

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

Monday, June 30, 2008

5:30 p.m. – 10:00 p.m. – Work Session

10:00 p.m. – Closed Session



SPECIAL JOINT MEETING / WORK SESSION

City Council and Planning Commission

(Public Comment is encouraged)

1. Rio del Oro Project Update and Discussion of Unresolved Issues.

PUBLIC COMMENT

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

CLOSED SESSION

Council will meet in Closed Session to discuss the following items:

1. Conference with Legal Counsel – Anticipated Litigation – Government Code 54956.9(b) (one potential case).
2. Conference with Legal Counsel – Existing Litigation – Government Code Section 54956.9(a) – (one case) - Name of case: Vineyard Area Citizens for Responsible Growth, et al. v. City of Rancho Cordova et al.; Case No. S132972.
3. Conference with Legal Counsel – Existing Litigation – Government Code Section 54956.9(a) – (one case) – Name of case: *California Native Plant Society v. City of Rancho Cordova et al*; Case No. 07CS01311.
4. Conference with Legal Counsel – Existing Litigation – Government Code Section 54956.9(a) – (one case) – Name of case: US District Court, Northern District of California, *California Native Plant Society v. U.S. Environmental Protection Agency*; Case No. C06-03604MJT.

OPEN SESSION – REPORT FROM CLOSED SESSION

The City Attorney will report on action taken in Closed Session.

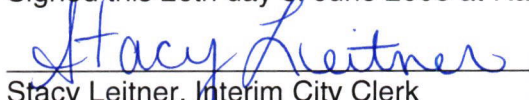
ADJOURNMENT

CERTIFICATION OF AGENDA POSTING

City Clerk's Certificate of Posting of Agenda

I, Stacy Leitner, Interim City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the June 30, 2008 Special Meeting of the Rancho Cordova City Council was posted on June 26, 2008 at the office of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670 and was available for public review at that location. The agenda is also available on the city web site at www.cityofranhocordova.org.

Signed this 26th day of June 2008 at Rancho Cordova, California.


Stacy Leitner, Interim City Clerk

Public documents related to items on the open session portion of this agenda, which are distributed to the City Council less than 72 hours prior to the meeting, shall be available for public inspection at the time the documents are distributed to the Council. Documents are available for inspection at the City Clerk's office located in Rancho Cordova City Hall.

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 at least 48 hours prior to the meeting.

MEMORANDUM



DATE: June 30, 2008

TO: Honorable Mayor and Council Members
Planning Commission Members

FROM: Paul Junker, Planning Director
Pam Johns, Project Manager

SUBJECT: RIO DEL ORO PROJECT UPDATE AND DISCUSSION OF PROJECT ISSUES

PROPERTY OWNERS: GenCorp Realty Investments Elliott Homes	APPLICANTS/DEVELOPERS: GenCorp Realty Investments (David Hatch) Elliott Homes (Russ Davis)
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PROJECT:	Rio del Oro
FILE:	RC-04-052
LOCATION:	3,828.5 acres south of White Rock Road, north of Douglas, and east of Sunrise
APN:	072-0370-070 and -071
PLANNER:	Pam Johns, Project Manager (Planning) Patrick Angell, Project Manager (Environmental)

RECOMMENDATION

Consider project and discuss/provide input as appropriate on specific project issues. No formal action is required.

RESULT OF RECOMMENDED ACTION

City Council and Planning Commission will receive an update on project status and key issues. Council and Commission input will assist staff and the applicant team in completing review of the project. Subsequent hearings will be scheduled with the Planning Commission and City Council.

BACKGROUND

Project History

The proposed Rio del Oro project includes a request for a General Plan Amendment, Rezone, Special Planning Area Amendment/Specific Plan, Tentative Subdivision Maps, Development Agreement, and corresponding environmental review for a 3,828-acre

mixed use community east of Sunrise Boulevard between White Rock and Douglas Roads. The development application was originally submitted to the County prior to City incorporation in 2003. Upon incorporation, the City took over responsibility for the evaluation and action on the proposed project.

Over the last five years, staff has been working with the Applicant Team to evaluate the project against the City's vision for future development, coordinating with other agencies, and preparing the environmental analysis of the proposed project impacts. As a new City, Rancho Cordova accepted this development application before the City identified a clear vision for the future City. As the City matures and makes important decisions about that future vision, key policies, and important plans and standards, the Rio del Oro project has played an important role in a parallel process. The project has informed the City's efforts, provided a test case, and adapted to the City's modifying vision. We're now in the final stages of project negotiations prior to review by decision makers.

Project Overview

As proposed, the Rio del Oro project would include 11,601 dwelling units with a projected future population of almost 30,000 persons, which equates to more than 50 percent increase in the existing population of Rancho Cordova. As outlined in the City's General Plan Building Blocks, the Rio del Oro Planning Area represents a District with approximately 9 Neighborhoods and 3 Villages with neighborhood gathering places, local and regional serving retail, jobs, and parks and open space. Acreage and unit count for general land use categories are summarized below.

Rio del Oro Proposed Land Use Summary		
Land Use Category	Acreage	Units
Single Family Residential	1519	7,593
Medium Density Residential	258	2,048
High Density Residential	98	1,980
Village Center	20	
Local Town Center	20	
Regional Town Center	113	
Business Park	88	
Industrial Park	283	
Public/Quasi Public	8	
Schools	152	
Parks	175	
Wetland Preserve	510	
Drainage Basin and Parkways	177	
Open Space and Landscape Corridors	167	
Total	3,829	11,601

The Rio del Oro project has been in various phases of development and design concepts for more than a decade (initially in Sacramento County, transitioning to the City of Rancho Cordova upon incorporation). Requested entitlements include amendment to the existing Aerojet Special Planning Area, adoption and implementation of the Rio del Oro Specific Plan, Adoption of a Public Facilities Financing Plan and Infrastructure Phasing Plan, and approval of a Development Agreement between the City and project applicants. The project also includes Large Lot Tentative Maps for the entire project area consistent with the land use plan and Tentative Subdivision Maps for the first phase of the Elliott Homes property.

The current plan reflects dozens of changes and improvements to the land plan over the last 5 years as the City Staff and Applicant Team have embraced the City's vision, learned from studies and additional planning efforts, and adjusted to changing site, project, and market conditions. The project is expected to be developed in phases over the next 20 to 30 years. Please see Attachment 1 for the latest Rio del Oro Specific Plan document with project details.

The project will require environmental approvals from both the City and the U.S. Army Corps of Engineers (USACE) prior to substantial development of the site. City and USACE staff have been working closely over the past five years on the preparation of an environmental document that would adequately address the environmental review needs for both agencies. The environmental impact report/environmental impact statement (EIR/EIS) was prepared for the Rio del Oro Specific Plan for purposes of compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The City is acting as the lead agency under CEQA and the U.S. Army Corps of Engineers, Sacramento District, as federal lead agency under NEPA. The EIR/EIS is a joint document intended to comply with both CEQA and NEPA disclosure requirements regarding potential environmental effects of the project.

In addition to local development entitlement requests, the project applicants are requesting authorization from U. S. Army Corps of Engineers to place dredged or fill material into waters of the United States (30.3 acres of wetlands are proposed to be filled). This 404 permit process is a separate approval that must be obtained prior to site work. Because this process often requires several years of review, the 404 permit process general runs concurrent with the EIR/EIS process, but the two processes can be sequential.

The environmental review of the Rio del Oro Specific Plan commenced with the release of the Notice of Preparation (NOP) by the City on December 12, 2003 and the release of the Notice of Intent (NOI) by the USACE on January 30, 2004. Input from scoping meetings informed the work on the DEIR/DEIS, which was released in December 2006. Based on new legal findings and comments on the DEIR/DEIS, the City and USACE prepared an additional focused analysis of water supply, biological resources, and air quality in a Recirculated Draft EIR/ Supplemental Draft EIS, which was released in March 2008. The public comment period on the recirculated document closes July 7, 2008. Once we receive all comments, the agencies will prepare written responses and associated minor changes to the Draft EIR/EIS will comprise the Final EIR/EIS. The Final EIR/EIS will then be utilized by the City and USACE for consideration of the Rio del Oro Specific Plan and associated request for authorization from U. S. Army Corps of Engineers to place dredged or fill material into waters of the United States.

PROJECT ISSUES

Staff has outlined five major project issues below. We discussed these items with the City Council Subcommittee on June 18, 2008. At that meeting, the Applicant Team submitted a written record of their position on these issues, along with a description of what they perceive the City position to be (Attachment 2). Please be clear that this document is the Applicant's write up of City position, and not the words of the City Staff. The discussions below provide background/context for the issues, a description of project approach or description of Applicant Team (based on Attachment 2 and subsequent discussions and documents) and City Staff positions, and a conclusion. Additional information will be presented at the Study Session and we'll be asking the decision makers for input and direction to move forward as appropriate.

A. Project Phasing/Timing

Background. The General Plan Infrastructure, Services, and Finance Element establish goals, policies, and actions to ensure the provision of infrastructure and services in a logical and sustainable manner. Specifically, relevant goals and actions are as follows:

- Goal ISF.2: Ensure the development of quality infrastructure to meet community needs at the time they are needed.
- Policy ISF.2.1 – Ensure the development of public infrastructure that meets the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.
- Action ISF.2.1.2 – Adopt a phasing plan for the development of public facilities in a logical manner that encourages the orderly development of roadways, water and sewer, and other public facilities.
- Policy ISF.2.2 – Coordinate with independent public service providers, including schools, parks and recreation, utility, transit, and other service districts in developing service and financial planning strategies.
- Policy ISF.2.3 – Ensure that adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equally distributed.

For the last 3 years, City staff has been working with the development community to establish a logical and equitable solution for funding and constructing major infrastructure within Rancho Cordova. For Rio del Oro, City staff and Applicant Team have been working on both the major off-site backbone infrastructure, as well as improvements within the project site needed to serve this 3,800 acre project. This discussion is focused on the latter, internal phasing strategy.

Applicant Approach. The Applicant Team has identified nine project phases that would generally develop from west to east and north to south. However, the phasing plan has been created in a manner that would identify all infrastructure requirements for each phase within the Plan Area and would allow for any phase of the project to be developed so long as the required infrastructure is developed.

Each of the nine phases includes a plan and text listing required roads, sewer, water, and drainage improvements necessary for the development of that phase of the project. Additionally, the phasing plan includes overall performance standards. City staff is continuing review of the proposed phasing plan and has drafted a more detailed set of Guiding Principles that we would propose to incorporate within the phasing of development within Rio del Oro.

Advantages and Disadvantages of Proposed Approach. The Applicant Team approach provides maximum flexibility for the developer and allows them to market and sell that flexibility to future builders. The City would have certainty regarding the improvements to be provided with each phase. However, the City would not have certainty regarding the order of development and in a project of this size, could result in what functions and appears like "leap frog" development.

The Applicant's proposal allows flexibility to respond to market conditions and opportunities for early sale of blocks of land to future developers. While it may be feasible to open numerous, dispersed portions of the project for development simultaneously, the impacts to the City could include:

- Longer term construction impacts on future residents (it will take longer for all facilities and amenities to be constructed in individual neighborhoods)
- Increased cost of delivering dispersed infrastructure (while cost is paid by Applicant, such increases in Applicant costs leave less funding available for other community facilities)

Staff has worked with the Applicant Team on their flexible phasing approach over the past year. City staff's position is that a clearly specified and more rigid phasing strategy is in the City's interests and that the Applicant's flexible phasing strategy presents greater risks for the City.

Conclusion. Given the Applicant Team's position that their flexible internal phasing strategy is critical to their project development strategy, City staff supports the additional risk of the flexible phasing strategy. However, staff strongly supports the inclusion of expanded Guiding Principles prepared by staff to manage these potential risks as the project builds out (see Attachment 3).

B. Executive Housing

Background. The City Council directed the inclusion of goals, policies and actions associated with the need to create executive housing in the City of Rancho Cordova. Specifically, the General Plan Housing Element includes the following goals, policies and actions regarding executive housing:

- Goal H.1: Seek a balance of housing opportunities appropriate for the range of jobs available and planned in the city.
- Policy H.1.1: Improve the City's jobs-housing balance through ensuring that housing development in Rancho Cordova provides opportunities for all income levels in order to serve the full range of available and projected jobs in the City.

- Action H.1.3.1 - Identify housing needs (percent of households seeking executive units) and desires of local area executives (housing type, unit and lot size, amenities, price range, etc.).
- Action H.1.3.2 – Modify Zoning Ordinance to require Specific Plans and large subdivisions (500+ units) to include executive housing options to meet the needs and desires identified through Action H.1.1.1.
- Policy H.1.4: Ensure that an appropriate range of housing opportunities is available to accommodate both local and out-of-region executives.
- Action H.1.4.1 – Identify an area appropriate for associated executive housing, possibly located on a golf course.

The draft Rio del Oro Development Standards and Design Guidelines prepared by the Applicant Team proposed that larger executive housing lots would fall into the category of low density residential lots and that a minimum of 5% of the LDR lots shall be in this executive housing density range of 2.1 – 3 units/acre with a minimum lot size of 15,000 square feet. Staff supports this solution to require 5% of the LDR acreage for executive housing as sufficient in size to meet the City's objectives for executive housing. However, the applicants have rescinded their draft language and submitted a revised approach as outlined below.

Applicant Approach. The latest proposal by the Applicant Team states that the Specific Plan will identify locations where executive housing could be accommodated. The Specific Plan and Development Standards and Design Guidelines will specify unique architectural and neighborhood design features that will be used in executive housing developments. Lots for executive housing will generally be larger, and project features will be distinctive, although specific design criteria and amenities will be deferred for future decisions. The market will dictate the timing for the construction of executive housing, and there will be no specified trigger or requirement for the construction of executive housing either in the development agreement, Specific Plan, or conditions of approval.

City Staff Approach. Staff is concerned that the applicant's new position establishes the aspiration (but not the certainty) for executive housing within Rio del Oro. In order to ensure the certainty of some amount of executive housing within the 3,829-acre project area, staff is proposing language for the Specific Plan which defines executive housing, identifies LDR sites as opportunity sites, and requires findings to be made with the review of tentative subdivision maps on those sites to ensure that sufficient executive housing has already been provided or can still be provided in other portions of Rio del Oro. Staff's proposal also includes new standards about the types of facilities, features, and amenities that may be included with executive housing (see Attachment 4).

Additionally, staff supports the applicant's initial proposal to require a minimum of 5% of the LDR lots for executive housing density range of 2.1 – 3 units/acre with a minimum lot size of 15,000 square feet (Rio del Oro Development Standards and Design Guidelines). We recommend that the provision be included in the executive housing solution for Rio del Oro to ensure that executive housing is

developed within the project area to meet the City's housing objectives as identified in the General Plan.

Conclusion. The City staff and Applicant Team disagree about the degree and balance of flexibility and certainty to address the City's objectives for executive housing. The Applicant Team approach would identify the aspiration for executive housing in Rio del Oro and establish the flexibility to let the market dictate whether executive housing is ever included within the project area. The City staff approach would establish the requirement for some level of executive housing to be developed at some point during the life of the project – the evaluation of market conditions and sufficient remaining opportunity would be determined at the tentative subdivision map phase. Staff requires City Council guidance on whether executive housing provisions should be aspiration in nature or whether more specific and obligatory requirements should be included in the Rio del Oro Specific Plan. In addition, Council guidance is requested on the Project inclusion that a minimum of 5% of the LDR lots be in the housing density range of 2.1 – 3 units/acre with a minimum lot size of 15,000 square feet.

C. Affordable Housing

Background. The existing General Plan Housing Element establishes policies to address mixed income housing and defers implementation details to subsequent citywide plans/programs and/or development agreements. Specifically, key policy direction for mixed income housing is as follows:

- Action H.1.1.3 – Create a broad range of options available throughout the City that will result in the production of housing available to all income levels and will result in the production of at least ten percent of housing in new neighborhoods being affordable to moderate- and lower-income households.

The City is in the process of updating the Housing Element, including consideration of revisions to this policy. City staff and Applicant Team have been working under the assumption that Rio del Oro affordable housing plan will need to be consistent with the current Housing Element, including draft Action H.1.1.3. Disagreement at this point is focused on what constitutes compliance with the obligation and on actual cost of providing affordable housing units.

Applicant Approach. The Applicant Team has stated that all segments of the community will play an important role in the construction of affordable housing in the Rio del Oro project. In order to complete their obligation and role, they propose to dedicate 47 acres of land to the City. Their calculation is based on their proposed residential development capacity of 11,600 dwelling units (ten percent of which is 1,160 units). They have assumed that the affordable units would be developed at 25 units per acre (20 unit/acre minimum plus 5 unit/acre qualifying density bonus). Thus, 1,160 units divided by 25 units per acre would require slightly less than 47 acres.

City Staff Approach. City staff agrees that all segments of the community play an important role in the construction of affordable housing in Rio del Oro. However, we disagree that land dedication alone, as proposed by the Applicant Team, is sufficient to facilitate the construction of affordable housing. While the City will

seek to contribute various resources to affordable housing construction, the Applicant Team's obligation is to ensure the City will have adequate financial resources to construct housing.

City Housing staff has projected the actual cost of providing affordable housing (including assumptions on public subsidy) and determined the City's shortfall in getting the affordable housing constructed. City staff's proposal would require the developer to participate with the City and others in that shortfall. Ultimately, Housing staff calculated a land dedication need for Rio del Oro at 108 acres of land, which includes 58 acres necessary to meet the ten percent requirement (assuming 20 units/acre, rather than the Applicants' calculation of 25 units/acre) and another 50 acres that the City could sell to help with the funding of affordable housing construction within the project.

Conclusion. Generally, City staff and Applicant Team agree on the need for land dedication to comply with the General Plan. However, City staff and Applicant Team disagree about any additional obligation by the Developer to facilitate the construction of affordable units. The Applicant Team believes that dedication of land upon which the affordable housing would be located meets the obligation. City staff believes there is a further obligation to ensure that affordable units are actually constructed. Staff requires City Council direction to proceed with the Rio del Oro project documents.

D. Parks Delivery Options

Background. Park and recreation facilities within the City of Rancho Cordova are provided and operated through the Cordova Recreation and Park District (CRPD). Through the General Plan process and work with CRPD and the development community, the City has established policies regarding the amount and type of parkland and open space required within development projects. CRPD, applicant, and City are in agreement regarding the amount of parkland to be included in the project and the location of the parks.

As development project conditions of approval, CRPD requires parkland dedication and payment of current park improvement fees at the time of building permit issuance. CRPD then contracts for park improvements to be constructed at the time said facilities are needed.

Applicant Approach. The Applicant Team is proposing an alternative approach for the neighborhood parks within Rio del Oro. Specifically, the Applicant proposes to develop their neighborhood parks in accordance with specific park improvements from an approved list and then to dedicate the improved park to CRPD. They are not proposing to build the Community Park or Adult Sports Park/Water Park, but rather to pay fees for construction of those facilities in accordance with standard system and adopted fees.

Advantages and Disadvantages of Proposed Approach. The Applicant Team approach is intended to take advantage of private sector developer's ability to deliver parks in a cost effective manner. Potential benefits of this approach include lower overall construction costs for parks and assurance that the developer can deliver local parks when needed by residents. The primary

concern identified by City and CRPD staff is that very clear improvement standards must be established to ensure the future facilities are of a quality acceptable to the two agencies.

This approach would require a three party agreement between the City, CRPD, and Developer to ensure that the parks are developed in a timely manner consistent with the improvement list and to an agreed upon standard in order to accept dedication and ongoing maintenance.

Conclusion. City and CRPD staff are supportive of the Applicant Team's proposal as long as the Applicant Team produces detailed development standards for neighborhood park facilities. Timing for the completion of these detailed improvement standards is under discussion, but must certainly be approved before any future large lot or small lot final maps may be recorded.

E. Americanos Trail

Background. The City's adopted General Plan includes several goals and policies relevant to bicycle and pedestrian circulation in the Circulation and Open Space, Parks, and Trail Element as follows:

- Goal C.2: Establish an extensive, complete, smooth, interconnected, and continuous pedestrian and bicycle network that is a safe and attractive option for local or regional trips or recreation and that connects to the City's neighborhoods, parks and schools, employment areas, and retail centers.
- Policy C.2.5 - Provide safe and convenient bicycle access to all parts of the community.
- Goal OSPT.3: Create a system of pedestrian and bicycle trails that maximize usage while providing places for walking and bicycling without conflicts with motor vehicles.
- Policy OSPT.3.1 - Develop a trails system that provides for maximum connectivity, so that all trails are linked for greater use as recreational and travel routes.

General Plan Circulation Element Figure C-2 (Bikeways and Trails) shows the City's planned major network of trails (both on street and off street) with several major north south and east west connections through Rio del Oro. Americanos Boulevard is shown in the General Plan with on street bike lanes and an off street trail to the west frontage of Americanos extending north of Douglas (Attachment 5). The General Plan also identifies that neighborhood level pedestrian and bicycle planning and design will take place as part of project plan review. Since General Plan adoption in June 2006, the City updated the CIP with specific locations for grade separated crossings throughout the City including a grade separated crossing on the west side of Douglas and Americanos. The City has also been working on the development of a more detailed citywide Bikeway Master Plan, which reinforces the need to connect pedestrians and bicyclists from southeast of the project to the community park and beyond to the northwest and ultimately to the American River Parkway.

The Rio del Oro Specific Plan dated December 2006 includes an extensive system of well connected internal trails (both on street and off street) which take advantage of drainage corridors, basins, and open space preserves. However, this plan included a few inconsistencies with the citywide plans for grade separated crossings and regional trails. On March 2 2007, staff identified these concerns with regional trail connectivity and grade separated crossings as part of two day-long workshops with the Applicant Team on open space, drainage and parks. City staff also identified the required trail on the west frontage of Americanos at the April 2007 workshops. The Applicant Team submitted revised bike trail plans in March 2007 and again in March 2008, which did not address all of the grade separated crossings or continuous off-street trail along the west frontage of Americanos. City staff responded by providing mark ups on the latest plans showing proposed changes to the trails and grade separated crossings. The latest plans received on June 20, 2008 include all of the requested grade separated crossings, but do not provide a continuous off-street trail along the west frontage of Americanos.

Applicant Approach. The Applicant Team has proposed a solution to include on street bike lanes along Americanos, with an off-street trail extending on the east side of Americanos from Douglas to a new signal planned south of Morrison Creek. At that point, the trail would cross to the west side of Americanos extending north to the northeast edge of the wetland preserve, then turning west along the preserve (see Exhibit 4-3 in Attachment 1). As an alternative, the Applicant Team has stated a willingness to extend the off street trail along the entire west stretch of Americanos from Douglas to Centennial so long as said improvements can be designed within the planned right-of-way of 131 feet and 108 feet crossing Morrison Creek consistent with their large lot map and 404 permit application, respectively (see Attachment 6 for cross section options).

City Staff Approach. City staff maintain the position that the off-street trail connection along the west side of Americanos is critical to the success of the City's regional trail system. Staff is seeking a 12 foot-wide trail with 2 foot shoulders along the west side of Americanos from Douglas to the drainage corridor north of Centennial. Staff has proposed a cross section which maintains the constrained 108 foot right-of-way across Morrison Creek, then widens to 140 feet on either side to allow sufficient landscape and trail separation. The impact would be an additional 9 foot right-of-way impacting the future residential lots to the east of Americanos. Additional details will be provided at the study session.

In considering the appropriate trail solution along Americanos, staff requests the City Council consider the following points:

- The trail along the west frontage of Americanos is among the most significant trails in Rancho Cordova, connecting all projects south of Douglas (approximately 24,000 homes) north to the American River Parkway.
- The City staff proposed solution represents a considerable reduction in the desired corridor width. As a major four-lane road with a critical pedestrian/bicycle facility, the 140 right-of-way proposed by staff is minimal.

- The staff proposed trail corridor on the west frontage of Americanos allows only minimal landscape improvements, primarily including shade trees along the trail with low maintenance groundcovers.
- In the context of pedestrian and bicycle circulation, the trail on the west frontage of Americanos represents a key connection and a signature route. At grade crossings of this trail at streets and roads should be kept to a minimum and the route should be safe, attractive and welcoming to pedestrian and bicyclists.

Conclusion. The City staff and Applicant Team disagree about the design solution for the regional trail system along Americanos Boulevard. The Applicant Team proposes to meet the objective either by crossing Americanos in 2 locations (Douglas and the new signal south of Morrison Creek) or by working the design of the trail system into the planned street rights-of-way. City staff believe that a modified plan can work in the constrained section crossing Morrison Creek, but are asking for an additional 9 feet of right-of-way for the remainder of the segments to improved landscape and trail design. Staff requires City Council guidance on the preferred street and trail cross section for the Rio del Oro Specific Plan.

NEXT STEPS

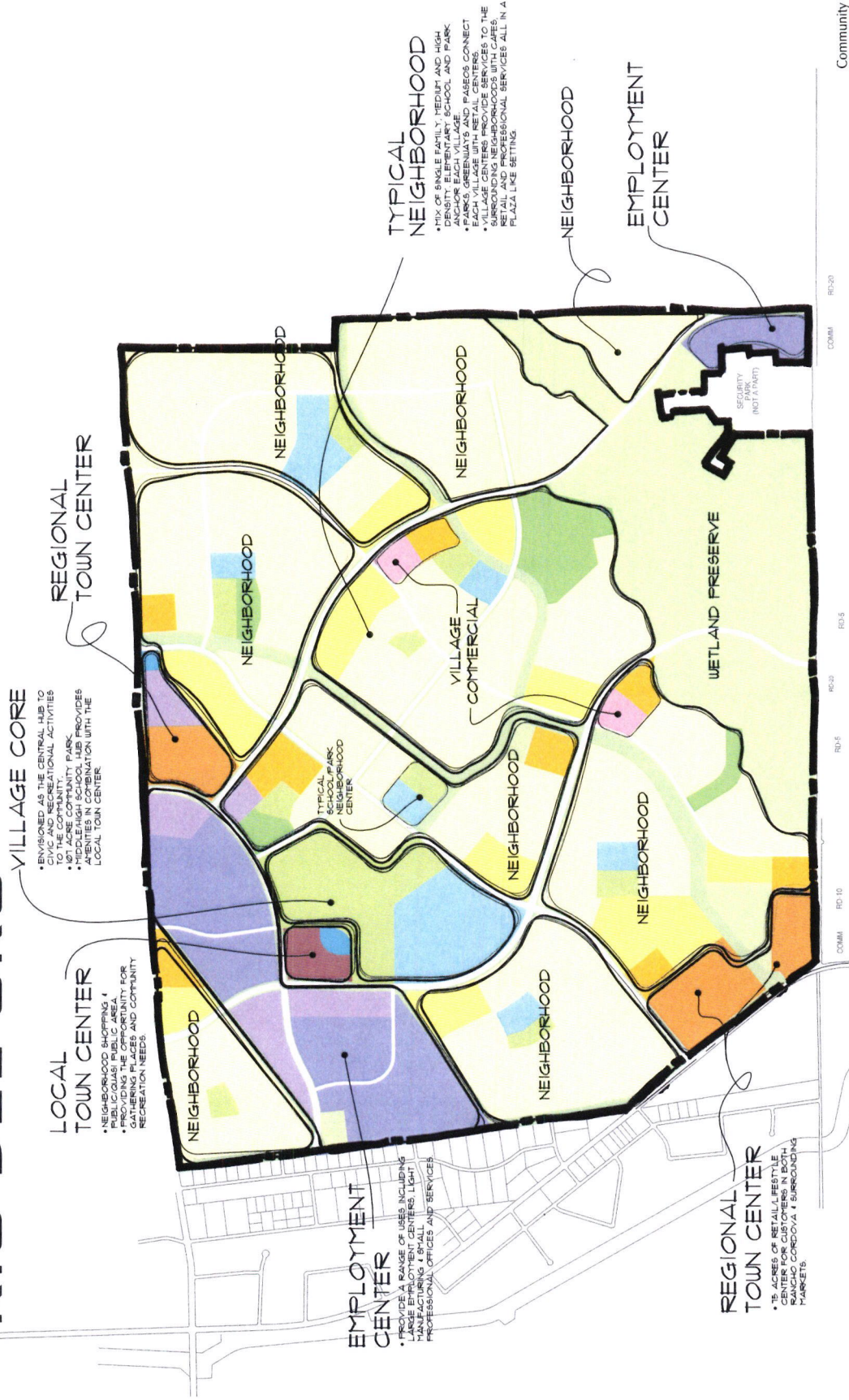
As previously mentioned, we are moving into the final stages of review and analysis on the Rio del Oro Specific Plan. Our schedule provides another Joint Study Session in July, then to commence public hearings on the project with the Planning Commission in early September.

ATTACHMENTS

1. Rio del Oro Relevant Specific Plan Exhibits
2. Applicant's Statement of Issues Dated June 18, 2008
3. City Staff Proposed Guiding Principles for Rio Phasing Plan
4. City Staff Executive Housing Proposal
5. Rancho Cordova General Plan Figure C-2 Bikeway and Trail Plan
6. GenCorp Alternative Street Section Options for Americanos

COMMUNITY VISION

RIO DEL ORO



LAND USE PLAN

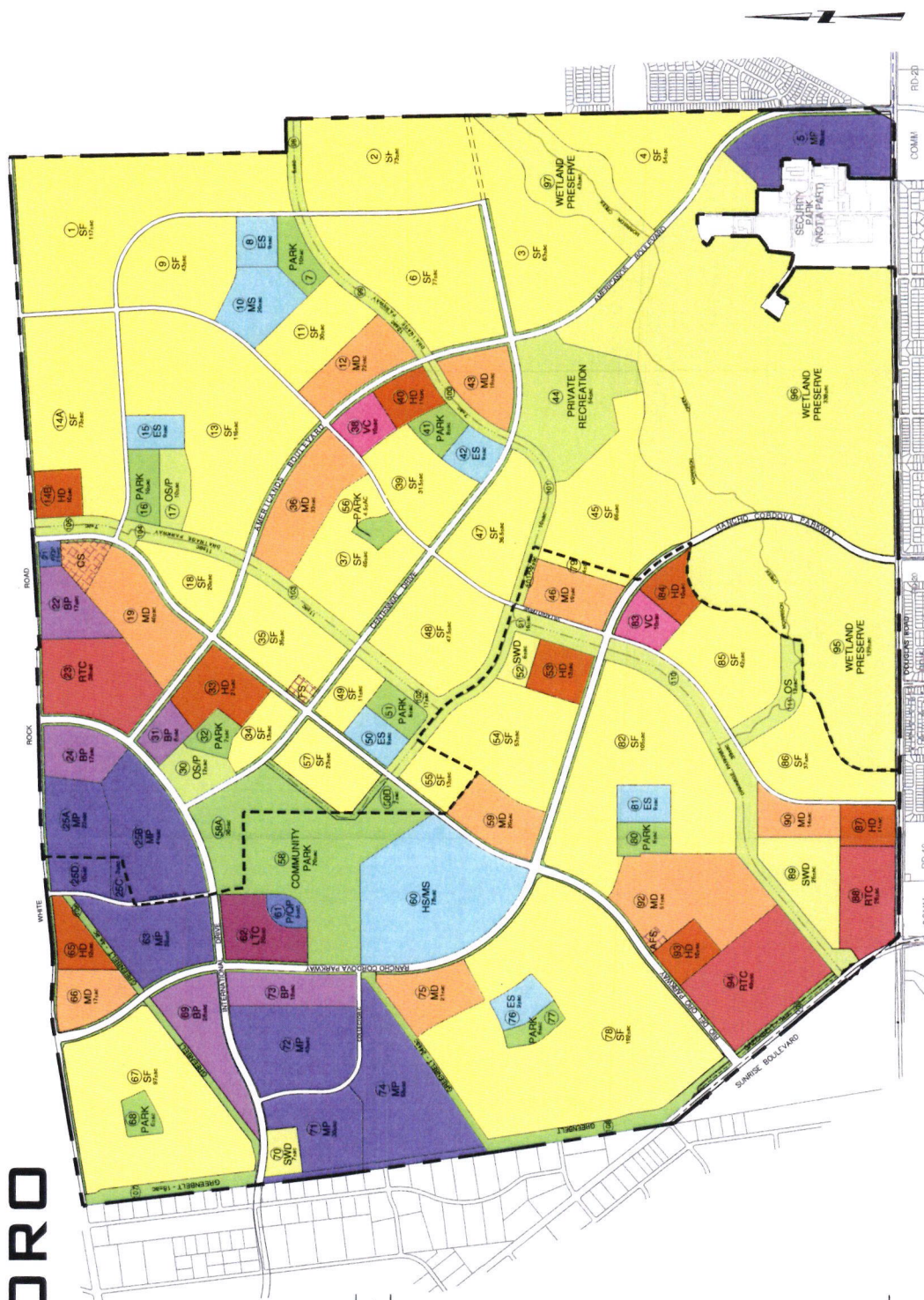


Exhibit 3-2
Land Use Plan
Rio Del Oro Specific Plan

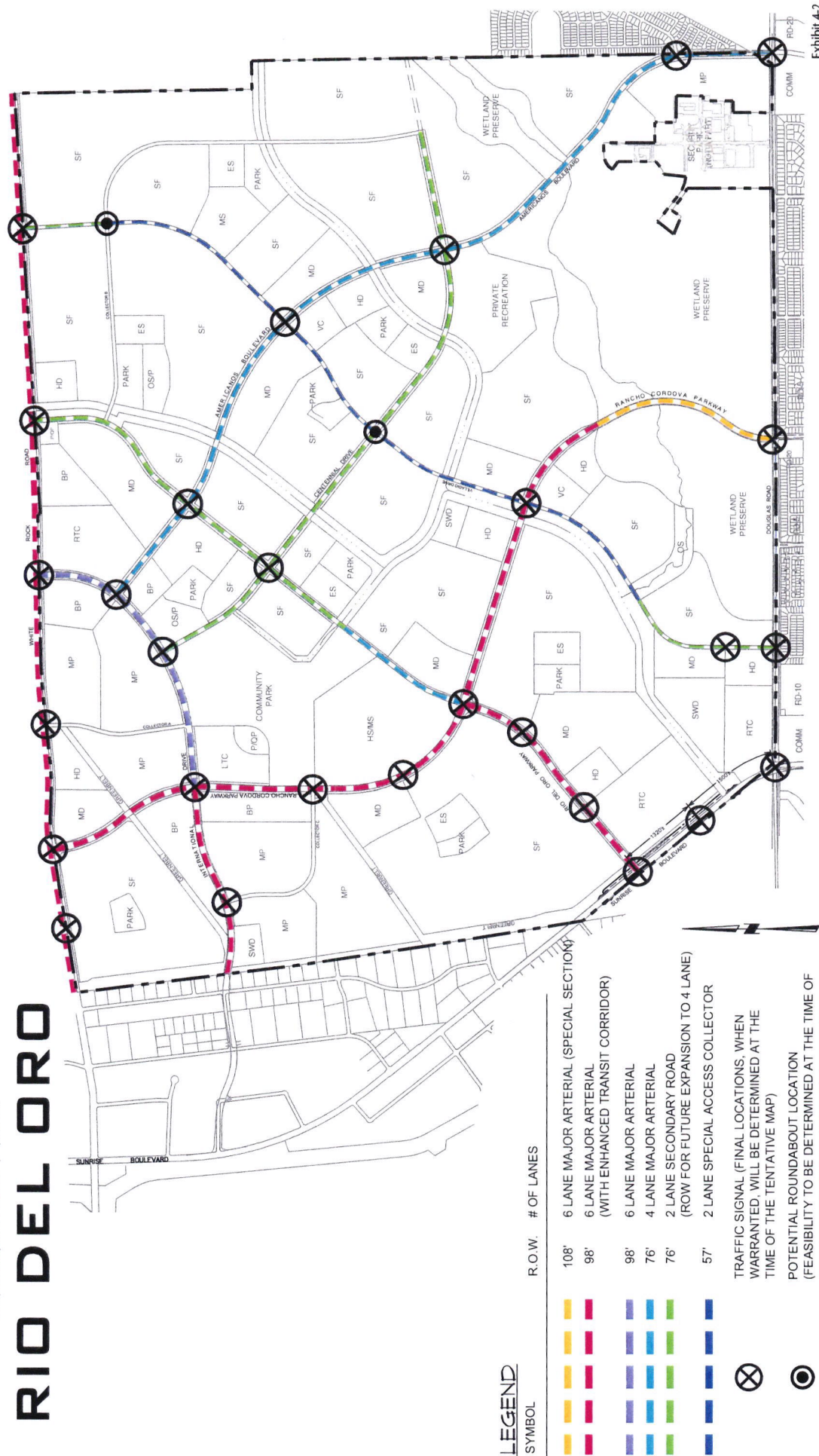
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SP	SINGLE FAMILY RESIDENTIAL	1,518.3	2.1 - 6.0	5 DU/AC	7,593	69%
MD	MEDIUM DENSITY RESIDENTIAL	258	8.1 - 18.0	8 DU/AC	2,064	18%
HD	HIGH DENSITY RESIDENTIAL	98	18.1 - 40.0	20 DU/AC	1,960	17%
VC	VILLAGE COMMERCIAL	20				
LC	LOCAL TOWN CENTER	20				
RT	REGIONAL TOWN CENTER	113				
BP	BUSINESS PARK	86				
IP	INDUSTRIAL PARK	263				
PP	PUBLIC/ QUASIPUBLIC	7.5				
PS	PIRE STATION	-				
AS	ALTERNATIVE PRESTATION	-				
CS	CONTINUATION SCHOOL	-				
SS	SCHOOL CAMPUS	78				
MS	MIDDLE SCHOOL	20				
ES	ELEMENTARY SCHOOL	54				
CP	COMMUNITY PARK	107				
NP	NEIGHBORHOOD PARKS	67.5				
SW	STORM WATER DETENTION	38				
WP	WETLAND PRESERVE	510				
DP	DRAINAGE PARKWAY	138				
PR	PRIVATE RECREATION	54				
OS	OPEN SPACE	12				
OP	OPEN SPACE/ PRESERVE	22				
LS	LANDSCAPE CORRIDORS	82				
GR	GREENBELTS	51				
MA	MAJOR ROAD	192				

TOTALS:
3028.5
11,601
100%

•UNDERLYING ZONING SHALL REMAIN

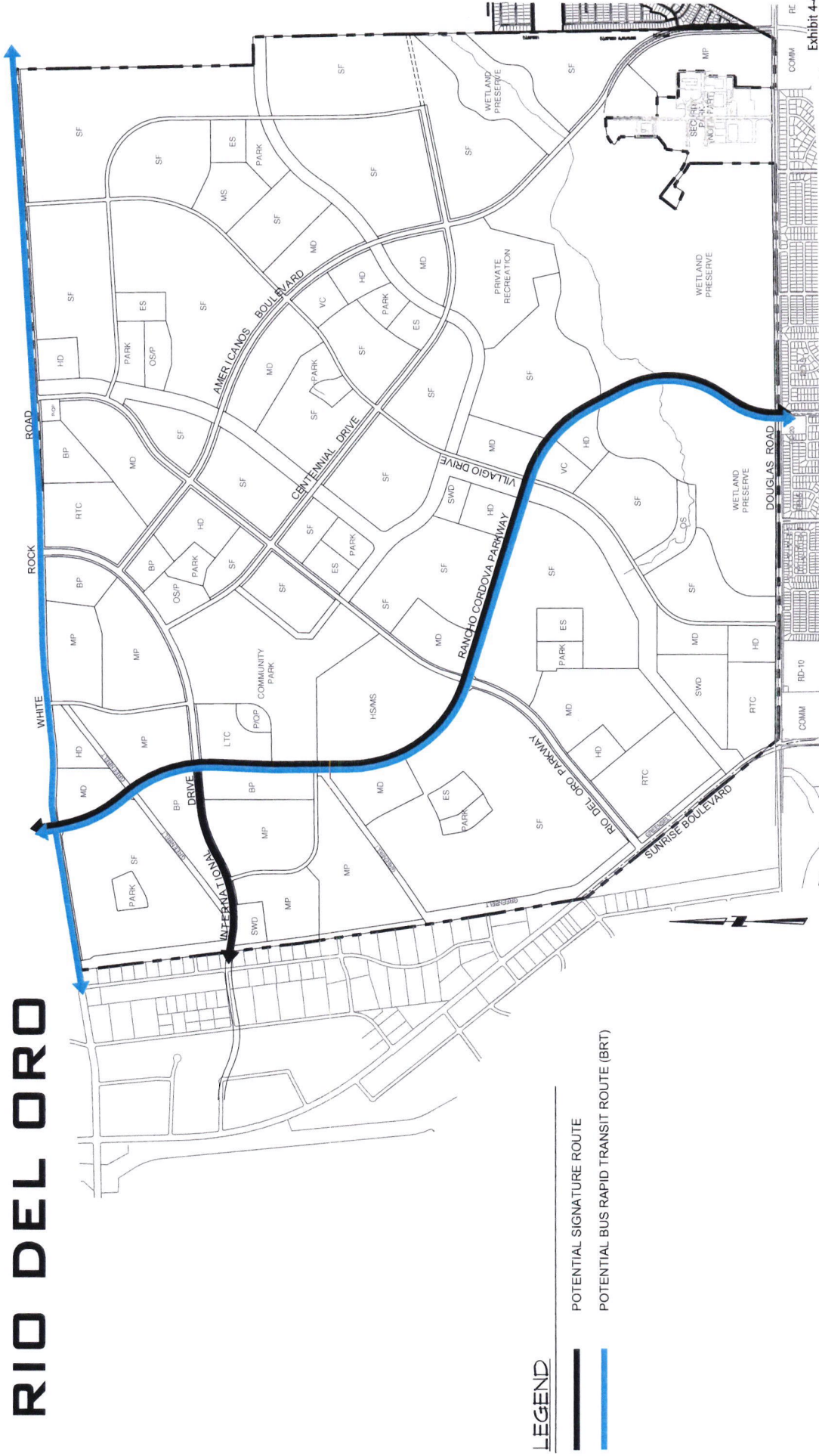
CIRCULATION PLAN

RIO DEL ORO



PUBLIC TRANSIT PLAN

RIO DEL ORO

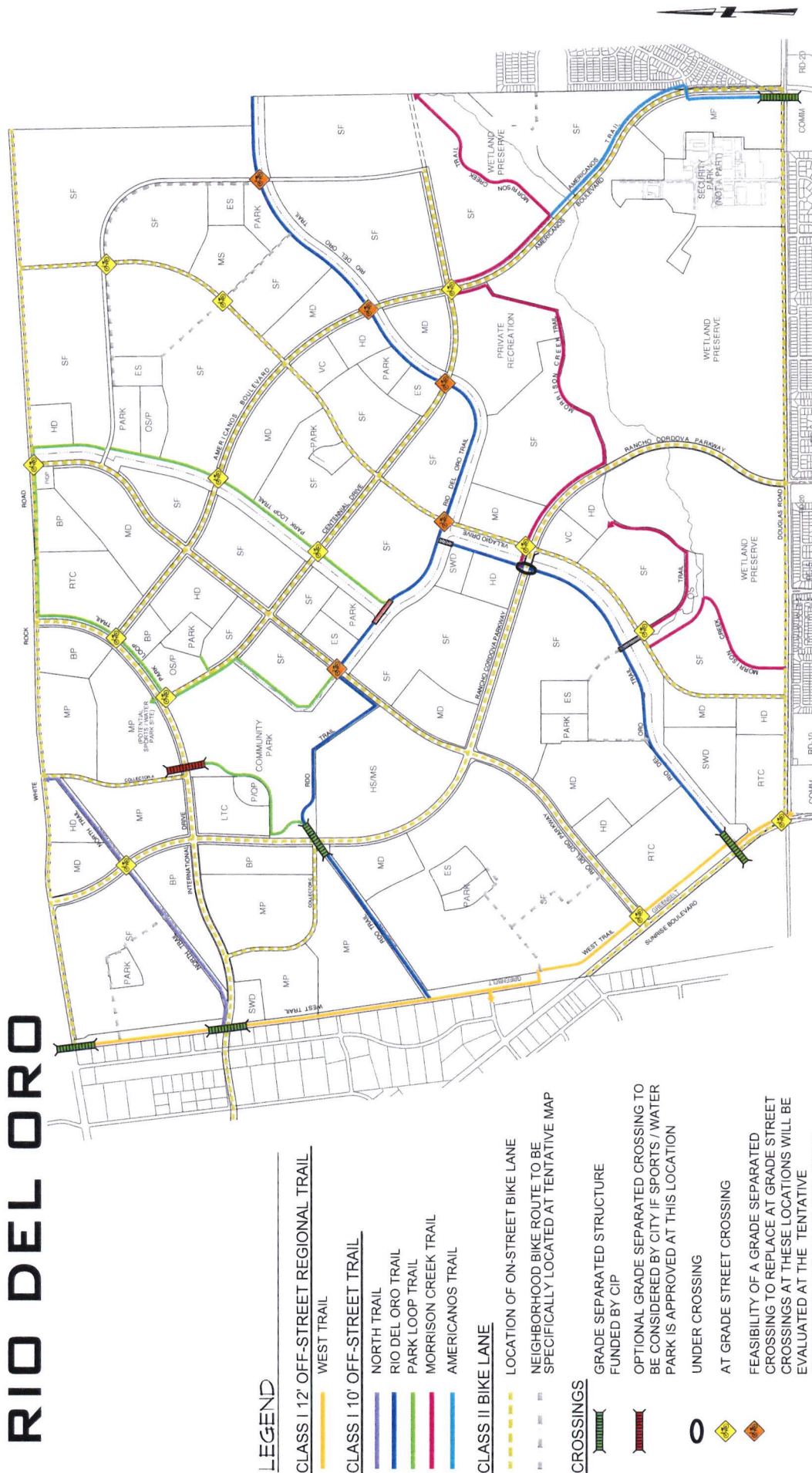


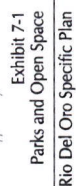
LEGEND

POTENTIAL SIGNATURE ROUTE

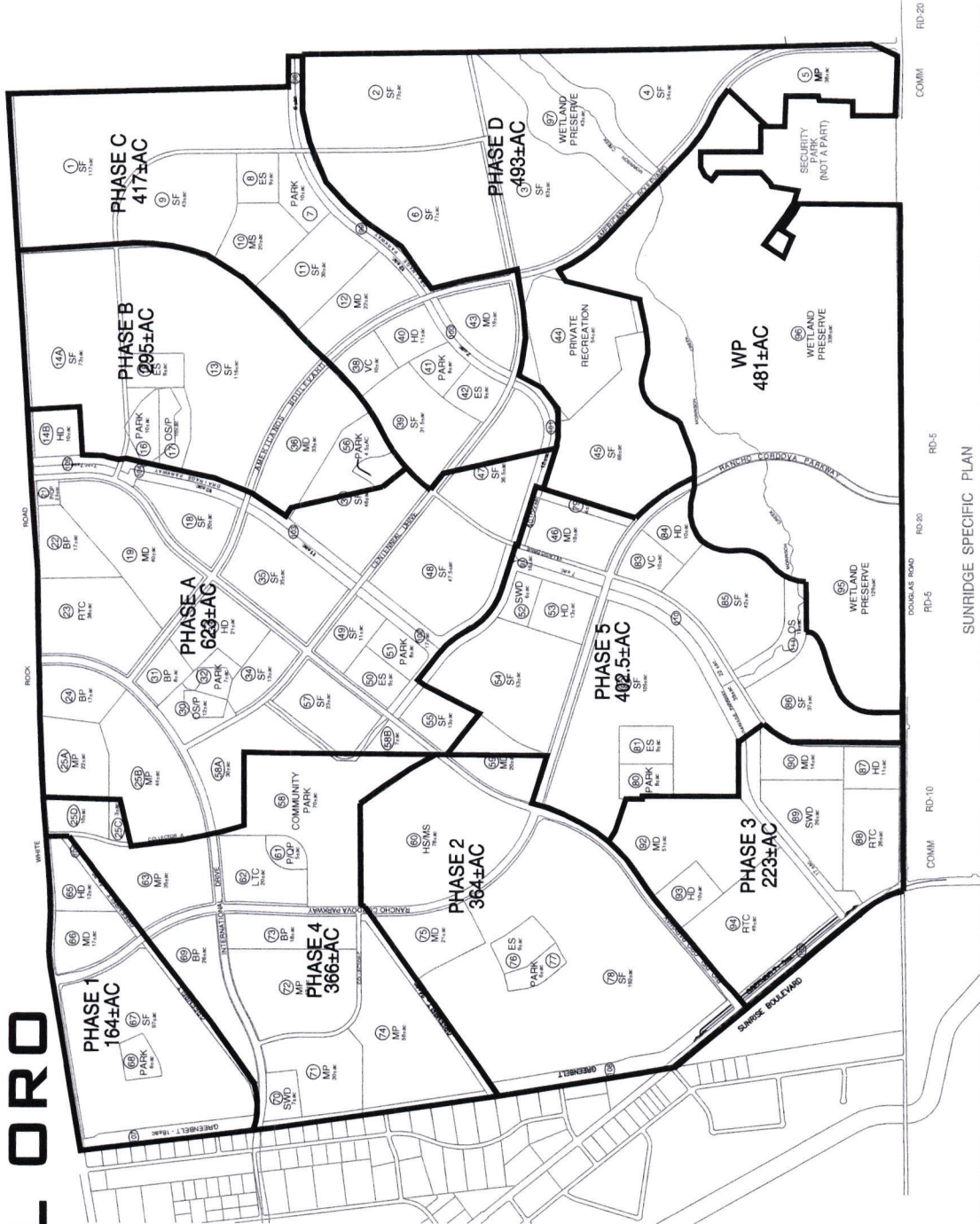
POTENTIAL BUS RAPID TRANSIT ROUTE (BRT)

RIO DEL ORO





PRELIMINARY PHASING PLAN RIO DEL ORO



Rio del Oro Subcommittee Meeting

June 18, 2008

Applicant's Statement of Issues

1. **Executive Housing:**

Applicants' position: The Specific Plan will identify certain large lot sites that will accommodate executive housing. The Specific Plan and Development Standards and Design Guidelines will specify unique architectural features that will be used in executive housing developments. Lots for executive housing will generally be larger, and project features will be distinctive, although specific design criteria and amenities will be deferred for future decisions. The market will dictate the timing for the construction of executive housing, and there will be no specified trigger for the construction of executive housing in either the development agreement, Specific Plan, or conditions of approval.

City's position: The Specific Plan will identify sites for executive housing. If executive housing is not included in a tentative map, the Planning Commission must make a specific finding that "significant economic/market justifications" exist for not including executive housing and 2) sufficient executive housing sites remain within Rio del Oro. Executive housing will include mandatory design elements and specified standards for design.

2. **Affordable Housing:**

Applicants' position: All segments of the Rancho Cordova community will play an important role in the construction of affordable housing in the Rio del Oro community. The contribution of the Applicants to achieving this goal will be the dedication of 47 acres to the City or Redevelopment Agency in various locations in Rio del Oro that are proximate to transit, shopping and other public services.

This land dedication is premised upon a goal of 10% of the units in Rio del Oro being available to moderate and low income units. This acreage required for dedication is based upon an estimate of 11,600 units in Rio del Oro, which would yield a requirement of 1,160 units at a 10% inclusionary goal. Applicants assumed 20 units to the acre and a density bonus of 5 units to the acre. Dividing 1,160 units by 25 units to the acre yielded slightly less than 47 acres.

City's position: The Applicants will bear the full cost of implementation of affordable housing programs in the Rio del Oro community. If Applicants choose land dedication, the amount of land dedicated must exceed the land actually needed to construct the affordable housing. Additional land can be sold or

otherwise leveraged by the City and/or Redevelopment Agency to construct the affordable housing.

Based upon this approach, Applicants should dedicate 108 acres of land. City's request for land dedication is based upon (1) an estimate for reaching a 10% inclusionary amount that appears to be based upon 20 units per acre, with no density bonus allocation; i.e., 58 acres necessary for affordable housing and (2) the balance of acreage (50 acres) would be sold by the City to fund construction of the units.

3. Bike/Pedestrian @ Americanos

Applicants' position: City agreed to trail alignment and landscaping corridor along Americanos Drive, adjacent to the Preserve as depicted on attached exhibit. This trail corridor will provide reasonable public access as well as viewing of the natural preserve area, uninhibited by landscape corridor.

Staff's position: Applicant should include additional landscape corridor adjacent to the trail on the Preserve side of Americanos.

4. Park Land Dedication – Application of New Population Per Household Factor

Applicants' Position: The proposed increase to population per household calculations should not be applied to either Rio del Oro or Westborough. The applicants agreed to transfer park land from Westborough to Rio del Oro. This results in additional park and open space acreage in Rio del Oro. Although the acreage in Westborough was decreased as a result of this transfer, the City Council and CRPD determined in joint work session that this was appropriate in order to accommodate the community amenity of a sports/water park complex.

City Position: If Applicants will not agree to the application of the new population per household figures for Westborough, staff will recommend that the higher population per household figures apply to both Westborough and Rio del Oro. This would result in the additional requirement for dedication (or in lieu fee) of approximately five acres for Rio del Oro and seven acres for Westborough.

Rio del Oro

Phasing of Transportation Infrastructure and Utility Services

The following language outlines the City's criteria for project phasing that will ensure the delivery of transportation and utility services for new residents and businesses. The Rio del Oro proposed phasing plan identifies nine areas which describe transportation, water, drainage and sewer infrastructure expansion. A possible order of completion is suggested, however, the phasing plan is intended to provide flexibility in the order of construction.

The phasing plan supports a comprehensive infrastructure system that coordinates the construction of facilities so that each development provides infrastructure needed to meet the demands of new development. The plan proposes to phase improvements in a manner that will ensure infrastructure will be available concurrent with demands of new commercial and residential uses. An un-constrained transportation system and a full array of utility services will be completed prior to occupancy of properties, and all infrastructure will be completed in ultimate configurations so that future interruptions in service will not be required.

Elements of the Phasing Plan

The phasing plan consists of three elements.

- A) Maps and texts depicting the nine phases, and the detailing infrastructure requirements for each phase.

An overall phasing map is provided along with detail maps showing four phases (1-4) for the western area of Rio del Oro and five phases (A-E) for the eastern properties. The detail maps show locations for roadways, sewer facilities, water service, drainage facilities, traffic signals and lift stations providing a general understanding of how the nine phase areas will be served.

- B) Process guidance for detailing service phasing

Additional planning for infrastructure development will be necessary to clarify how services are constructed within each of the nine phase areas, or as sub-areas within tentative maps.

There are over ninety "large lot" parcels identified in the Rio del Oro Specific Plan. It is also anticipated that many of the ninety "large lot" parcels will be broken into smaller construction phases or sub-phases. As such, the City of Rancho Cordova is requiring a "tentative map phasing plan" that addresses full build-out of all internal streets and utility infrastructure prior to approval of any tentative map. This phasing plan will show the blocks of the tentative map to be constructed and all roads, bike trails and other infrastructure

required to serve the use of the proposed units within each block. The tentative map phasing plan will be defined by the guiding principles.

C) Guiding principles for infrastructure development

A set of Guiding Principles defines the “rules” regarding the construction of infrastructure and the phasing of development within the Specific Plan area. These rules clarify the approach for developing required infrastructure as each project or tentative subdivision map moves forward.

The timing of all development in Rio del Oro Specific Plan shall be consistent with the following policies, which will be incorporated as Conditions of Approval for subsequent projects.

1. **General Timing - offsite & onsite infrastructure:** Public facilities and infrastructure improvements shall be installed concurrent with projected development demands for both on-site (in the Rio del Oro the Specific Plan area) and off-site (outside the physical boundaries of the Specific Plan area) to meet the City’s and/or other agency infrastructure standards.
2. **Linking Requirements to General Plan:** All infrastructure required of a specific project shall be constructed to the satisfaction of the City and consistent with General Plan Circulation Element and Infrastructure Services and Finance Policies, before building permit issuance in the Rio del Oro the project area.

Policy ISF.2.1 – Ensure the development of public infrastructure that meets the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.

Policy ISF.2.2 – Adopt a phasing plan for the development of public facilities in a logical manner that encourages orderly development of roadways, water and sewer, and other public facilities.

Policy ISF.2.3 – Ensure that adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equally distributed.

Policy ISF.2.4 – Ensure that water supply and delivery systems are available...

Policy ISF.2.5 – Ensure that water flow and pressure are provided at sufficient levels...

Policy ISF.2.6 – Ensure that sewage conveyance and treatment capacity are available...

Policy ISF.2.7 – Coordinate visual impacts and physical impediments of utility sites...

3. **Refinement of Onsite Infrastructure:** The Rio del Oro Capital Improvement Plan, included in the Financing Plan, shall estimate the minimum infrastructure required to meet the development demands of each phase of development. These infrastructure requirements will be refined as part of the review and processing of individual projects. A detailed assessment of infrastructure needs will be provided prior to the approval of tentative maps or prior to building permits for projects that do not require an associated tentative map.

4. **Tying Offsite Core to Internal Capital Projects:** The City of Rancho Cordova Core Backbone Roadway Phasing Plan estimates minimum Rio del Oro offsite infrastructure required to meet development standards throughout the City. These offsite infrastructure improvements are required and will be timed with Rio del Oro onsite capital improvement requirements.
5. **Offsite Core Infrastructure Timing:** All off-site infrastructure timing requirements will be identified and incorporated into the Financing Plan that will be prepared and approved by the City prior to the approval of tentative maps and prior to building permits for projects that do not require an associated tentative map.
6. **Finance Mechanisms and Funding Availability:** Finance mechanisms that ensure the availability of funding for delivery of required infrastructure will be in place prior to the approval of final maps or prior to building permits for projects that do not require an associated final map. The required infrastructure will be consistent with defined roadway improvements in each phase of development and consistent with City Core Backbone Plan requirements.
7. **Forms of Dedication:** All dedications shall be in a form approved by the City, including but not limited to grant deeds, easements, irrevocable offers of dedication, or other approved instruments. The type and form of the dedication shall be at the sole discretion of the City.
8. **Right-of-Way and Easement Dedication:** Dedicate right-of-way, public utility easements, landscape easements and pedestrian easements for arterial roadway, collector and residential roads consistent with the requirements of the specific plan, prior to approval of any tentative maps, final maps, improvement plans or the issuance of building permits for individual development proposals.
9. **Park Dedications:** All accepted parklands, paseos and other open space shall be dedicated to the City or the Cordova Recreation and Park District. The timing for the delivery of parks, recreation facilities, paseos and open space shall be determined before approval of the first tentative subdivision map in the corresponding phase of the Specific Plan.
10. **Logical Completion of Roadway Segments:** All roadways, pedestrian facilities, and bikeways shall be constructed in logical and complete segments, connecting from intersection to intersection, to provide safe and adequate access with each phase of development as identified in the Phasing Plan or as conditioned with the approval of the tentative map.
11. **Major Roadway Timing and Completeness:** All roadway construction requirements identified in the Rio del Oro Phasing Plan, subsequent tentative map phasing plans and in the City's Core Backbone Roadway Phasing Plan will be completed prior to issuance of Final Maps. These improvements shall include the full section from curb to curb, streetlights, sidewalks, median landscaping, parkway landscaping and other roadside appurtenances. At the City's discretion, phasing of lanes on arterial roadway roadways

may be implemented through provision of wider interim medians that will provide space for future lanes. Also, at the City's discretion, certain roadside elements could be phased with construction of adjacent development.

12. **Internal Streets Timing and Completeness:** Prior to approval of the tentative map the developer shall provide a tentative map phasing plan addressing sequencing and full build-out of all internal streets depicted on the tentative map. Partial construction of internal roadway elements will not be accepted.

Prior to issuance of the first building permit within any tentative map phase, all streets shown on the tentative map phasing plan, and associated improvements included in the approved improvement plans, shall be fully constructed and accepted.

13. **Two Points of Access:** Each phase of a project or tentative subdivision map shall include a collector or local street system that provides at least two points of access to arterial roadways, to the satisfaction of the City.
14. **Arterial Roadway Completeness:** Wherever collector or local roadways intersect an arterial roadway, that arterial roadway shall be improved, in accordance with the "Logical Completion of Segments" and "Major Roadway Timing and Completeness" items above, from that point to the next completed arterial roadway segment.
15. **Intersection Completion:** When intersections are part of the required roadway improvements, they shall be constructed to their planned ultimate configuration. Where an intersection is planned for signalization, the new signal shall be installed during construction of the intersection.
16. **Ultimate Utility Installation:** Underground sewer, water and drainage facilities shall be installed to the ultimate planned capacity as part of required road construction.
17. **Operations and Maintenance Financing:** All properties shall be included in a financing district (or will establish a financing mechanism) to provide adequate funding for the annual operation and maintenance costs of street lights, drainage ways, landscaping corridors, open space, parks, and other public facilities prior to the approval of final maps or prior to building permits for projects that do not require an associated final map.
18. **Police CFD for Residential:** Residential properties will be included in a Community Facilities District that supports police service costs prior to approval of a tentative subdivision map or for residential properties that do not require sub-division, prior to approval of building permits.
19. **Road Maintenance CFD:** All properties shall be included in a Benefit Assessment District or Community Facilities District that provides additional ongoing street maintenance revenues prior to approval of final maps or prior to building permits for projects that do not require an associated final map.

Proposed Specific Plan Text Addition:

For purposes of Rio del Oro, Executive Housing means homes and neighborhoods that clearly justify higher pricing and greater value than other more typical homes and neighborhoods within Rio del Oro and the overall City.

The Specific Plan identifies Executive Housing sites. These locations are considered potential sites only, and the decision about whether or not Executive Housing would be constructed upon them would occur later in project build out. While a portion of the Executive Housing sites may be developed at densities and in character similar to typical market rate housing, some portion of these sites will be developed in a manner that is distinctive and consistent with the Executive Housing guidelines described within the Specific Plan Design Guidelines and Development Standards.

Approval of a tentative map that does not include Executive Housing on any designated Executive Housing site shall require the Planning Commission, in addition to all other applicable findings, to find that: 1) there are significant economic/market justifications for not including Executive Housing in the tentative map, and 2) that there remain sufficient Executive Housing sites within the Rio del Oro project where either no development has yet occurred or where Executive Housing has already been constructed, such that that approval of the tentative map will not preclude reasonable provision of Executive Housing within Rio del Oro.

Additions to the Specific Plan's Executive Housing Design Standards:

- Executive Housing neighborhoods will provide the following public facilities:
 - Enhanced road improvements, including vertical curbs throughout and all sidewalks separated from curbs by landscape planters
 - Enhanced public facilities, including street lighting, sensitive placement of utility boxes, mail boxes, etc.
 - Enhanced project entries and monumentation
- Executive Housing neighborhoods shall include distinctive project features, possibly including:
 - Centralized neighborhood green with plaza features and enhancements
 - Private recreational features dedicated to residents
 - Enhanced trail and open space network throughout neighborhood
 - Public art, fountains or other distinctive amenities
- Specific standards for home and lot design for Executive Housing will include a combination of the following:
 - Oversized lots (typically at least 15,000 square foot lot size)
 - Custom home construction or production homes with highly diversified architecture features and increased number of floor plans/home models
 - Enhanced architectural details

City Staff Proposed Rio del Oro Specific Plan Text Addition for Executive Housing:

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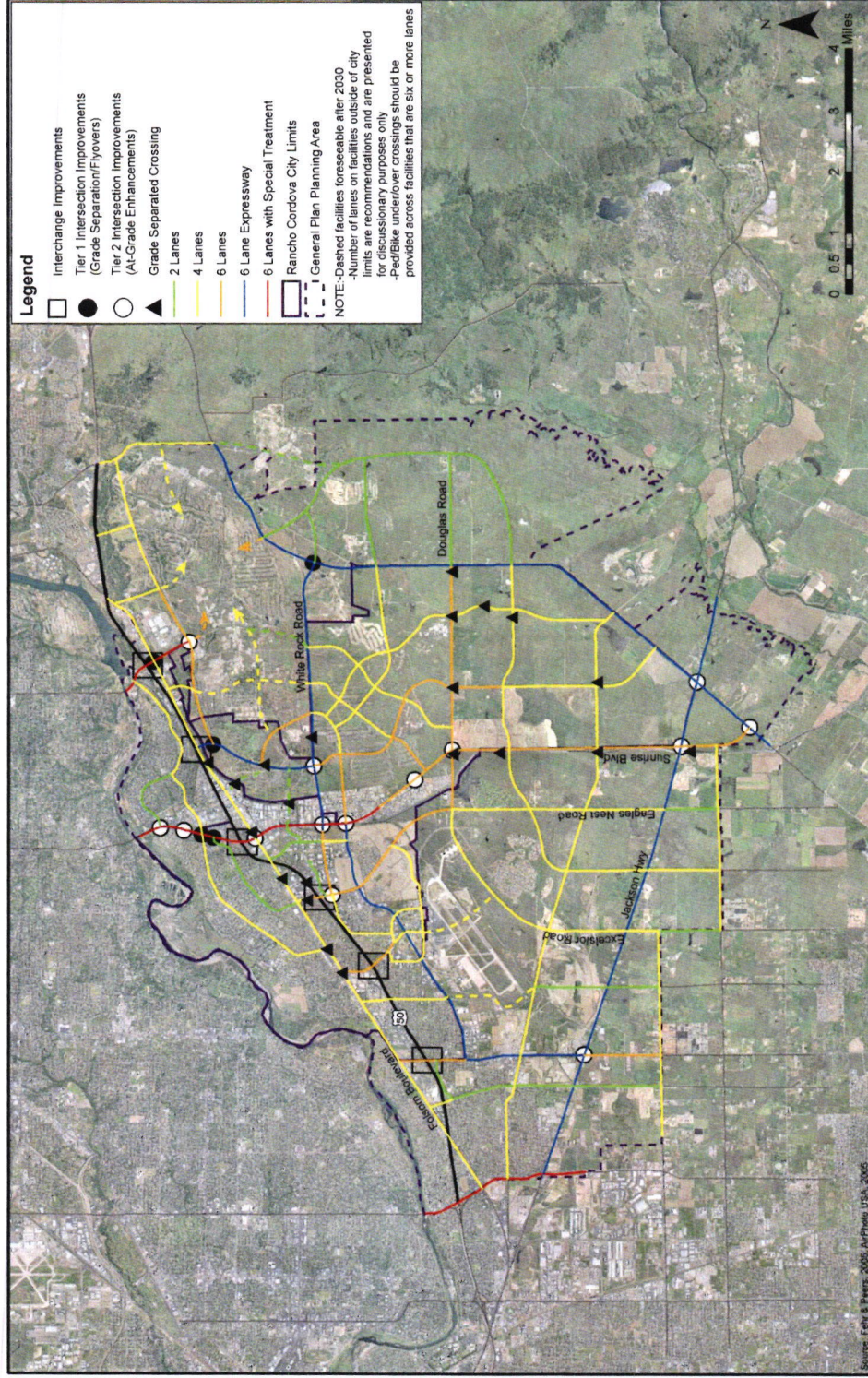
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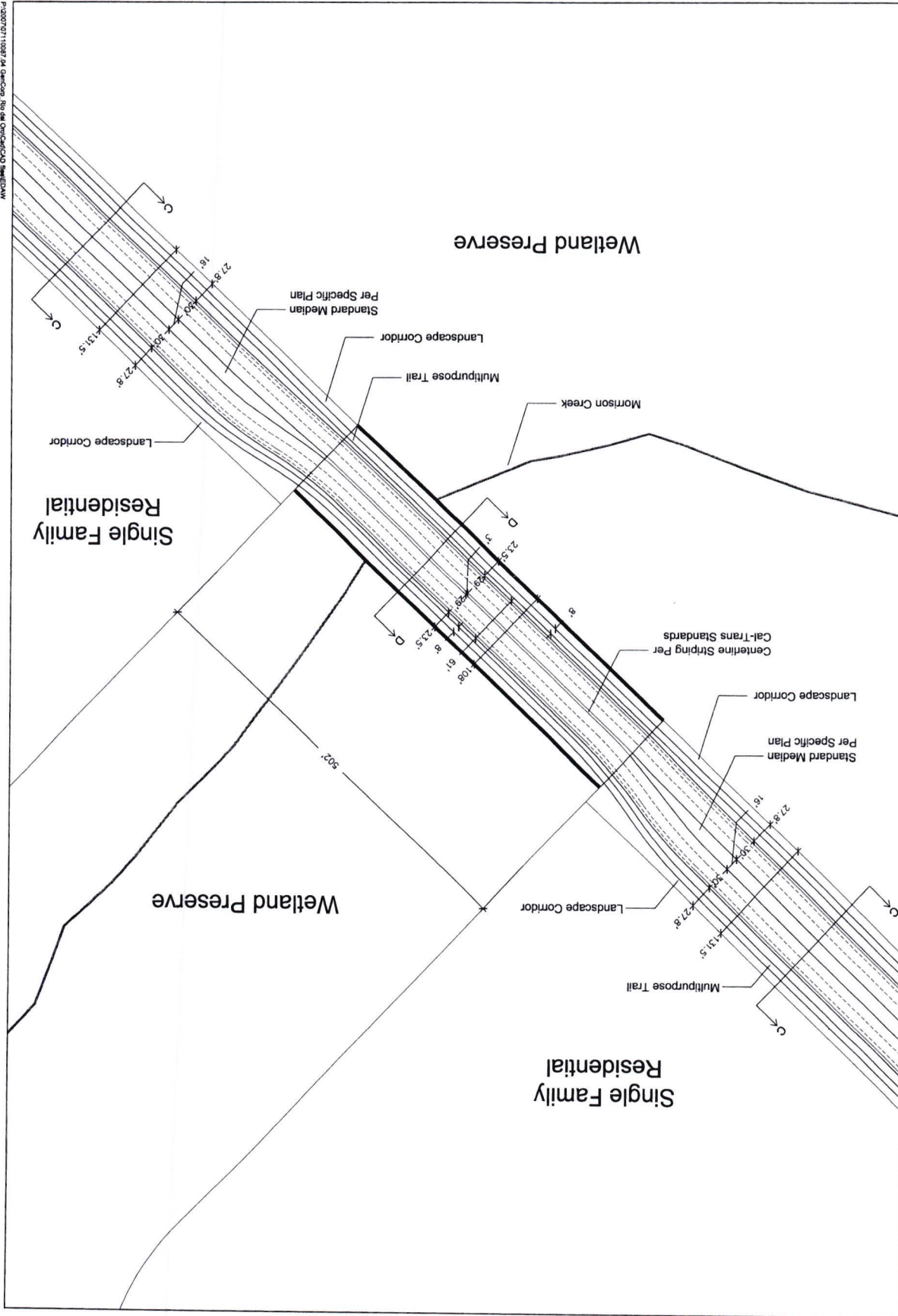
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 - Oversized lots (typically at least 15,000 square foot lot size)
 - Custom home construction or production homes with highly diversified architecture features and increased number of floor plans/home models
 - Enhanced architectural details
 - Other design features or standards proposed by the developer at time of construction of the Executive Housing neighborhood

VI CIRCULATION ELEMENT

FIGURE C-1
CIRCULATION PLAN
WITH ROADWAY SYSTEM AND SIZING





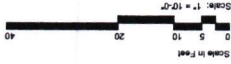
Rio del Oro at Easton

Americanos Boulevard Revisions

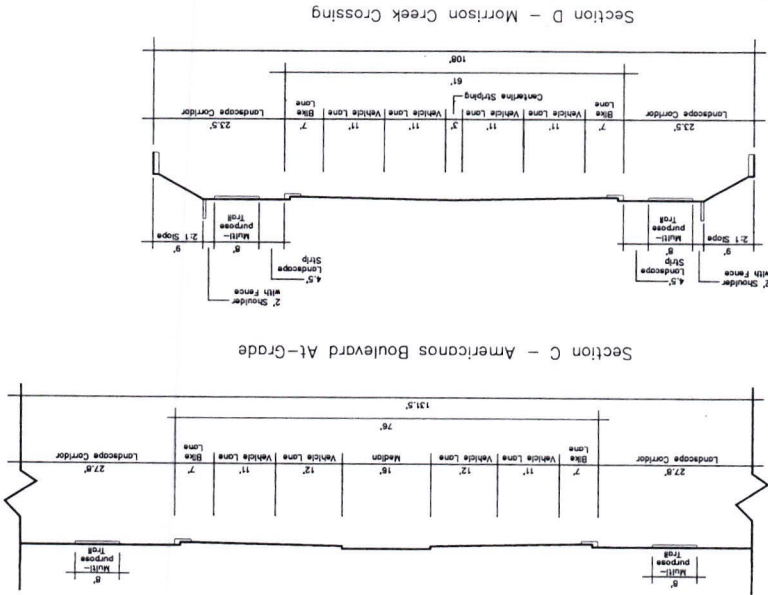
Option #1 and #2 - Sections

EDAW | AECOM

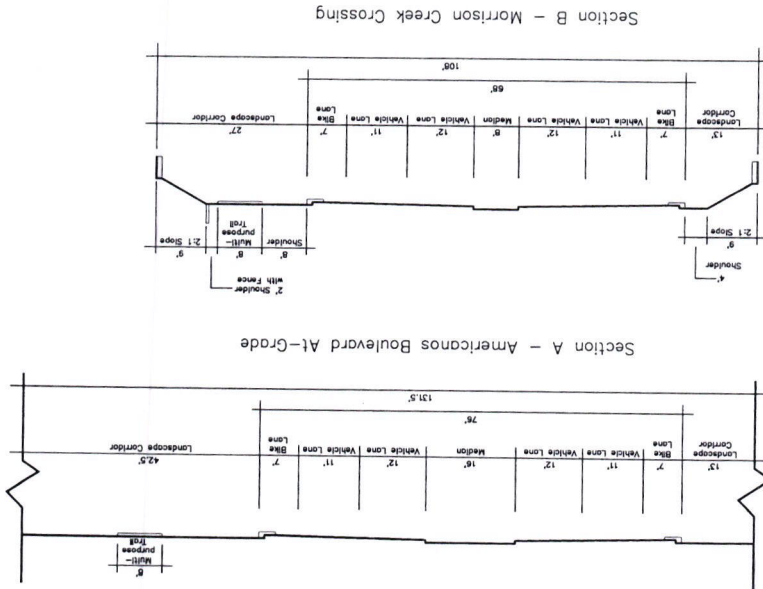
May 28, 2008



Option #2



Option #1





Rio Del Oro Joint Study Session June 30, 2008



Meeting Purpose

- Provide an update and overview of the Rio del Oro project
- Present project issues for consideration and direction
- Outline the plan moving forward

Meeting Agenda

1. Project Update and Overview
2. Project Issues
 - Project phasing/timing
 - Executive Housing
 - Affordable Housing Plan
 - Parks Delivery Options
 - Americanos Trail
3. Schedule Moving Forward

Project Update

- Application submittal at time of incorporation
- Project Team (City Staff and Applicant Team) working together over the last 5 years toward an improved project that better meets the City's needs and vision
 - Circulation system
 - Land plan (land use mix and distribution)
 - Parks, open space, and community facilities
 - Development standards and design guidelines
 - Infrastructure, phasing, and financing

Project Update

- The City worked hard over the last 5 years planning and making hard decisions to build our future
 - One City – place to call home
 - Complete neighborhoods, villages, and districts
 - Strong economy, good jobs-housing balance
 - Outstanding parks and open space
 - New development that is self-supporting
 - Improved identity, competitiveness in the region
- Rather than stop development during that time, projects must learn, grow, and redirect with us
- Rio del Oro may be the single largest project for Rancho Cordova – critical to get it right

Project Update

- Previous PC/CC review:
 - February 2004: EIR/EIS Scoping Meetings
 - December 2004: Project update/progress
 - May 2005: Project update and key issues (land use, circulation, open space, drainage)
 - December 2006: Project update and key issues (circulation, streets, parks, open space)
 - January 2007: Consideration of DEIR/DEIS comments
 - May 2007: Project update and key issues (parks, open space, trails and drainage, and RC Parkway)
 - May 2008: Consideration of recirculated DEIR/DEIS comments

Project Overview

Applicant:

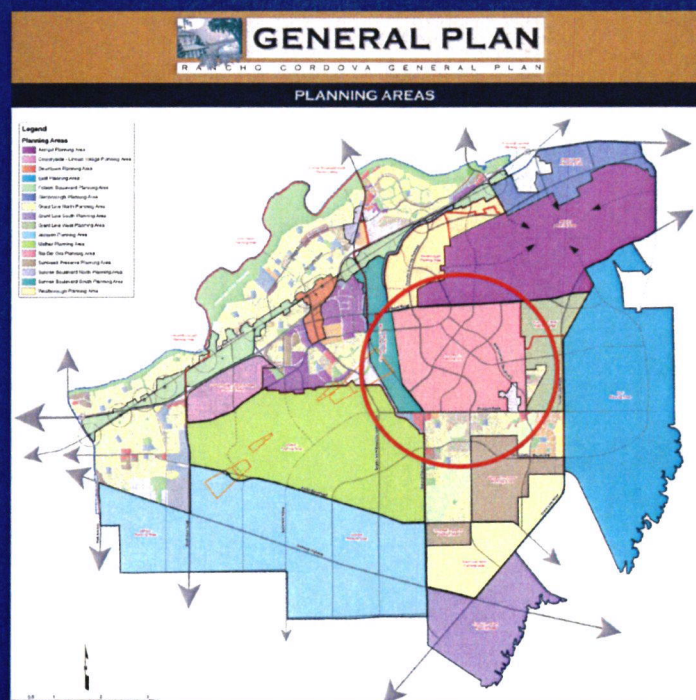
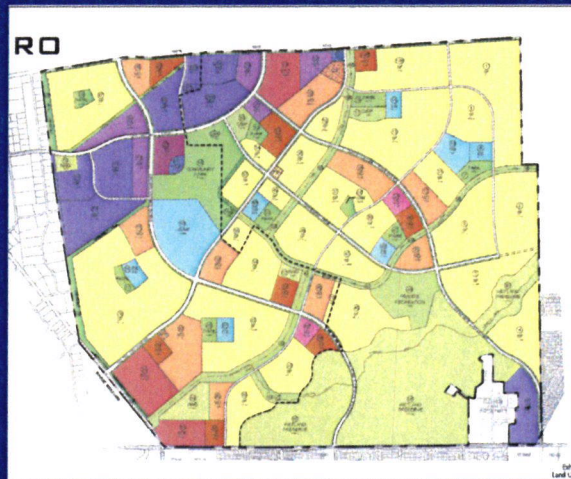
GenCorp and Elliott Homes

Project Site:

3,829 acres
between White
Rock and
Douglas, east of
Sunrise

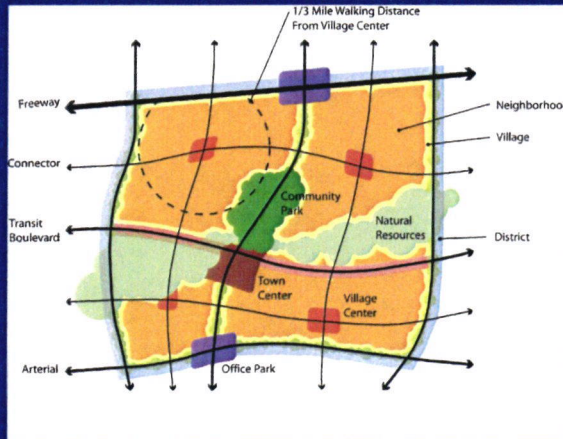
Request:

- ▶ Aerojet SPA Amendment
- ▶ Specific Plan and DSDGs
- ▶ PFFP and IFP
- ▶ DA
- ▶ EIR/EIS



RC Building Blocks for Complete Neighborhoods:

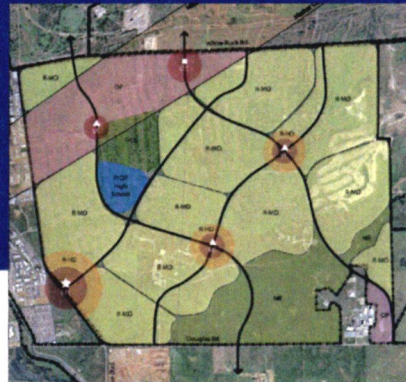
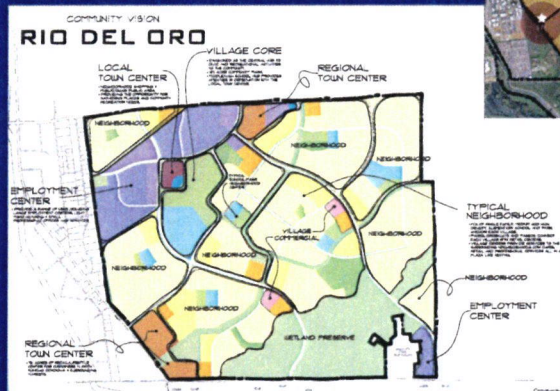
- * Neighborhoods 1/3 mile walking (~4000 persons)
- * Villages = 3 – 4 neighborhoods (~12,000 persons)
- * Districts = 3 – 4 villages (~36,000 persons)

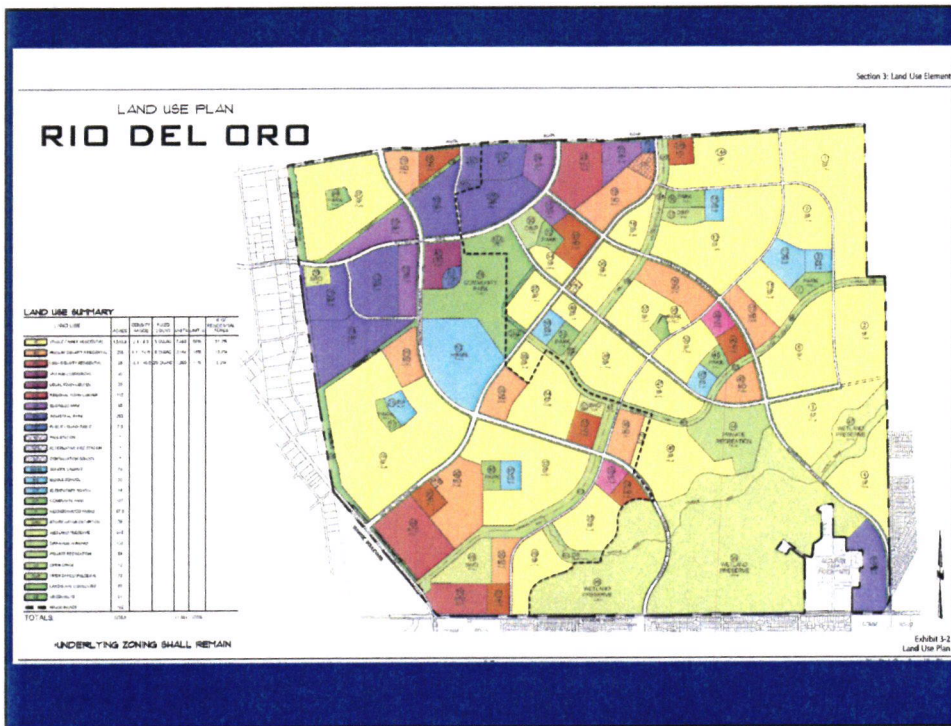


Rio del Oro is a District (~30,000 persons)

General Plan Conceptual Land Plan for Rio del Oro

Rio del Oro Community Vision Plan





Rio del Oro Proposed Land Use Summary		
Land Use Category	Acreage	Units
Single Family Residential	1519	7,593
Medium Density Residential	258	2,048
High Density Residential	98	1,980
Village Center	20	
Local Town Center	20	
Regional Town Center	113	
Business Park	88	
Industrial Park	283	
Public/Quasi Public	8	
Schools	152	
Parks	175	
Wetland Preserve	510	
Drainage Basin and Parkways	177	
Open Space and Landscape Corridors	167	
Total	3,829	11,601

Rio del Oro Specific Plan

- Partnering documents include:
 - ▶ Development Standards and Design Guidelines (DSDGs)
 - ▶ Public Facilities Financing Plan (PFFP)
 - ▶ Infrastructure Phasing Master Plan
- Draft Specific Plan document dated December 2006 requires updates to reflect agreed upon and directed changes
- All partnering documents require updates as well

Rio del Oro Specific Plan

- Rio del Oro SP and DSDG replace zoning for the project area:
 - ▶ SP includes project purpose/objectives, relationship to GP, setting, land use plan (zoning map), circulation, environmental resources element, public utilities and services, and implementation and administration
 - ▶ DSDGs include development standards (including allowed use listing) and design guidelines for all proposed land uses within Rio del Oro

Environmental Review and Parallel Federal Process

- Combined EIR/EIS process/coordination
- 404 permit (wetland fill permit) required for "Waters of the U.S" within Rio del Oro
- 404 Permit parallel environmental review under NEPA:
 - ▶ Federal Endangered Species Act consultation with US Fish and Wildlife Service
 - ▶ Cultural resource impacts under the National Historic Preservation Act.
 - ▶ Determination of the LEPA (less environmentally damaging practicable alternative) associated with the project

Applicant Presentation

Closing Comments on Project Overview

- ▶ Scale/magnitude of Rio del Oro project
- ▶ Introduction to issues discussion/flow
- ▶ Certainty vs. flexibility

Rio del Oro Project Issues

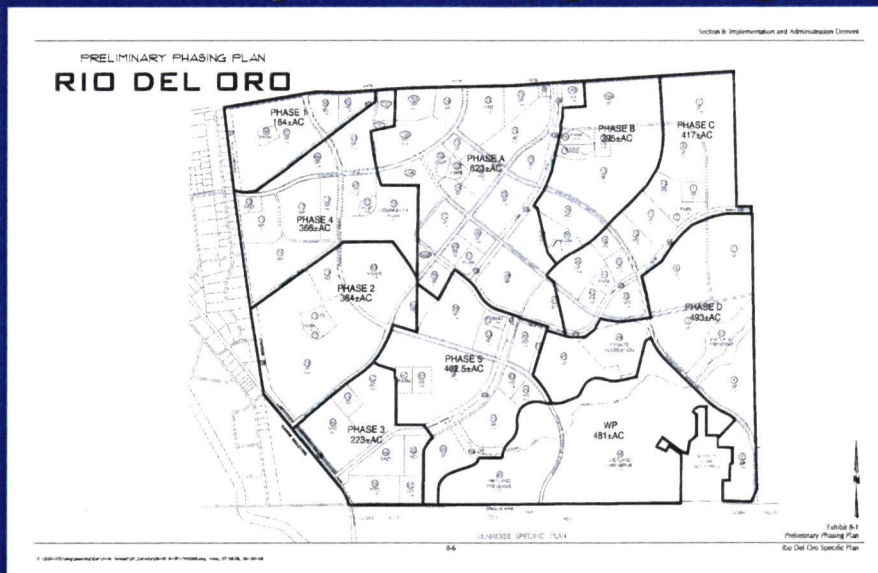
1. Project phasing/timing
2. Executive Housing
3. Affordable Housing Plan
4. Parks Delivery Options
5. Americanos Trail

1. Project Phasing/Timing

► Background:

- GP goals, policies, and actions to ensure development of quality infrastructure to meet community needs at the time they are needed (Policies ISF 2.1 and 2.3, Action ISF 2.1.2)
- 3 years working with development community on funding and construction plan for major infrastructure
- For Rio, we've focused on major off-site backbone infrastructure and internal phasing (this discussion applies to internal phasing)
- 9 phase proposal for Rio del Oro internal phasing

1. Project Phasing/Timing



1. Project Phasing/Timing

- ▶ Applicant Approach (Tim Crush):
 - Propose 9 project phases
 - Intent to develop from west to east and north to south
 - Plan allows flexibility to develop in any order so long as needed infrastructure is in place for each phase as outlined in the plan
 - Includes performance standards

1. Project Phasing/Timing

- ▶ City Proposed Guiding Principles:
 - Dedications – right-of-way, parks, etc.
 - Complete roadway segments and roadway elements
 - Identify finance mechanisms for delivery of infrastructure;
 - ▶ Police Community Facilities District (residential)
 - ▶ Road Maintenance CFD
 - ▶ O&M Financing

1. Project Phasing/Timing

► Advantages/Disadvantages:

- Provides flexibility in the order of development (market responsiveness)
- Risks "leap frog" development, higher cost of infrastructure
- Guiding principles minimize construction impacts to new residents

1. Project Phasing/Timing

► Conclusion:

- Applicant has identified this flexible approach as critical to their development strategy
- Thus, City supports the risk associated with this phasing strategy
- However, we strongly recommend the inclusion of guiding principles to manage the City's risk (staff will continue working with the applicant for additional direction at the July Study Session)

1. Project Phasing/Timing

- ▶ Applicant Comments
- ▶ Staff Comments

1. Project Phasing/Timing

- ▶ Conclusion:
 - Applicant has identified this flexible approach as critical to their development strategy
 - Thus, City supports the risk associated with this phasing strategy
 - However, we strongly recommend the inclusion of guiding principles to manage the City's risk (staff will continue working with the applicant for additional direction at the July Study Session)

2. Executive Housing

► Background:

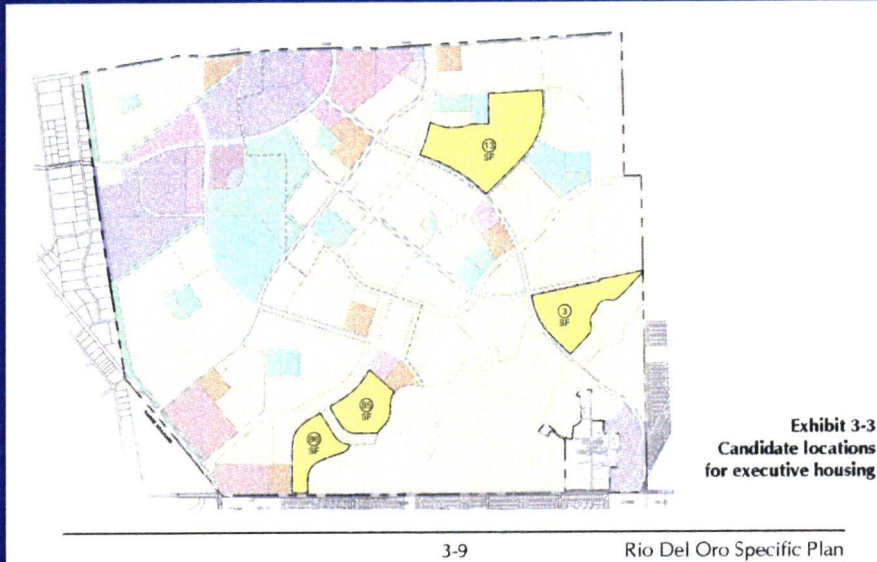
- General Plan includes goals, policies, and actions to diversify the City's housing stock and specifically to pursue development of executive housing (Goal H.1, Policies H.1.1 and H.1.4, Actions H.1.3.1, H.1.3.2, and 1.4.1)
- Applicant worked with staff to develop a requirement that 5% of Low Density Residential sites would meet those standards (Rio Development Standards and Design)
Applicant has rescinded that solution

2. Executive Housing

► Applicant Approach:

- Amend Rio Development Standards and Design Guidelines to remove 5% requirement
- Include map showing 4 LDR sites that could accommodate executive housing if the market supports it
- Include specific architectural and neighborhood design features for executive housing if developed
- No requirement – let market dictate

2. Executive Housing



2. Executive Housing

► City Approach:

- Seeking greater certainty through some requirement (not just aspiration) to meet the City's desires for executive housing
- Two alternatives:
 - Keep applicant's original 5% requirement, which would result in ~375 units at minimum 1/3 ac
 - OR
 - Propose new language defining executive housing and requiring findings to be made about the market and remaining opportunity at the time maps on identified sites are considered (Attachment 4)

2. Executive Housing

► Conclusion:

- Disagreement about degree of flexibility and certainty to achieve executive housing
- Applicant wants flexibility to let market determine if and when sites are viable for executive housing
- City is seeking some requirement that executive housing will be developed in Rio (Either applicant's original 5% proposal or alternative performance requirement)

2. Executive Housing

- Applicant Comment
- Staff Comments

2. Executive Housing

► Conclusion:

- Disagreement about degree of flexibility and certainty to achieve executive housing
- Applicant wants flexibility to let market determine if and when sites are viable for executive housing
- Staff wants some requirement that executive housing will be developed in Rio
- Asking for CC guidance on flexibility or certainty, including 5% requirement

3. Affordable Housing Plan

► Background:

- General Plan establishes goals, policies and actions regarding accommodation and production of housing for all income levels and a requirement for production of at least 10% of housing in new neighborhoods being affordable to moderate- and lower-income households (Action H.1.1.3)
- While CC is considering updates to this policy, we're working under the assumption that the project needs to meet the requirement

3. Affordable Housing Plan

► Applicant Approach:

- All segments of community have a role in constructing affordable housing
- Propose that their role is dedication of 47 acres of high density zoned land (10% of 11,600 units assuming 25 units/acre)
- No additional obligation beyond land dedication

3. Affordable Housing Plan

► City Approach:

- Agree that all segments of community have a role in constructing affordable housing
- Disagree that land dedication alone is sufficient to facilitate construction (calculation of land dedication based on 20 du/ac = 58 ac)
- City will seek various resources for construction, but applicant has obligation to ensure we have adequate funding to construct (dedicate another 50 acres for City to sell)

3. Affordable Housing Plan

► Conclusion:

- Disagree about whether land dedication alone meets the developer's obligation
- Disagree about the calculation of land dedication (20 du/ac vs. 25 du/ac)
- CC direction needed to proceed

3. Affordable Housing Plan

- Applicant Comment
- Staff Comment

3. Affordable Housing Plan

► Conclusion:

- Disagree about whether land dedication alone meets the developer's obligation
- Disagree about the calculation of land dedication (20 du/ac vs. 25 du/ac)
- CC direction needed to proceed

4. Parks Delivery Options

► Background:

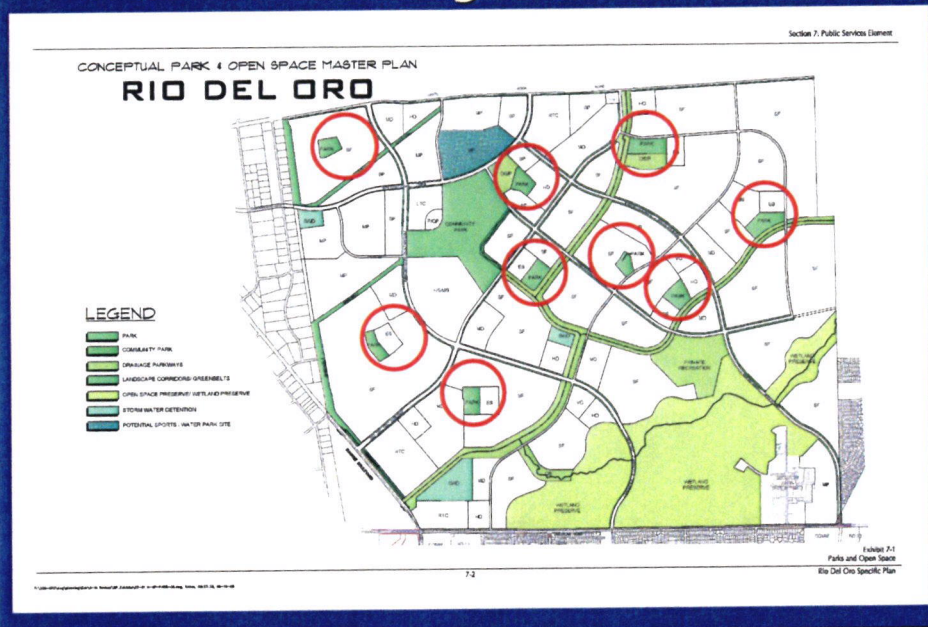
- CRPD provides and operates parks in City
- Agree on amount, type, and location of park in Rio del Oro
- CRPD requires parkland dedication and payment of fees at building permit, then contract for park improvements

4. Parks Delivery Options

► Applicant Approach:

- Developer wants to construct neighborhood park improvements, then dedicate those parks to CRPD in lieu of fee payment
- Parks would be constructed in accordance with approved list of improvements
- Approach does not apply to the community park or sports park/water park

Rio del Oro Neighborhood Parks



4. Parks Delivery Options

► Advantages and Disadvantages:

- Cost and time effective delivery of neighborhood parks
- Assurance that parks are delivered at the time they are needed by residents
- Primary concern for City and CRPD is agreement on a list of improvements and standards to ensure consistent quality and maintenance cost

4. Parks Delivery Options

► Conclusion:

- City and CRPD support applicant's approach as long as the Applicant Team produces detailed development standards for the neighborhood parks prior to map approvals

4. Parks Delivery Options

- ▶ Applicant Comment
- ▶ Staff Comment

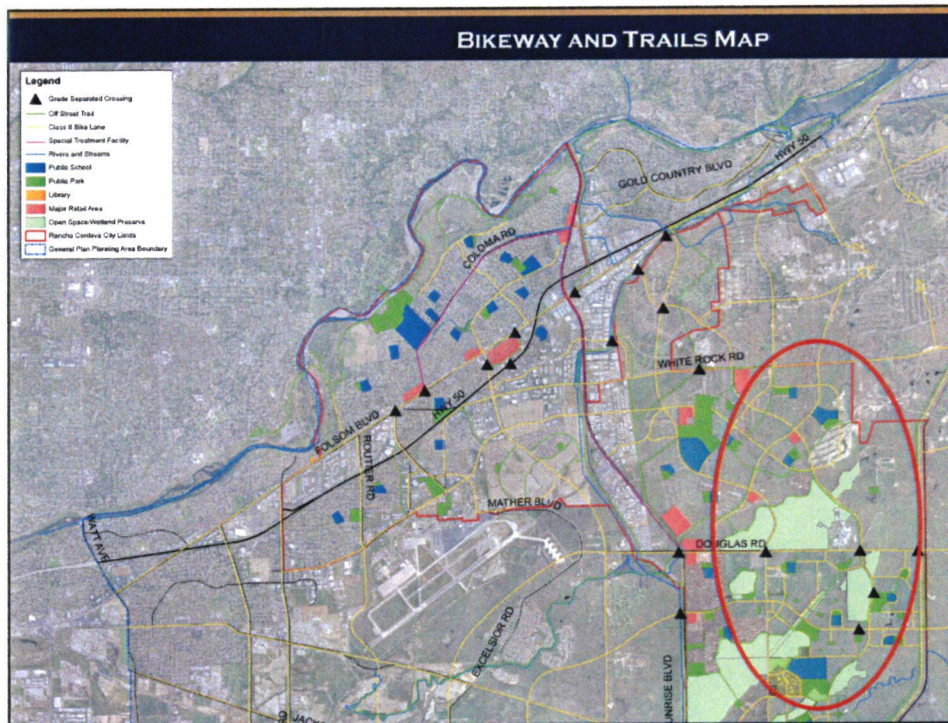
4. Parks Delivery Options

- ▶ Conclusion:
 - City and CRPD support applicant's approach as long as the Applicant Team produces detailed development standards for the neighborhood parks prior to map approvals

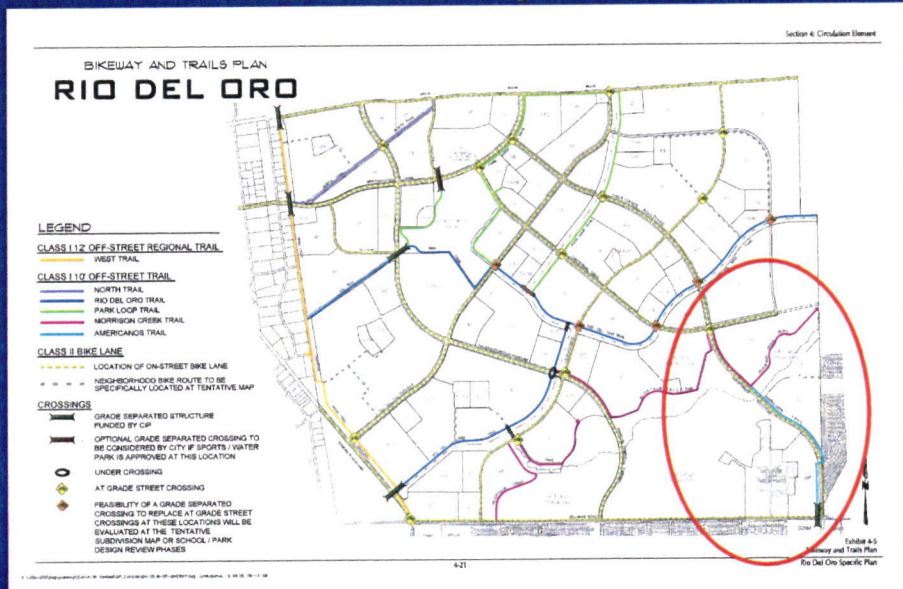
5. Americanos Trail

► Background:

- General Plan goals and policies call for bicycle and pedestrian facilities and connections (Goal C.2, Policy C.2.5, Goal OSPT.3, Policy OSPT.3.1)
- GP Bikeway Plan shows both on street bike lanes and an off street trail along the west frontage of Americanos from Douglas to Centennial
- Rio has good internal trail system and has incorporated all grade separated crossings
- Portions of the frontage are constrained and applicant proposed alternative solution



Rio Trail System



5. Americanos Trail

► Regional Trail Function:

- "Signature" bicycle and pedestrian route
- Inviting and safe route for residents to walk and bike – comfortable for families and kids
- Major connection from American River south to Highway 16/Laguna Creek trail system
- Primary pedestrian/bicycle connection to Sunridge Specific Plan

5. Americanos Trail

► Key Features:

- Separation between autos and pedestrians/bicyclists
- Space for shade trees – provide shade and create attractive pedestrian/bicycle setting
- Space for landscape buffer between Americanos and adjacent homes – maintenance issue
- Striped bike lanes (12 feet) with 2 foot shoulders for pedestrians (total 16 foot trail)





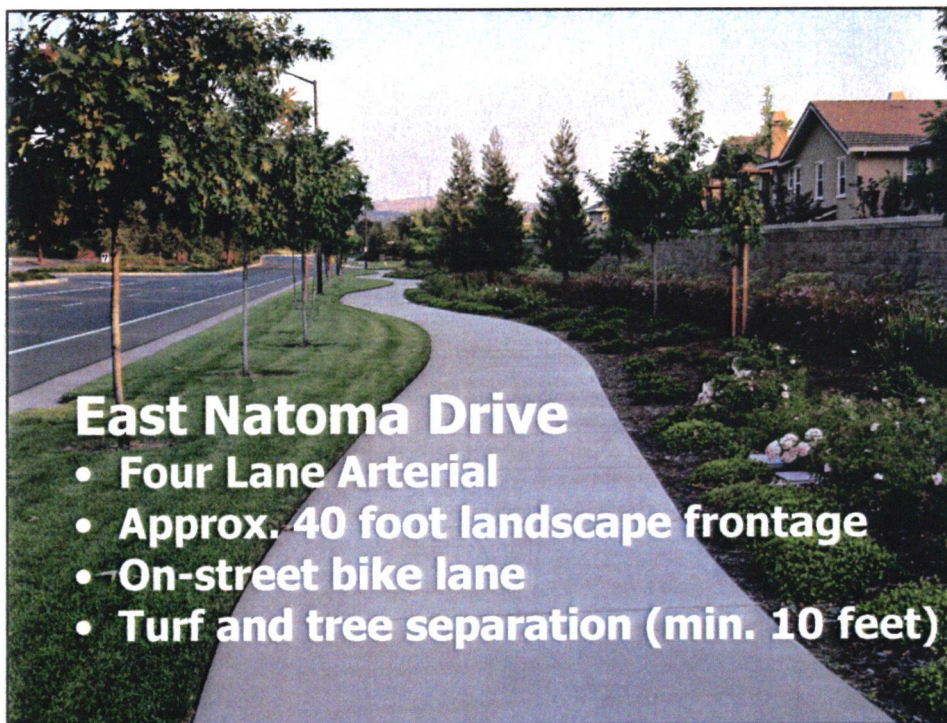
Grover Street

- Two Lane Neighborhood Collector
- 25 to 30 foot landscape frontage
- On-street bike lane
- Turf and tree separation (min. 10 feet)



Riley Street

- Four Lane Arterial
- 40 to 50 foot landscape frontage
- On-street bike lane
- Turf and tree separation (min. 10 feet)



5. Americanos Trail

► Applicant Approach for Americanos:

- On street bike lanes and off street bike lane starting at Douglas on the east side, then crossing to the west to the north side of preserve
- Respect constraint of 108 foot section crossing Morrison Creek (404 permit)
- In response to staff concerns regarding crossings and regional connectivity, the applicant prepared alternatives with 8 foot wide trails and limited landscape corridors

5. Americanos Trail

► City Approach:

- City accepts applicant need to limit constrained road section (Morrison Creek) to 108 foot total width
- City proposal requires approximately 10 feet additional ROW in typical road sections
- Staff opposes trail crossings of Americanos
- City proposes at least 30 foot landscape frontage between Americanos and future residential lots to the east

5. Americanos Trail

Americanos Trail Comparison	
Wetlands Preserve Frontage Total Width	
Applicant Proposal	27.5 feet
City Proposal	38 feet
Wetlands Preserve Trail Width	
Applicant Proposal	8 feet
City Proposal	16 feet (trail plus shoulders)
Wetlands Preserve Trail – Typical Separation from Road	
Applicant Proposal	Undetermined
City Proposal	8 feet minimum

5. Americanos Trail

► Conclusion:

- Disagreement about design solution for the regional trail system along Americanos
- City proposal would require a total of approximately 1 additional acre of land
- Require CC direction to move forward with final plans for Rio

5. Americanos Trail

- ▶ Applicant Comment
- ▶ Staff Comments

5. Americanos Trail

- ▶ Conclusion:
 - Disagreement about design solution for the regional trail system along Americanos
 - City proposal would require a total of approximately 1 additional acre of land
 - Require CC direction to move forward with final plans for Rio



Next Steps/Project Schedule

- Close of public comment period on recirculated DEIR/EIS July 7
- Joint Study Session July 21 or 28
- Final project changes
- Final EIR/EIS
- Public Hearings with Planning Commission starting in 9/11/08