehicle parking on the interior access roadways and containing provisions for the timely removal of vehicles parked in prohibited areas. A copy of these regulations shall be submitted to the Fire District for review.

13. Traffic calming measures, speed bumps, humps, etc. shall not be installed in fire apparatus access roadways.

14. Signs reading " NO OUTLET" shall be posted at the entry points to dead-end access roadways exceeding 125 feet in length.

15. Approved fire hydrants shall be spaced at 500-foot intervals along the route of the interior access roadway. The fire hydrants shall be capable of supplying a minimum fire flow of 1,000 gallons per minute at 20 pounds per square inch of pressure.

Sacramento Metropolitan Fire District requirements are not to be construed as abrogating more restrictive requirements by other agencies having jurisdiction.

If I may answer any questions or be of further assistance, please feel free to contact me at (916) 851-8932.

Sincerely,

Steven P. Trout, Supervising Inspector
Southeast Inspection Area

Cc: Applicant
Insp. Magee
File

Attachment 6
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JUN 19 2006
RANCHO CORDOVA
PLANNING

WALKSACRAMENTO
Walkable Communities = Communities of Walkers

June 14, 2006

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

Re: Design Review for Old Placerville Road Residential (Project RC-05-183) and Office (Project RC-06-217)

Dear Mr. Beiswenger and Ms. Hersch:

WALKSacramento offers comments on the Design Review for the Old Placerville Road proposal to build 49 single family residential lots, totaling 71,103 square feet, on 5.3 acres and on the Design Review for the Old Placerville Road Offices proposal to build 18,711 square feet of offices on 2.15 acres. We are commenting on both projects in the same letter because there are many issues pertaining to the relationship between the two proposals and both come from the same applicant. You will each receive an original, signed letter.

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 the Partnership is 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.

While we appreciate the intent of this in-fill proposal, we question whether there is sufficient space to achieve a quality environment for both the office and the residential components as designed. The residential portion in particular is tightly packed behind the offices, with houses close together, narrow streets, no sidewalks, minimal yards, and no community open space. WALKSacramento recommends redesigning the residential portion, and perhaps also the office

909 12th Street, Suite #122 • Sacramento, CA 95814 • 916.446.9255 • fax 916.443.9255
www.walksacramento.org

portion if necessary, in order to create room for sidewalks and a shared open space which will create a greater sense of community and quality housing.

After reviewing the projects' site plans and drawings, and inspecting the project sites and the surrounding neighborhood, we offer the following additional comments and recommendations:

1. Include internal sidewalks: WALKSacramento strongly recommends that sidewalks be added throughout all of the streets in the residential project in order to meet the City of Rancho Cordova's Design Guideline 2:16 which states that pedestrians are a priority in the design of projects. Sidewalks should have a 5' minimum width (the minimum needed to allow two people to use the sidewalk at the same time), vertical curbs, and separation from the roadway, preferably by a landscape buffer. The sidewalks are needed to foster a safe walking environment within the development. The sidewalk area will also create space where interaction with neighbors is encouraged, creating a greater sense of community. Please note that if a picket fence is placed directly next to a sidewalk, an additional two feet of space is needed for pedestrians to make up for the "shy space" immediately adjacent to the fence that cannot be used.

   We recommend a 6' minimum width walkway to link the residential units to Old Placerville Road along the east edge of the project area to conform with Design Standard 2:16.2. WALKSacramento also recommends a walkway running along the western edge of the office project that would connect to a sidewalk along Old Placerville Road. Please refer to Attachment "A" for clarification.

2. Include sidewalks along Old Placerville Road: There is currently a gap in the sidewalk network where this property fronts on Old Placerville Road. Completing the sidewalk network should be required as part of this project. If an attached sidewalk is installed along Old Placerville Road, we strongly recommend a 6' width minimum, which is what currently exists on either side of the project. If a detached sidewalk with a landscape buffer is installed, 5' sidewalks would be the minimum width.

3. Add open space for residents: According to Design Standard 2:40.2, a minimum of ten percent of all new residential development is set aside as open space that is accessible. There does not appear to be any space set aside for this in the residential proposal. WALKSacramento strongly recommends that the site plan be reconfigured to accomplish this.

One potential solution is to expand upon the green space provided in the office portion. Centered around the old oak tree between Offices 1 & 2, we recommend a redesign that reconfigures parking to allow for additional open space to the north, so it would also act as a buffer between the residential and office projects. This would be a location for benches, tables, and facilities for children. This would also provide an attractive location for employees of the office project to take a break and get some fresh air.

4. Include link to adjacent uses: The project does not currently meet Design Guideline 2:26, which asks for connections between neighboring residential and non-residential uses. It is likely and desirable that people living in the residential units will want to access the grocery store, coffee shop, restaurants, and other retail on the adjoining property to the west. One key location for a pedestrian link would be located where the proposed roadway runs separates the office and residential units. The site plan shows that the road dead-ends on the west edge of the property, but it could easily connect to an existing driveway along the east edge of the retail plaza and provide much greater connectivity.

   In addition, we recommend establishing pedestrian and bicycle links in the northwest and northeast corner of the project. On a site visit, there were signs that people are jumping the wall along the east edge of the property, walking through the overgrown field, and have broken a hole in the fence along the west edge of the property in order to access the shopping center. Pedestrian access points in the north corners would help facilitate this desired travel. A pedestrian link in the northwest corner in particular would greatly increase the chance that a resident of the proposed development would walk instead of drive to the retail center. Please refer to Attachment "A" for clarification.

5. Maximize use of floor plans that provide eyes on the street: Of the nine floor plans included in the proposal, four stand out as providing a good degree of "eyes on the street" which contributes to creating a quality neighborhood by allowing homeowners to visually keep track of what is happening on their streets. The layouts for B1, B3, C1, and D orient activity areas on the street side of the homes and include porches. We encourage using these layouts as much as possible. A1 provides the least eyes on the street and we do not recommend using that floor plan.

6. Include visible, accessible, convenient bicycle parking: Bicycle parking was not included in the office site plan and we ask for it's inclusion. Bicycle parking is indicated as appropriate in Design Guideline 4:4.3. 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. See Attachment "B" for the Sacramento Area Bicycle Advocates' recommended bicycle parking rack styles.

We recommend a rack at the primary entrance of each office and we encourage the inclusion of bicycle lockers for employees within the project site. If each office is built with a shower unit for bicycle commuters, then the stage is well set for creating a bicycle-friendly environment.

7. Reconfigure driveways: If the project is built as proposed, there will be 4 driveways over a distance of about 100', counting the driveways on adjoining properties. This seems to run counter to Design Standard 2:12, stating that the number of driveways shall be minimized for purposes of traffic safety. In addition to creating traffic hazards, excessive driveway entrances are visually unappealing and present additional exposure to pedestrians. We recommend an alternative; keep the eastern driveway, eliminate the center driveway, and connect to and establish shared use of the existing entryway at the development to the west. In addition, any driveways constructed need to be designed as driveways and not intersections. For clarification, please see Attachment "C", an illustration from the 2006 Federal Highway Administration's Pedestrian Safety Planning course.

8. Add parking lot crosswalks: In order to facilitate movement between office buildings, we recommend marking crosswalks in the parking lot. Suggested locations are indicated in Attachment "A."

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,

Scott Clark for Anne Geraghty

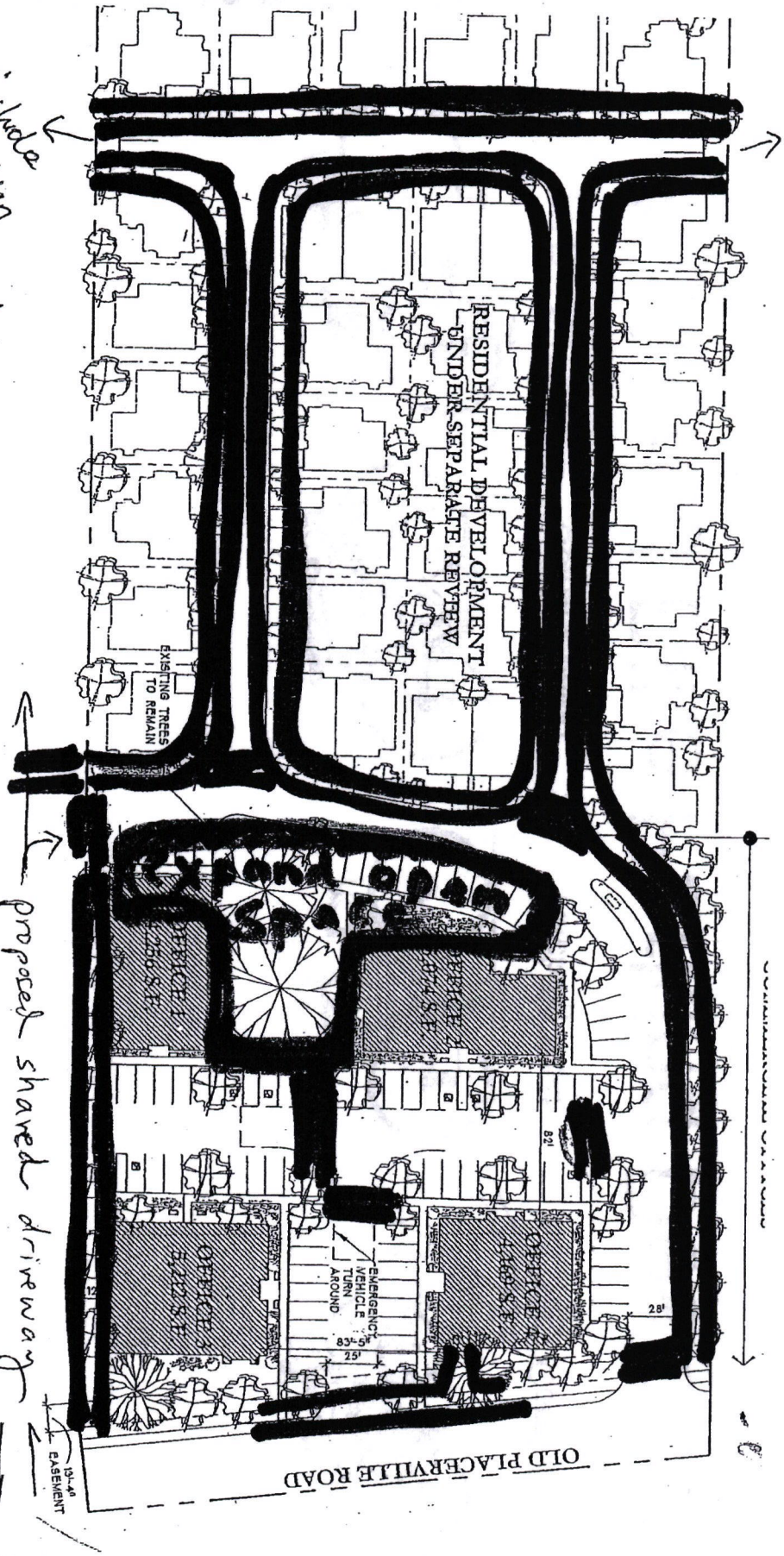
Anne Geraghty
Executive Director

Cc: Ted Kopecko, Tower Development
Rich Bell, Active Living by Design
Jeane Borkenhagen, Sacramento Metro Air Quality Management District
Traci Canfield, Sacramento Regional Transit
Matthew Cummings, Lincoln Village Neighborhood Association
Teri Duarte, Sacramento County Department of Health
Rebecca Garrison, 50 Corridor TMA
Walt Seifert, Sacramento Area Bicycle Advocates (SABA)
Sharon Sprowls, Odyssey
Paul Zykofsky, Local Government Commission

A

include pedestrian link to shopping center

create pedestrian link to neighboring residential



proposed shared driveway

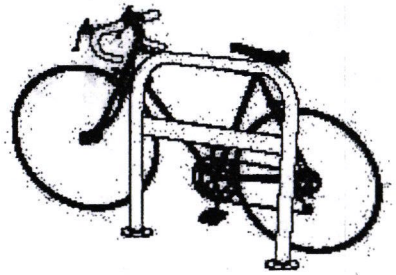
additional sidewalks

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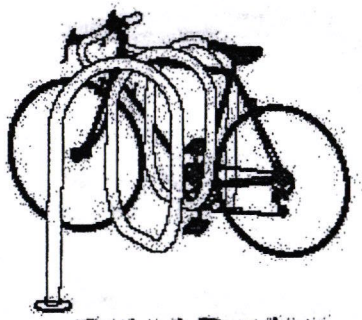
green space

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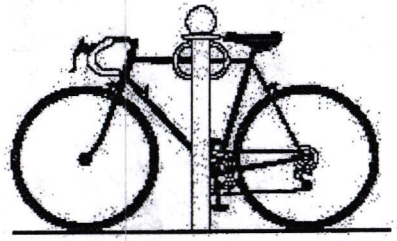
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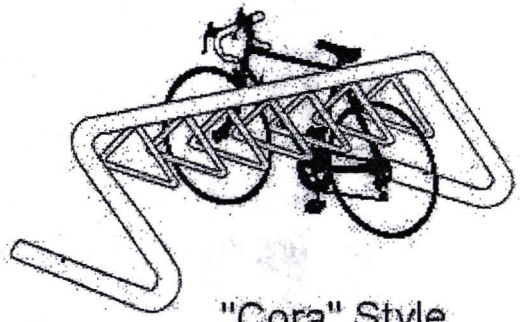
"A" Rack



Spiral Design



Hitching Post

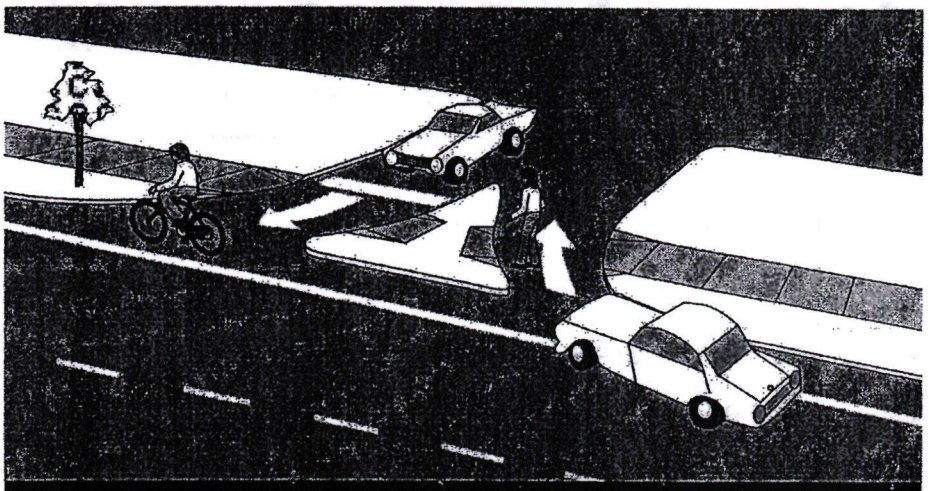


"Cora" Style

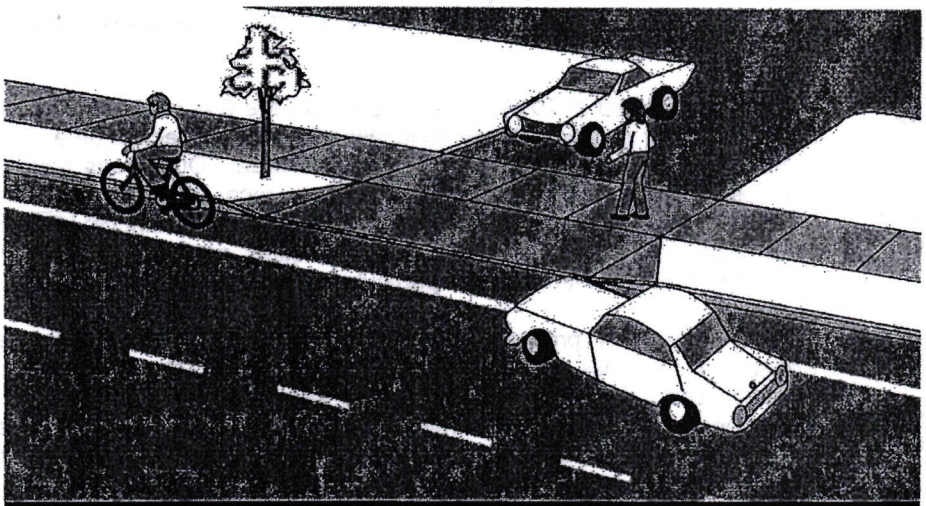
Preferred Bike Parking Designs

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C



Driveways built like intersections encourage high-speed turns



Driveways built like driveways encourage slow-speed turns

LINCOLN VILLAGE NEIGHBORHOOD ASSOCIATION

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STE. B, #254,
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95827

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MATTHEW CUMMINGS
GOVERNMENTAL AFFAIRS

DONIELL ADAMS
CRIME PREVENTION

LORI KENNEDY
SOCIAL ACTIVITIES

KEVIN JENKINS
COMMUNICATION

FRED TAKIKAWA
EDUCATION

ERNEST VANCE
BEAUTIFICATION

SANDI BUSHERS
MEMBERSHIP

MICHELE CURTIS
FINANCE/TREASURER

SERVING LINCOLN VILLAGE THROUGH BEAUTIFICATION, CODE ENFORCEMENT, POLITICAL AFFAIRS, AND COMMUNICATION

"WHERE GOOD NEIGHBORS MAKE GREAT NEIGHBORHOODS"

July 21st, 2006

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

Re: Design Review for Old Placerville Road Residential (Project RC-05-183) and Office (Project RC-06-217)

The Lincoln Village Neighborhood Association appreciates the opportunity to comment on this proposal, which requests the amendment of zoning codes to construct 35 in-fill homes and four office pads within a 7-acre lot between Bradshaw Square and Wind Chase Apartments. We desire to comment on both projects in the same letter, as we believe the success of one is dependent upon the strengths of the other.

LVNA was formed in 2004 to further promote the City of Rancho Cordova's desire to improve our quality of life by advocating for a new direction on a variety of fronts, mainly the delivery of public services in our area. Our efforts have expanded to representing the neighborhood on various local projects such as Bradshaw Landing, The Cascades, and the paving and striping of Lincoln Village Drive. It is this broad experience that makes us uniquely qualified to represent the best interests of our residents on this particular project.

In our view, this proposal presents traffic and connectivity concerns for the neighborhood, fails to address key quality of life standards, and creates an unnecessary challenge for space between the residential and commercial components. The lack of internal sidewalks and connection to local services, poor placement of entrance and exit routes, as well as a tightly-packed residential component with no significant park or open space makes it difficult for LVNA to lend its support without recommending substantial changes.

We ask that all parties consider the following suggestions and comments:

1. **Redesign the residential site plan by adding concrete sidewalks and extending the width of the street.** The lack of internal concrete sidewalks would present a major problem for families who wish to navigate the street without exposing themselves to traffic. In our opinion, the proposal for stamped asphalt to replace the concrete sidewalks does not adequately address requirements in either the City's General Plan or Design Guidelines. LVNA suggests the addition of 6' concrete sidewalks throughout the residential component.

Additionally, the City's Design Guidelines require a circulation system that "promotes efficient movement of vehicles in a clear and well-defined manner and creates environments that are safe for pedestrians, bicycles, and cars." We are concerned that the proposal for a 20' residential road –one that leaves only 14' of navigable space – does not satisfy this requirement. LVNA recommends widening the navigable road by 2'-4' to promote the safe passage of vehicles and persons throughout the residential component.

2. **Remove 15-20% of the housing to create an open space component.** Parks and open space in general are important aspects to providing a high quality of life for all residents, regardless of the acreage available or number of homes proposed. In addition, such spaces create an instant amenity for the neighborhood, and can lead to more public gatherings where neighbors can make important connections with each other. Such statements are supported throughout Section VII of the General Plan and should be considered before extending support to this project. Currently, the amount of proposed park and open space is not acceptable, due to the tightly-packed nature of the homes. Although the proposal calls for building a small park around the existing oak trees, it is doubtful that residents would frequent this without significant improvements to the area's size and amenities.
   We suggest the removal of 15-20% of the housing to expand the park, and to add amenities like stamped concrete, a water feature, and high quality street furniture.
3. **Adjust the entrance and exit routes so as not to complicate traffic patterns along Old Placerville Road.** Two entrance/exit roads already exist within 450' of the project; the developer's placement of two more could create significant traffic incidents along Old Placerville Road. In addition, the location of the easterly road would present significant issues for both workers and residents to safely navigate the property during peak hours. Finally, the lack of adequate guest parking in the residential component could complicate the availability of commercial parking. While this project could be better served by the presence of a dedicated residential access road, we believe that the over-abundance of routes requires a re-consideration of the entire site plan.
4. **Create a 6' sidewalk along Old Placerville Road that links Wind Chase Apartments to the shopping center.** The City's Design Guidelines request that connections be established that link residential properties with non-residential ones. Fulfilling this requirement would also provide residents from Wind Chase the opportunity to access the shopping center with greater safety than before. This upgrade is necessary and should be added as a condition of approval.
5. **Add internal connections to the shopping center.** Guidelines throughout Article VI of the City's General Plan make a strong statement for the protection of pedestrians. Consider the language in C.2.3.1: "Require pedestrian circulation routes to be designed into all land plans and subdivisions to ensure that access for the pedestrian is provided. Pedestrian routes shall be interconnected..." The addition of internal connections along the property's west side to link it with the shopping center encourages families to leave their vehicles at home to access the many services contained within the shopping center. With such a short distance to traverse between them, this addition would enhance the pedestrian experience, while satisfying the City's progressive goals. LVNA would ask that careful consideration should be given to accommodating this request.

In 2005, the Planning Commission received a similar residential proposal behind Straw Hat Pizza on Mather Field Road. At that time, commissioners expressed appropriate concerns about the site's many issues, which eventually led to its denial. Sadly, the current proposal reflects similar concerns shared in 2005. While it is not in our desire to create discord on this project, LVNA believes that it cannot lend its support unless the developer agrees to make the recommendations we have presented.

In conclusion, the results of this in-fill project will ultimately affect the direction and quality of similar ventures around Lincoln Village. Therefore, it is critical that we pursue a "get it right" attitude by analyzing and perfecting every aspect of the site plan. Part of this requires the involvement of all parties, particularly at our current stage. As our comments go to delivery, we have contacted Mr. Kopecko and now welcome any members of the Planning Department to join us in our efforts. Please contact us at **admin@lincolnvillge.org** or call us at 834-6288 to discuss your schedule. Together, we can make this project the most unique of its kind in the area.

MEMORANDUM

DATE: September 5, 2006

TO: Honorable Mayor and Council Members

FROM: Anne Hersch, Assistant Planner

SUBJECT: OLD PLACERVILLE RD. OFFICES DESIGN REVIEW

OWNER / APPLICANT:	REPRESENTATIVE:
Dan Benvenuti 4378 Auburn Blvd. Suite 300 Sacramento, CA 95841	Tower Development Ted Kopecko 4378 Auburn Blvd. Suite 300 Sacramento, CA 95841

PROJECT:	Old Placerville Rd. Offices Design Review
FILE:	RC-06-217
LOCATION:	Old Placerville Rd.
APN:	068-0030-044
PLANNER:	Anne Hersch, Assistant Planner

REQUEST

The applicant is seeking Design Review for four (4) new office buildings to be constructed on a 2.15 acre site on Old Placerville Rd.

RECOMMENDATION

The Planning Commission forwards a recommendation to the City Council to determine the environmental document prepared is adequate and adopt the Mitigated Negative Declaration and adopt Resolution 159-2006, approving Design Review for Old Placerville Rd. Offices, subject to the attached Design Package (Exhibit A), Conditions of Approval (Exhibit B), and Findings contained in the Resolution.

RESULT OF RECOMMENDED ACTION

This action approves Design Review and allows for the construction of four (4) single-story office buildings on Old Placerville Rd., just east of Bradshaw Rd. This will create a total of 18,700 sq. ft. of office space and will be served with related parking and a common park area.

AGENDA ITEM # 13

SITE LOCATION



	Zoning and Community Plan Designation	Existing Land Use
Subject Property	MP-Office Park	Vacant
North	RD-7	Residential Neighborhood
East	RD-20	Apartment Complex
South	RD-20	Apartment Complex
West	Shopping Center	Shopping Center

Figure 1. Site Location

ANALYSIS

The applicant is seeking Design Review for the construction of four (4) office buildings on a portion of a vacant site on Old Placerville Rd. The subject site is 5.29 acres. The office buildings will occupy 2.15 acres. This applicant has also proposed a residential development of thirty-nine (39) homes on the rear portion of the subject site. This is part of a separate entitlement involving rezone and map requests. Figure 2 shows the site plan and proposed development of residential and office buildings.

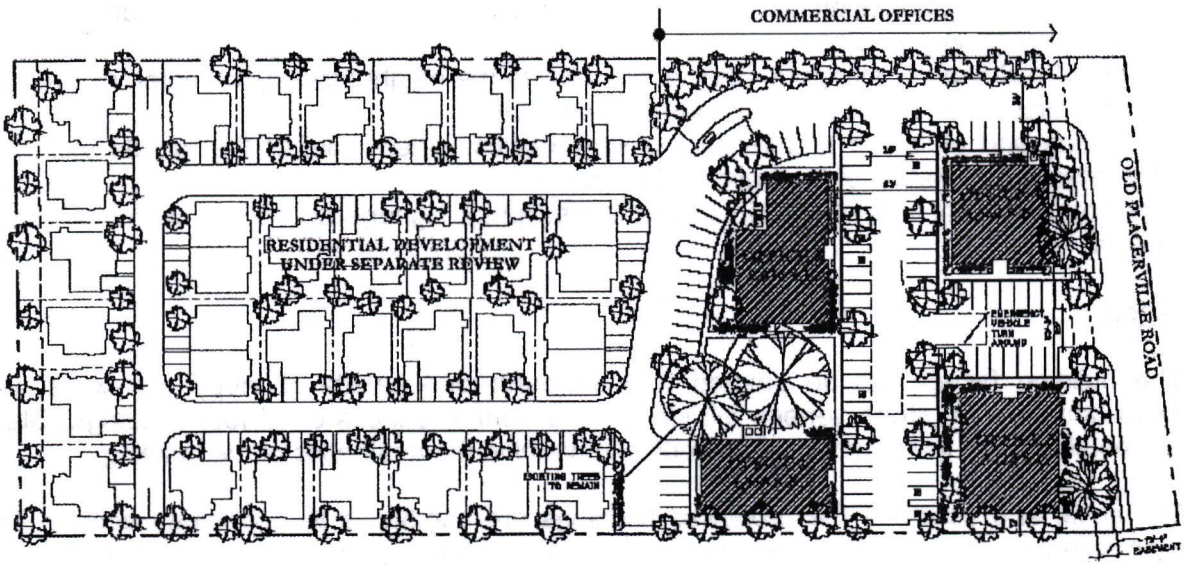


Figure 2. Site Plan

The applicant has proposed four (4) single-story office buildings facing Old Placerville Rd. The buildings will be painted in earth-tone colors with stone veneer columns. Building size varies from approximately 4,000-5,200 sq. ft. Total office area is 18,711 sq. ft. Table 1 displays office square footage.

Old Placerville Rd. Office Buildings	
Building 1	4,256
Building 2	5,074
Building 3	5,212
Building 4	4,169
Total	**18,711 sq. ft.**

Table 1. Office Square Footage

Parking requirements are calculated by a ratio of 4.5 spaces/1000 sq. ft. Based on this standard, the project requires eighty-four (84) spaces. The applicant has indicated eighty-six (86) parking spaces on the site plan.

Design Review

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

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

Evidence:

a) The building facade will be painted with an earth-tone palette. Canopy entryways with columns decorated in stone veneer will identify the front entrances of all four buildings. Glass will be installed from the ground to the roofline enhancing the aesthetics of the building.

b) The scale and scope of the proposed buildings are conducive to pedestrian activity. The building is in proportion with human scale. Sidewalks surround the perimeter of the site and will be connected to the residential development.

c) The proposed materials and architectural features will provide visual interest to the building and surrounding area. The color palette nicely decorates the building and architectural features. Canopy entryways further distinguish appearance and ground to roofline glass increases the visual interest of the building. All of these changes improve site appearance and enhance the Old Placerville Rd. corridor.

d) See "C" (above).

e) The proposed plans feature design elements that will enhance building appearance. Earth-tone paint and stone veneer will define elements of the building.

f) The applicant is proposing an extensive landscape plan with trees to surround the east, west, and south sides of the project site.

CONCLUSION

The design proposal includes a variety of architectural features, materials, colors, and landscaping that meet the intent of the City's Design Guidelines for commercial development. The applicant has worked with the City to insure consistency with Zoning Code and Design Review requirements.

PLANNING COMMISSION COMMENTS

Old Placerville Rd. Offices Design Review was presented before the Planning Commission on July 27, 2006. The Planning Commission asked questions about solar panels and parking ratios. Solar panels were not considered for this project, though the applicant has offered to contact SMUD about available programs. The parking provided slightly exceeds requirements as set in the Rancho Cordova Zoning Code.

The project was forwarded by a 6-0 vote with no additional conditions of approval.

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 June 23, 2006 and was circulated for the required 30-day review period.

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 159-2006, approving Design Review for Old Placerville Rd. Offices, Project No. 06-217, subject to the Design Package (Exhibit A), Conditions of Approval (Exhibit B), and Findings contained in the Resolution."

ATTACHMENTS

1. Resolution 159-2006 including the Design Package (Exhibit A) and Conditions of Approval (Exhibit B)

Attachment 1

CITY OF RANCHO CORDOVA

RESOLUTION 159-2006

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING DESIGN REVIEW FOR OLD PLACERVILLE RD. OFFICES PROJECT # RC-06-217

WHEREAS, Tower Development, (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for Design Review for the remodel of the Old Placerville Rd. Offices (Assessor's Parcel Number: 068-0030-044); 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) Guidelines.

   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.

f) Incorporate quality site design, including landscaping, signage and other elements of site design.

Evidence:

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d) See "C" (above).

e) The proposed plans feature design elements that will enhance building appearance. Earth-tone paint and stone veneer will define elements of the building.

f) The applicant is proposing an extensive landscape plan with trees to surround the east, west, and south sides of the project site.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 5th of September, 2006.

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Robert J. McGarvey, Mayor

ATTEST:

_____

Lillian E. Hare, City Clerk



ENTRY VIEW - BUILDINGS 1 & 2



STREET VIEW - BUILDINGS 3 & 4

Old Placerville Road - Offices

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ARCHITECTURE
PLANNING
INTERIORS
www.lovingcampos.com

Old Placerville Road

RANCHO CORDOVA, CALIFORNIA 95827

PLANNING SET 3/21/06

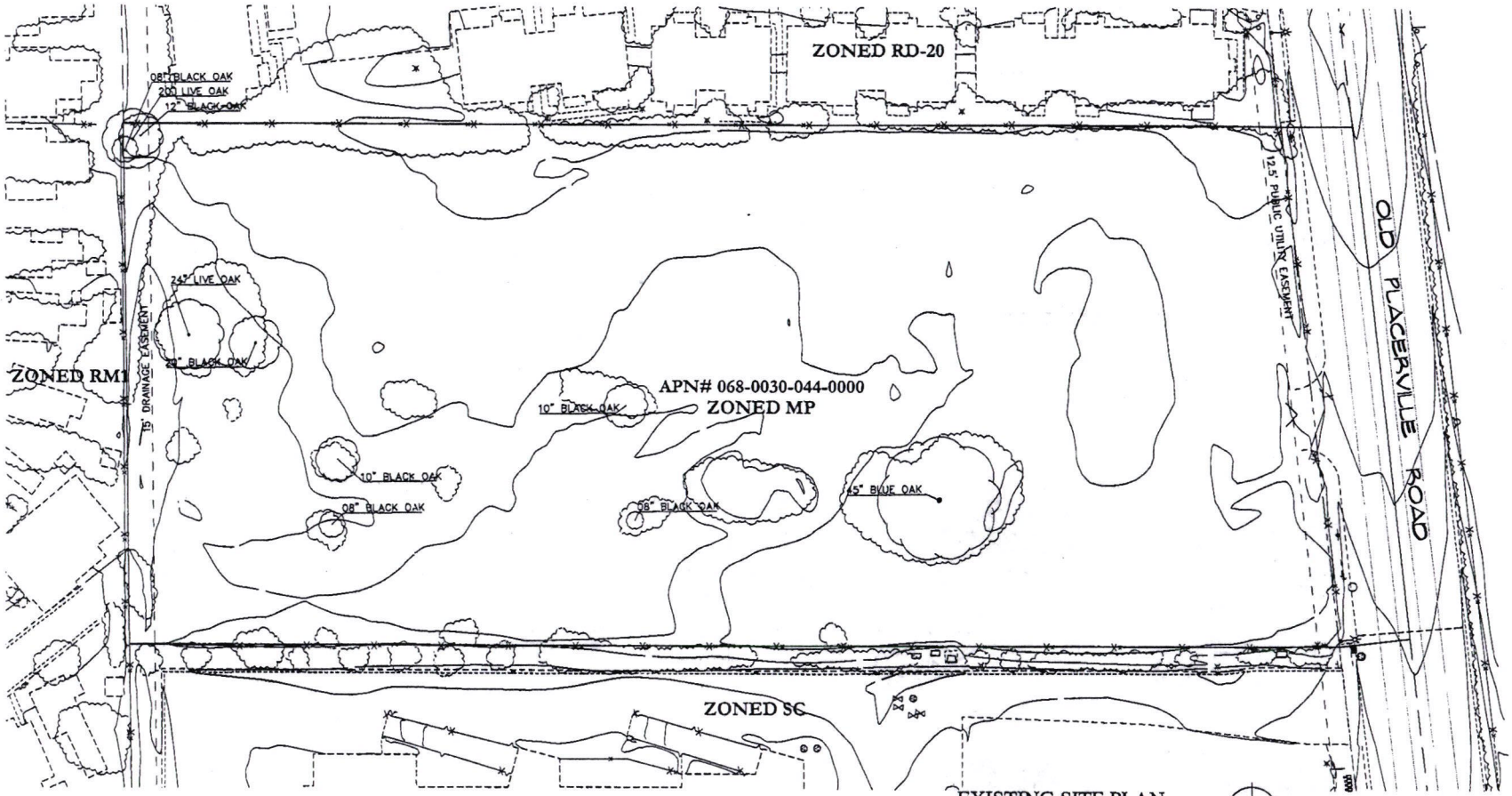
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COVER SHEET
COMMERICAL
PROJECT

SCALE:	1"=10'-0"
DATE:	08/30/05
REVISIONS:	06/23/06
	09/28/06
FILE:	
XREFS:	
PROJECT No.	05013

A0

Exhibit A



EXISTING SITE PLAN

1" = 30'-0"

PROJECT TEAM

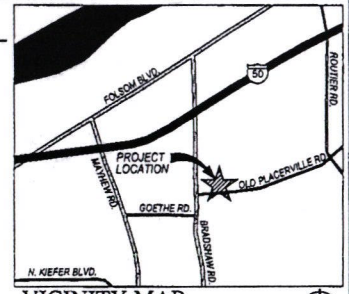
OWNER: TOWER DEVELOPMENT CORP.
4378 AUBURN BLVD., STE. 300
SACRAMENTO, CA 95841
PH. 916.978.0800
CONTACT: TED KOPECKO

ARCHITECT: LOVING & CAMPOS ARCHITECTS, INC.
245 YGNACIO VALLEY ROAD, STE. 200
WALNUT CREEK, CA 94596-4025
PH. 925.944.1626
CONTACT: DAVID BOGSTAD

LANDSCAPE: BAAK & ASSOCIATES
1620 N. MAIN STREET
WALNUT CREEK, CA 94596
PH. 925.933.2583
CONTACT: RICK STOVER

SHEET INDEX

A0	COVER SHEET
A1	EXISTING SITE PLAN
A1.1	SCHEMATIC SITE PLAN
A2	CONCEPTUAL STREET ELEVATION
A3	CONCEPTUAL PLANS - TYPE A
A3.1	CONCEPTUAL ELEV. / SECTIONS / ROOF - TYPE A
A4	CONCEPTUAL PLANS - TYPE B
A4.1	CONCEPTUAL ELEV. / SECTIONS / ROOF - TYPE B
A5	CONCEPTUAL PLANS - TYPE C
A5.1	CONCEPTUAL ELEV. / SECTIONS / ROOF - TYPE C
A6	CONCEPTUAL PLANS - TYPE D
A6.1	CONCEPTUAL ELEV. / SECTIONS / ROOF - TYPE D



VICINITY MAP

NOT TO SCALE

NORTH

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Old Placerville Road

RANCHO CORDOVA, CALIFORNIA 95827

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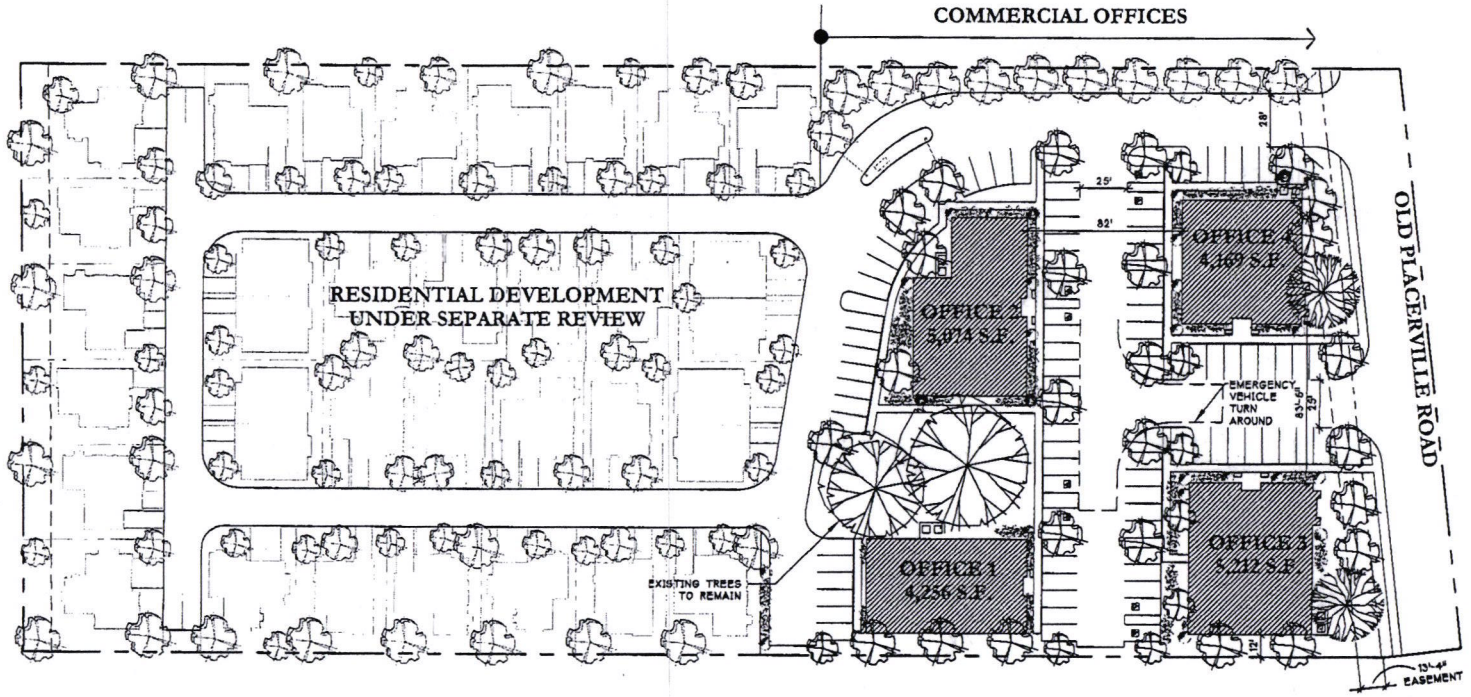
EXISTING SITE PLAN

SCALE: 1"=30'-0"
DATE: 09/30/06
REVISIONS:

FILE:
XREFS:

PROJECT No. 05013

A1



SCHEMATIC SITE PLAN

1" = 30'-0"

PROJECT DATA

PROJECT:	OLD PLACERVILLE HOMES
A.P.N.#:	068-0030-044-0000
LOCATION:	OLD PLACERVILLE ROAD RANCHO CORDOVA, CA
OWNER:	TOWER DEVELOPMENT

SITE DATA

ZONING EXISTING:	MP (Industrial Park)
ZONING PROPOSED:	
OCCUPANCY:	
TYPE OF CONSTR:	
BASIC HEIGHT LIMIT:	40 FT.
GROSS SITE AREA:	5.29 ACRE = 230,340 S.F. (+/-)
NET SITE AREA:	4.99 ACRE = 217,230 S.F. (+/-)

FLOOD ZONE

ZONE X — AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOOD PLAIN

PROPOSED COMMERCIAL OFFICES

BUILDING 1	±4,256 G.S.F.
BUILDING 2	±5,074 G.S.F.
BUILDING 3	±5,212 G.S.F.
BUILDING 4	±4,169 G.S.F.
TOTAL AREA	±18,711 G.S.F.

COMMERCIAL OFFICE PARKING REQUIRED

GENERAL (4.5 / 1000 NSF)	84

COMMERCIAL OFFICE PARKING PROPOSED

PARKING PROPOSED	86

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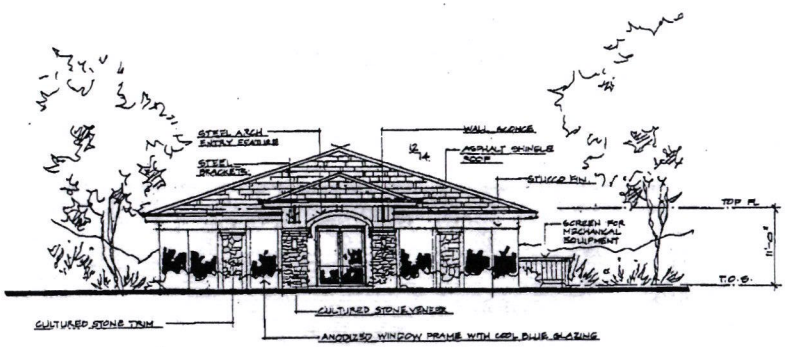
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FILE:
XREFS:

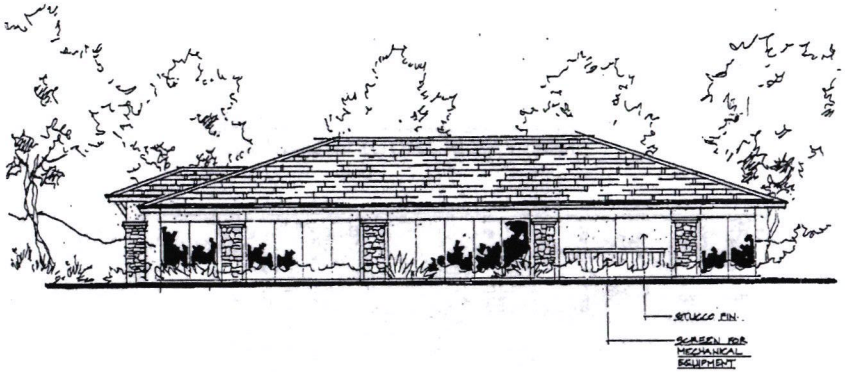
PROJECT No. 05013

A2



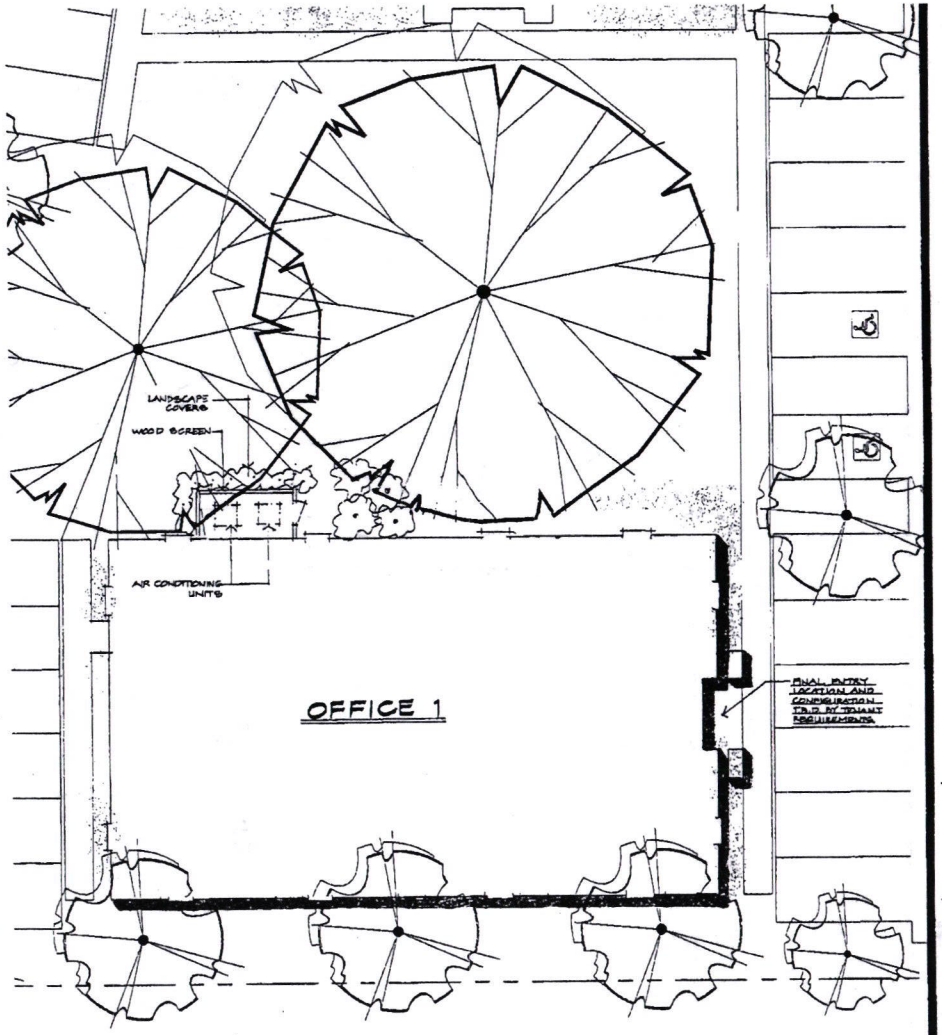
BUILDING 1 - FRONT ELEVATION

1/8"=1'-0" (TYPICAL CALL OUTS)



BUILDING 1 - RIGHT SIDE ELEVATION

1/8"=1'-0"



BUILDING 1 - PLAN

1/8"=1'-0"

BUILDING ONE - OFFICE (4,256 S.F.)

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BUILDING ONE OFFICE PLAN & ELEVATIONS

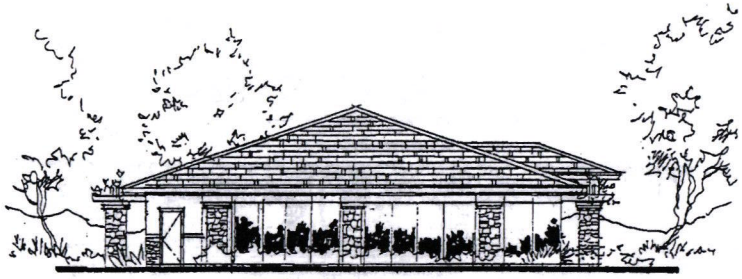
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FILE:
XREFS:
PROJECT No. 05013

A3



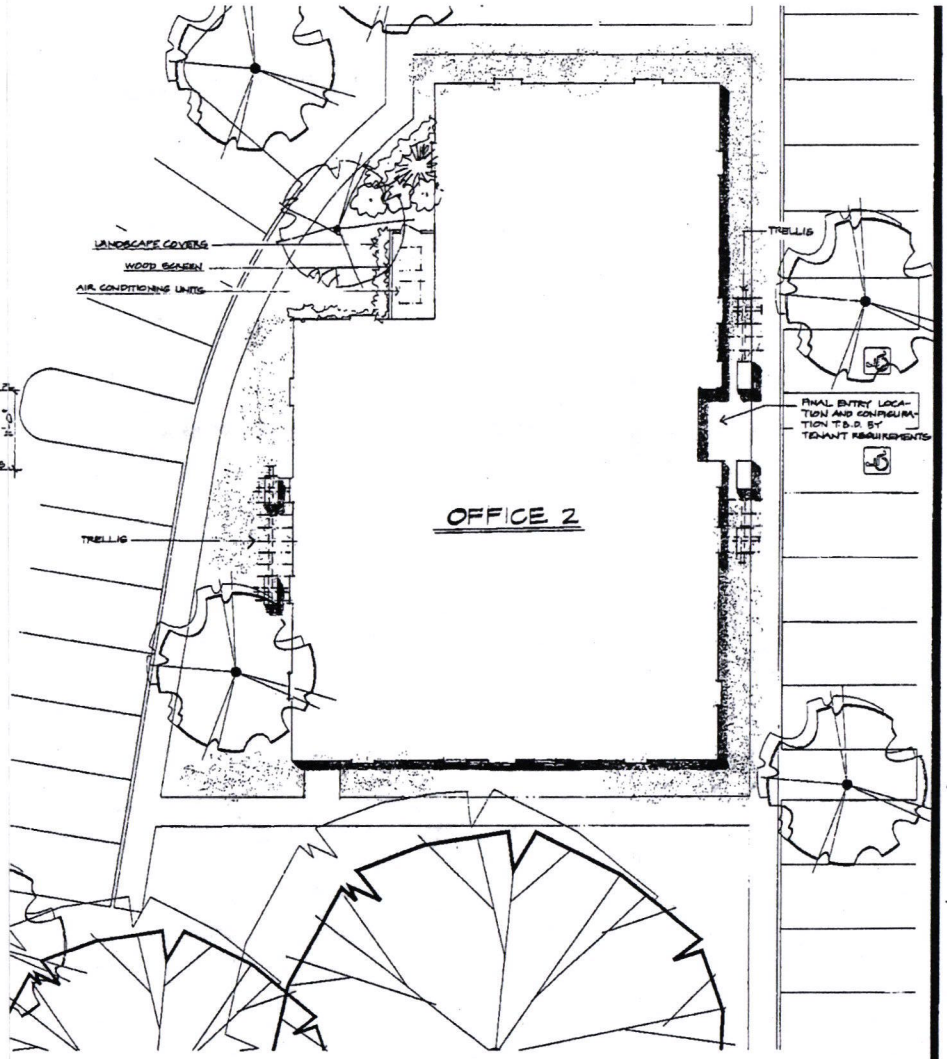
BUILDING 2 - FRONT ELEVATION

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BUILDING 2 - LEFT SIDE ELEVATION

1/8"=1'-0"



BUILDING 2 - PLAN

1/8"=1'-0"

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Old Placerville Road

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BUILDING TWO
OFFICE PLAN & ELEVATIONS

SCALE:	1"=8'-0"
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REVISIONS:	02/01/06
	02/23/06
	03/20/06

FILE: XREFS:

PROJECT No. 05013

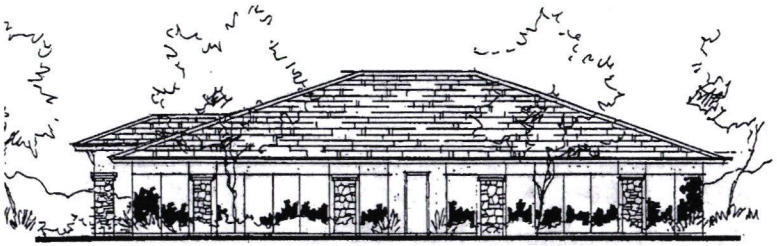
A4

BUILDING TWO - OFFICE (5,074 S.F.)



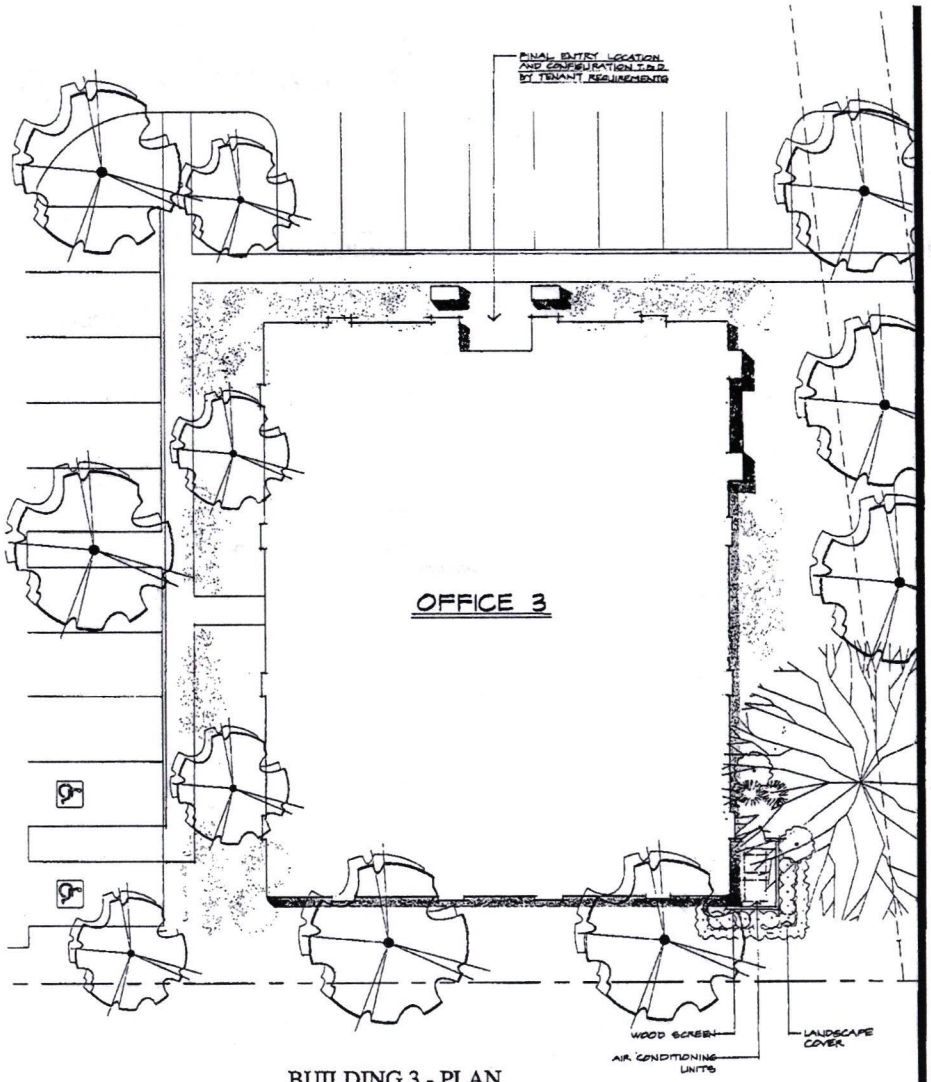
BUILDING 3 - FRONT ELEVATION

1/8"=1'-0"



BUILDING 3 - RIGHT SIDE ELEVATION

1/8"=1'-0"



BUILDING 3 - PLAN

1/8"=1'-0"

BUILDING THREE - OFFICE (5,212 S.F.)

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BUILDING THREE OFFICE PLAN & ELEVATIONS

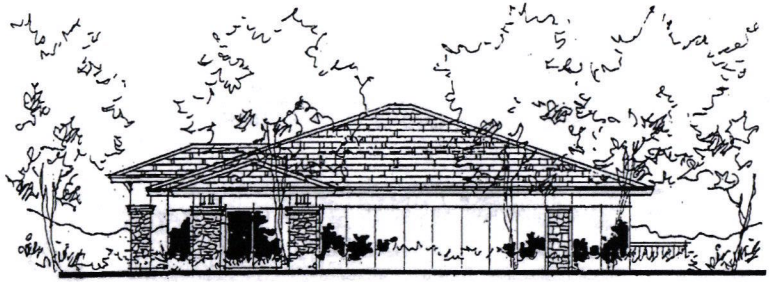
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PROJECT No.	05013

A5



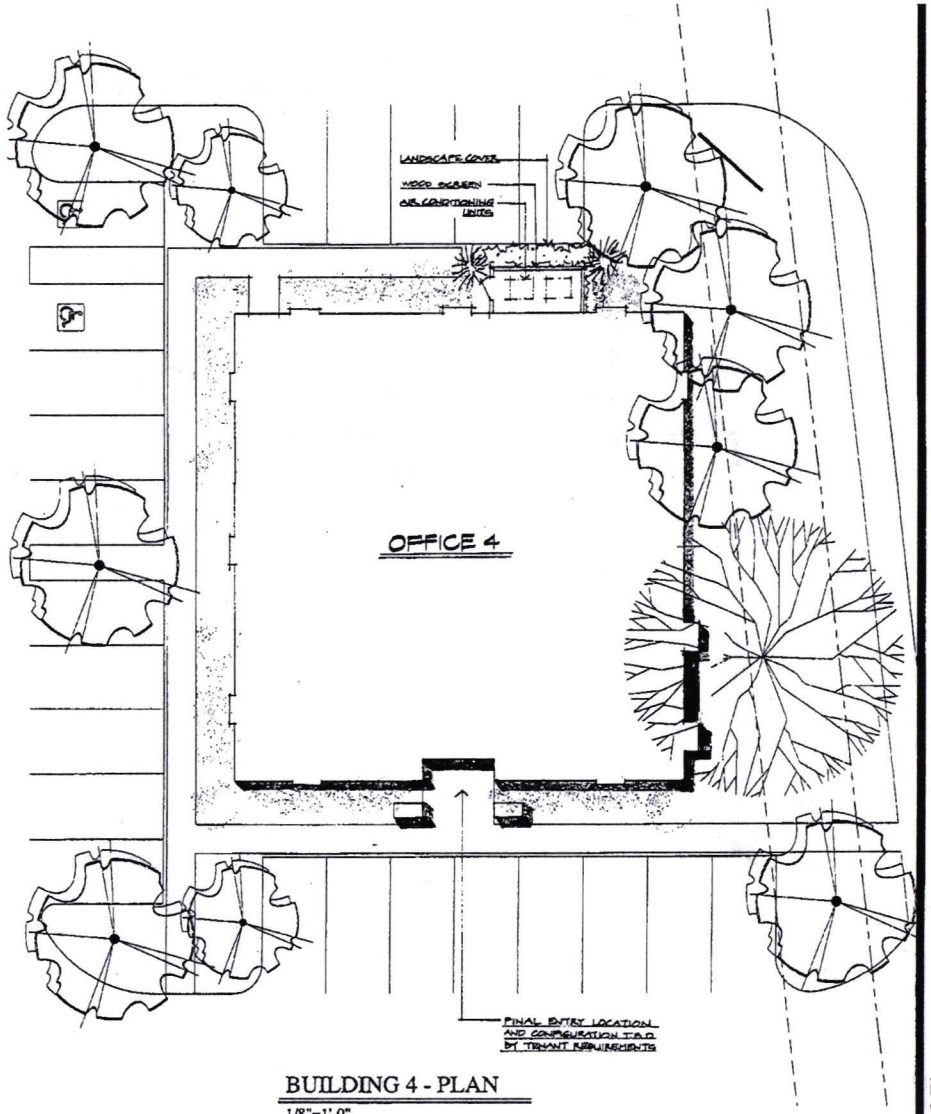
BUILDING 4 - FRONT ELEVATION

1/8"=1'-0"



BUILDING 4 - RIGHT SIDE ELEVATION

1/8"=1'-0"



BUILDING 4 - PLAN

1/8"=1'-0"

BUILDING FOUR - OFFICE (4,169 S.F.)

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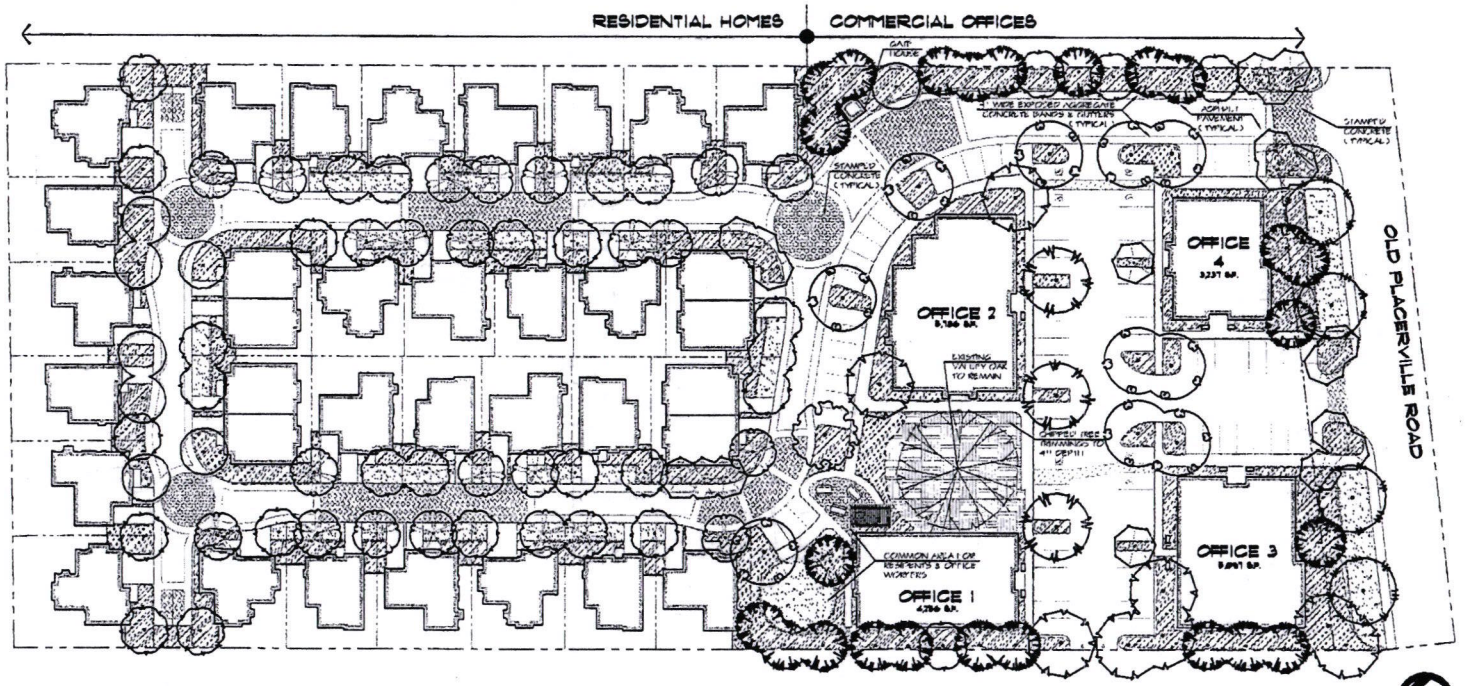
PLANNING SET 3/21/06

Loving and Campos Architects inc.
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BUILDING FOUR
OFFICE PLAN & ELEVATIONS

SCALE:	1"=8'-0"
DATE:	09/30/05
REVISIONS:	03/01/06 03/15/06 04/20/06
FILE:	
XREFS:	
PROJECT No.	05013

A6



TREE LIST

SYMBOL	BOTANIC NAME/COMMON NAME	SIZE	QUANTITY
	CHITALPA TASHKENTENSIS 'PINK DAWN' / CHITALPA	15 GALLON	8
	LAGERSTROEMIA X. 'NATCHEZ' / CRAPE MYRTLE	15 GALLON	19
	MAGNOLIA G. "SAMUEL SOMMERS" / SOUTHERN MAGNOLIA	15 GALLON	30
	NYSSA SYLVATICA/ TUPELO	15 GALLON	22
	PISTACHIA CHINENSIS/ CHINESE PISTACHE	15 GALLON	10
	QUERCUS ILEX / HOLLY OAK	15 GALLON	8
	QUERCUS LOBATA/ VALLEY OAK	15 GALLON	1
	QUERCUS RUBRA/ NORTHERN RED OAK	15 GALLON	4
	SEQUOIA SEMPERVIRENS 'APTOS BLUE' / COAST REDWOOD	15 GALLON	24
	ULMUS PARVIFOLIA "DRAKE" / CHINESE ELM	15 GALLON	9

SHRUB LIST & LEGEND

SYMBOL	BOTANIC NAME/COMMON NAME	SIZE
	SHRUB & GROUNDCOVER AREA	
	AGAPANTHUS ORIENTALIS / LILY-OF-THE-NILE	1 GALLON
	DIETES VEGETA/ FORTNIGHT LILY	1 GALLON
	ERIGERON KARVINSKIANUS / LEANNE	1 GALLON
	HEMEROCALLIS (MIXED EVERGREEN HYBRIDS) / DAYLILY	1 GALLON
	RAS DOUGLASIANA/ DOUGLAS IRIS	1 GALLON
	JUNIPERUS C. "SAN JOSE" / SAN JOSE JUNIPER	1 GALLON
	MAHONIA A. "COMPACTA" / COMPACT OREGON GRAPE	5 GALLON
	NANDINA D. "GULF STREAM" / DWF. HEAVENLY BAMBOO	5 GALLON
	ROSA X. "FLOWER CARPET RED" / LANDSCAPE ROSE	1 GALLON
	RHAPHIOLEPIS I. "CLARA" / INDIAN HAWTHORN	5 GALLON
	TRACHELOSPERMUM JASMINOIDES/ STAR JASMINE	1 GALLON
	TULBAGHIA VIOLACEA/ SOCIETY GARLIC	1 GALLON
	VINCA MINOR/ DWARF PERIWINKLE	1 GALLON
	SODDED TURF AREA	
	RECYCLED PLASTIC HEADERBOARD IN 3" x 4" SIZE	

PARKING LOT SHADE CALCULATIONS:

TREE TYPE	AREA/ FULL	QUANTITY FULL	3/4	1/2	1/4	SUBTOTAL	TOTAL
20' DIA. TREES							
LAGERSTROEMIA INDICA	314 S.F.	2	0	3	2	1256 S.F.	
						20' TOTAL:	1256 S.F.
25' DIA. TREES							
MAGNOLIA G.	490 S.F.	0	0	3	7	1348 S.F.	
NYSSA SYLVATICA	490 S.F.	0	0	0	1	123 S.F.	
						25' TOTAL:	1470 S.F.
55' DIA. TREES							
PISTACHIA CHINENSIS	962 S.F.	2	3	4	0	6494 S.F.	
QUERCUS ILEX	962 S.F.	0	1	4	0	2640 S.F.	
QUERCUS LOBATA	962 S.F.	0	0	1	0	481 S.F.	
ULMUS PARVIFOLIA	962 S.F.	3	0	0	0	2886 S.F.	
						55' TOTAL:	12501 S.F.
						PARKING AREA:	30076 S.F.
						SHADE REQUIRED: 30%	15044 S.F.
						SHADE PROVIDED: 51%	15233 S.F.

Garth Ruffner
Landscape Architect
(916) 727-3579

Project:

OLD PLACERVILLE ROAD MIXED-USE DEVELOPMENT

CITY OF RANCHO CORDOVA
CALIFORNIA

TOWER DEVELOPMENT CORP.

Sheet Title:

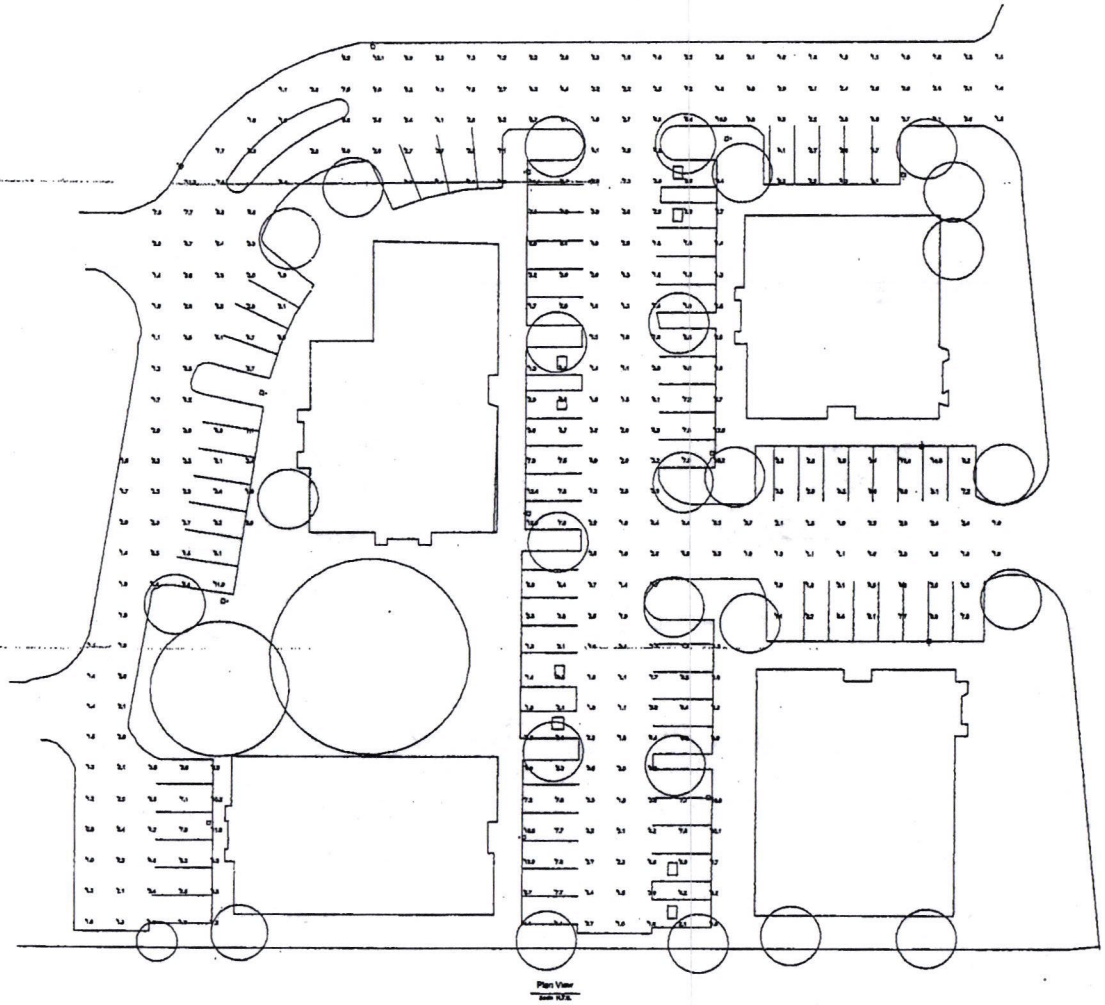
PRELIMINARY LANDSCAPE PLAN

Date: 8/21/06

Scale: 1" = 30'

Job Number: 26047

Sheet Number: LA of 1



Plan View
Scale: N.T.S.

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	Lumens	LLF	Watts
□	A	5	AST2 400M SRAW	ARCHITECTURAL AREA-MOUNTED CUTOFF LUMINAIRE WITH SRAW REFLECTOR.	ONE 400-WATT CLEAR ED-28 METAL HALIDE, HORIZONTAL POSITION.	36000	0.72	448.8
□	B	7	AST2 400M SFO	ARCHITECTURAL AREA-MOUNTED CUTOFF LUMINAIRE WITH SFO REFLECTOR.	ONE 400-WATT CLEAR ED-28 METAL HALIDE, HORIZONTAL POSITION.	36000	0.72	444
□	C	2	AST2 400M SRABC	ARCHITECTURAL AREA-MOUNTED CUTOFF LUMINAIRE WITH SRABC REFLECTOR.	ONE 400-WATT CLEAR ED-28 METAL HALIDE, HORIZONTAL POSITION.	36000	0.72	448.7

STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	5.9 fc	19.8 fc	0.9 fc	15.2:1	4.3:1

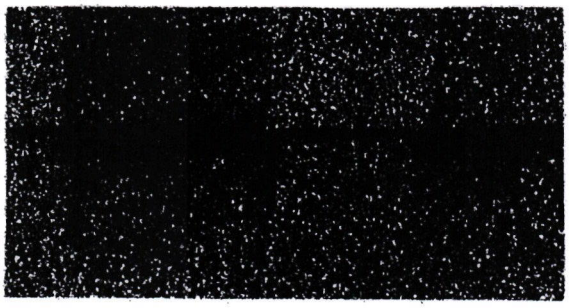
LUMINAIRE LOCATIONS

No.	Label	Location X	Location Y	Z	MH	Orientation	Tilt
1	A	193.8	391.3	16.0	15.0	-71.7	0.0
2	A	142.1	126.9	16.0	15.0	-65.4	0.0
3	A	178.1	91.8	16.0	15.0	-65.8	0.0
4	B	276.8	275.5	16.0	15.0	69.4	0.0
5	B	274.7	169.2	16.0	15.0	69.7	0.0
6	B	276.1	97.1	16.0	15.0	68.8	0.0
7	B	497.4	170.7	16.0	15.0	0.0	0.0
8	B	494.6	168.1	16.0	15.0	180.0	0.0
9	B	356.3	70.1	16.0	15.0	-90.0	0.0
10	B	356.3	191.3	16.0	15.0	-90.0	0.0
11	A	343.7	366.2	16.0	15.0	-90.0	0.0
12	A	366.2	366.9	16.0	15.0	0.0	0.0
13	C	196.3	276.1	16.0	15.0	134.3	0.0
14	C	237.0	314.2	16.0	15.0	179.7	0.0

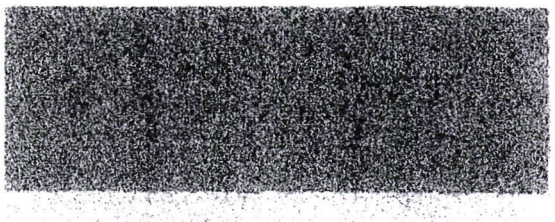
OLD PLACERVILLE ROAD
March 21,2006

COLOR & MATERIAL PALLETE FOR OFFICE BUILDINGS

Old Placerville Rd., Rancho Cordova, LCAJob # 05013

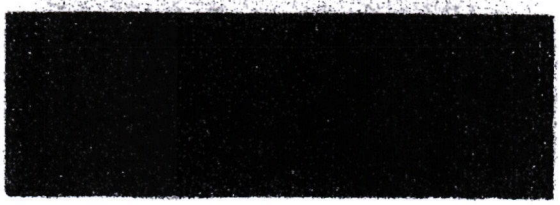


ROOF
Elk Premium roofing
Weatherwood
Prestique I – High definition 30 year

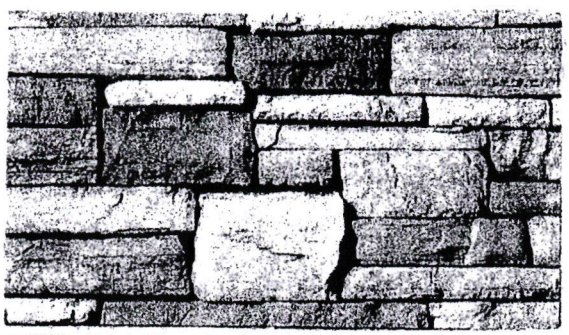


BODY
Kelly Moore Paint
171 sand Peeble

TRIM
Kelly Moore Paint
202 Doe Skin



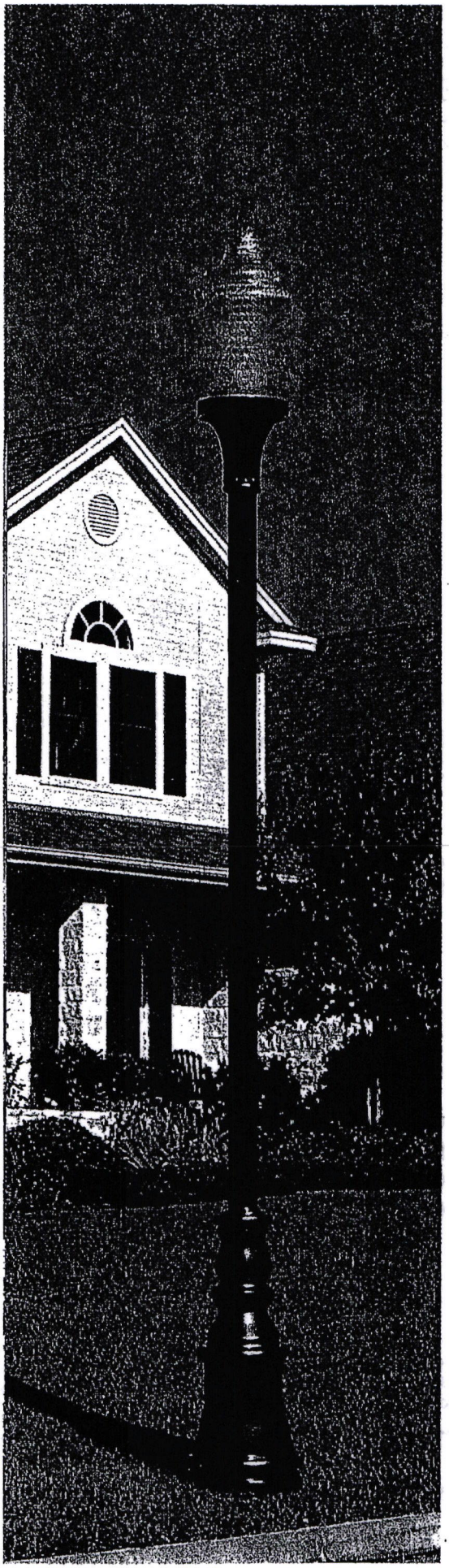
ACCENT(entry arch,brackets)
Kelly Moore Paint
174 Charcoal Gray



COLUMN
Dressed Fieldstone
Caramel Country Ledgestone
CSV-2007

NOTE: Paint chip colors/numbers, material and manufacturers shown on this board are representative only. Final approval will be based on sample portion of building. Call the architect or owner for field review. The owner reserves the right to change any listed manufacturer. The changes in manufacturer shall match paint chip color/material as noted.

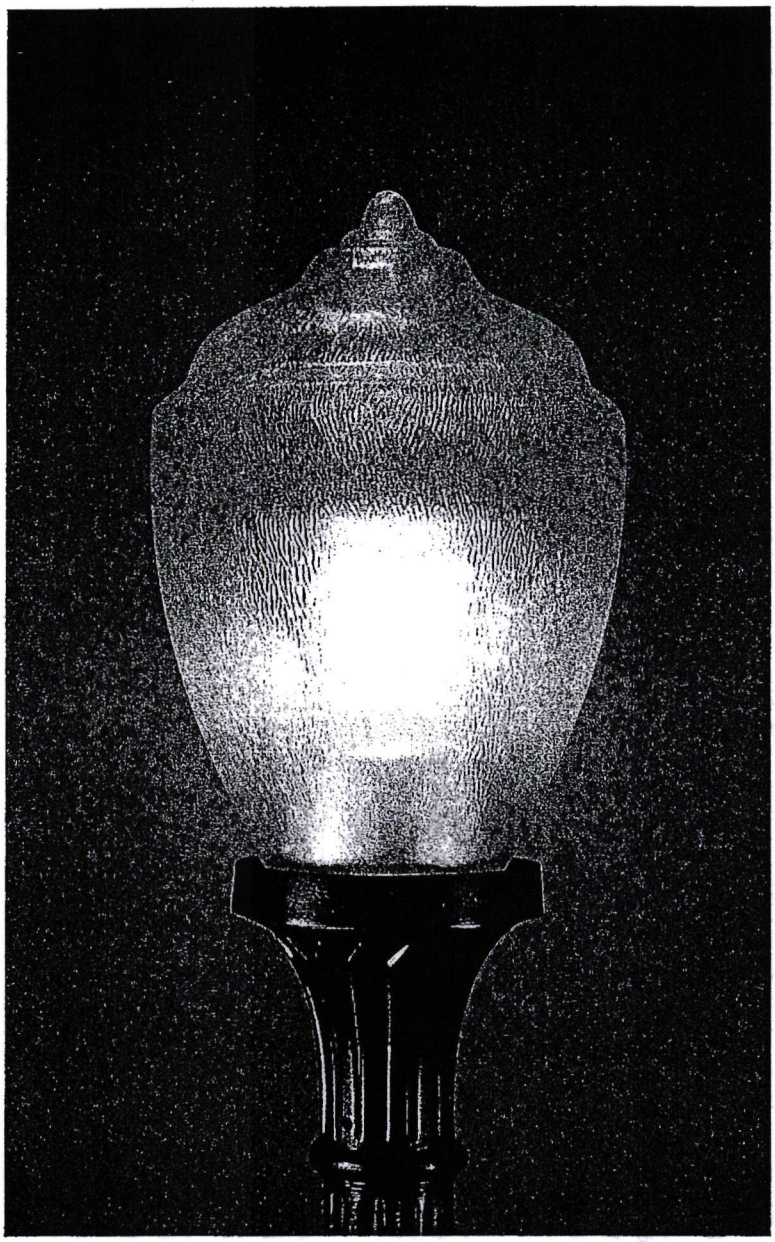
LOVING & CAMPOS ARCHITECTS INC.
245 Ygnacio Valley Road, Suite 200 • Walnut Creek, CA 94596-4025 • (925) 944. 1626 • FAX (925) 944. 1666



MONTREAL Series

Cast Aluminum Posts

Selection Guide



EAT20

SPECIFICATIONS

DESCRIPTION

The acorn styled luminaire shall consist of a decorative luminaire base with an integral globe holder/ballast housing and an acorn shaped globe.

DIMENSIONS

Fixture dimensions shall be as detailed on back page.

MATERIALS

The luminaire base, ballast housing and globe holder shall be heavy wall, copper free, cast aluminum produced from certified ASTM 356.1 ingot per ASTM B-179-95A or ASTM B26-95, formed true to the pattern with complete detail. Globe material shall be clear textured polycarbonate (standard) or white textured polycarbonate. Internal refractors shall be borosilicate glass and reflectors shall be polished aluminum. Optional finials shall be injection molded polycarbonate and optional decorative bands shall be brass. All hardware shall be stainless steel. All exterior hardware shall be tamper resistant.

INSTALLATION

The luminaire shall mount on a 3" O.D. tenon with six 1/4" dia. socket set screws. (Luminaires with a B Series luminaire base shall mount on a 8.25" O.D. ring.) The globe shall be secured to the luminaire by four 1/4" dia. socket set screws. The ballast and socket assembly shall be furnished with a quick disconnect plug and mount on a removable ballast plate. The ballast plate shall be removed by loosening a thumb screw.

FINISH

For finish specifications and color options see **"Finish"** section in catalog.

LIGHT SOURCE

Luminaires shall be furnished with an H.I.D. ballast and socket assembly. Luminaire shall be UL listed and labeled as suitable for wet locations. Sockets shall be glazed porcelain, mogul or medium base, with a copper alloy nickel plated screw shell and center contact. Ballast shall be core and coil, high power factor, regulating type.

CERTIFICATION

Upon request, manufacturer shall certify the use of 356.1 ingot alloy. Upon request, manufacturer shall supply UL file# and listing information.

ANTIQUE
Street Lamps, Inc.
P.O. Box 150279 • Austin, TX 78715-0279
(512) 295-3585 • Fax (512) 295-3330

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
1.	The project shall be constructed in substantial compliance with the approved Design Review Package (Exhibit A) for the Old Placerville Rd. Offices, RC-06-217.	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.	Incorporate stormwater quality measures in conformance with applicable County ordinances, standards, and state and federal law. The four lots will require permanent stormwater quality treatment facilities.	Prior to Building Permit	Water Resources	
4.	Provide drainage easements and install facilities pursuant to the requirements of Rancho Cordova, 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 Permit	Water Resources	
5.	An accessible path of travel is required from the public sidewalk to each building and between buildings. These points of access shall be identified on the improvements and are subject to approval by City staff.	Prior to Building Permit	Planning Department	
6.	There shall be direct pedestrian access from the office buildings to the neighboring shopping center. These points of access shall be identified	Prior to Building Permit	Planning Department	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	on the improvements and are subject to approval by City staff.			
7.	Developing this property will require the payment of sewer impact fees. Impact fees for CSD-1 shall be paid prior to filing and recording the Final Map or issuance of Building Permits, whichever is first.	Prior to Building Permit	CSD-1	
8.	All structures along private drives shall have a minimum 10-foot setback so that CSD-1 can properly maintain sewer service.	Prior to Building Permit	CSD-1	
9.	Each parcel and each building with a sewage source shall have a separate connection to the CSD-1 sewer system. Connection shall be required to the satisfaction of CSD-1.	Prior to Building Permit	CSD-1	
10.	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 this development with an area per building not exceeding 6,000 sq. ft. is 1,500 gallons per minute (GPM) at a pressure of 20 pounds per square inch (PSI) for a two hour duration (Type V-N construction). This fire flow assumes the installation of a complete automatic fire sprinkler system in each building in the development.	Prior to Building Permit	Sacramento Metro Fire	
11.	A copy of the road maintenance agreement shall be provided to the Fire District with the site improvement or Civil Engineering drawings upon submittal for review. If the roadway agreement is not provided with the site improvement or civil engineering drawings, it shall be presented to the Fire District prior to the issuance of any CORs (Certificates of Release) or construction permit cards.	Prior to Building Permit	Sacramento Metro Fire	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
12.	Fire hydrant installations for the protection of commercial projects shall comply with the following requirements: A. One fire hydrant shall be located 150 ft. from the end of the access roadway. The required access roadway shall extend to within 150 ft. of all portions of the structure. B. A hydrant installed at the end of an access roadway as a "blow off" for the water district does not meet the fire department fire hydrant requirements. C. Existing "wharf" type fire hydrants do not satisfy hydrant requirements for new construction, and per SCC-1240, must be upgraded to approved steamer type hydrants. D. Each approved fire hydrant shall have a minimum flow of 1,500 gallons per minute (gpm) for commercial developments. Additional requirements apply to commercial buildings with areas greater than or equal to 6,000 sq. ft.	Prior to Building Permit	Sacramento Metro Fire	
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, then construction should not be started.	Prior to Building Permit	Sacramento Metropolitan Fire	
14.	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	Sacramento Metropolitan Fire	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
15.	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 are required to be reviewed by the Fire District. The turnaround 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	Sacramento Metropolitan Fire	
	Prior to Issuance of Occupancy Permit			
16.	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 adjacent to a light source and shall also contrast with their background.	Prior to Occupancy Permits	Sacramento Metropolitan Fire	
17.	The installation of roadway gates or devices that may impede fire district access to buildings or grounds will necessitate the installation "KNOX" access devices and plan prior to submittal prior to installation.	Prior to Occupancy Permits	Sacramento Metropolitan Fire	
18.	Final landscape plans shall be reviewed by the Director of Planning to insure consistency with proposed plans.	Prior to Occupancy Permits	Planning Department	
19.	Bicycle parking facilities shall be provided on-site as required by Rancho Cordova Zoning Code.	Prior to Occupancy Permits	Planning Department	
20.	The exterior building elevations shall be reviewed for architectural consistency with the approved plans by the Planning Director.	Prior to Occupancy Permits	Planning Department	
21.	Improve and landscape the individual properties and landscape areas	Prior to Final	Planning	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	according to the approved plans. Widths and layouts of sidewalks shall be reviewed and approved by the Planning Director. All improvements shall be reviewed and accepted by the City Engineer, prior to assuming maintenance responsibility.	Inspection and Occupancy of the first unit		

ADVISORY COMMENTS
Sacramento Metro Fire

- 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 standards.

- Due to the width of the access and interior roadways proposed for this project, less than 28 ft., vehicle parking is prohibited along the entire length of the roadways and approved fire lane identification signage/striping shall be provided.

- Traffic calming measures, speed bumps, humps, etc., shall not be installed in fire apparatus access roadways.

- Signs reading "NO OUTLET" shall be posted at the entry points to dead-end access roadways exceeding 125 feet in length.

- 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.

- All roadways shall meet City of Rancho Cordova Public Works standards for length and width.

- 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 adjacent to a light source and shall also contrast with their background.

ADVISORY COMMENTS
County Sanitation District 1 (CSD-1)

- Connection to the District's sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.
- Each lot and building with a sewage source shall have a separate connection to the CSD-1 sewer system.

- In order to obtain sewer service, construction of CSD-1 sewer infrastructure will be required. Off-site sewer lines will be required as determined by the nearest District approved point of connection.
- CSD-1 will provide maintenance only in public right-of-ways and in minimum 20-foot wide easements dedicated to the CSD-1 for the purpose of continuous access and maintenance.
- An on-site collection system will be required for all pipes carrying waste from two or more buildings or sewage sources and shall consist of 8-inch (min.) pipes in public easements.
- All structures along private drives shall have a minimum 10-foot setback so that CSD-1 can properly maintain sewer services.
- Any use of CSD-1 sewer easements, which is not compatible or interferes with the construction, reconstruction, operation, maintenance, or repair of the District's sanitary sewers, shall not be allowed. Each proposed use shall be reviewed and approved in writing by the District Engineer prior to use of the easement by the Grantor. This includes landscaping.

ADVISORY COMMENTS
Rancho Cordova Police Department

A. Parking/Circulation
   1. 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/manager's request.
   2. Handicapped parking spaces shall be clearly marked and properly posted and be conveniently located near the buildings they are intended to serve.

B. Building Security
   1. The jamb on all aluminum frame swinging doors shall be 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.
   2. Glass doors shall be secured with a deadbolt lock with minimum throw of one (1) inch. The outside ring should be free from moving and case hardened.
   3. Employee/pedestrian and utility room doors shall be of solid core wood or hollow sheet metal with a minimum thickness of 1 ¾ inches and shall be secured by a deadbolt lock with minimum throw of one (1) inch.
   4. Outside hinges on all exterior doors shall be provided with non-removable pins when pin-type hinges are used or shall be provided with hinge studs to prevent the removal of the door.
   5. Doors with glass panels and panels adjacent to the door frames shall be secured with burglary-resistant glazing or the equivalent if double-cylinder deadbolt locks are not installed.

6. 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.
7. Windows that are capable of being opened shall be secured on the inside with a locking device capable of withstanding a force of 300 lbs. applied in any direction.
8. 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 non-removable pins when using pin-type hinges.
9. All air duct or air vent openings exceeding 8"x12" 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 ½" round or one by one-fourth inch flat steel material, spaced no more than five inches apart and securely fastened.
    ii. A steel grill of at least 1/8" material or two inch mesh and securely fastened.
10. 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.

C. Landscaping
    1. 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.
    2. All walkways shall be vertical in design. Rounded curbs shall be avoided whenever possible.

D. Lighting
    1. 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. A lighting level of 2 foot-candle minimum, maintained at ground level is required. A combination of wall and pole mounted fixtures may be used.
    2. 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.

3. Each premises, while closed for business after dark, must be sufficiently lighted by use of interior night lights.
4. 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.

E. Building Numbering

1. 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 six inches in height and of a color contrasting with the background.
2. 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.

MEMORANDUM

DATE: September 5, 2006

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: **KILGORE CEMETERY RESTORATION PROJECT - AWARD OF CONTRACT**

RECOMMENDATION

Adopt Resolution No. 160-2006 authorizing award of the Kilgore Cemetery Restoration Project and approval of contingency.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution No. 160-2006 would authorize award of the contract for the Kilgore Cemetery Restoration Project to the lowest responsive bidder, PBM Construction, Inc. in the amount of $929,929. In addition, adoption will authorize an additional contingency of $50,000, if necessary, to pay for unforeseen costs or change orders. The restoration will begin following execution of the contract and is anticipated to be completed by summer of 2007.

BACKGROUND

The City of Rancho Cordova has acquired the Mathew Kilgore Cemetery located on Kilgore Road between Trade Center Drive and Sun Center Drive. The Cemetery was originally established in 1874 and is an important part of the City of Rancho Cordova's rich history. City Council and the Rancho Cordova Community have had a significant role in preparation of a restoration plan meant to increase security, accessibility and aesthetics.

The work to be performed under the construction contract includes furnishing all labor, materials, tools, equipment, incidentals, and for doing all work necessary to construct restoration measures at the Kilgore Cemetery within the City of Rancho Cordova. Restoration measures include, but are not limited to a new parking lot, pathways, landscaping, ash wall, lighting, and site fence.

Bids were solicited through the City of Rancho Cordova web site, grapevine and local builders exchanges beginning July 25, 2006. The bids were publicly opened on July 23, 2006 at City Hall.

AGENDA ITEM # 14

BID INFORMATION:

Three contractors bid on the project. The Engineer's estimate was $1,000,000. The low bid was $929,929, the average bid was $1,020,176, and the high bid was $1,071,257. The Bid Summary Sheet is provided as **Attachment 1**.

FISCAL IMPACT

Adoption of the attached resolution would authorize expenditure of $979,929 including contingency. The construction would be funded through City General Funds.

ATTACHMENTS

1. Bid Summary Sheet
2. Resolution No. 160-2006

ATTACHMENT 1

BID SUMMARY SHEET

KILGORE CEMETERY RESTORATION PROJECT
BID SUMMARY SHEET
August 23, 2006

Engineer's Estimate	
TOTAL =	$1,000,000

Cook Engineering (high bid)	
TOTAL =	$1,071,257

Interstate Construction, Inc.	
TOTAL =	$1,059,342

P.B.M. Construction, Inc. (low bid)	
TOTAL =	$929,929

ATTACHMENT 2

RESOLUTION NO. 160-2006

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING CONTINGENCY AND AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT WITH PBM CONSTRUCTION, INC. TO PROVIDE CONSTRUCTION OF THE KILGORE CEMETERY RESTORATION PROJECT

CITY OF RANCHO CORDOVA

RESOLUTION NO. 160-2006

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING CONTINGENCY AND AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT WITH PBM CONSTRUCTION, INC. TO PROVIDE CONSTRUCTION OF THE KILGORE CEMETERY RESTORATION PROJECT

WHEREAS, the City desires to enter into a contract with PBM Construction, Inc.; and

WHEREAS, the purpose of the contract is for construction of the Kilgore Cemetery Restoration Project; and:

WHEREAS, the contract is in the amount of $929,929.00; and

WHEREAS, the recommended additional contingency is in the amount of $50,000 to be utilized for unforeseen conditions or change orders; and:

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Rancho Cordova approves the contingency and authorizes the City Manager of the City of Rancho Cordova to execute a contract with PBM Construction, Inc. This resolution shall become effective immediately upon adoption.

PASSED and ADOPTED at a meeting of the City Council of the City of Rancho Cordova held on the 5th day of September 2006 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Anna Olea-Moger, City Clerk

MEMORANDUM

DATE: September 5, 2006

TO: Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: **REPORT BACK ON THE OPTIONS AND STRATEGIES TO IMPROVE THE PERFORMANCE OF THE RESIDENTIAL BULKY ITEM PICKUP PROGRAM**

RECOMMENDATION

The staff recommendation includes the following three actions:

1. Receive a presentation on the status of the proposed options and strategies to improve the performance of the residential bulky item pickup program; and

2. Direct staff to return to Council within sixty (60) days to approve the First Amendment to the Collection Services Contract with Allied Waste in order to establish the "Illegal Pile Collection Fee"; and

3. Direct staff to proceed with the implementation of the Administrative Citation process in order to issue citations to violators of the established guidelines for the Bulky Item Pickup Program.

BACKGROUND AND SUMMARY

On July 17, 2006, staff gave a presentation to the City Council on the status of the residential bulky-item pickup program. The presentation covered three primary areas, including 1) findings and observations regarding the performance of the program; 2) options and strategies to improve the performance of the program; and 3) alternatives to the "on-call" program.

The City Council gave the following direction to staff at the July 17 meeting:

- Continue with the operation of the "on-call" bulky-item pickup program. Alternatives to the program will be considered at a later date if the proposed strategies to improve the performance are unsuccessful; and

- City staff and Allied will work together in three primary areas, including:
  - Additional Allied Waste staff and equipment
  - Public education
  - Enforcement options for "illegal" piles
- Return to Council shortly with a status update.

AGENDA ITEM # 15

The purpose of this staff report is to provide a status update as directed by Council on July 17. Table 1 below provides a summary of the recommended strategies for implementation included in this staff report:

Table 1

Staff Recommendation Summary for the Bulky Item Pickup Program

	Additional Allied Waste Resources	**Public Education**	**Enforcement of Residents**
Recommended Strategies:	o 48-hour contingency plan for additional staff and equipment o Enhanced monitoring of seasonal trends o New collection vehicle	o Direct mailer to occupants and property owners o 24-hour notice for "illegal" piles o *"Dial before you pile"* truck signs and magnets o Canvass "problem" areas o City web-site o Targeted media outreach o City newsletter	o <u>Contract Amendment:</u> Amend Allied Waste Contract to establish an "Illegal Pile Collection Fee" o <u>Administrative Citation Process:</u> Implement Administrative Citation Process to allow City Code Enforcement to issue citations to repeat offenders of the program guidelines
Next Steps:	o Allied has begun implementation process	o Review and finalize public education materials	o <u>Contract Amendment:</u> prepare and adopt amendment o <u>Administrative Citation Process:</u> 1) create citation form; 2) establish hearing process; 3) identify hearing officer; and 4) identify collection method(s) for delinquent payments
Time Required to Complete:	On-going	30-days	30 to 60 days

ISSUES AND DISCUSSION

The following section provides a discussion of the recommended strategies for implementation, including 1) additional Allied Waste staff and equipment, 2) public education, and 3) enforcement options for "illegal" piles.

I. Additional Allied Waste Staff and Equipment

As previously presented to Council, one of the contributing factors to the performance problems with the Bulky Item Pickup Program was Allied's lack of a contingency plan to provide sufficient staff and equipment to handle seasonal increases in service requests. At the July 17 meeting, the Council directed staff to work with Allied to develop a plan to ensure that Allied has the ability to provide sufficient staff and equipment resources during seasonal surges in service requests, which typically occur during the spring and summer months.

On August 20, 2006, Allied sent a memorandum to City staff with a description of the plan to provide additional staff and equipment, which is included as **Exhibit A**. The following is a summary of the memorandum submitted by Allied:

- Dedicated "Off-Peak" Resources: The "off-peak" resources dedicated to Rancho Cordova will include one bucket loader and operator, two waste trucks and drivers, and one to two on-ground laborers. This level of resources can collect approximately 50 scheduled piles per day, with an allowance for up to 10 illegal piles if necessary.

- 48-Hour Contingency: Because pickups are scheduled 48 hours in advance, Allied has implemented a contingency plan to allocate additional staff and equipment if the number of scheduled piles exceeds 50.

- Enhanced Monitoring of Seasonal Trends: Historically, the 8 to 10 week period during the late spring and summer months have proven to be heavier than the balance of the year. In addition to the 48-hour contingency described above, Allied will assign additional staff and equipment resources on a semi-permanent basis during the seasonal peak periods.

- Contingency Staff Resources: Additional labor will be provided as necessary through a combination of permanent Allied employees and temporary laborers hired through a temporary labor company. In addition, Allied route supervisors will be available to operate collection equipment in the case of extremely high volume of service requests.

- New Rear-Loader: Finally, prior to the peak season in the spring and summer of 2007, Allied will take delivery of a new rear-loader that will be assigned to Rancho Cordova.

II. Enhanced Public Education Efforts

As you recall, the Collection Services Contract requires Allied to provide public education and outreach services for the programs it offers. The following public education strategies and tools have been identified for implementation by City staff and Allied to improve the performance of the Bulky Item Pickup Program:

- Direct mailer: **Exhibit B** includes draft graphics for a direct mailer that presents a variety of information regarding the "on-call" bulky item pickup program, including program guidelines, a listing of acceptable and unacceptable materials, set-out requirements, contact information for Allied Waste, and instructions to contact Allied Waste in Russian and Spanish. The mailer will be sent to all residential solid waste accounts serviced by Allied Waste in Rancho Cordova, in addition to all billing addresses that are different from the service address. This will ensure that all property renters and owners receive the information.

- "Dial before you pile" truck signs: **Exhibit C** includes draft graphics for signs to be mounted on Allied collection vehicles operating in Rancho Cordova, and magnets with the "dial before you pile" message.

- "Dial before you pile" magnets: **Exhibit C** includes draft graphics for a refrigerator magnet to be distributed to Rancho Cordova residents through a variety of methods, including at local events, through the mail on a limited basis, hand-delivered in targeted neighborhoods, etc.

- 24-hour notice and door hanger: This piece will be used by both Allied and City Code Enforcement staff for illegal piles. The notice will be placed both on the illegal bulky-item debris pile and the front door of the residence, and instructs the resident that he or she has 24 hours to correct the problem. If the problem is not corrected in 24-hours, Allied will collect the pile and charge the "illegal pile collection fee" on the next bi-monthly billing. The 24-hour notice / door-hanger is included as **Exhibit D** to this staff report.

- Updated information on the City web-site: Allied Waste is preparing updated information and instructions to be placed on the City's website regarding the Bulky Item Pickup Program.

- Canvass Problem Areas: Specific neighborhoods within the City experience a higher-than-average frequency of problems with regards to the program. Allied has agreed to develop a door-hanger with specific information about the program and canvass identified problem areas.

- Media Outreach: The City's Public Information Officer will conduct media outreach to local newspapers regarding strategies to improve the performance of the Bulky Item Pickup Program.

- City Newsletter: Educational messages about the Bulky Item Pickup Program will continue to appear in the City newsletter.

III. Enforcement Options for "Illegal" Piles

As previously presented to Council, one of the issues contributing to the performance problems with the program is the placing of "illegal" piles on City streets, including the following:

- "unscheduled" piles are placed on the street without the resident calling Allied to schedule an appointment; and

- "excess" piles that exceed the ten (10) cubic yard limit.

On July 17, the Council directed staff to develop a solution that meets the following objectives: 1) ensures that "unscheduled" or "excess" piles are collected from City streets in a timely manner; and 2) allows the City and/or Allied to charge and/or penalize residents that do not follow the program guidelines. On July 20 and August 9, 11 and 17, meetings were convened with various combinations of City staff, Councilmember Skoglund, Allied Waste, the City Attorney, the District Attorney's office and R3 Consulting Group to discuss solutions to this issue. At the August 11 meeting, all parties agreed to return to Council on September 5 with the following two enforcement recommendations:

1. **Amend Allied Collection Services Contract to Establish an "Illegal Pile Collection Fee":** The proposed amendment to the Collection Services Contract will allow Allied to collect "unscheduled" and "excess" piles and charge the resident for the collection service. In summary, the proposed system will work as follows:

    - Step 1: Allied and City staff inspect bulky-item debris piles on City streets on a daily basis to identify "unscheduled" or "excess" piles.

    - Step 2: Allied or City staff leaves a "24-hour warning notice "on the bulky-item debris pile and on the front door of the residence. The notice informs the resident of the illegal pile, and directs the resident to either call Allied to schedule an appointment or reduce the size of the pile to comply with the 10 cubic yard limit. *If the resident corrects the problem within 24-hours, there will be no charge to the City or the resident. All residents therefore have an opportunity to resolve the problem prior to the corrective action.*

    - Step 3: If the problem is not corrected within 24-hours, Allied will return to the residence and collect the "unscheduled" or "excess" pile, and charge the "illegal pile collection fee" on the next bi-monthly billing.

    The process maps included in **Exhibits E and F** demonstrate the proposed system to mitigate "unscheduled" and "excess" piles.

    - Summary of Proposed Contract Amendment to Establish the "Illegal Pile Collection Fee": Allied proposes to set the illegal pile collection fee at $7.68 per cubic yard. This amount is derived from the original cost proposal provided to the City by Allied. It is the opinion of staff that the amount both fairly compensates Allied for the time and expense of collecting illegal piles, and provides a sufficient incentive for residents to comply with the program.

      As an example, if a resident places an "unscheduled" 10 cubic yard pile on the street, and does not schedule an appointment with Allied within 24-hours of receipt of the notice, Allied will collect the pile and charge the resident $76.80 on the next bi-monthly bill.

      Please note that the fee of $7.68 per yard will be escalated annually in accordance with the Collection Services Contract. This fee also includes a Franchise Fee in the amount of ten percent (10%) which is collected by the City.

- Owner Occupied vs. Renters: A property owner is ultimately responsible for the actions of a renter and is therefore ultimately responsible for the payment of the proposed illegal pile collection fee. If the garbage bill is paid by the renter, and the renter defaults on the payment, the delinquent amount would be included in the property tax lien process. The City Attorney's Office concurs with this interpretation.

The next steps for implementation include the following:

- Review and Finalize Process Maps: Review and finalize the process maps included as **Exhibit E** (unscheduled piles) and **Exhibit F** (excess piles).
- Prepare and Execute Contract Amendment: The First Amendment to the Collection Services Contract will be prepared and presented to Council for adoption.
- Review and Finalize 24-Hour Notice. The 24-hour notice is included as **Exhibit D**.

2. **Enforcement Alternatives:** At the July 17 meeting, the Council directed staff to research and report back on the required steps to allow the City Code Enforcement and/or Police Departments to issue citations for repeat offenders of the program rules and guidelines. Public Works and the City Attorney's Office staff identified the following enforcement alternatives:

   - Criminal Enforcement: Depending on the nature of the violation, criminal infraction and misdemeanor citations can be issued. In accordance with state law, infractions carry penalties of $100 for the first violation, $200 for the second violation and $500 for each additional violation that occurs within a 12-month period. Staff does not recommend this alternative for enforcement of the Bulky Item Cleanup Program as issuance of infractions will require coordination with the Police Department and a witness to the act would be necessary in order to proceed with issuing a violation. Code Enforcement personnel would also have to undergo training to issue criminal infractions as well. However, staff will evaluate the efficiency of having Code Enforcement personnel undergo training to issue criminal infractions.

   - Nuisance Abatement: The City can opt to handle violations via traditional nuisance abatement. Under the City's normal abatement process, enforcement would entail providing a notice of the violation with an opportunity to correct and an opportunity for an administrative hearing. Staff does not recommend this alternative for enforcement of the Bulky Item Cleanup Program because it may take longer for the nuisance abatement process to play out if immediate compliance is not obtained. Thus trash piles may be left on City streets longer than desired.

   - Administrative Citation Process (Recommended Alternative): An administrative citation is a fine that the City's Code Enforcement Officers and City staff can issue against a property owner for violating the City's laws. The Administrative Citation process is intended to be used for repeat and chronic violators of the Bulky Item Program guidelines. According to the City Attorney's Office, the City's current municipal code contains provisions that

allow the City to issue Administrative Citations, and does not require amendments in order to proceed.

Upon implementation, the City would have the ability to set the administrative fines at the same amounts as criminal infractions; $100 for the first violation, $200 for the second violation and $500 for each additional violation that occurs within a 12-month period.

The City Attorney's Office and the District Attorney's Office concur that the Administrative Citation Process is the preferred alternative for enforcement of the Bulky Item Pickup Program. The following three steps must be completed In order to implement the Administrative Citation Process:

- Create an administrative citation form;
- Establish a hearing process and identify a hearing officer; and
- Identify the collection method for delinquent accounts.

Staff estimated these steps can be completed within 30 to 60 days of direction to proceed from Council.

Exhibits:

Exhibit A:	Allied Waste Contingency Plan for Additional Staff and Equipment
Exhibit B:	Direct Mailer Regarding Bulky Item Pickup Program
Exhibit C:	Magnet and Truck Sign Artwork Submitted by Allied Waste for the "Dial Before You Pile" Campaign
Exhibit D:	24-Hour Notice and Door Hanger Submitted by Allied Waste
Exhibit E:	Process Map for "Unscheduled" Bulky Item Debris Piles
Exhibit F:	Process Map for "Excess" Bulky Item Debris Piles

Exhibit A

Allied Waste Contingency Plan for Additional Staff and Equipment
Provided By Allied Waste on August 20, 2006

ALLIED WASTE SERVICES

City of Rancho Cordova

Bulky Item Collection Program Improvements and Contingency Plan

1. **Collection resources needed to complete the cleanups will be scheduled 48 hours in advance and allocated. The "off peak" scheduled equipment will be one bucket loader/operator, 2 waste trucks/drivers (Rear Loader or Front End Loader with bucket) and 1 to 2 on-ground laborers. This level of personnel is adequate to complete approximately 50 scheduled piles per day, with allowance for up to 10 illegal piles if necessary.**

2. **Because cleanups are scheduled 48 hours in advance, additional resources can be allocated in advance if the number of scheduled piles exceeds 50 to 60. Allied Waste will then allocate an additional truck(s) and a driver(s) depending upon the number of cleanups scheduled. The truck(s) will either be spare Rear End Loaders or Front End Loaders. In the event of an extremely high number of scheduled cleanups on a particular day(s) Allied will use Roll Off trucks and personnel to increase the resources to the appropriate level to ensure the 48 hour requirement is met.**

3. **Historically an 8 to 10 week period during the summer months have proven to be heavier than the balance of the year. Allied will closely monitor the trending and when necessary will immediately add additional trucks and personnel. Unlike covering for the intermittent heavier volume days, these additional resources will be put in place on a semi-permanent basis until the trending continues to the normal number of scheduled cleanups.**

4. **Additional labor required to perform the work on the peak days will be a mixture of permanent Allied employees and temporary labor from a temporary labor company. In extreme instances where additional trucks must be put in service, an Allied route supervisor may be required to drive a piece of equipment. However, this will be a rare occurrence and only when all other resources are expended. During the high volume weeks/months, Allied will employ additional drivers as needed.**

Prior to the Spring of 2007, Allied will take delivery on an additional new Rear Loader that will be allocated to Rancho Cordova cleanups.

Exhibit B

Draft Direct Mailer Regarding Bulky Item Cleanup Program
Submitted by Allied Waste

BE A GOOD NEIGHBOR WHEN USING THE BULKY ITEM PICKUP PROGRAM

DIAL BEFORE YOU PILE

Be a good neighbor when using the Bulky Item Pickup program. The program provides a convenient way of disposing of items that are not accepted in your weekly trash service. Please remember to "Dial Before You Pile" and follow the program guidelines which help keep Rancho Cordova's streets cleaner, safer and prevent additional service fees charged to your bill.

- Dial before you pile – schedule an appointment before you set out any items
- Do not set out items more than 48 hours before scheduled clean-up date
- Piles cannot be larger than 10 cubic yards (10 feet by 7 feet by 4 feet – approximately two standard pickup truck loads)
- Only put out acceptable items

Residents that do not follow all of the above rules may be charged a minimum collection fee of $45 depending on the violation.

- Violation warnings will be placed on your door and/or your pile
- You'll have 24 hours to contact Allied Waste and correct the violation.

Corrections May Include:

- Scheduling a pick-up
- Removing excess/inappropriate items
- Rescheduling to an earlier pick-up time or removing items until 48 hours before your scheduled time

Construction debris from home renovations should not be placed on the street as part of the bulky item pick up program. Home owners are responsible for renting a dumpster to handle the construction debris.

If you see a pile in your neighborhood that is out for more than two days (48 hours) call Allied Waste at (916) 638-9000 to report it.

Please review the backside of this letter for more detailed information. If you have questions about the Bulky Item Pickup Program, call Allied Waste at (916) 638-9000.

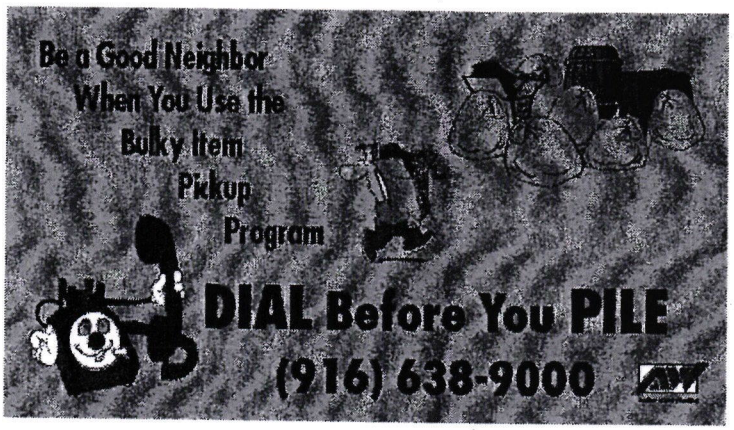
Thanks for being a good neighbor!

(Spanish and Russian info for contacting will be placed on this letter prior to mailing)

Exhibit C

Draft Artwork for Magnets and Truck Signs
Submitted by Allied Waste

Magnets:



Truck signs:



Exhibit D

Draft 24-Hour Notice and Door Hanger
Submitted by Allied Waste

WARNING NOTICE
BULKY ITEM PICKUP PROGRAM
VIOLALTION

The items you set out for collection do not comply with the City of Rancho Cordova's On-Call Bulky Item Collection program rules.

The following rules were not followed for Bulky Item Pickup Program:

- **Items were set out without scheduling an appointment. Remember, you must "Dial Before You Pile."**
  - You have 24 hours to remove the items or to contact Allied Waste to arrange for removal. You are subject to a $45.00 collection fee for not complying with this rule.
  - If you fail to contact Allied Waste by the close of the next business day, you may be subject to additional fees.

- **Items set out exceed maximum size.**
  - Piles must not exceed 10 cubic yards (10 feet x 7 feet x 4 feet).
  - You have 24 hours to remove the excess amount or to contact Allied Waste to arrange for removal of the excess amount for an additional collection charge of $90.00 plus $7.00 per cubic yard for the amount over 10 cubic yards.
  - Failure to contact Allied Waste may subject you to additional collection fees.

- **Items set out more than 48 hours before scheduled collection date.**
  - Items must NOT be set out more than 48 hours before scheduled collection date.
  - You must contact Allied Waste to re-schedule your pickup date. A $45.00 collection fee will be applied for not complying with program rules.

- Failure to contact Allied Waste will subject you to additional collection fees

TO AVOID HAVING TO PAY POSSIBLE COLLECTION FEES YOU MUST CALL ALLIED WASTE AT (916) 638-9000 BY CLOSE OF NEXT BUSINESS DAY.

Exhibit E

Process Map for "Unscheduled" Bulky Item Debris Piles

they want to keep the drivers focused on p/u's —

supervisory or "route auditor"

Bulky Item Cleanup Program
"Unscheduled" Pile Process Map

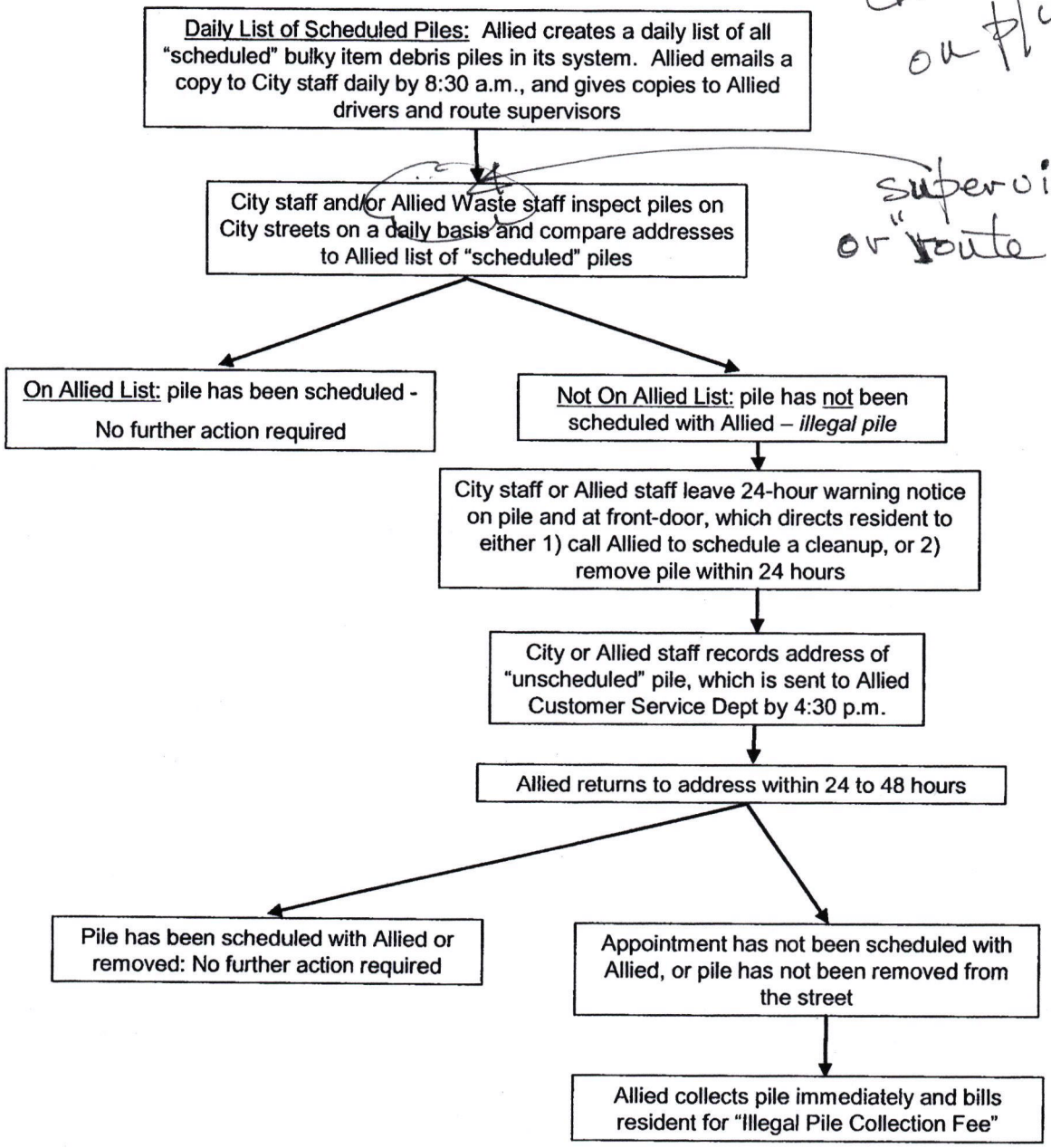


Exhibit F

Process Map for "Excess" Bulky Item Debris Piles

Bulky Item Cleanup Program

"Excess" Pile Process Map

