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

City Hall
2729 Prospect Park Drive, Rancho Cordova

Monday, October 20, 2008

4:00 P.M. – Study Session
American River Community Room - North

5:30 P.M. – Regular Meeting
David B. Roberts Council Chambers

AGENDA

A. STUDY SESSION – CALL TO ORDER / ROLL CALL

Council Members Cooley, McGarvey, Sander, Skoglund and Mayor Budge

B. PUBLIC COMMENT

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

C. STUDY SESSION ITEM

Subject: Transit Planning Update (Zinfandel Shuttle)
Recommendation: Staff is seeking direction and input from the Council on a range of service and funding options for initial shuttle service. Routing concepts will be discussed along with possible financial models that will support service between the Zinfandel Station and business and residential areas south of Highway 50.
Result of Recommended Action: Concurrence and guidance will provide a platform for staff to continue planning the details of an implementation plan focusing immediate attention on service location and timing, and on the completion of a sustainable funding plan.
Staff Report: Cyrus Abhar, Public Works Department
Advances Goals: 1, 2, and 8

D. ADJOURNMENT OF STUDY SESSION

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

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.

1. REGULAR MEETING – CALL TO ORDER / ROLL CALL

Council Members Cooley, McGarvey, Sander, Skoglund and Mayor Budge

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The Mayor will announce the meetings video recording and playback schedules.

3. PLEDGE OF ALLEGIANCE

The Mayor will call on someone in attendance to lead the Pledge.

4. INVOCATION

Pastor Dan Wade, First Covenant Church, will give the invocation.

5. PRESENTATIONS

5.1 Presentation by Bryce Everett and Connor Nishio on their "People to People" trip to Washington D.C.

5.2 Presentation of Proclamation to Fire Marshal, Mike Stewart for "Fire Prevention Month."

5.3 Presentation of Certificate of Recognition to Stacy Leitner for serving as Interim City Clerk.

5.4 Presentation by Mike Wiley on Sacramento Regional Transit Update, Phase 2 of Transit Master Plan.

5.5 Presentation by Economic Development Director Curt Haven on Foreclosures in Rancho Cordova.

6. 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.

7. COUNCIL REPORTS

8. CONSENT CALENDAR ITEMS

8.1 **Subject:** Minutes:
a) Regular Meeting of October 6, 2008; and
b) Special Meeting of October 14, 2008
Recommendation: Adopt Minutes.

8.2 **Subject:** Community Redevelopment Agency Resolution Authorizing Executive Director to Execute Contract No. CRA 06-2008 with West Coast Environmental to Provide Demolition Services for the Demolition of Grandee Apartments, Located at 10545 Folsom Boulevard, in the Amount of $144,865
Recommendation: Adopt Community Redevelopment Agency Resolution No. CRA 12-2008.
Result of Recommended Action: Adoption of this resolution will result in the demolition of the Grandee Apartments.
Staff Report: Micah Runner, Economic Development Department
Advances Goals: 1, 6, 7, 8 and 9
GROWING STRONG NEIGHBORHOODS
COUNCIL ACTING AS COMMUNITY REDEVELOPMENT AGENCY

8.3 **Subject:** Resolution Authorizing City Manager to Execute a Third Contract Amendment No. 146-2008 with Wood Rodgers Inc. to Provide Engineering Services for the International Drive Extension Project in the Amount of $78,100.00
Recommendation: Adopt Resolution No. 121-2008.
Result of Recommended Action: Adoption of this resolution will authorize the City Manager to execute a third contract amendment with Wood Rodgers, Inc., which will increase the total contract amount from $789,780 to $867,880 for engineering design services for the International Drive Extension Project.
The contract amendment will provide additional design services for modifications and enhancements to the bridge and landscaping design for the International Drive Extension Project not included in the original contract (Original Contract No. 115-2006).
Staff Report: Cyrus Abhar, Public Works Department
Advances Goal: 2

8.4 **Subject:** Approval of Second Revision to the Revised Map of Capital Village Phase II (365 B.M. 9) Lots 334-341 and 412- 416 Subdivision No. RC-04-123.1C
Recommendation: Staff recommends Council approve "Revised Final Map of Revised Map of Capital Village Phase II (365 B.M. 9) Lots 334-341 and 412-416", consisting of 13 lots, located on Lea Sterling Way and Disk Drive.
Result of Recommended Action: Approval of this recommended action will result in the Council approving the recording of the "Revised Final Map of Revised Map of Capital Village Phase II (365 B.M. 9) Lots 334-341 and 412-416"; thereby moving the interior lot lines of 10 lots that will allow a new building product to fit.
Staff Report: Marilyn Phelps, Public Works Department
Advances Goal: 7

9. CONSENT PUBLIC HEARING ITEMS

9.1 **Subject:** Zinfandel and Sunrise Commercial Center Use Permit for an Over Height Freestanding Sign and Additional Sign Area Over the Requirements Specified in the Special Sign Corridor, Project No. RC-08=342, Located at 1941- 1967 Zinfandel Drive **(Continued From October 6th)**
Recommendation: Council continue matter to November 3, 2008.
Result of Recommended Action: Continuation of this item will allow the applicant adequate time to revise and complete the necessary site plan exhibits for submission with the proposal. This additional time will also allow staff to review and generate the necessary findings.
Staff Report: William Campbell, Planning Department
Advances Goals: 1 and 8
GROWING STRONG NEIGHBORHOODS

9.2 **Subject:** Resolution Approving Embassy Suites and Candlewood Suites Design Review and Special Review of Parking, Project No. RC-07-321, Located at Vacant Property across Folsom Boulevard at Kilgore Drive, Adjacent to Highway 50
Recommendation: That Council:
a) Determine the Mitigated Negative Declaration adequate and complete, as required by the California Environmental Quality Act (CEQA) Guidelines; and
b) Adopt Resolution No. 122-2008.
Result of Recommended Action: Adoption of this resolution will approve the construction of two new hotels on Folsom Boulevard, which will promote the development of the City's Convention District and generate a significant amount of revenue for the City through the Transit Occupancy Tax applied to hotel uses.
Staff Report: Shannan Loveless, Planning Department
Advances Goals: 1 and 9

9.3 **Subject:** Resolution Approving CVS Pharmacy Design Review for Mounted Signs, in Compliance with the Capital Village Sign Program, Project No. RC-08-347, Located at the Southeast Corner of Zinfandel Drive and International Drive
Recommendation: That Council:
a) Find that the project has been previously assessed in the Capital Village Environmental Impact Report (EIR); and
b) Adopt Resolution No. 123-2008.
Result of Recommended Action: Approval of the Design Review for mounted signs will provide CVS Pharmacy with appropriate business and directional identification, according to the adopted sign criteria for Capital Village. The project will provide convenient commercial services to the numerous employees south of Highway 50 and the residence of Capital Village and the Villages of Zinfandel. The development of this corner will also compliment the gateway into the Capital Village development.
Staff Report: William Campbell, Planning Department
Advances Goals: 1, 4, 5, 8, and 13

9.4 **Subject:** Resolution Approving the Issuance of California Municipal Finance Authority Revenue Bonds to Assist Allied Waste North America, Inc. to Finance Improvements to the Existing Collection Facility in the City of Rancho Cordova
Recommendation: Adopt Resolution No. 124-2008.
Result of Recommended Action: The City will conduct a Tax Equity and Fiscal Responsibility Act (TEFRA) hearing concerning a proposed tax exempt revenue bond issuance by the California Municipal Finance Authority (CMFA). A portion of the bond proceeds is intended to finance improvements to the existing collection (hauling) facility for the Project located at Allied Waste Services of Sacramento. All financed assets will

be owned and operated by Allied Waste North America, Inc. In order for all or a portion of the bonds to qualify as tax-exempt bonds, the City must conduct a public hearing (TEFRA Hearing), providing the community an opportunity to speak in favor of or against the financing of the project. The bond financing does not create direct fiscal impacts on the City, nor represent an obligation of the City to pay off or guarantee the bonds. CMFA is a joint powers authority created in 2004 to promote community development through the financing of economic development.
Staff Report: Donna Silva, Finance Department
Advances Goals: 4, 9 and 11

10. PUBLIC HEARING ITEMS

10.1 **Subject:** Ordinance Approving Business and Multi-Family Recycling Program **(Continued from October 6th)**
Recommendation: That Council:
a) Waive first reading and introduce Ordinance No. 20-2008 **(Roll Call Vote)**; and
b) Adopt Resolution No. 125-2008.
Result of Recommended Action: Adoption of the ordinance will require businesses and multi-family properties above a specific size threshold to implement a recycling program. Adoption of the resolution will support the City's efforts to receive grant funds for recycling containers and education for multi-family complexes.
Staff Report: Cyrus Abhar, Public Works Director and Steve Harriman, Integrated Waste Manager
Advances Goals: 1, 4, 8, 10, and 13

11. REGULAR CALENDAR ITEMS

11.1 **Subject:** Teichert Quarry Proposal and Information on Sacramento County Entitlements
Recommendation: Receive and file information presented by staff on the mining applications filed with Sacramento County.
Result of Recommended Action: Staff will refine City perspectives that will guide these very large and long-term projects. The discussion will also focus our comment on the recently released environmental document.
Staff Report: Cyrus Abhar, Public Works Department
Advances Goals: 2, 4, and 8

12. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

13. CITY MANAGER'S REPORT

Rancho Cordova Police Department Update

14. ADJOURNMENT

ADDITIONAL INFORMATION

UNLESS THE COUNCIL ADOPTS A MOTION TO EXTEND THE MEETING, 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.

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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)	
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
12.	Establish Logical (City) Boundaries
13.	Continue To Provide Regional Leadership

UPCOMING MEETINGS	
Monday, November 3, 2008	***4:00 p.m. Study Session on TBD*** ***5:30 p.m. Regular Meeting***
Tuesday, November 4, 2008	***6:00 p.m. – 11:00 p.m. ELECTION NIGHT PARTY*** ***City Hall – Community Board Room***
Monday, November 17, 2008	***5:30 p.m. Regular Meeting***
Monday, December 1, 2008	***4:00 p.m. Study Session on TBD*** ***5:30 p.m. Regular Meeting***
Wednesday, December 3, 2008	***5:30 p.m. Special Meeting (Closed Session) on Annual City Manager Review***
Monday, December 15, 2008	***5:30 p.m. Regular Meeting***

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
Communications Department	(916) 851-8791
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. Closed Captioning will be available on the playback cablecast. Tune to Metro Cable Channel 14, for playback times. A VHS copy is available for check out from any Sacramento public library system branch, a DVD copy is available from the City Clerk's Department, and a webcast of this meeting will be available for viewing via Granicus Video Streaming from the City's website within 48 hours of adjournment of this meeting. 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 at least 48 hours prior to the meeting.

CERTIFICATION OF POSTING OF AGENDA

I, Mindy Cuppy, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the October 20, 2008 Special and Regular Meeting of the Rancho Cordova City Council/CRA/RCFC was posted and available for review on October 16, 2008 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 16th day of October 2008 at Rancho Cordova, California.

_____

Mindy Cuppy, City Clerk

MEMORANDUM

DATE: October 20, 2008

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: **TRANSIT PLANNING UPDATE (ZINFANDEL SHUTTLE)**

RECOMMENDATION

Staff is seeking direction and input from the Council on a range of service and funding options for initial shuttle service. Routing concepts will be discussed along with possible financial models that will support service between the Zinfandel Station and business and residential areas south of Highway 50.

RESULT OF RECOMMENDED ACTION

Concurrence and guidance will provide a platform for staff to continue planning the details of an implementation plan focusing immediate attention on service location and timing, and on the completion of a sustainable funding plan.

BACKGROUND

City staff, in coordination with Sacramento Regional Transit, commenced a joint planning effort with Nelson\Nygaard Consulting Associates on June 9, 2008 to identify the operational characteristics of a demonstration shuttle service.

Vision

The City completed a Transit Master Plan in 2006 with a future vision that includes streetcar service, bus rapid transit (BRT) connections, and citywide shuttle service. This demonstration shuttle is the first step in realizing the future vision.

Concept

The residents, visitors, employers, and employees that help our community flourish enjoy light rail service that allows mobility throughout much of the Sacramento region. Light rail service is accessible on the north side of Highway 50. Unfortunately, those on the south of Highway 50 are challenged with a formidable, physical barrier when attempting to use light rail. A key goal of the demonstration shuttle service will be to link the south to the north and mitigate the difficult pedestrian access over the Zinfandel/Highway 50 Interchange and provide better connectivity with the light rail system.

Funding

All of the Transportation Development Act (TDA) funds the City receives pay for Regional Transit's light rail and bus service. Funding for the demonstration shuttle would come from special benefit taxes paid by the residents of the Villages of Zinfandel and Capital Village, and a very limited (in both time and amount) subsidy from the federal Congestion Mitigation and Air Quality (CMAQ) program.

A primary objective is to implement a sustainable service. Absent an effort to secure an ongoing funding source, the service will meet a definite end when the federal funds expire in three years. City staff is currently working with the business community with the goal of developing a partnership that will generate an ongoing source of revenue for the shuttle service.

Passenger fares are also a consideration for funding, but such revenue does not traditionally cover the bulk of operating costs. The amount that passengers will be willing to pay could be limited by lowering gasoline costs, free and abundant parking, and that fact that most passengers must also pay a light rail fare when using the shuttle.

Options

City staff, with the help of Nelson\Nygaard Consulting Associates, is examining options for routing to maximize the ridership potential. Elements for consideration include proximity to employer and resident locations, route-timing, number of vehicles required, and available funding.

The two primary options currently include a single-route system that travels along Zinfandel Drive and a two-route system that branches east and west of Zinfandel Drive for closer proximity to many employers. The second option will be possible only through a funding partnership with employers.

Both options will require negotiation with Doerken Properties, Inc., the property management company for Ross Plaza (on the north side of Highway 50 and immediately south of the Zinfandel Light Rail Station). To maintain the most efficient travel time, the Zinfandel Light Rail Station must be accessed by the shuttle via Ross Plaza. City staff is currently in discussions with the Doerken property manager, and thus far the Doerken representative has requested more police presence in the shopping center as a concession to allowing the shuttle to access the parking lot on a continuing basis.

Next Steps

City staff will continue working with Nelson\Nygaard Consulting Associates on the following tasks:

- Develop a sustainable financing strategy.
- Survey the residents of the Villages of Zinfandel and Capital Village to explore their desire for service.
- Explore financial commitments from employers and work toward a funding partnership.
- Based on funding level and ridership estimates, determine the feasibility of a one-route vs. two-route system.

- Coordinate with Regional Transit during the development of their Transit Master Plan to maximize the ability to coordinate service.
- Develop an operations plan based on the routing system and coordination with Regional Transit.
- Continue negotiations with the Ross Plaza property manager.
- Determine a path with regard to a service provider.
- Develop a marketing plan.
- Implement a sustainable service.

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

City Hall
2729 Prospect Park Drive, Rancho Cordova

Monday, October 6, 2008

5:30 P.M. – Regular Meeting
David B. Roberts Council Chambers

MINUTES

1. REGULAR MEETING – CALL TO ORDER / ROLL CALL

Mayor Budge called the regular meeting to order in the David B. Roberts Council Chambers at 5:39 p.m.

Council Members Present:	Cooley, McGarvey, Sander, and Mayor Budge
Council Members Absent:	Skoglund
Staff Present:	Gaebler, Lindgren, Chinn, Cuppy, Lehr, Junker, Abhar, Haven, Oliver, S. Snyder, Pearl, D. Snyder, Flory, Runner, Campbell, Loveless and Sparkman

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The Mayor announced the meetings video recording and playback schedules.

3. PLEDGE OF ALLEGIANCE

The Mayor called on Shelly Blanchard to lead the Pledge.

4. INVOCATION

Bob Benton, Rancho Cordova Law Enforcement, First Responders gave the invocation.

5. PRESENTATIONS

5.1 Presentation of Certificates of Recognition to Shaun Hayes and Christopher Doench for Outstanding Citizen Recognition were not given due to recipients not in attendance at the meeting.

5.2 Council Member Sander presented a Proclamation for Lawsuit Awareness Week (October 6-10, 2008).

5.3 City Manager Ted Gaebler recognized Ken Cooley's Election as League of California Cities Second Vice President.

6. PUBLIC COMMENT

The following individuals addressed the Council:

- David Ivazian regarding the American River Parkway assessment.
- Scottie Moore on updates of the Sister Cities Council and recognition of National Feral Cat Day.

7. COUNCIL REPORTS

Council reported on events since the last meeting.

8. CONSENT CALENDAR ITEMS

ACTION: Motion by Sander, second by Cooley and carried by a 4:0 vote (Skoglund absent), the Consent Calendar Items 8.1 through 8.5 were approved. Item 8.6 was pulled for further discussion.

8.1 **Subject:** Minutes:
a) Regular Meeting of September 15, 2008; and
b) Special Meeting of September 19, 2008.
Recommendation: Adopt Minutes.

8.2 **Subject:** Resolution Authorizing City Manager to Execute First Restated Grant Agreement between the Cordova Community Council Foundation and the City of Rancho Cordova
Recommendation: Adopt Resolution No.100-2008.
Result of Recommended Action: Adoption of this resolution will allow the City to make funds available to the Cordova Community Council for the second year of a gradually decreasing three-year grant to provide a professionally managed umbrella organization for Rancho Cordova non-profits that will provide volunteer management and community event support.
Staff Report: Stephanie Snyder, City Manager's Department

8.3 **Subject:** Resolution of Intention to Establish Community Facilities District No. 2008-1 (Street Lighting and Road Maintenance)
Recommendation: Adopt Resolution No. 108-2008.
Result of Recommended Action: Adoption of this resolution will declare the Council's intention to establish the Community Facilities District (CFD), designate the name of the district, state the Council's intention to levy a special tax to pay for street lighting and road maintenance services, and set a public hearing.
Staff Report: Cyrus Abhar, Public Works Department

8.4 **Subject:** Resolution Approving the Biennial Review and Update of the Conflict of Interest Code for Designated Employees
Recommendation: Adopt Resolution No. 113-2008.
Result of Recommended Action: Adoption of this resolution results in the City's compliance with Fair Political Practices Commission requirements.
Staff Report: Mindy Cuppy, City Clerk's Department

8.5 **Subject:** Resolution Declaring the Results of Mail Ballot Election for Rancho Cordova Transit-Related Services Special Tax Area Zone 11 (Sunrise Palms Plaza Project)
Recommendation: Adopt Resolution No. 116-2008.
Result of Recommended Action: Adoption of this resolution will declare the result of the Transit-Related Services tax election concerning Transit-Related Services Special Tax Area Zone 11, which will assist the City in meeting the costs of providing City Transit-Related Services by establishing a special tax for transit services for the Sunrise Palms Plaza Project.
Staff Report: Cyrus Abhar, Public Works Department

The following item was pulled for further discussion:

8.6 **Subject:** Community Redevelopment Agency for Rejection of Public Bids for Demolition of Grandee Apartments
Recommendation: Community Redevelopment Agency Adopt Resolution No. CRA 11-2008.
Result of Recommended Action: Adoption of this resolution will result in the rejection of the public bids received for the demolition of the Grandee Apartments.
Staff Report: Megan McMurtry, Economic Development Department

The following individuals addressed the Council:

- John Mansperger in opposition of rejection of bid process.

ACTION: Motion by Cooley, second by McGarvey and carried by a 4:0 vote (Skoglund absent), Council adopted Community Redevelopment Agency Resolution No. CRA 11-2008.

9. CONSENT PUBLIC HEARING ITEMS

ACTION: Motion by Sander, second by Cooley and carried by a 4:0 vote (Skoglund absent), the Consent Public Hearing Items 9.2 and 9.3 were approved, Item 9.1 was pulled for further discussion.

9.2 **Subject:** Resolution Approving Capital Center Lot 64 Design Review, Project No. RC-08-346, Located on Kilgore Road (South of White Rock Road)
Recommendation: That Council:

a) Determine the Mitigated Negative Declaration adequate and complete, as required by the California Environmental Quality Act; and
b) Adopt Resolution No. 118-2008.

Result of Recommended Action: Adoption of this resolution will approve a new office building on Kilgore Road. The quality design will be an asset to surrounding businesses and will transform an underutilized overflow parking lot into a functional place of its own.
Staff Report: Shannan Loveless, Planning Department

9.3 **Subject:** Resolution Approving a Non-Conforming Use Permit for Sam's Airpack for a Temporary Outside Storage Yard within the Convention District of the Folsom Boulevard Specific Plan, Project No. RC-08-383, Located at 11167 Trade Center Drive
Recommendation: That Council:
a) Accept the Planning Commission recommendation to determine the project is Categorically Exempt under Section 15301, Existing Facilities, of the California Environmental Quality Act (CEQA) Guidelines; and
b) Adopt Resolution No. 120-2008.
Result of Recommended Action: Adoption of this resolution will allow for the reorganization of an existing business that has been re-designated from light industrial to the new Convention District Overlay. The outside storage is temporary, but for a term longer than what is permitted in the Zoning Code. The screening will be removed at the conclusion of the reorganization.
Staff Report: William Campbell, Planning Department

The following item was pulled for further discussion:

9.1 **Subject:** Resolution Approving Zinfandel and Sunrise Commercial Center Design Review of an Existing Building and Two New Buildings, a Three Lot Parcel Map to Place Buildings on Individuals Lots, a Use Permit to Allow a Drive Through Window, a Use Permit for Over Height Free-Standing Signs, and Additional Sign Area Over the Requirements Specified in the Special Sign Corridor, Project No. RC-08-352, Located at 1941-1967 Zinfandel Drive
Recommendation: That Council:
a) Accept Planning Commission recommendation to determine the project is Categorically Exempt under Section 15301, Existing Facilities, of the California Environmental Quality Act (CEQA) Guidelines; and
b) Adopt Resolution No. 119-2008.
Result of Recommended Action: Adoption of this resolution will approve Design Review, Conditional Use Permit for a drive thru window for Pad 1, Parcel Map, Sign Program and Use Permit for the new sign program in the Special Sign Corridor for the center, except for sign "B". The new buildings façade improvements will provide future businesses a competitive edge over older centers in the Sunrise Boulevard corridor.
Staff Report: William Campbell, Planning Department

ACTION: Motion by Cooley, second by McGarvey and carried by a 4:0 vote (Skoglund absent), Council adopted Resolution No. 119-2008 approving only the Design Review, Conditional Use Permit for a drive thru window for Pad 1, and a Parcel Map. The Sign Program and Use Permit for the Sign Program will return at a future meeting not yet determined.

AT THIS POINT Council took a brief recess at 7:37 p.m. to enjoy cake and refreshments in honor of Council Member Cooley's election as League of California Cities Second Vice President. Present Council members reconvened meeting at 8:02 p.m.

10. PUBLIC HEARING ITEMS

10.1 **Subject:** Ordinance Approving Commercial and Multi-Family Recycling Program
Recommendation: Continue Ordinance No. 20-2008 to October 20, 2008 City Council Meeting.

Result of Recommended Action: Public Works staff will continue working with the various community stakeholders to take comments and feedback on the proposed Ordinance. Specifically, staff will work with the Rancho Cordova Chamber of Commerce and the Sacramento Rental Housing Association. An additional two weeks will allow sufficient time to coordinate on several issues relating to the proposed Ordinance.
Staff Report: Cyrus Abhar, Public Works Department and Steve Harriman, Integrated Waste Manager

ACTION: Motion by Cooley, second by McGarvey and carried by a 4:0 vote (Skoglund absent), Council continued Item 10.1 to October 20, 2008.

10.2 **Subject:** Submission of Draft Housing Element
Recommendation: Council provide authorization to staff to submit the draft Housing Element to the State Department of Housing and Community Development (HCD).
Result of Recommended Action: Staff will prepare the draft Housing Element for submission for review by HCD.
Staff Report: Reed Flory, Economic Development Department, Housing Division

The following individuals addressed the Council:

- Patricia Wilcox in support of this item.
- Michael Dunne in support of staff recommendation to maximize all levels of accessible housing and include housing for the disabled.
- Brian Cutting in opposition to this item.
- Tim Taron in opposition to this item.
- Denise Rogers in opposition to this item and urging Council to be flexible.
- Shamus Roller in support of this item and to include affordable housing options for low-income individuals.
- Rachel Iskow in support of this item.
- Sam Miller in support of this item if Council meets the mandates.

ACTION: Motion by Cooley, second by McGarvey and carried by a 4:0 vote (Skoglund absent), Council continued item to November 3, 2008 to allow staff to make further adjustments to language in Draft Housing Element.

11. REGULAR CALENDAR ITEMS

NONE

12. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

NONE

13. CITY MANAGER'S REPORT

Public Works Director Cyrus Abhar reported on Update of Award of Contract to Nor-Cal Concrete, Inc. for Sidewalk Maintenance Project 2008.

City Manager Ted Gaebler reported on the following:

- Sacramento Valley APA Distinguished Leadership Award being presented to Mayor Linda Budge on October 8, 2008.
- His 5th Anniversary with the City on October 6th

14. ADJOURNMENT

Mayor Budge adjourned the regular meeting at 10:04 p.m. in memory of Ron Roberts, Council Member Cooley's father-in-law.

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Mindy Cuppy, City Clerk

CITY COUNCIL AND PLANNING COMMISSION
JOINT SPECIAL MEETING

City Hall
American River North Community Room
2729 Prospect Park Drive, Rancho Cordova

Tuesday, October 14, 2008

5:30 p.m. – Special Joint Meeting / Work Session

MINUTES

WORK SESSION

Call to Order

Mayor Budge called the joint special meeting to order in the American River North Community Room at 5:42 p.m.

Present:	Council Members Cooley, McGarvey (arrived at 6:02), Sander, Skoglund and Mayor Budge Planning Commissioners Cummings, Johnson, Vance, Savorn and Chair Moe
Absent:	Planning Commissioners Burke and Konarski
City Staff Present:	Gaebler, Lindgren, Cuppy, Junker, Beiswenger, Campbell, Haven, Simpson, Merideth, Abhar and Pearl

Work Session Items

1. Review and discuss proposed draft zoning code and map. Provide comments and direction to staff on some key policy questions to facilitate the completion of a public hearing draft zoning code.

ACTION: Discussion item only; no action taken.

PUBLIC COMMENT

NONE

ADJOURNMENT

Mayor Budge adjourned the special meeting at 9:08 p.m.

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Mindy Cuppy, City Clerk

Community Redevelopment Agency

OF THE CITY OF RANCHO CORDOVA

MEMORANDUM

DATE: October 20, 2008

TO: Community Redevelopment Agency of the City of Rancho Cordova

FROM: Micah Runner, Economic Development Manager

SUBJECT: **DEMOLITION OF GRANDEE APARTMENTS**

RECOMMENDATION

Adopt Community Redevelopment Agency Resolution No. CRA 12-2008.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will result in the demolition of the Grandee Apartments.

BACKGROUND

The Community Redevelopment Agency of the City of Rancho Cordova ("Agency") adopted Resolution 149-2007 on December 17, 2007 to execute a Purchase and Sales Agreement with the property owners of the Grandee Apartments. The Agency acquired the property and put a relocation plan in place to facilitate the departure of the remaining residents.

A pre-demolition asbestos survey report was completed on May 28, 2008 by ADR Environmental Group. The report identified approximately 7,500 square feet of acoustic sprayed ceiling material in the ceilings and walls. The scope of the demolition includes asbestos abatement and removal of the structure.

On October 6, 2008, the Redevelopment Agency Board adopted Resolution No. CRA 11-2008 to reject the public bids that were received on September 8, 2008 for the demolition of the Grandee Apartments. The lowest bid received on September 8, 2008 was $396,525. The bids were rejected because the amount far exceeded what the Agency had anticipated paying for the demolition.

The project was advertised for another round of public bids from September 13th – 20th, 2008 in the Sacramento Builder's Exchange, the Sacramento Bee and the Grapevine Independent. Bid packages were available for pick up beginning September 16th. The bids were publicly opened on October 8, 2008 at 2729 Prospect Park Drive, Rancho Cordova 95670.

Thirteen (13) contractors bid on the project. The construction cost estimate was $180,000. The lowest bid was $144,865 from West Coast Environmental of Rancho Cordova. The highest bid was $249,900 and the average bid was $179,837. The Bid Summary Sheet is included **(Attachment 2)**. The Agency will move forward with executing the contract in the amount of $144,865 for the demolition of the Grandee Apartments upon adoption of Resolution No. CRA 12-2008 **(Attachment 1)**. The executive director will also have authority to approve incidentals for this project up to $15,135 (above and beyond $144,865).

Funding for this project will come from the Redevelopment Fund, either through ongoing tax increment funds or other financing options.

Unfortunately, there is no specific future project at this time, but the intent is to work with the community to find an appropriate project for the site. With the expansion of Station 61, which is adjacent to the Grandee Apartments, there is an opportunity to find a better use for this site and potentially create a community amenity.

ATTACHMENTS

1. Resolution No. CRA 12-2008 including Contract No. CRA 06-2008 **(Exhibit A)**
2. Bid Summary

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. CRA 12-2008

A RESOLUTION OF THE CITY OF RANCHO CORDOVA COMMUNITY REDEVELOPMENT AGENCY BOARD AUTHORIZING EXECUTION OF A CONTRACT FOR THE DEMOLITION OF THE GRANDEE APARTMENTS LOCATED AT 10545 FOLSOM BOULEVARD

WHEREAS, the Community Redevelopment Agency of the City of Rancho Cordova (the "Agency") is a redevelopment agency existing pursuant to the Community Redevelopment Law, California Health and Safety Code Section 33000, *et seq.*, and pursuant to the authority granted hereunder, Agency has the responsibility to carry out the Redevelopment Plan for the Rancho Cordova Redevelopment Project Area (the "Project Area"), and

WHEREAS, the Agency adopted Resolution No. 149-2007 on December 17, 2007 to execute a Purchase and Sales Agreement of the Grandee Apartments located at 10545 Folsom Boulevard in the City of Rancho Cordova, California (the "Property"); and

WHEREAS, the Agency acquired the Property and put a relocation plan in place to facilitate the departure of the remaining residents; and

WHEREAS, a pre-demolition asbestos survey report was completed on May 28, 2008 by ADR Environmental Group and asbestos abatement is included in the contract for the demolition; and

WHEREAS, the Agency adopted Resolution No. 11-2008 on October 6, 2008 to reject the public bids **(Attachment 2)** that were received on September 8, 2008 for the demolition of the Grandee Apartments; and

WHEREAS, public bids were opened on October 8, 2008; and

WHEREAS, the property is located in the Project Area, and the demolition of the existing structures is consistent with and furthers the goals and objectives of the Redevelopment Plan; and

WHEREAS, funding for the demolition project may be made from the Redevelopment Bond issuance and/or any other appropriate redevelopment funding sources.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY RANCHO CORDOVA that it hereby:

1. Authorizes the Executive Director to execute Contract No. CRA 06-2008 **(Exhibit A)** for the demolition of the Grandee Apartments in the amount of $144,865.
2. Authorizes the Executive Director to approve incidentals for this project up to $15,135 (above and beyond $144,865).

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 20th day of October, 2008 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Linda Budge, Mayor

ATTEST:

_____
Mindy Cuppy, City Clerk

CONSTRUCTION SERVICES AGREEMENT BETWEEN THE CITY OF RANCHO CORDOVA AND West Coast Environmental

THIS AGREEMENT made and entered into this day of 10/10/2008, between the City of Rancho Cordova and West Coast Environmental as of 10/10/2008.

WITNESSETH:

WHEREAS, the City heretofore caused plans and specifications for the work hereinafter mentioned to be prepared, and therefore did approve and adopt said plans and specifications; and

WHEREAS, the City did cause to be published for the time and in the manner required by law, a notice inviting sealed bids for the performance of said work; and

WHEREAS, the Contractor, in response to such Notice, submitted to the City within the time specified in said Notice, and in the manner provided for therein, a sealed bid for the performance of the work specified in said plans and specifications, which said bid and proposal, and other bids and proposals submitted in response to said Notice, the City publicly opened and canvassed in the manner provided by law; and

WHEREAS, the Contractor was the lowest responsible bidder for the performance of said work, and the City as a result of the canvass of said bids, did determine and declare Contractor to be the lowest responsible bidder for said work and award to a contract therefore.

NOW THEREFORE, in consideration of the promises herein, it is mutually agreed between the parties hereto as follows:

Section 1. **CONTRACT DOCUMENTS.** The following documents are by this reference incorporated in and made a part of this Agreement: The County of Sacramento, Standard Construction Specifications dated March 2004 ("Standard Specifications"); the Special Provisions; the correct drawings, all addenda; the Notice to Contractors; the Proposal; all required bonds; and all supplemental Agreements covering alterations, amendments, or extensions to the contract. The documents which describe the work to be performed are sometimes collectively referred to herein as the Contract Documents.

Section 2. **SCOPE OF WORK.** The Contractor will furnish all labor, materials, services, transportation, appliances, and mechanical workmanship required for Contract No. CRA 06-2008 as provided for and set forth in said Contract Documents (Exhibit 1), or in either of them, which said plans and specifications are hereby referred and by such reference incorporated herein and made a part of this Agreement. All of the said work done under this Agreement shall be under the supervision of and performed to the satisfaction of the Construction Manager and the City, both of whom shall have the right to reject any and all materials and supplies furnished by the Contractor that do not comply with said plans and specifications, together with the right to require the Contractor to replace any and all work furnished by the Contractor which shall no either in workmanship or material be in strict accordance with said plans and specifications.

Section 3. **COMPLETION.** Said work shall be completed and ready for acceptance no later than 45 working days from notice to proceed. Contractor to submit construction schedule with adequate detail so that the City of Rancho Cordova can review and track progress.

Section 4. **PAYMENT.** Attached hereto as Exhibit "1" and by reference made a part hereof, is the bid and proposal of Contractor. Said bid and proposal will contain , as required by the terms of the Contract Documents, the full and complete schedule of the different items with the lump sums or unit prices as so specified. The City agrees in consideration of the work to be performed herein and subject to the terms and conditions thereof , to pay Contractor all sums of money which may become due to Contractor in accordance with the terms of the aforesaid bid and proposal, and this Agreement, to wit: $144,865.00 (One Hundred Forty Four Thousand, Eight Hundred Sixty Five dollars and 00/100 Cents) Said sum shall be paid in accordance with Section 8 of the Standard Specifications and the Special Provisions. With respect to that portion of the above sum as is based upon the estimated quantities specified for the general scope of the work to be performed herein, actual payment will be based on the quantities as measured upon completion. No payment made under this Agreement shall be construed to be an acceptance of defective work or improper materials. Payment requests by Contractor shall be submitted to Todd Humphrey, Facilities Services Manager (Construction Manager) for review and approval for the City of Rancho Cordova. The City will not pay any request for payment until Todd Humphrey, Facilities Services Manager has determined that the request for payment is acceptable.

Section 5. **PREVAILING WAGES.** Pursuant to the provisions of Articles 1 and 2 of Chapter 1, Part 7, Division II, of the Labor Code of the State of California, not less than the general prevailing rate of per diem wages, and not less than the general prevailing rate of per diem wages for holidays and overtime work, for each craft classification or type of worker needed to execute the work contemplated under this Agreement shall be paid to all workers, laborers and mechanics employed on the execution of said work by Contractor, or by any subcontractor doing or contracting to do any part of said work. The appropriate determination of the Director of the California Department of Industrial Relations is filed with, and available for inspection at 2729 Prospect Park Drive, Ranch Cordova, CA., the office of the Clerk of the City. Contractor shall post, at each job site, a copy of such prevailing rate of per diem wages as determined by the Director for the California Department of Industrial Relations.

Section 6. **INSURANCE.** The Contractor shall carry and maintain during the life of this Agreement, such public liability, property damage and contractual liability, auto, workers' compensation and builders' risk insurance as required by the Standard Specifications.

Section 7. **WORKERS' COMPENSATION CERTIFICATION.** By execution of this agreement, the Contractor certifies as follows:

"I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract."

Section 8. **PERFORMANCE AND PAYMENT BONDS.** The Contractor shall, before beginning said work, file two bonds with the City, each made payable to the City. These bonds shall be issued by a surety company authorized to do business in the State of California, and shall be maintained during the entire life of the Agreement at the expense of the Contractor. One bond shall be in the amount of one hundred percent (100%) of the Agreement and shall guarantee the faithful performance of the Agreement. The second bond shall be the payment bond required by California Civil Code Division 3, Part 4, Title 15, Chapter 7, and shall be in the amount of one hundred percent (100%) of the Agreement. Any alterations made in the specifications which are a part of this Agreement or in any provision of this Agreement shall not operate to release any surety from liability on any bond required hereunder and the consent to make such alterations is hereby given, and any surety on said bonds hereby waives the provisions of California Civil Code Sections 2819 and 2845.

Section 9. **INDEMNIFICATION.** The Contractor shall defend, indemnify the City and save harmless the City set forth in Section 6-2 of the Standard Specifications.

Section 10. **MISCELLANEOUS PROVISIONS.** This agreement shall bind and inure to the heirs, devisees, assignees, and successors in interest of the Contractor and to the successors in interest of in the same manner as if such parties had been expressly named therein. All times stated herein or in the contract documents are of the essence hereof. As used in this instrument the singular includes the plural, and the masculine includes the feminine and the neuter.

Section 11. **NOTICE OF THIRD PARTY CLAIMS.** Pursuant to Public Contracts Code section 9201, the City shall provide the Contractor with notice of claims relating to this agreement filed by third parties no later than ten (10) business days from the date of receipt of the claim. The Contractor shall be responsible for reimbursing the City for its reasonable costs in providing the notification.

Section 12.. **LEGAL REQUIREMENTS.**

12.1 **Governing Law.** The laws of the State of California shall govern this Agreement.

12.2 **Compliance with Applicable Laws.** Contractor and any subcontractors shall comply with all laws and regulations applicable to the performance of the work hereunder, including but not limited to, the California Building Code, the Americans with Disabilities Act, and any copyright, patent or trademark law. Consultant's failure to comply with any law(s) or regulation(s) applicable to the performance of the work hereunder shall constitute a breach of contract.

12.3 **Other Governmental Regulations.** To the extent that this Agreement may be funded by fiscal assistance from another governmental entity, Contractor and any subcontractors shall comply with all applicable rules and regulations to which City is bound by the terms of such fiscal assistance program.

12.4 **Licenses and Permits.** Contractor represents and warrants to City that Contractor and its employees, agents, and any subcontractors have all licenses, permits, qualifications, and approvals of whatsoever nature that are legally required to practice their respective professions. Contractor represents and warrants to City that Contractor and its employees, agents, any subcontractors shall, at their sole cost and expense, keep in effect at all times during the term of this Agreement any licenses, permits, and approvals that are legally required to practice their respective trades. In addition to the foregoing, Contractor and any subcontractors shall obtain and maintain during the term of this Agreement valid Business Licenses from City.

12.5 **Nondiscrimination and Equal Opportunity.** Contractor shall not discriminate, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, marital status, sex, or sexual orientation, against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Contractor under this Agreement. Contractor shall comply with all applicable federal, state, and local laws, policies, rules, and requirements related to equal opportunity and nondiscrimination in employment, contracting, and the provision of any services that are the subject of this Agreement, including but not limited to the satisfaction of any positive obligations required of Contractor thereby.

Contractor shall include the provisions of this Subsection in any subcontract approved by the Contract Administrator or this Agreement.

IN WITNESS WHEREOF, the City Council and Contractor have caused this Agreement to be executed as of the day and year first above written.

CITY OF RANCHO CORDOVA

_____
Ted A. Gaebler, City Manager

Attest:

_____
Mindy Cuppy, City Clerk

Approved as to Form:

_____
Adam Lindgren, City Attorney

WEST COAST ENVIRONMENTAL

_____
Signature

_____
(Name, Title)

DEMOLISH GRANDEE APARTMENT BUILDINGS - 2

Rancho Cordova City Hall
2729 Prospect Park Drive, Rancho Cordova, CA 95670
October 8, 2008

Letter Designation	Contractor	Base Bid Amount	Alternative 1	Alternative 2	Proposal Signed	Bidders Bond	Contractor's License	Non-Collusion	Designation of Subs	Experience Qualification
A	Leckey Land Clearing	$249,900.00	N/A	N/A	x	x	x	x	x	x
B	Evans Brothers, Inc.	$162,600.00	N/A	N/A	x	x	x	x	x	x
C	All-Cal Demolition	$168,700.00	N/A	N/A	x	x	x	x	x	x
D	JA Snyder Pacific West	$164,800.00	N/A	N/A	x	x	x	x	x	x
E	Advantage Demolition & Engineering	$149,224.00	N/A	N/A	x	x	x	x	x	x
F	WC Maloney	$177,777.00	N/A	N/A	x	x	x	x	x	x
G	West Coast Environmental	$144,865.00	N/A	N/A	x	x	x	x	x	x
H	Delta Oilfield Services, Inc.	$208,000.00	N/A	N/A	x	x	x	x	x	x
I	P&P Building Wrecking, Inc.	$149,940.00	N/A	N/A	x	x	x	x	x	x
J	AFA Construction Group	$222,000.00	N/A	N/A	x	x	x	x	x	x
K	Two Rivers Demolition	$179,077.00	N/A	N/A	x	x	x	x	x	x
L	Soil Enterprises, Inc.	$197,000.00	N/A	N/A	x	x	x	x	x	x
M	Guardian Environmental, Inc.	$164,000.00	N/A	N/A	x	x	x	x	x	x

Attendees:
Brenda Lehr, Interim Assistant City Clerk
Aimee Kellerman, Administrative Assistant
Todd Humphrey, Facilities Manager
Isabel Hernandez, Administrative Assistant
Megan McMurtry, Economic Development Specialist

Brenda Lehr, Interim Assistant City Clerk

10/8/08
Date

ATTACHMENT 2

MEMORANDUM

DATE: October 20, 2008

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: **RESOLUTION AUTHORIZING CITY MANAGER TO EXECUTE A THIRD CONTRACT AMENDMENT WITH WOOD RODGERS INC. TO PROVIDE ENGINEERING SERVICES FOR THE INTERNATIONAL DRIVE EXTENSION PROJECT**

RECOMMENDATION

Adopt Resolution No. 121-2008.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will authorize the City Manager to execute a third amendment, Contract No. 146-2008 with Wood Rodgers, Inc. **(Exhibit A)**, in the amount of $78,100 which will increase the total contract amount to $867,880 for engineering design services for the International Drive Extension Project.

The contract amendment will provide additional design services for modifications and enhancements to the bridge and landscaping design for the International Drive Extension Project not included in the original contract amount.

BACKGROUND

The International Drive Extension Project will extend International Drive from its current terminus at Kilgore Road to Sunrise Boulevard. The new extension will be a six-lane roadway and will include a new bridge over Folsom South Canal in the eastern portion of the project area. The project will also include the signalization of the intersections of International Drive/Kilgore Road and International Drive/Sunrise Blvd/Monier Circle.

The City previously entered into a consultant services agreement in the amount of $700,000 with Wood Rodgers, Inc. to provide preliminary engineering services for the project.

Subsequent to the award of the preliminary design services contract, the City was successful in receiving a grant from the Regional Surface Transportation Program in the amount of $2,500,000 and another $900,000 from the Sacramento Area Council of Governments (SACOG) 2008 Bicycle and Pedestrian Funding Program. These grants provide funding for additional improvements and enhancements to the project. Primary design additions include expansion of the proposed structure to allow for an improved bicycle and pedestrian undercrossing. The improved design results in greater lighting and improved safety by providing a significantly wider tunnel opening, and a skylight in the median of the bridge.

Another modification will be to provide an opening on the deck of the bridge over the bicycle trail to allow increased natural lighting. Other enhancements include additional aesthetic improvements and landscaping within the project limits.

The current amendment in amount of $78,100 along with two prior amendments totaling $89,780 executed under the City Manager's authority will increase the total contract amount to $867,880. These amendments will allow for contract scope changes for work needed to enhance the bridge design and other support services to meet the requirements of the grant funding.

PROJECT FUNDING

This amendment will result in an increase of the contract amount to $867,880. Funding for the engineering design services will be provided from the Capital Improvement Program and there will be no impact to the City's General Fund.

ATTACHMENT

Resolution No. 121-2008 including Contract No. 146-2008 **(Exhibit A)**

CITY OF RANCHO CORDOVA

RESOLUTION NO. 121-2008

RESOLUTION AUTHORIZING CITY MANAGER TO EXECUTE A THIRD CONTRACT AMENDMENT WITH WOOD RODGERS INC. TO PROVIDE ENGINEERING SERVICES FOR THE INTERNATIONAL DRIVE EXTENSION PROJECT

WHEREAS, on November 6, 2006, the City of Rancho Cordova executed an agreement (Contract No. 115-2006) with Wood Rodgers, Inc. in the amount of $700,000 to provide professional engineering services for the design and preparation of plans, specifications and estimates (PS&Es) for the International Drive Extension Project; and

WHEREAS, on September 10, 2007 the parties agreed that changes to the Scope of Work and Cost Estimates provided for the CSA (as those terms are defined in the CSA) were necessary to reflect changes in public outreach and Right-of-Way acquisition; and

WHEREAS, on May 1, 2008 the parties agreed that changes to the Scope of Work and Cost Estimates provided for the CSA (as those terms are defined in the CSA) were necessary to reflect changes in the design plans; and

WHEREAS, the City has received a revised scope of work and cost estimate for specific services which would exceed the existing contract maximum; and

WHEREAS, the City wishes to extend the contracted amount to $867,880; and

WHEREAS, those services will exceed the maximum amount that the City Manager has the authorization to approve.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the Council authorizes the City Manager to execute a contract amendment with Wood Rodgers, Inc., Consultant, attached as **Exhibit A**.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 20th day of October, 2008 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Linda Budge, Mayor

ATTEST:

_____
Mindy Cuppy, City Clerk

THIRD AMENDMENT TO THE CONSULTING SERVICES AGREEMENT BETWEEN THE CITY OF RANCHO CORDOVA AND WOOD RODGERS INC.

This Third Amendment to the Agreement for Consultant Services ("Third Amendment") is made by and between the City of Rancho Cordova ("City") and Wood Rodgers, Inc. ("Consultant") as of _____, 2008 to provide professional engineering services for the International Drive Extension project.

RECITALS

WHEREAS, the parties have previously entered into a consultant services agreement ("CSA") dated November 6, 2006 for the purpose of providing engineering design services for the International Drive Extension project; and

WHEREAS, on September 10, 2007 the parties agreed that changes to the Scope of Work and Cost Estimates provided for the CSA (as those terms are defined in the CSA) were necessary to reflect changes in public outreach and Right-of-Way acquisition; and

WHEREAS, on May 1, 2008 the parties agreed that changes to the Scope of Work and Cost Estimates provided for the CSA (as those terms are defined in the CSA) were necessary to reflect changes in the design plans; and

WHEREAS, the parties agree that changes to the scope of work and cost estimate provided for in the CSA are necessary in order to account for changes in the design plans; and

WHEREAS, to the extent the CSA is for the provision of "design professional services" subject to Section 2782.8 of the California Civil Code, the CSA is being amended to reflect the terms of AB 573 and Civil Code Section 2782.8, which went into effect on January 1, 2007.

NOW, THEREFORE, the parties hereto agree as follows:

AGREEMENT

1. Section 2 of the CSA, "Compensation", provides for the City to pay consultant a sum not to exceed $789,780. This amount shall now read "Eight Hundred Sixty Seven Thousand and Eight Hundred and Eighty Dollars ($867,880.00)." All other terms and conditions in Section 2 shall remain in full force and effect.

2. The document entitled "Contract Amendment Request for Additional Professional Engineering Services for International Drive Extension Project", attached hereto as Exhibit A, shall be added to the document entitled "International Drive Extension Project" that was attached to the CSA.

3. All other terms and conditions in the CSA remain in full force and effect to the extent they are not in conflict with the aforementioned revised language.

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

CITY OF RANCHO CORDOVA

_____
Ted A. Gaebler, City Manager

Date:_____

Attest:

_____
Mindy Cuppy, City Clerk

Date:_____

Approved as to Form:

_____
Adam Lindgren, City Attorney

Date:_____

CONSULTANT

_____
Mark Rayback, Principal

Date:_____

EXHIBIT A

WOOD RODGERS

September 29, 2008

Ms. Kathy Garcia
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, California 95670

Re: Contract Amendment Request for Additional Professional Engineering Services for International Drive Extension Project

Dear Ms. Garcia:

As you are aware, since the various Outreach Meetings conducted in December 2007, April 2008, and May 2008; and ongoing stakeholder coordination efforts we have received significant feedback regarding the International Drive Extension project. Much of this feedback has led to additional features and changes that will be necessary for Wood Rodgers, Inc. to deliver a project that will meet expectations of the local community.

These changes will require additional engineering, landscape architecture, surveying, and public outreach services. Wood Rodgers has prepared this request for those additional services as part of our contract for the International Drive Extension Project. A description of the changes necessary are described in the Task Modifications below for your concurrence:

Engineering Services

Task 1 – Project Management
Wood Rodgers will continue to provide Project Management Services as described in the initial contract. Additional budget is necessary due to the change in project scope.
Additional Budget - $7,000

Task 8 – Bridge Design
In order to accommodate the preferred raised median planter area, additional calculations and construction details are required. Specifically, Wood Rodgers will need to utilize the additional loading from the soil and concrete barriers and confirm both loading and seismic calculations for the structure. Additional construction details must also be prepared to show the installation and connection details for the concrete barriers, and for the rock veneer to be placed on the inside of the bridge railing.
Additional Budget - $16,900

Task 11 – Final Design
As the median curb on Sunrise Boulevard has been encroached upon by numerous overlays, the curb should be raised to designed depth. This will require additional design effort to prepare construction details, specifications, and quantities for this work. This will include raising existing DI's to the appropriate grade. This will generally extend from the intersection at White Rock Road to the intersection at Monier South.

Pursuant to review by Metro Fire, additional fire hydrants have been requested along International Drive. These will be designed in accordance with Golden State Water and Fire Department standards. Additionally, in coordination with Golden State Water, it was requested that proper abandonment of existing water line "T's" be conducted. This will ensure that the water line T's will not leak in the future

which could potentially undermine the new roadway section. Currently, all water line "T's" have a temporary plug. This will require additional design details and specifications.

On the north leg of the Sunrise Boulevard/International Drive intersection, additional design work will be needed to eliminate the significant skew in the proposed crosswalk. This additional effort is required due to the interim improvements at this location. In order to minimize impacts to existing businesses, the east leg (Monier Circle) is not being designed to ultimate width. This will allow existing businesses and R/W to remain unaffected until such time as the City decides to extend Monier to the east. As a result of this community based decision, an unacceptable skew of the crosswalk exists. Wood Rodgers will revise existing dual ramps, and pedestrian refuge areas to minimize this skew, and provide for a safer crossing.

Finally, in order to accommodate the community desired raised median landscaping along International Drive, additional design details, specifications, and estimates will be prepared. This will also include the design of appropriate end protection devices, and transition details.
Additional Budget - $27,500

Task 16 – Landscape Design
Community input has recommended that additional landscaping be installed on both International Drive and affected portions of Sunrise Boulevard. Specifically along International Drive, landscaping will be placed in the proposed raised median area. This will require additional landscaping and associated irrigation design. Also, as the median is impacted and community concerns raised regarding the low quality existing median landscaping on Sunrise Boulevard, upgraded median landscaping and associated irrigation features will be designed. This will also include hardscape features in areas where the median is narrowed. Finally, due to the intense community involvement, it is recommended that renditions of the proposed bridge and landscaping on International Drive be prepared for use at community or other stakeholder meetings. This additional scope will include preparation of up to four renditions for use by the City.
Additional Budget - $15,200

Task 17 – Stakeholder Coordination
During project development, additional Bureau of Reclamation (USBR) coordination requirements have emerged. Specifically, USBR has required different plat and descriptions for acquisition. For example, a description for City ownership adjacent to Sunrise Boulevard was developed, a description for an easement for International Drive was developed, and finally, a description for SMUD utility easement will be developed. Additionally, USBR has requested numerous exhibits to date, and has indicated that a significant amount of ongoing coordination will be required not only through the design phase, but also through construction. This task will be used to continue that coordination and will include preparation of exhibits, preparation of responses to USBR questions, and general coordination meetings.

Additionally, Golden State water has requested "show-me" stakes for various design features so that they, at their expense, can pothole utilities. The potholing will enable Wood Rodgers to avoid conflicts that could add cost or schedule delays to the project.
Additional Budget - $9,500

Reimbursables
Copies, mileage, etc.
Additional Budget - $2,000

Wood Rodgers views the above changes as an increase in its Scope of Work and requests the authorization to increase the budget in the amount of **$78,100**, for a total contract amount of **$867,880**.

We look forward to continuing our involvement with you on this project and recommend your authorization. If you require additional information regarding this request, please feel free to contact me at (916) 440-8131.

Sincerely,

WOOD RODGERS, INC.

Mark Rayback, P.E.
Principal

8092.008/CCO 09292008.doc

MEMORANDUM

DATE: October 20, 2008

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: **APPROVAL OF SECOND REVISION TO THE REVISED MAP OF CAPITAL VILLAGE PHASE II (365 B.M. 9) LOTS 334-341 AND 412- 416 SUBDIVISION NO. RC-04-123.1C**

RECOMMENDATION

Staff recommends that Council approve "Revised Final Map of Revised Map of Capital Village Phase II (365 B.M. 9) Lots 334-341 and 412-416", consisting of 13 lots, located on Lea Sterling Way and Disk Drive.

RESULT OF RECOMMENDED ACTION

Approval of this recommended action will result in the City Council approving the recording of the "Revised Final Map of Revised Map of Capital Village Phase II (365 B.M. 9) Lots 334-341 and 412-416"; thereby moving the interior lot lines of 10 lots that will allow a new building product to fit.

BACKGROUND

A Special Development Permit was approved by the Planning Commission by Resolution No. 124-2008 on September 26, 2008 allowing a reduction in minimum lot width to 27'-0" and reduction in the minimum lot size requirements to 1,800 square feet for ten (10) residential lots in the Reflection Housing product located at 3101-3117 Lea Sterling Way & 3100-3108 Lea Sterling Way; also known as Lots 334-341 and 412-416. The recording of this revised final map will resize the existing lots to fit the building product. A vicinity map **(Attachment 1)** and copy of the final map **(Attachment 2)** are included with this letter.

ATTACHMENTS

1. Vicinity Map
2. 8 ½ x 11 inch Copy of Final Map

AGENDA ITEM 8.4

ATTACHMENT 1

REVISED MAP OF CAPITAL VILLAGE PHASE II (365 B.M. 9) LOTS 334-341 AND LOTS 412-416 – SUBDIVISION NO. RC-04-123.1C

VICINITY MAP

Attachment 2

REVISED MAP OF
REVISED MAP OF CAPITAL VILLAGE
PHASE II (365 B.M. 9)
LOTS 334-341 AND 412-416
SUBDIVISION NO. RC-04-123.1C

CITY OF RANCHO CORDOVA, SACRAMENTO COUNTY, CALIFORNIA

OCTOBER 2008

R.E.Y. ENGINEERS, Inc.

OWNER'S STATEMENT:

THE UNDERSIGNED HEREBY CONSENTS TO THE PREPARATION AND RECORDING OF THIS FINAL MAP.

BEAZER HOMES HOLDING CORP., A DELAWARE CORPORATION

BY: _____
JOHN BACIGALUPI

NOTARY ACKNOWLEDGMENT:

STATE OF CALIFORNIA }
COUNTY OF } :SS

ON _____, BEFORE ME, _____, PERSONALLY APPEARED _____, WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE: _____

PRINCIPAL PLACE OF BUSINESS: COUNTY OF _____

MY COMMISSION EXPIRES: _____

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 BEAZER HOMES HOLDING CORP., A DELAWARE CORPORATION IN APRIL 2008. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP; THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS INDICATED AND WILL BE SET BY OCTOBER, 2009, AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

_____
BRIAN THIONNET LS 6866

DATE: _____

PROFESSIONAL LAND SURVEYOR
BRIAN THIONNET
Exp. 9-30-10
No. 6866
STATE OF CALIFORNIA

CITY ENGINEER'S STATEMENT:

I HEREBY STATE THAT I HAVE EXAMINED THIS PLAT OF REVISED MAP OF REVISED MAPS OF CAPITAL VILLAGE PHASE I AND II AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY OF RANCHO CORDOVA, AND ANY APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH AND THAT I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

_____
CYRUS E. ABHAR L.S. 7723/R.C.E. 45424
CITY ENGINEER
EXPIRATION DATE: _____

DATE: _____

CITY CLERK'S STATEMENT:

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

_____
CITY CLERK
CITY OF RANCHO CORDOVA

DATE: _____

RECORDER'S STATEMENT:

FILED THIS _____ DAY OF _____, 2008 AT ___:___:___., IN BOOK ____, OF MAPS, AT PAGE _____, AT THE REQUEST OF R.E.Y. ENGINEERS, INC., TITLE TO THE LAND INCLUDED IN THIS SUBDIVISION BEING VESTED AS PER CERTIFICATE NO. _____ ON FILE IN THIS OFFICE.

_____
SACRAMENTO COUNTY RECORDER

BY: _____
DEPUTY

REVISED MAP OF
REVISED MAP OF CAPITAL VILLAGE
PHASE II (365 B.M. 9)

LOTS 334-341 AND 412-416

SUBDIVISION NO. RC-04-123.1C

CITY OF RANCHO CORDOVA, SACRAMENTO COUNTY, CALIFORNIA

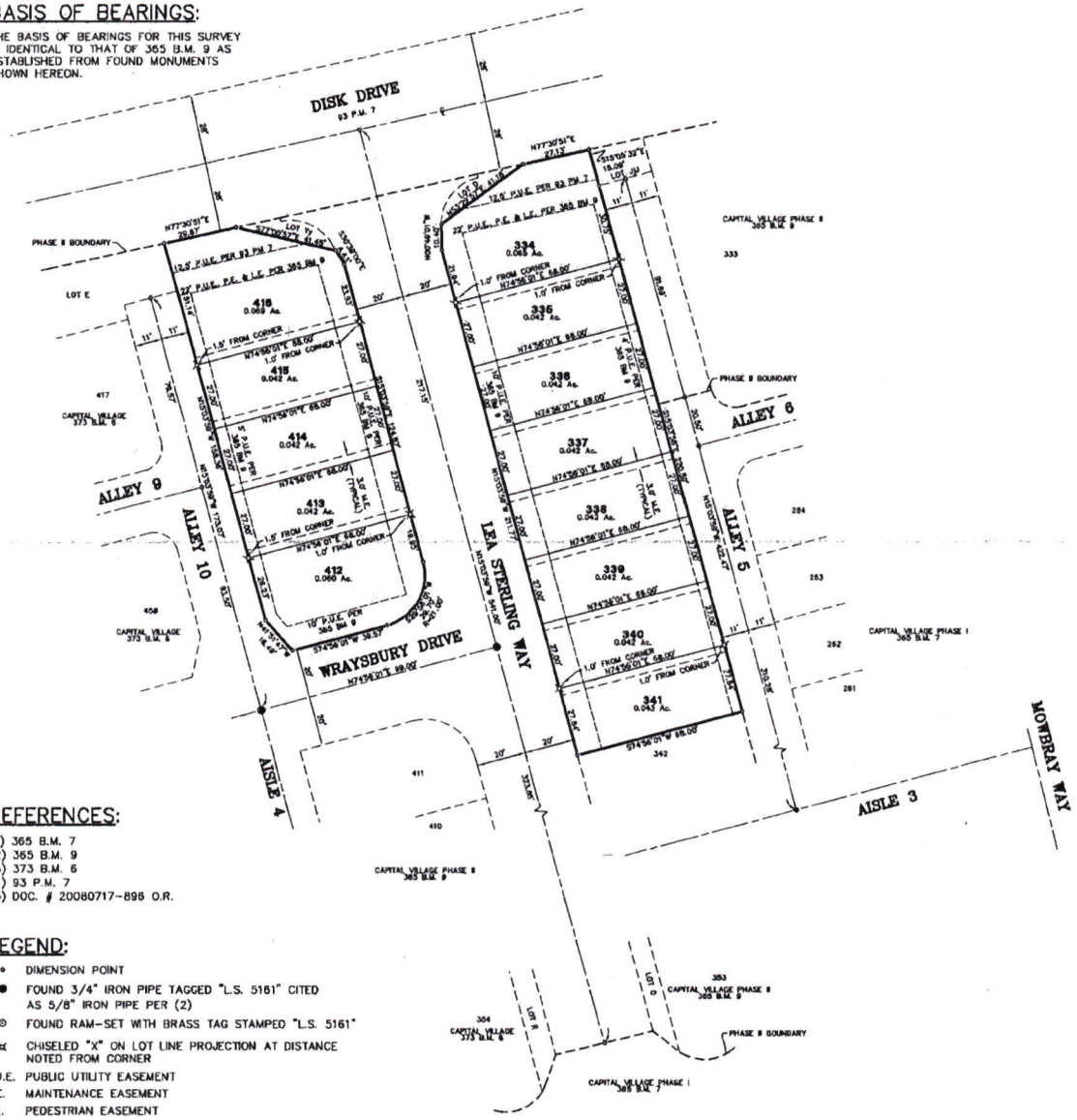
OCTOBER 2008

R.E.Y. ENGINEERS, Inc.

SCALE: 1"=30'

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS IDENTICAL TO THAT OF 365 B.M. 9 AS ESTABLISHED FROM FOUND MONUMENTS SHOWN HEREON.



REFERENCES:

(1) 365 B.M. 7
(2) 365 B.M. 9
(3) 373 B.M. 6
(4) 93 P.M. 7
(5) DOC. # 20080717-896 O.R.

LEGEND:

- • DIMENSION POINT
- ● FOUND 3/4" IRON PIPE TAGGED "L.S. 5161" CITED AS 5/8" IRON PIPE PER (2)
- ⊙ FOUND RAM-SET WITH BRASS TAG STAMPED "L.S. 5161"
- ⊠ CHISELED "X" ON LOT LINE PROJECTION AT DISTANCE NOTED FROM CORNER

P.U.E. PUBLIC UTILITY EASEMENT
M.E. MAINTENANCE EASEMENT
P.E. PEDESTRIAN EASEMENT
L.E. LANDSCAPE EASEMENT
℄ CENTERLINE

NOTES:

1. THIS SUBDIVISION CONTAINS 0.615 ACRES GROSS.
2. ALL DISTANCES ON CURVED LINES ARE CHORD MEASURMENTS.
3. A SOILS REPORT FOR THIS SUBDIVISION WAS PREPARED BY WALLACE-KUHL AND ASSOCIATES INC. IN JUNE OF 2005. A COPY OF THIS REPORT IS AVAILABLE FOR PUBLIC INSPECTION AT THE OFFICE OF THE CITY OF RANCHO CORDOVA BUILDING INSPECTOR.
4. THIS PROPERTY IS EFFECTED BY AN EASEMENT FOR AVIGATION AND NOISE TO THE COUNTY OF SACRAMENTO RECORDED IN BOOK 20050810 OFFICIAL RECORDS PAGE 2618.
5. THE LAND SHOWN HEREON IS HEREBY MERGED AND RESUBDIVIDED PURSUANT TO SECTION 66499.20-1/2 OF THE GOVERNMENT CODE.
6. THERE IS A 5' POSTAL EASEMENT CONTIGUOUS TO THE PUBLIC WAYS AND DRIVES PER 365 B.M. 9.
7. EASEMENTS SHOWN HEREON AND DESIGNATED (M.E.) SHALL BE RESERVED AND GRANTED UPON THE CONVEYANCE OF THE LOT AND ARE FOR THE BENEFIT OF THE ADJACENT LOT CONTIGUOUS TO THE EASEMENT AREA FOR INGRESS AND EGRESS FOR THE PURPOSE OF REPAIR AND MAINTENANCE OF ANY IMPROVEMENTS, DRAINAGE AND ANY INCIDENTALS THERETO.

MEMORANDUM

DATE: October 20, 2008

TO: Honorable Mayor and Council Members

FROM: William Campbell, Principal Planner

SUBJECT: **ZINFANDEL AND SUNRISE CONDITIONAL USE PERMIT IN THE SPECIAL SIGN CORRIDOR (CONTINUED FROM OCTOBER 6TH)**

PROPERTY OWNER:	**ARCHITECT:**
Byrne Properties, Inc. Andy Byrne PO Box 3549 Manhattan Beach, CA 90266	RMB Architects Mark Marvelli & Ann Greene 2277 Watt Avenue, Second Floor Sacramento, CA 95825

PROJECT:	A Conditional Use Permit for an over height free-standing sign and additional sign area over the requirements specified in the Special Sign Corridor.
FILE:	RC-08-352
LOCATION:	1941- 1967 Zinfandel Drive
APN:	058-0261-034 and 035
PLANNER:	William Campbell

RECOMMENDATION

Staff recommends that Council continue the matter to November 3, 2008.

RESULT OF RECOMMENDED ACTION

Continuation of this item will allow the applicant adequate time to revise and complete the necessary site plan exhibits for submission with the proposal. This additional time will also allow staff to review and generate the necessary findings.

MEMORANDUM

DATE: October 20, 2008

TO: Honorable Mayor and Council Members

FROM: Shannan Loveless, Planning Department

SUBJECT: **EMBASSY SUITES AND CANDLEWOOD SUITES – DESIGN REVIEW AND SPECIAL REVIEW OF PARKING**

OWNER:	**APPLICANT:**	**REPRESENTATIVE:**
Ramesh Pitamber 5151 Weston Way Granite Bay, CA 95746	Hamid Kazemi 11269 Point East Drive Rancho Cordova, CA 95742	Kroeker Engineering Jake Kroeker 1450 Halyard Drive, Suite 11-A West Sacramento, CA 95691

PROJECT:	Embassy Suites and Candlewood Suites – Design Review and Special Review of Parking
FILE:	RC-07-321
LOCATION:	Vacant property across Folsom Boulevard at Kilgore Drive, adjacent to Hwy 50
APN:	058-0280-009
PLANNER:	Shannan Loveless, Associate Planner

REQUEST

The applicant is requesting Design Review and Special Review of Parking for two hotels – Embassy Suites, which is proposed at 8 stories tall with 217 suite-style guest rooms, and Candlewood Suites, which is proposed at 4 stories tall with 113 extended-stay suites.

RECOMMENDED ACTION

That Council:

1) Determine the Mitigated Negative Declaration adequate and complete, as required by the California Environmental Quality Act (CEQA); and
2) Adopt Resolution No. 122-2008 to approve the Design Review and Special Review of Parking for Embassy Suites and Candlewood Suites (Project No. RC-07-321), subject to the findings within Resolution No. 122-2008, the attached Design Review package **(Exhibit A)** and Conditions of Approval **(Exhibit B)**.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will approve the construction of two new hotels on Folsom Boulevard, which will promote the development of the City's Convention District and generate a significant amount of revenue for the City through the Transit Occupancy Tax applied to hotel uses.

ANALYSIS

Project Location

The proposed project will be located on an undeveloped infill site north of Folsom Boulevard at the intersection of Kilgore Drive. The property is bound by Folsom Boulevard to the south, Highway 50 to the west and north, and an existing mini storage use to the east. The site will be highly visible from both Highway 50 and Folsom Boulevard.

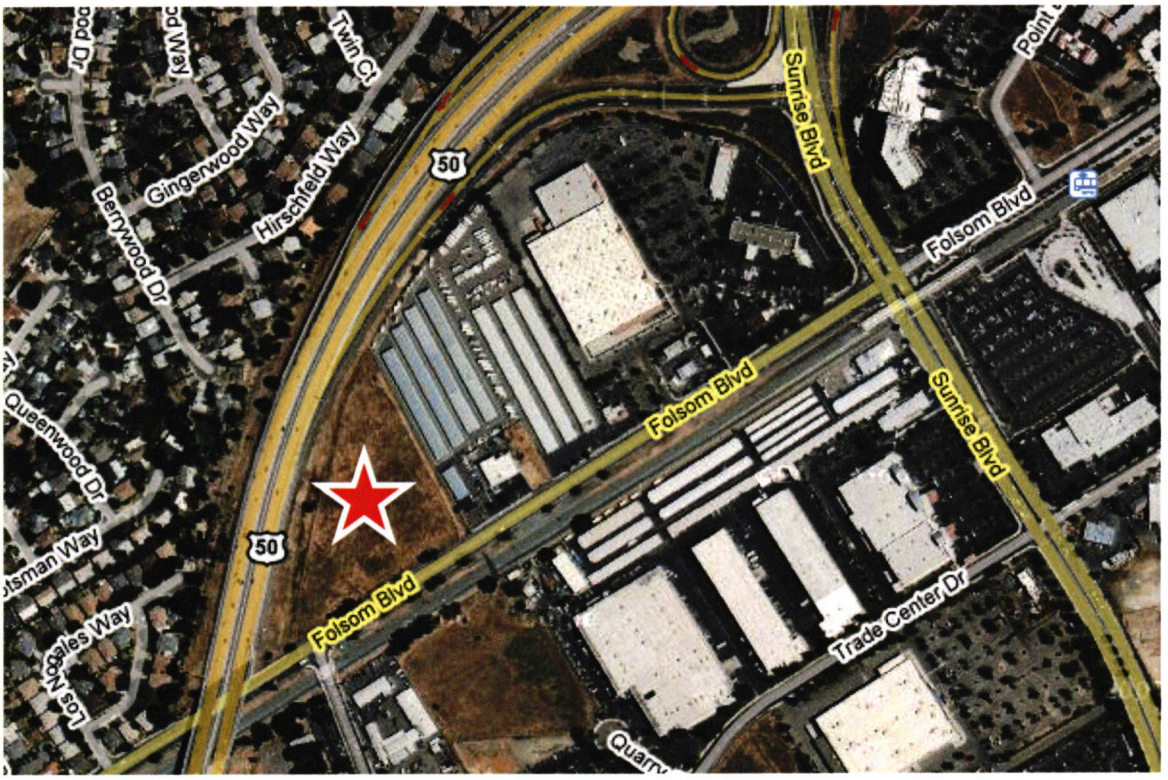


Figure 1 – Aerial – *Folsom Boulevard at Kilgore Road*

Land Use Relationships with Adjacent Properties

	General Plan Land Use Designation	Zoning and Community Plan Designations	Existing Land Use
Subject Property	OMU (FBPA)	OPMU (FBSP)	Vacant Lot
North	-	-	Hwy 50
East	OMU (FBPA)	OPMU (FBSP)	Mini Storage
South	OMU (FBPA)	OPMU (FBSP)	Kinney High School; Auto Shop; Vacant Lot
West	-	-	Hwy 50

General Plan Consistency

The project is located within the Folsom Boulevard Plan Area of the General Plan. The development of two hotels at this site is consistent with the General Plan vision to create a Convention District. This project will transform a currently underutilized and vacant piece of land into a vibrant destination. It will be the first new construction project built within the Convention District and has the potential to be a catalyst for future development or redevelopment in the District. Further examination of General Plan consistency is provided in the attached resolution.

Consistency with the Folsom Boulevard Specific Plan

The project is consistent with the Folsom Boulevard Specific Plan (FBSP). The project property is located in the Sunrise Pulse Point and is designated Office Professional Mixed Use (OPMU) within the Convention Overlay District. (The Convention Overlay District is illustrated in Figure 2 below by the dotted hatch pattern.) While the purpose of the OPMU designation is the development of large office buildings with supporting retail and service uses, the Convention Overlay District specifically allows hotels and identifies them as a "Wish List" project for the corridor. The Convention Overlay District also removes the height requirement for buildings, which allows the Embassy Suites to rise to the proposed 99'-6" height of the tower elements.

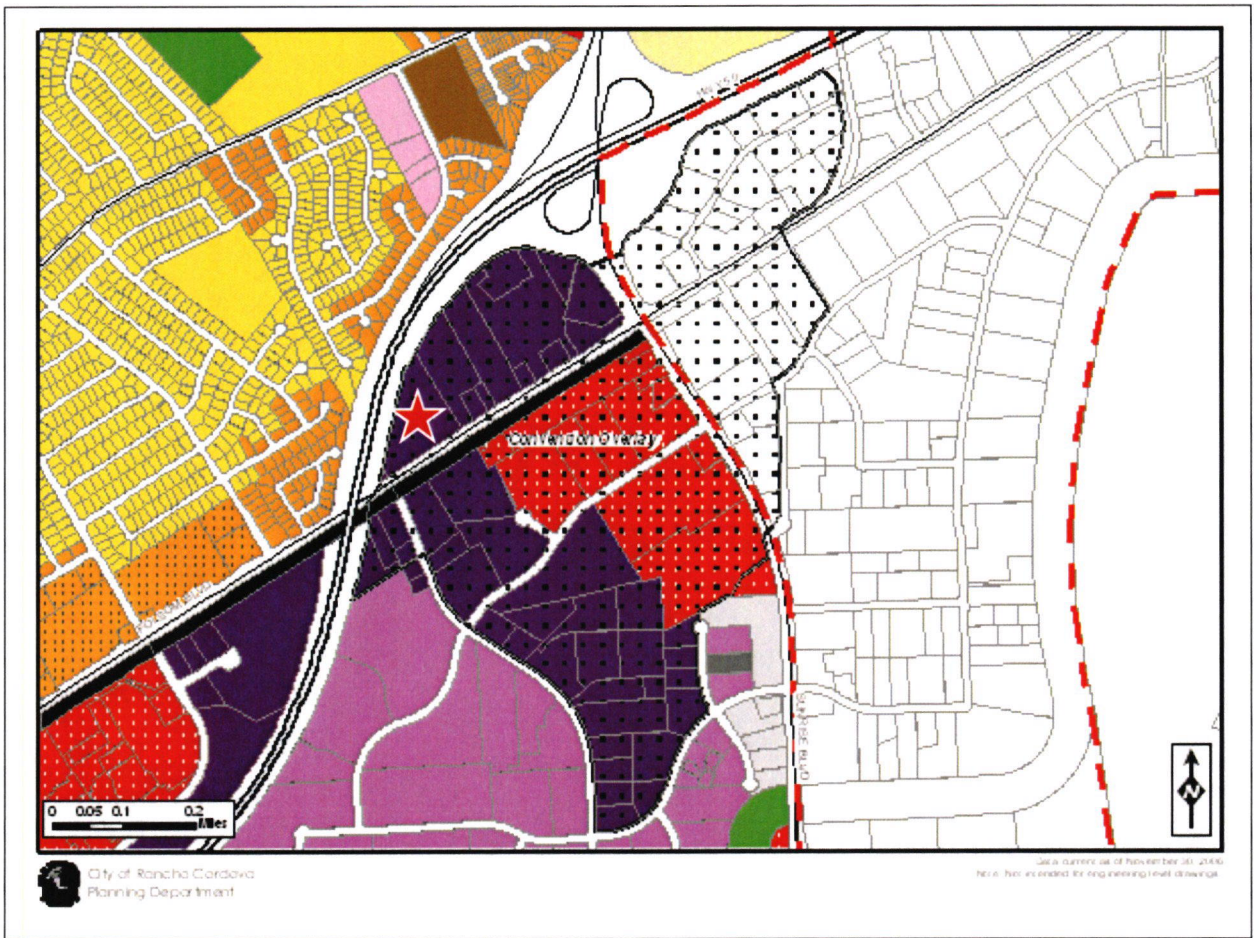


Figure 2 – Zoning Map

Design Review

The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community. The site has been configured to maximize the utility of the hotel business. The porte-cochere in front of Embassy Suites marks the building's main entry and the area of the elevation with the most varied use of building materials. This makes these architectural enhancements accessible to pedestrians, guests who are dropped off, and passersby on Folsom Boulevard alike. The landscaping for the site will provide adequate shading by planting a combination of street trees and accent trees, which will enhance the site with pops of color. The quality of design will enhance the surrounding area. The findings and support evidence to approve the Design Review is provided in the attached resolution.

Special Review of Parking

The applicant commissioned Fehr & Peers to conduct a parking study to analyze the demand for this site. The project as proposed meets the recommendation of the professionally prepared parking study, and conditions have been drafted to ensure compliance with the recommendations. The findings and support evidence to approve the Special Review of Parking is provided in the attached resolution.

Stormwater Engineering

The subject property is undeveloped, fallow land. However, due to the naturally low elevation of the site, the property has served as stormwater detention for the property bounded by Sunrise Boulevard, Folsom Boulevard, and Highway 50 during large rainfall events. The Department of Water Resources is requiring the applicant to continue accommodating this stormwater on site post development. In order to accomplish this, the project engineers have designed a plan for underground stormwater vaults which will be located beneath the large parking field that is adjacent to both Embassy Suites and Candlewood Suites.

While formally unrelated to this Design Review, it is noteworthy that the applicant is seeking assistance from the Redevelopment Agency to fund portions of the public infrastructure improvements, including the aforementioned underground stormwater vault system. An Owner Participation Agreement will be presented to the Redevelopment Agency for adoption subsequent to this action.

Sign Package

A sign package was presented to the Planning Commission at the September 25, 2008 hearing. The Planning Commission generally supported the draft signs as proposed, but recommended certain refinements to the monument signs on Folsom Boulevard. Staff has worked with the applicant to make these revisions, and the Sign Program, included in the Design Review package, reflects the recommendations of the Planning Commission.

CONCLUSION

The proposed project will be highly visible from both Highway 50 and Folsom Boulevard, and due to its exposure, it is anticipated to be a catalyst project for the continued redevelopment of the Sunrise Pulse Point on Folsom Boulevard. Hotel uses are

consistent with the Convention Overlay District, and the Embassy Suites, in particular, has the potential to draw conferences to the City. The site design and architecture have been refined to produce a high quality destination in Embassy Suites.

ENVIRONMENTAL ANALYSIS

A Mitigated Negative Declaration (MND) was prepared for the project in compliance with the California Environmental Quality Act (CEQA). The MND analyzed the project for potential environmental impacts and included mitigation measures to ensure that the proposed project would result in less than significant environmental impacts. The document was released for public review on August 8, 2008 and was circulated for the required 30-day review period.

As part of the analysis of air quality impacts, City staff performed emissions modeling using the Urbemis software as recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD). During the review period, SMAQMD requested that City staff re-run the Urbemis model while overriding the default assumptions regarding maximum daily acreage disturbance. This involved changing the default assumption of 25% project site disturbance per day to 100% project site disturbance per day. Despite assuming greater daily disturbance, the updated Urbemis results are still below the SMAQMD's thresholds of significance and no additional mitigation measures are required.

During the public review period, staff received comments from California Regional Water Quality Control Board (CRWQCB), California Department of Transportation (Caltrans), Sacramento Area Sewer District, and Sacramento County Department of Transportation. The comment letters are included as Attachment 4.

The comments received from Sacramento Area Sewer District contained advisory comments reinforcing standard conditions and regulations which would be applicable to the proposed project. The letter from Sacramento County Department of Transportation stated that they have no comment at this time.

The California Regional Water Quality Control Board (CRWQCB) commented that the City should require the developer to incorporate low impact development practices into the project design with the primary goal of minimizing the amount of water discharging to the underground storage system. Staff determined that this requirement would not be feasible for this project as many low impact development practices would not be compatible with the development intensity and smart growth features of the project site.

The California Department of Transportation (Caltrans) commented that the traffic impact study prepared for the proposed project did not analyze potential impacts to the US 50/Sunrise Boulevard and US 50/Zinfandel Drive interchanges. During the review of the traffic study, the City Public Works Department made the determination that the project did not warrant such a study. This was as a result of the project being consistent with the City of Rancho Cordova General Plan, which addressed traffic impacts for the entire City and its General Plan Planning Area in the City of Rancho Cordova General Plan Final Environmental Impact Report (EIR) (State Clearinghouse No. 2005022137). State CEQA Guidelines Section 15168(c) and 15183 provide for the focusing of environmental effects of a subsequent project that has been considered in a program EIR and/or projects that are consistent with an adopted general plan.

City of Rancho Cordova General Plan Final EIR addressed impacts of development under the General Plan on roadways, including US 50. General Plan policies require development projects to pay impact fees for impacts to transportation systems within the City. A portion of the transportation impact fees assessed by the Public Works Department are contributed to the City's Capital Improvement Plan (CIP). The CIP includes improvements to existing US 50 interchanges within the City (GP DEIR, p. 4.5-45). The proposed project would not result in any new significant traffic impacts to the operation of Sunrise Boulevard and Zinfandel Drive or US 50 beyond what was evaluated in the General Plan Final EIR. Given the distance of the project from these interchanges, no peculiar traffic impacts are expected. Therefore, City staff has determined that further traffic analysis is not required.

Caltrans also requested additional hydrologic information. This request was forwarded to the project applicant's engineer.

FINANCIAL IMPLICATIONS TO CITY

This project is expected to generate a significant amount of revenue for the City through the Transit Occupancy Tax applied to hotel uses. In addition, the Redevelopment Agency is considering assisting this project by funding portions of the public infrastructure improvements and anticipates significant tax increment funds to be generated by the new development to reimburse the Agency's assistance.

ATTACHMENTS

1. Resolution No. 122-2008 including the Design Review Package **(Exhibit A)** and Conditions of Approval **(Exhibit B)**
2. Mitigated Negative Declaration
3. Revised Urbemis Results
4. Comment letters received regarding the Mitigated Negative Declaration
5. Special Review of Parking – Letter of Justification by Heritage Hotel Group and Parking Study by Fehr and Peers
6. Additional information on the stormwater vault system
7. Provisions for the binding agreement between the Applicant and City for the construction, operation, and maintenance, up to and including replacement when necessary, of a storm water vault. (See Condition of Approval #12.)
8. 500' radius map and list of addresses to which public hearing notices were sent
9. Minutes from the September 11, 2008 and September 25, 2008 Planning Commission hearings

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 122-2008

A RESOLUTION OF THE CITY COUNCIL APPROVING DESIGN REVIEW FOR EMBASSY SUITES & CANDLEWOOD SUITES PROJECT # RC-07-321

WHEREAS, Hamid Kazemi, (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for Design Review and Special Review of Parking for the construction of two hotels – Embassy Suites, which is proposed at 8 stories tall with 217 suite-style guest rooms, and Candlewood Suites, which is proposed at 4 stories tall with 113 extended-stay suites – located north of Folsom Boulevard at Kilgore Road (Assessor's Parcel Number: 058-0280-009); and

WHEREAS, the City Council is the appropriate authority to hear and take action on this project; 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, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the Council**:**

1. Determines the Mitigated Negative Declaration is adequate and complete according to the Guidelines of the California Environmental Quality Act.

   a) 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.

      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.

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

   a) Finding: The proposed project is consistent with the objectives of the General Plan and Community Plan, complies with applicable Zoning regulations, Specific Plan provisions, Special Planning Area provisions, and is consistent with the applicable "Guiding Principles" and "Design Concepts" in section 110-84.

      Evidence: The evidence to support this finding is organized in the following subsections: Consistency with the General Plan, Consistency with the Folsom Boulevard Specific Plan, and Consistency with the applicable "Guiding Principals" and "Design Concepts" in section 110-84.

Consistency with the General Plan – The proposed project is consistent with the General Plan. The following General Plan goals are most relevant to the proposed project:

Folsom Boulevard Plan Area – The Folsom Boulevard Plan Area will serve as the high-intensity development center of the City. Much of the land within the Planning Area is visible from Highway 50, creating significant opportunity for identifiable project design that contributes to the enhanced character of the City.

Analysis – The project includes two hotels – Embassy Suites, proposed at 8 stories, and Candlewood Suites, proposed at 4 stories. Both hotels will be highly visible from both Folsom Boulevard and Highway 50. Because of its height and the quality of architecture, the Embassy Suites building will be an identifiable project for the City.

Land Use Policy LU.3.1 – Promote the development of regional attractions desired by the community (e.g., regional mall, sports complexes, performing arts centers, colleges, passive recreational uses along the American River Parkway).

Analysis – Embassy Suites will be a hotel of the caliber that can accommodate professional conferences or retreats and, as such, has the potential to become a destination in the City.

Land Use Policy LU.5.1 – Improve the character and quality of existing development through the revitalization of blighted and underutilized development.

Analysis – This project will transform a vacant and underutilized site into a vibrant destination with two hotels.

Urban Design Policy UD.3.1 – Ensure quality design of new development and redevelopment with an integrated architectural style.

Analysis – The project will set the tone for development in the Convention Overlay District. The proposed buildings embrace building massing and architectural elements which may be complemented by future development within the District.

Urban Design Policy UP.4.3 – Promote infill projects that are designed as catalysts for change in accordance with the desired character of the City and District.

Analysis – The project will locate two hotels on a vacant infill site. It will be the first new construction project built within the Convention Overlay District on the north side of Folsom Boulevard and has the potential to be a catalyst for future development or redevelopment in the District.

Economic Development Policy ED.6.4 – Require new development projects and redevelopment along Folsom Boulevard to be consistent with the Folsom Boulevard Specific Plan.

Analysis – The project has been evaluated against the requirements of the Folsom Boulevard Specific Plan and has been found consistent with the goals of the Specific Plan. Further discussion on its consistency is provided later in this section of the resolution.

Consistency with the Folsom Boulevard Specific Plan – The project is consistent with the Folsom Boulevard Specific Plan. The project property is located in the Sunrise Pulse Point and is designated Office Professional Mixed Use (OPMU) within the Convention Overlay District. While the purpose of the OPMU designation is the development of large office buildings with supporting retail and service uses, the Convention Overlay District specifically allows hotels and identifies them as a "Wish List" project for the corridor. The Convention Overlay District also removes the height requirement for buildings, which allows the Embassy Suites to rise to the proposed 99'-6" height on the tower elements.

Consistency with the applicable "Guiding Principals" and "Design Concepts" in section 110-84 – The project satisfies these requirements as described by the facts and findings discussed below.

b) Finding: The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

Evidence: The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community. The site has been configured to maximize the utility of the hotel business. The porte-cochere in front of Embassy Suites marks the building's main entry and the area of the elevation with the most varied use of building materials. This makes these architectural enhancements accessible for pedestrians, guests who are dropped off, and passersby on Folsom Boulevard alike. The landscaping for the site will provide adequate shading by planting a combination of street trees and accent trees, which will enhance the site with pops of color. The quality of design will enhance the surrounding area.

c) Finding: The architecture, including the character, scale and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing and similar elements establishes a clear design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.

Evidence: The character, scale, and quality of design for the proposed hotel buildings are considerably larger in scale and richer in detail than adjacent properties; however, as this site is within a Redevelopment Area and the Convention Overlay District, the scale and quality of design proposed are consistent with the anticipated future uses of adjacent properties over time.

d) Finding: The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

Evidence: The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation. The western auto entry to the site will be aligned with Kilgore Road across Folsom Boulevard. The traffic signal will be adjusted to accommodate this shift in circulation patterns, and a traffic study was prepared by Fehr & Peers to study this condition.

A dedicated pedestrian path will be provided between the Candlewood Suites and Embassy Suites buildings to minimize conflicts between pedestrian and vehicular traffic. In addition, pedestrian paths from the front of Embassy Suites out to Folsom Boulevard have been provided on both the east and west ends of the building.

3. Approve the Special Review of Parking; supported by the following Findings and Evidence:

   The project provides parking at a ratio of one space per guest suite. The Zoning Code requires this 1:1 ratio, but it also requires additional parking to accommodate restaurant and meeting areas. The applicant commissioned Fehr & Peers to conduct a parking utilization study to analyze the demand for this site. The study concludes that the users of the restaurant and meeting spaces are largely the same persons who occupy the guest suites, and, consequently, adding additional parking for these uses would create an underutilized parking lot. The project as proposed meets the recommendation of the professionally prepared parking study.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 20th day of October, 2008 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Linda Budge, Mayor

ATTEST:

_____
Mindy Cuppy, City Clerk

EMBASSY SUITES PERSPECTIVE RENDERING

HOTEL MASTER PLAN

RANCHO CORDOVA, CALIFORNIA

HERITAGE HOTEL GROUP

07111

RYS ARCHITECTS

EXHIBIT A

CANDLEWOOD SUITES PERSPECTIVE RENDERING

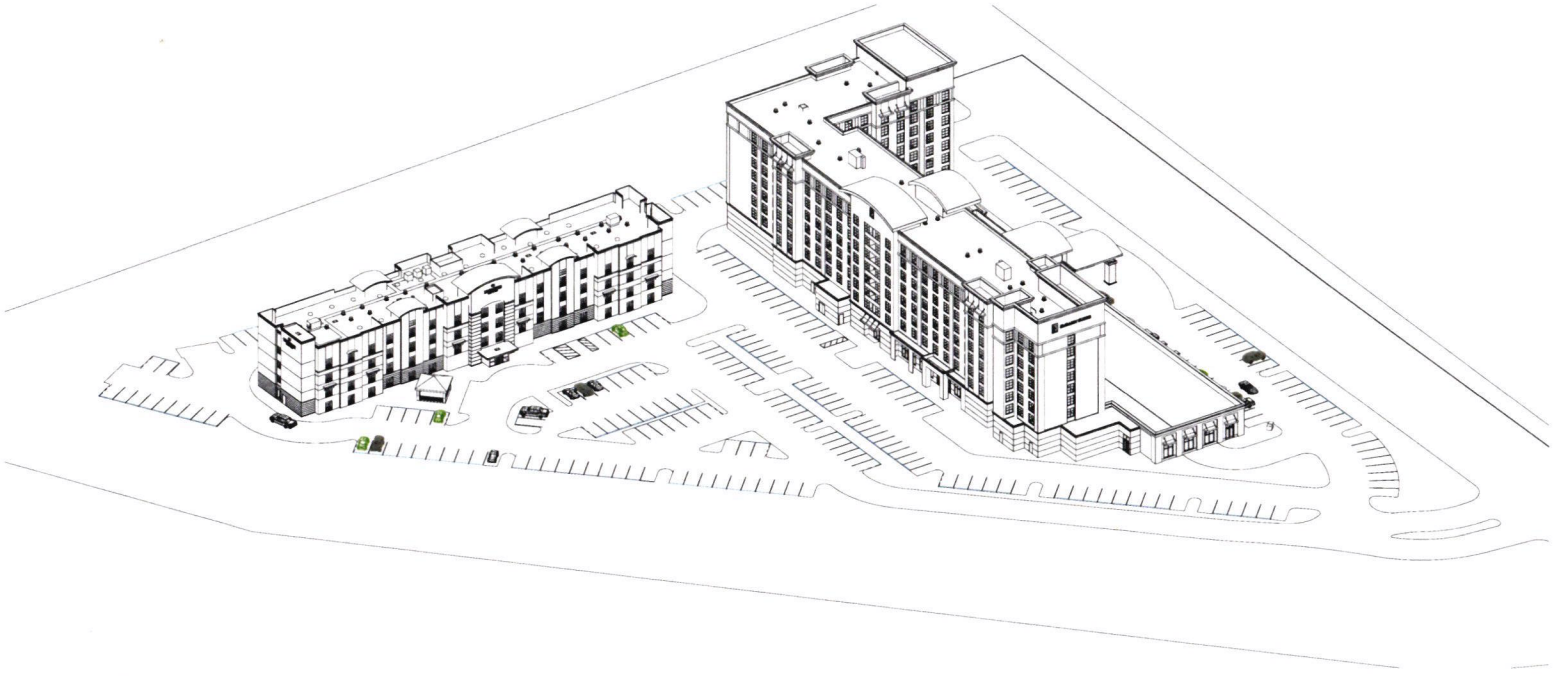
HOTEL MASTER PLAN

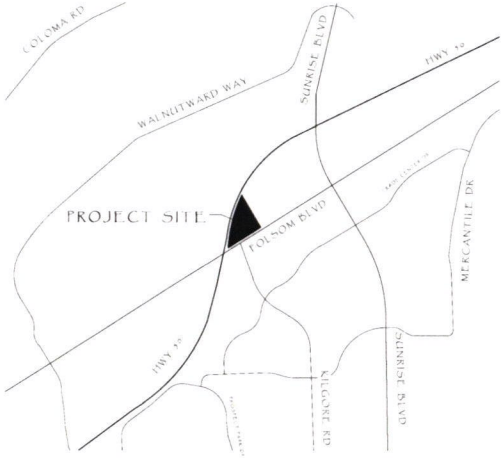
RANCHO CORDOVA, CALIFORNIA

HERITAGE HOTEL GROUP

07111

RYS
ARCHITECTS
10 MONTEREY BOULEVARD
SAN FRANCISCO, CALIFORNIA 94131
TEL 415-841-9000 FAX 415-841-9099





VICINITY MAP

PROJECT DIRECTORY

OWNER	HERITAGE HOTEL GROUP [redacted]
ARCHITECT	RYS ARCHITECTS [redacted]
LANDSCAPE ARCHITECT	KLA, INC [redacted]

DRAWING INDEX

1	COVER
2	PRELIMINARY LANDSCAPE PLAN
3	PHOTOMETRIC PLAN
5	ARCHITECTURAL SITE PLAN
10	EMBASSY SUITES COVER
11	NOT USED
12	EMBASSY SUITES UNDERGROUND GARAGE PLAN
13	EMBASSY SUITES FIRST FLOOR PLAN
14	EMBASSY SUITES SECOND + THIRD FLOOR PLAN
15	EMBASSY SUITES TYPICAL FLOOR PLAN
16	EMBASSY SUITES ROOF PLAN
17	EMBASSY SUITES SOUTH + EAST ELEVATIONS
18	EMBASSY SUITES NORTH + WEST ELEVATIONS
19	EMBASSY SUITES CROSS SECTION
20	NOT USED
21	CANDLEWOOD COVER
22	CANDLEWOOD FIRST + SECOND FLOOR PLAN
23	CANDLEWOOD THIRD + FOURTH FLOOR PLAN
24	CANDLEWOOD ROOF PLAN + CROSS SECTION
25	CANDLEWOOD SOUTH + WEST ELEVATION
26	CANDLEWOOD NORTH + EAST ELEVATION
27	NOT USED

Preliminary Plant Palette

Trees

Albizia julibrissen	Silk Tree
Carpinus betula	Hornbeam
Chitalpa tashkentensis	Chitalpa
Cupressus sempervirens	Italian Cypress
Lagerstroemia fauriei 'Tuscarora'	Crape Myrtle
Malus Species	Crabapple
Olea europea	Olive
Phoenix canariensis	Canary Island Palm
Phoenix dactylifera	Date Palm
Pinus canariensis	Canary Island Pine
Pinus pinea	Italian Stone Pine
Pistacia chinensis 'Keith Davies'	Chinese Pistache
Platanus acerifolia 'Bloodgood'	London Plane Tree
Podocarpus gracilior	Fern Pine
Rhus lancea	African Sumac
Sapium sebiferum	Chinese Tallow Tree
Schinus molle	California Pepper Tree
Washingtonia filifera	California Fan Palm

Groundcover

Acacia redolens	Acacia
Arctostaphylos 'Emerald Carpet'	Trailing Manzanita
Cotoneaster 'Lowfast'	Cotoneaster
Hedera helix	English Ivy
Lantana montevidensis	Trailing Lantana
Myoporum parvifolium	Myoporum
Thymus species	Creeping Thyme
Trachelospermum jasminoides	Star Jasmine
Verbena species	Verbena

Vines

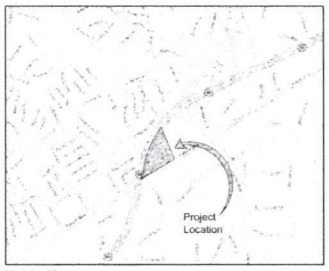
Clematis armandii	Evergreen Clematis
Distictis buccinatoria	Blood-Red Trumpet Vine
Ficus pumila	Creeping Fig
Lonicera japonica	Honeysuckle
Rosa floribunda	Climbing Rose
Trachelospermum jasminoides	Star Jasmine

Shrubs

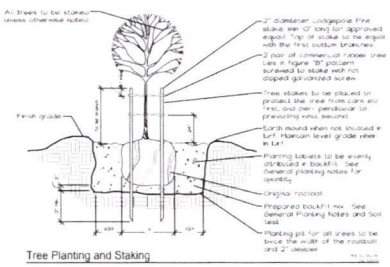
Agapanthus africanus	Blue Lily of Nile
Asparagus densiflorus	Asparagus
Aspidistra elatior	Cast-Iron Plant
Berberis thunbergii 'Atropurpurea'	Red-Leaf Japanese Barberry
Ceanothus griseus horizontalis	Carmel Creeper
Coleonema pulchrum	Pink Breath-of-Heaven
Cotoneaster lacteus	Cotoneaster
Cycus revoluta	Sago Palm
Dietes vegata	Fortnight Lily
Dodonea viscosa	Hopseed Bush
Escallonia 'Fradesii'	Escallonia
Feijoa sellowiana	Pineapple Guava
Grevillea 'Noelii'	Grevillea
Hemerocallis 'Stella d' Oro'	Daylily
Juniperus species	Juniper
Lantana camara	Lantana
Ligustrum japonicum 'Texanum'	Japanese Privet
Liriope muscari	Big-Blue Lily-Turf
Loropetalus chinensis	Fringe Flower
Myrtus communis	Myrtle
Nandina domesica	Heavenly Bamboo
Nerium oleander 'Petite Pink'	Dwarf Oleander
Osmanthus fragrans	Sweet Olive
Pelargonium species	Geranium
Philodendron selloum	Philodendron
Phormium tenax 'Cultivars'	New Zealand Flax
Pittosporum tobira 'Variegata'	Variegated Tobira
Pittosporum tobira 'Wheelers Dwarf'	Wheelers Dwarf Tobira
Podocarpus gracilior 'Espaleir'	Fern Pine
Punica granatum	Pomegranate
Pyracantha species	Pyracantha
Rhaphiolepis indica 'White Enchantress'	India Hawthorn
Rhaphiolepis umbellata	Yeddo Hawthorn
Rosa floribunda 'Red Carpet'	Carpet Rose
Rosmarinus officinalis 'Prostratus'	Dwarf Rosemary
Teucrium fruticans	Germander
Tulbaghia violacea	Society Garlic
Viburnum tinus 'Spring Bouquet'	Laurustinus
Westringia fruticosa	Coast Rosemary
Xylosma congestum 'Compacta'	Compact Xylosma

General Planting Notes

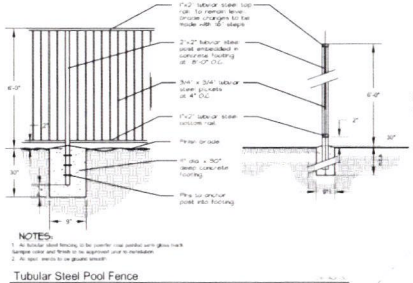
1. The contractor shall examine the conditions of the site prior to commencement of work. Any conditions that differ from what is shown on the plans that will affect this installation process shall be brought to the attention of the Owner or Land Arch. prior to work. Commencement of work implies acceptance of the conditions of the site.
2. The contractor shall verify all plant quantities prior to installation. Plant quantities are listed for the convenience of the contractor. Number of symbols shall have priority over quantity given.
3. The contractor shall be responsible for the purchasing of all material to meet the specifications of the plans including plants, soil, fertilizer, stakes, and sod. The contractor shall also be responsible for the protection of these materials until the project has been completed, turned over to the owner.
4. All plant material shall be subject to approval or rejection by the Landscape Architect or Owner's Representative prior to installation. Installed and then rejected material shall be replaced by the contractor at his/her expense.
5. The contractor shall include in the bid for a continued maintenance period of sixty (60) days after completion and acceptance of the project by the Owner or Owner's Rep.
6. Trees to be planted a min. of 2'-0" from edge of paving or walls (unless otherwise stated on plan). All trees in a formal group or in a row shall be matching in size and shape.
7. All wires shall be installed with the nursery stakes removed and corners equalized to the adjacent wall.
8. The following soil amendments specified are for bidding purposes only. The Landscape Contractor shall provide for a Soil Agronomy Report from an approved soils laboratory and/or any additional specifications provided by the Land. Arch. prior to installation of the plant material. The following amendments shall be incorporated into all planting pits and broadcast into soil to depth of 12" by means of a rototiller or equal per 1000 square feet:
   4 cyds nitrogen stabilized organic amendment derived from redwood sawdust, fir sawdust or cedar sawdust
   15 lbs. soil sulfur
   15 lbs. 12-12-12 fertilizer
9. All soil preparation shall be installed per the soil agronomy report to be provided and paid for by the Landscape Contractor. The report is to be immediately forwarded to the Land. Arc. upon completion.
10. A nitrogen stabilized commercial-grade utility bark mulch shall be uniformly broadcast over all shrub areas and turf to a depth of 2".
11. The planting pits for boxed trees shall be excavated twice the diameter of the rootball and 2" from the bottom of the rootball to the bottom of the planting pit. The back fill mix for use in all tree and shrub pits shall consist of the following:
   6 parts on-site soil
   4 parts organic amendments (above)
   1 lb./yard of mix 12-12-12 commercial fertizer
   2 lbs./yard of mix Iron Sulfate
   10 lbs./yard of mix Agricultural Gypsum
12. Fertilizer tablets shall be agriform, 12 gram tablets (21-10-5) placed in all planting pits in quantities as follows:
   1 gallon shrubs — 1 tablet
   5 gallon shrubs — 3 tablets
   15 gallon trees — 5 tablets
   Boxed trees — 1 per 4" of box size
13. Thirty (30) days after installation all landscape shall be fertilized with 16-6-8 fertilizer applied at the rate of 5 lbs./1000 sf. Fertilizer application shall be continued thereafter at bimonthly intervals.
14. For weed control prior to planting, the Landscape Contractor shall thoroughly irrigate the site to provide germination of weed seeds that may be in the soil. After germination has taken place spray the site with Round-Up (or equal) in the amount and at rate for the time specified by the manufacturer. Reapply Round-Up if needed. After all green weeds have been eradicated, apply Ruinsal-G (or equal) Pre-Emergent weed control in the amounts specified by the manufacturer.
15. For staking of trees see detail, this sheet.
16. All plant material to be nursery grown in similar climate. All plant material shall be vigorous and of normal habit of growth and shall be free of girdling roots, sun scald, abrasions, disease, insects, insect eggs and larvae. Plants shall equal or exceed the standards as outlined by the American Standards for Nursery Stock and to applicable California Agriculture Code.



Vicinity Map



Tree Planting and Staking



Tubular Steel Pool Fence

Landscape Concept

The landscape design concept for the Embassy Suites Inn and Candlewood Hotel is to provide an enjoyable and aesthetic space for the guests. Plant material has been selected that performs well in the special conditions of the Rancho Cordova area (Sunset Zone #14). The plant material has also been selected to be cohesive with the design relative to the Highway conditions and adjacent industrial areas.

Turf has been limited to functional spaces for informal gathering. Drought tolerant hardy shrubs and groundcovers are proposed for the remainder of the landscape such as around buildings and along the perimeter.

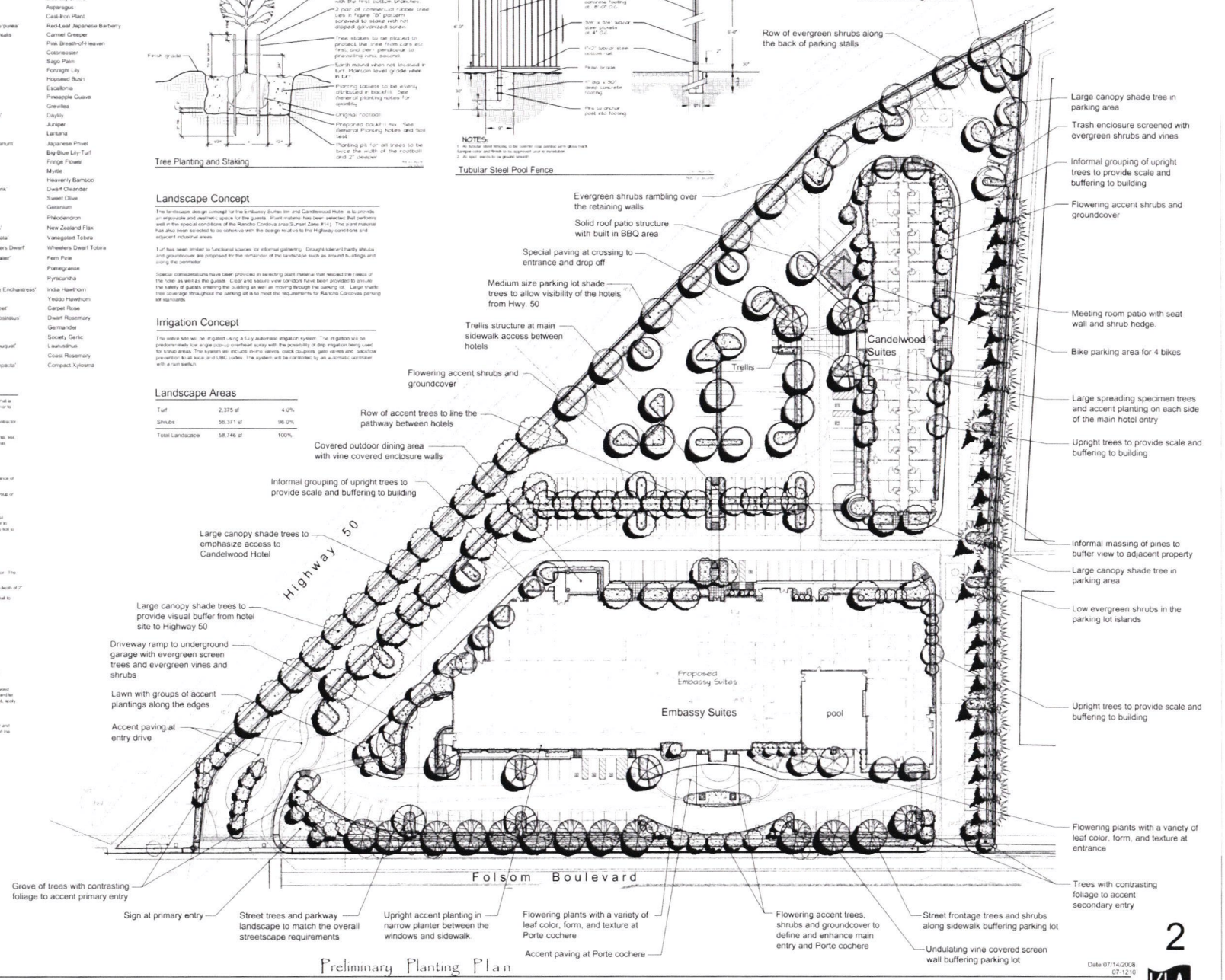
Special considerations have been provided in selecting plant material that respect the views of the hotel as well as the guests. Clear and secure view corridors have been provided to ensure the safety of guests entering the building as well as moving through the parking lot. Large shade tree coverage throughout the parking lot is to meet the requirements for Rancho Cordovas parking lot standards.

Irrigation Concept

The entire site will be irrigated using a fully automatic irrigation system. The irrigation will be predominately low angle pop-up overhead spray with the possibility of drip irrigation being used for shrub areas. The system will include rain sensors, back flow prevention devices, gate valves and backflow prevention to all local and UBC codes. The system will be controlled by an automatic controller with a rain switch.

Landscape Areas

Turf	2,375 sf	4.0%
Shrubs	56,371 sf	96.0%
Total Landscape	58,746 sf	100%



Preliminary Planting Plan

2

Date: 07/14/2008
07-1210

NORTH

0 10 20

KLA
LANDSCAPE ARCHITECTURE
PLANNING

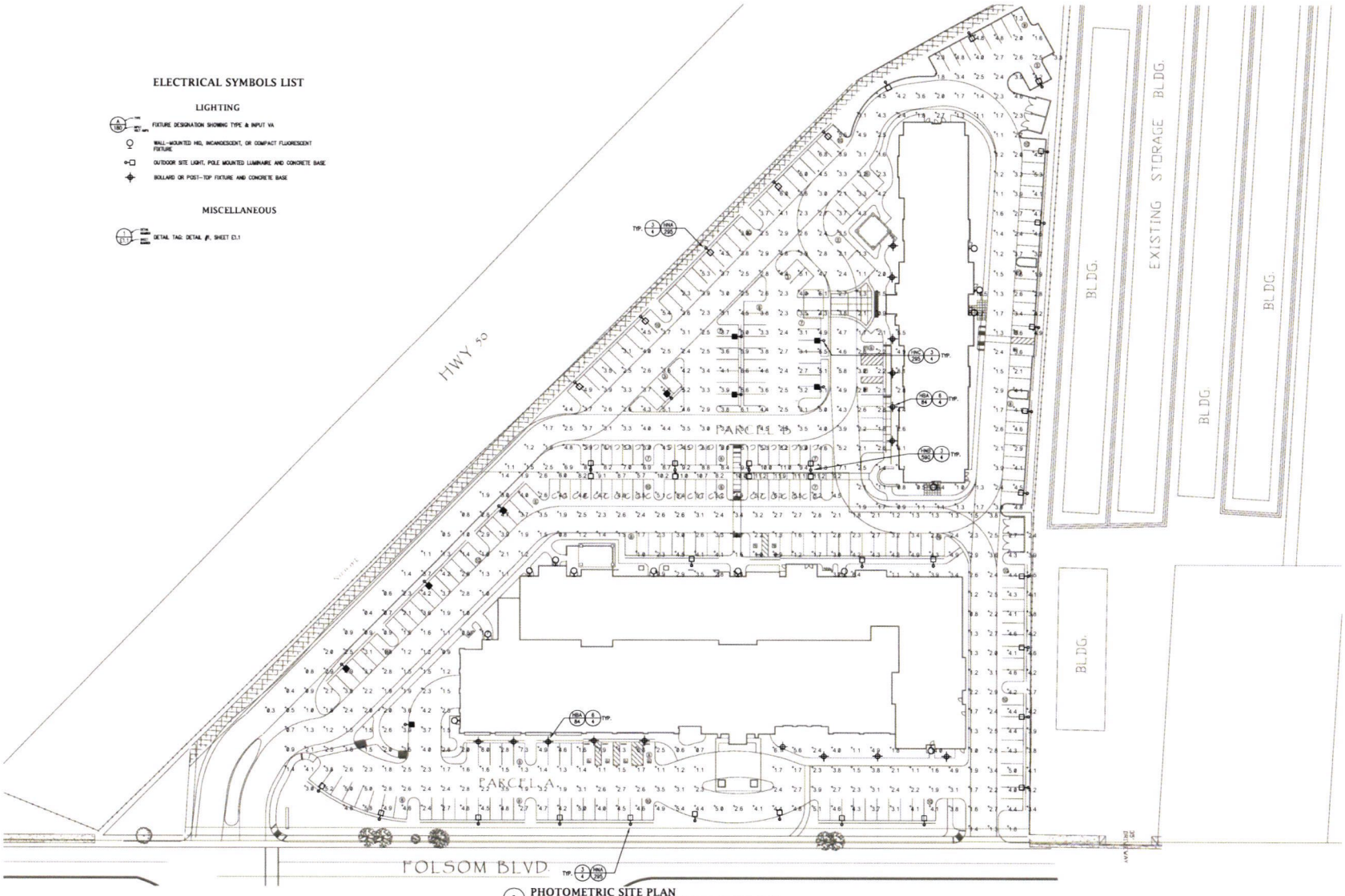
ELECTRICAL SYMBOLS LIST

LIGHTING

- FIXTURE DESIGNATION SHOWING TYPE & INPUT VA
- WALL-MOUNTED HID, INCANDESCENT, OR COMPACT FLUORESCENT FIXTURE
- OUTDOOR SITE LIGHT, POLE MOUNTED LUMINAIRE AND CONCRETE BASE
- BOLLARD OR POST-TOP FIXTURE AND CONCRETE BASE

MISCELLANEOUS

- DETAIL TAG: DETAIL #, SHEET E3.1



1 PHOTOMETRIC SITE PLAN
1"=30'-0"

STATISTICS						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Condominiod Suites	+	3.6 fc	11.8 fc	0.5 fc	22.0 1	7.2 1
Embassy Suites	+	3.1 fc	14.8 fc	0.3 fc	46.7 1	10.3 1

2 PHOTOMETRIC STATISTICS
N.T.S.

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
	HNA	38	C18-3XL-250MH	CLEAR FLAT GLASS LENS	CLEAR 250MH/HOR	C18-E.S	16000	0.95	295
	HNB	4	C18-3XL-250MH	CLEAR FLAT GLASS LENS	CLEAR 250MH/HOR	C18-E.S	16000	0.95	500
	HNC	18	C18-4XL-250MH	CLEAR FLAT GLASS LENS	CLEAR 250MH/HOR	4GHX01/ME.E.S	16000	0.95	295
	HBA	15	BR500-70MH	CLEAR DR ACRYLIC LENS	CLEAR 70MH/MED	BR5H-E.S	5000	0.95	84
	HWA	17	101-MT-50MH-SL	FLAT DIFFUSING SOLITE GLASS LENS	CLEAR 50MH/MED	M1MST/M-E.S	2750	0.95	58

3 IES INFORMATION
N.T.S.

FIXTURE TYPE	DESCRIPTION	MANUFACTURER - MODEL	QUANTITY LAMP TYPE	INPUT WATTAGE	VOLTAGE	MOUNTING	COMMENTS
EXTERIOR LIGHTING							
HNA	POLE MOUNTED LUMINAIRE WITH TYPE III DISTRIBUTION	GARDCO G18-3-3XL-175MH-277-BRP	1 250 WATT ED-28	295	277	POLE BASE	GARDCO POLE# SSS-18-4-13-25-BRP
HNB	POLE MOUNTED LUMINAIRE WITH TYPE III DISTRIBUTION	GARDCO G18-3-3XL-175MH-277-BRP	2 250 WATT ED-25	500	277	POLE BASE	GARDCO POLE# SSS-18-4-13-25-BRP
HNC	POLE MOUNTED LUMINAIRE WITH TYPE V DISTRIBUTION	GARDCO G18-1-G-175MH-277-BRP	1 250 WATT ED-28	295	277	POLE BASE	GARDCO POLE# SSS-18-4-13-25-BRP
HBA	42" FALL SQUARE BOLLARD	GARDCO B5700-42-70MH-277-BRP	1 70 WATT ED-12	84	277	GRADE	
HWA	WALL SCONCE	GARDCO 101-MT-50MH-277-BRP	1 50 WATT ED-17	58	277	WALL SURFACE	

4 FIXTURE SCHEDULE
N.T.S.

3

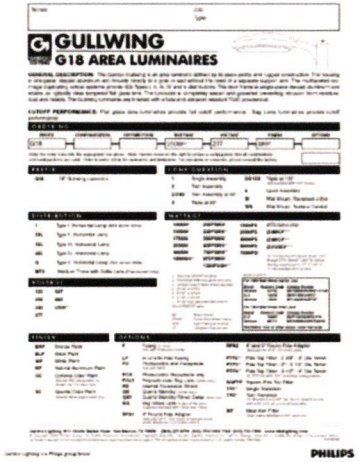
RANCO CORDOVA
HOTEL MASTER PLAN

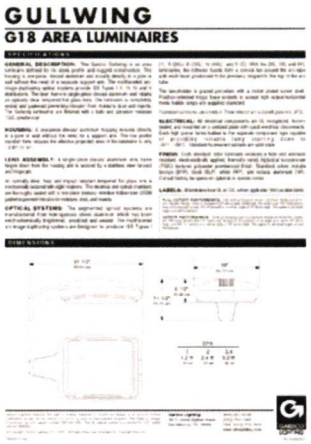
RANCHO CORDOVA CA

HERITAGE HOTEL GROUP

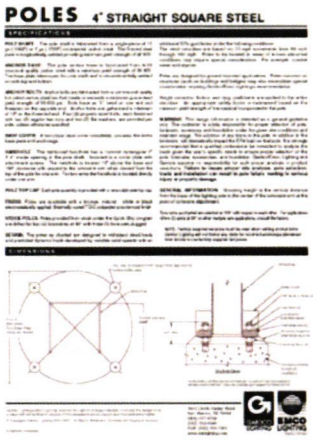
JRA
Electrical Engineers, Inc.

RYS ARCHITECTS





1 FIXTURE HNA, HNB, HNC SPECIFICATION SHEET
N.T.S.



2 FIXTURE HNA, HNB, HNC POLE SPECIFICATION SHEET
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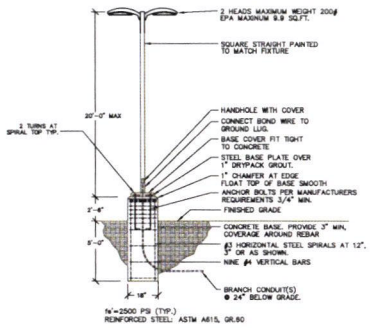

3 FIXTURE HNA, HNB, HNC POLE BASE DETAIL
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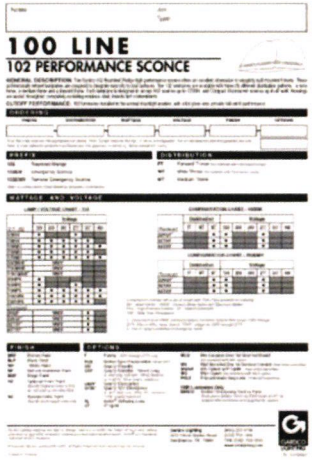

4 FIXTURE HWA SPECIFICATION SHEET
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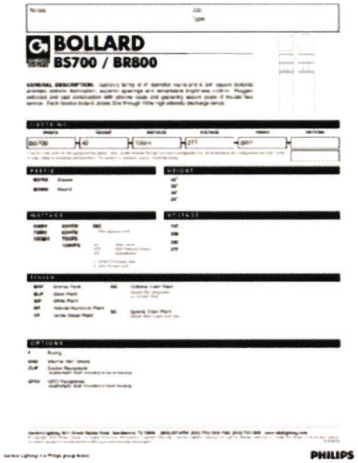
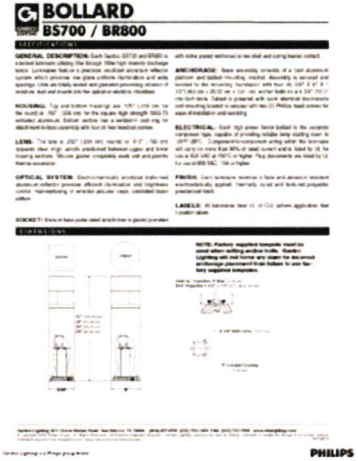
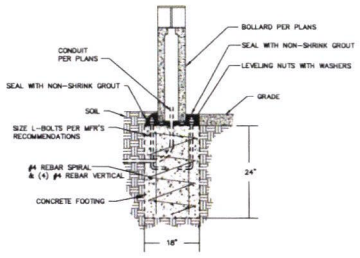




5 FIXTURE HBA SPECIFICATION SHEET
N.T.S.

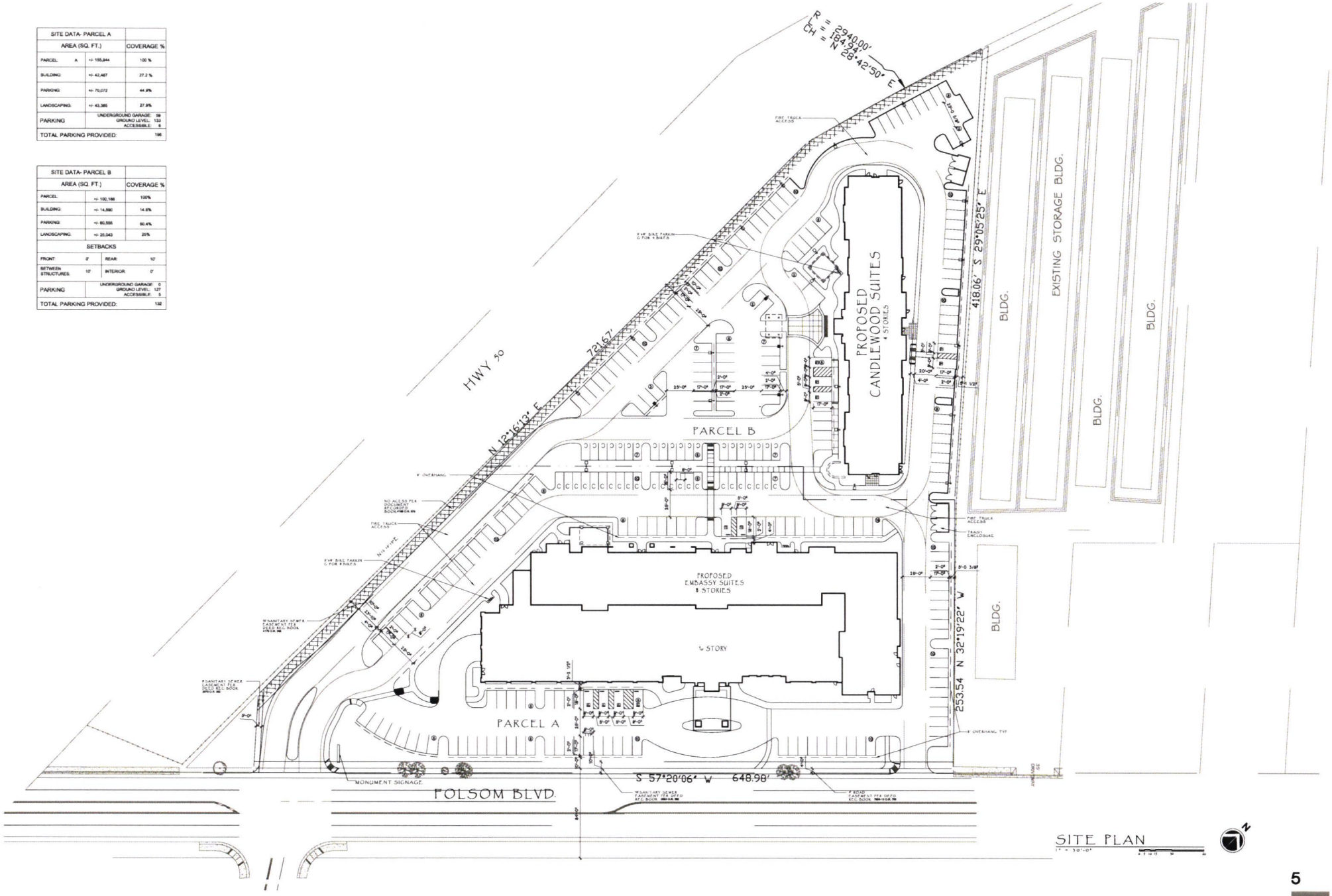


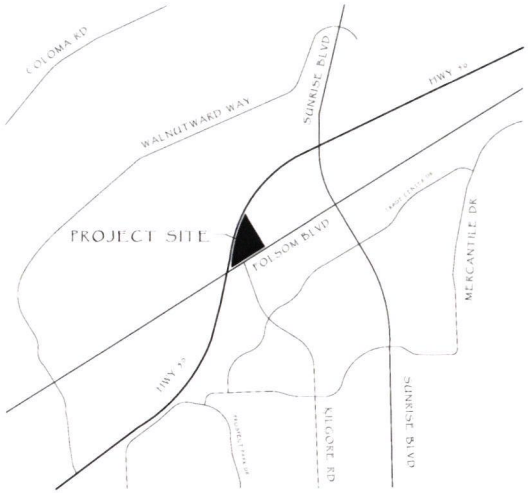
6 FIXTURE HBA DETAIL
N.T.S.

JRA
Electrical Engineers, Inc.
RYS ARCHITECTS

SITE DATA- PARCEL A		
AREA (SQ. FT.)		COVERAGE %
PARCEL: A	+/- 155,944	100 %
BUILDING:	+/- 42,467	27.2 %
PARKING:	+/- 70,072	44.9%
LANDSCAPING:	+/- 43,385	27.9%
PARKING	UNDERGROUND GARAGE: 59 GROUND LEVEL: 133 ACCESSIBLE: 6	
TOTAL PARKING PROVIDED:		196

SITE DATA- PARCEL B			
AREA (SQ. FT.)			COVERAGE %
PARCEL:	+/- 100,186		100%
BUILDING:	+/- 14,890		14.8%
PARKING:	+/- 80,556		80.4%
LANDSCAPING:	+/- 25,043		25%
SETBACKS			
FRONT:	0'	REAR:	10'
BETWEEN STRUCTURES:	10'	INTERIOR:	0'
PARKING	UNDERGROUND GARAGE: 0 GROUND LEVEL: 127 ACCESSIBLE: 5		
TOTAL PARKING PROVIDED:			132





VICINITY MAP

PROJECT DIRECTORY

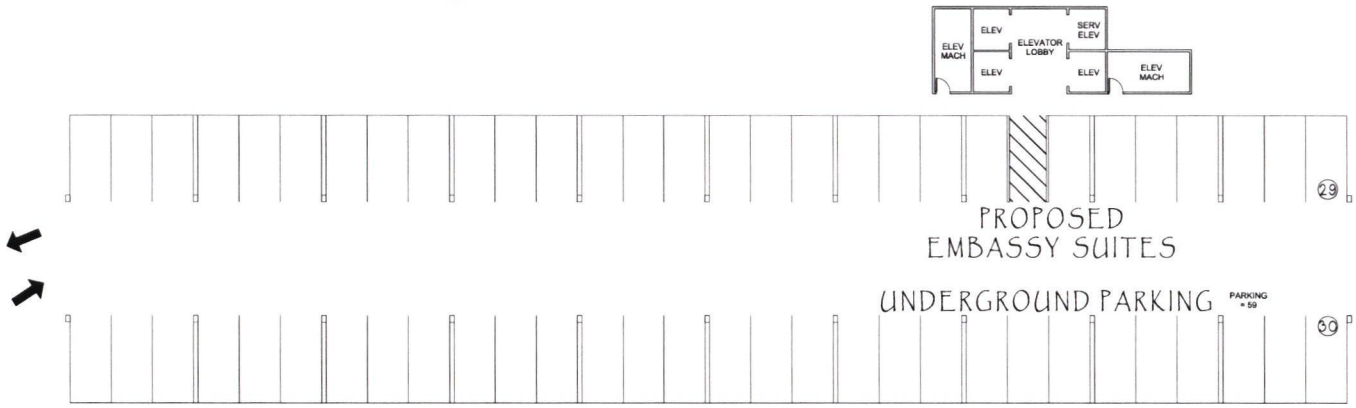
OWNER	HERITAGE HOTEL GROUP [illegible] POINT EAST DRIVE RANCHO CORDOVA, CA [illegible] [illegible] EXT. [illegible]
ARCHITECT	RYS ARCHITECTS [illegible] MONTEREY BOULEVARD SAN FRANCISCO, CA [illegible] [illegible]
LANDSCAPE ARCHITECT	KLA, INC. [illegible] NORTH WASHINGTON STREET SONORA, CA [illegible] [illegible]

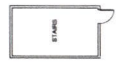
PROJECT DATA

SITE AREA	+/- 155,944 S.F. (3.58 ACRES)
BUILDING AREA	
GROUND FLOOR	+/- 42,487 S.F.
SECOND FLOOR	+/- 21,811 S.F.
THIRD FLOOR	+/- 21,811 S.F.
FOURTH FLOOR	+/- 21,748 S.F.
FIFTH FLOOR	+/- 21,748 S.F.
SIXTH FLOOR	+/- 21,748 S.F.
SEVENTH FLOOR	+/- 21,748 S.F.
EIGHTH FLOOR	+/- 21,748 S.F.
TOTAL BUILDING AREA	+/- 194,949 S.F.
ROOM COUNT	
SECOND FLOOR	31
THIRD FLOOR	31
FOURTH FLOOR	31
FIFTH FLOOR	31
SIXTH FLOOR	31
SEVENTH FLOOR	31
EIGHTH FLOOR	31
TOTAL ROOM COUNT	217
NUMBER OF SUITE DAYS	18
SEATING CAPACITY	
MEETING ROOMS	500
RESTAURANT	112
LOUNGE + BAR	62

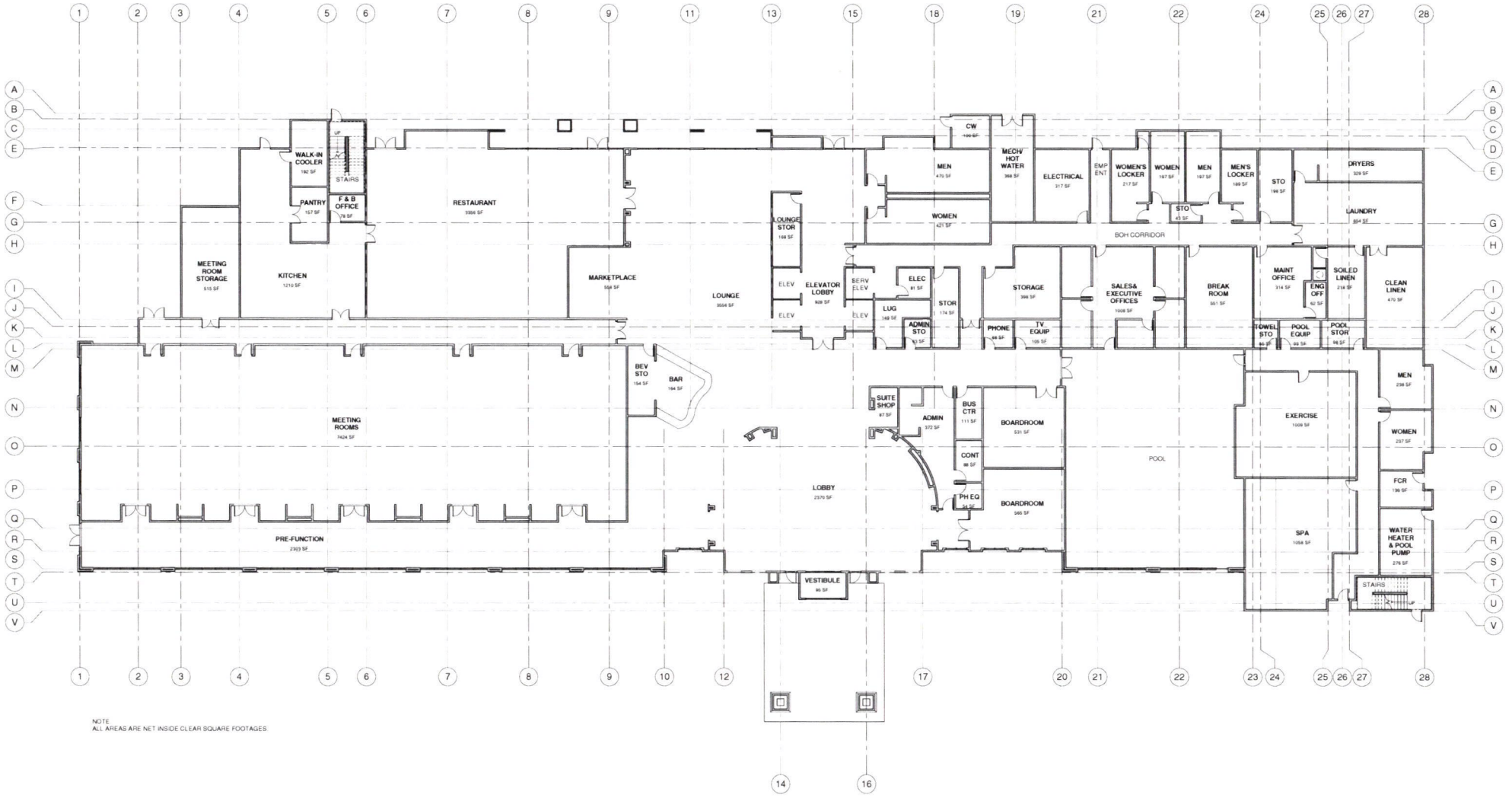
DRAWING INDEX

10	EMBASSY SUITES COVER
11	NOT USED
12	EMBASSY SUITES UNDERGROUND GARAGE PLAN
13	EMBASSY SUITES FIRST FLOOR PLAN
14	EMBASSY SUITES SECOND + THIRD FLOOR PLAN
15	EMBASSY SUITES TYPICAL UPPER FLOOR PLAN
16	EMBASSY SUITES ROOF PLAN
17	EMBASSY SUITES SOUTH + EAST ELEVATIONS
18	EMBASSY SUITES NORTH + WEST ELEVATIONS
19	EMBASSY SUITES CROSS SECTION
20	NOT USED



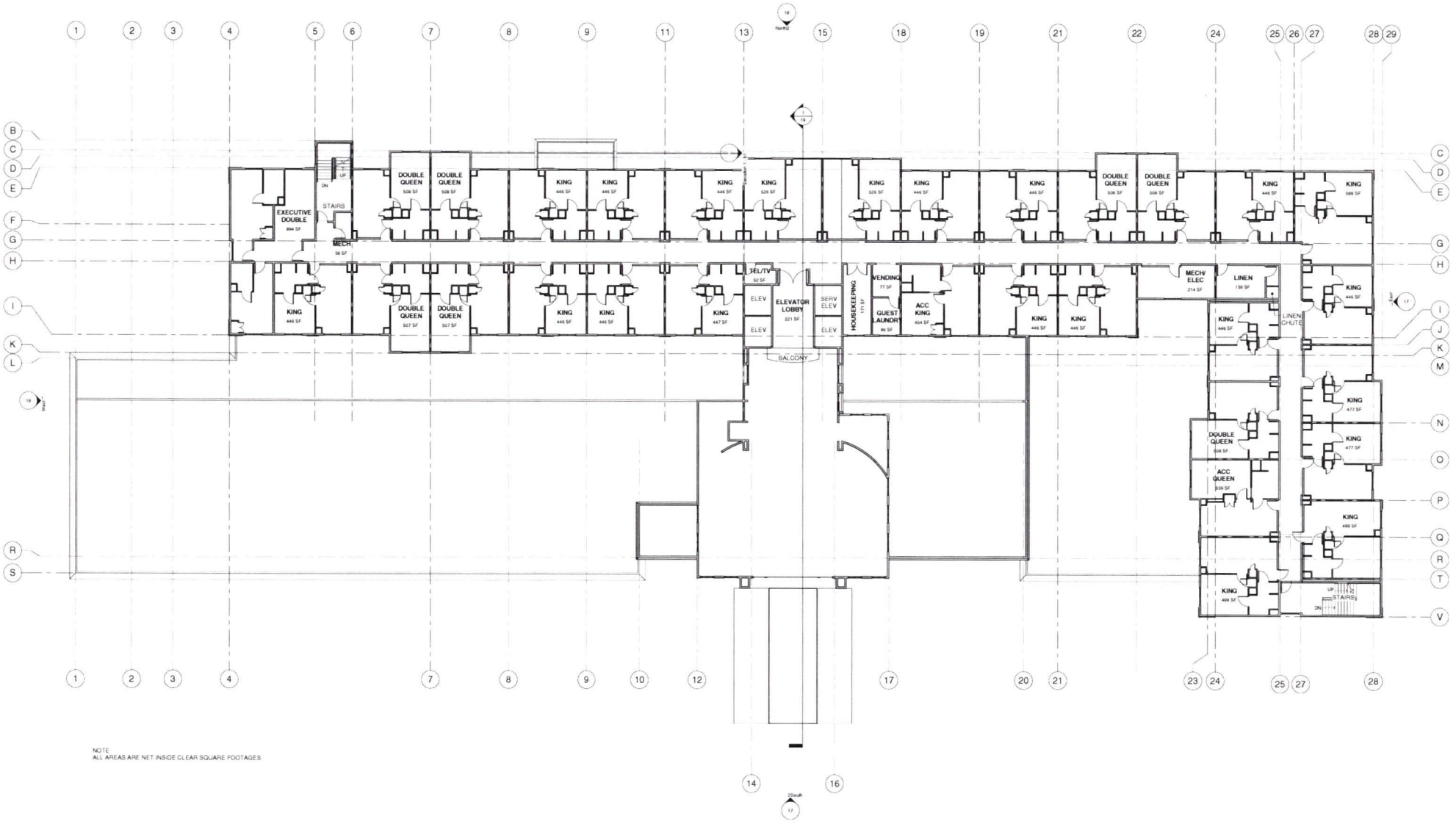


UNDERGROUND GARAGE PLAN



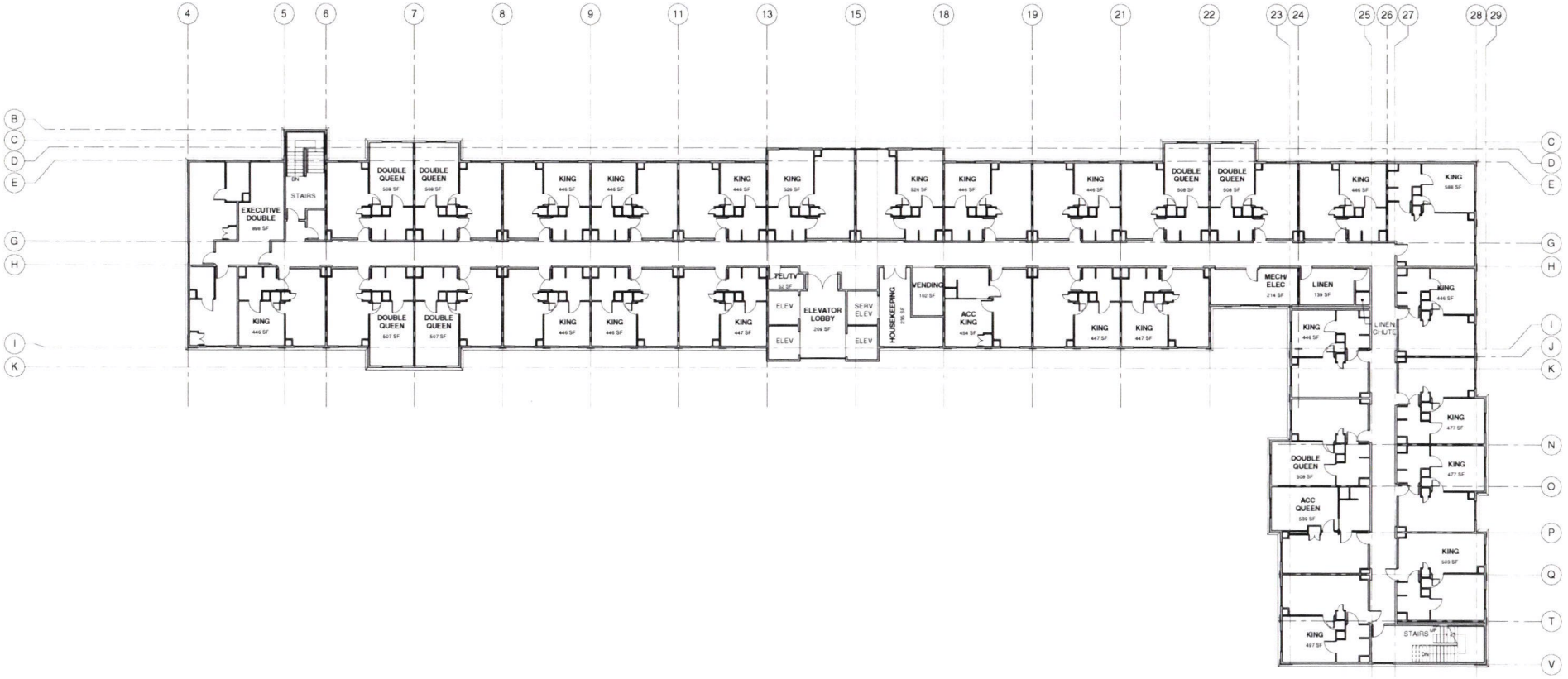
NOTE:
ALL AREAS ARE NET INSIDE CLEAR SQUARE FOOTAGES.

FIRST FLOOR PLAN



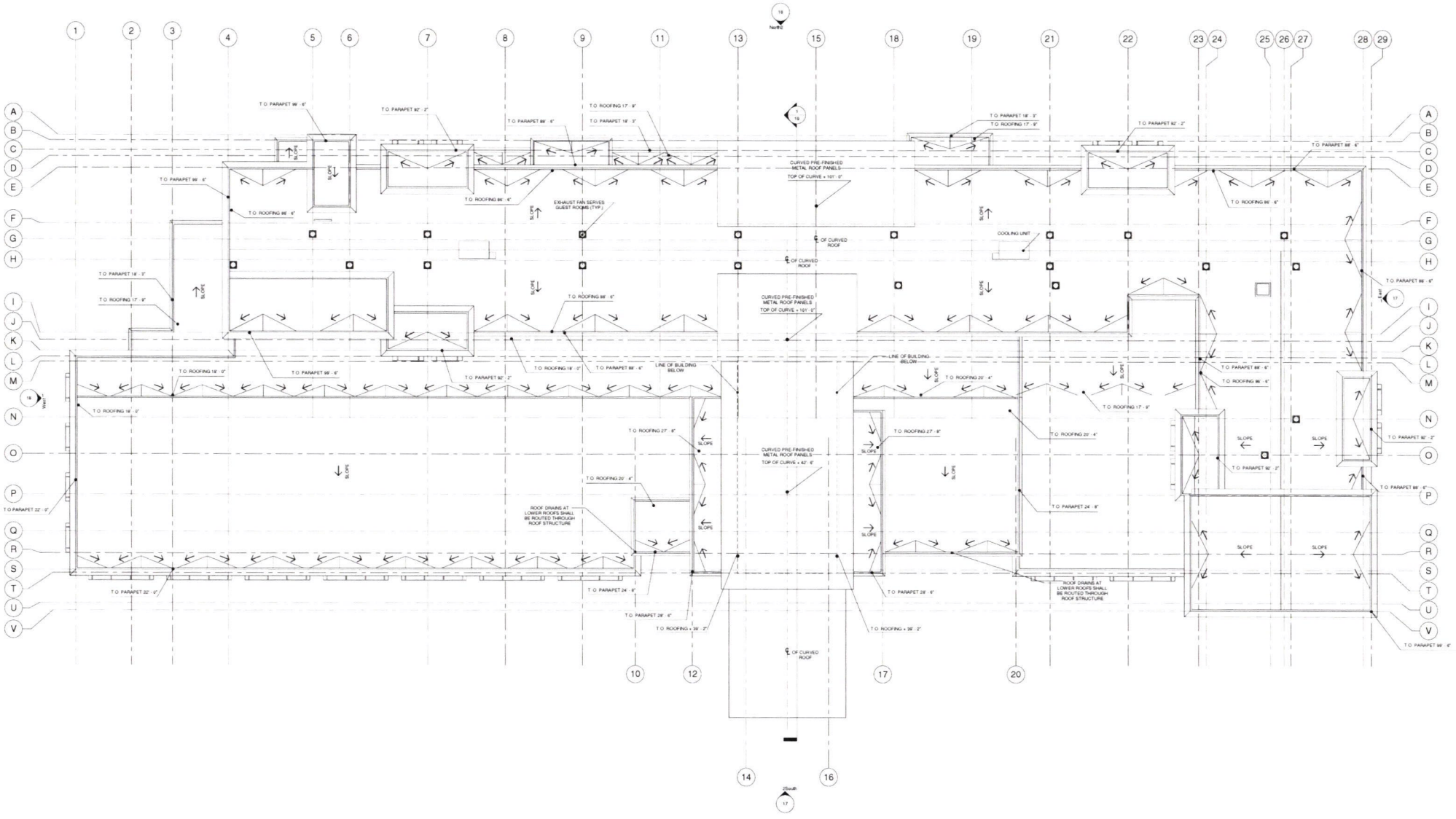
NOTE:
ALL AREAS ARE NET INSIDE CLEAR SQUARE FOOTAGES

SECOND & THIRD FLOOR PLAN



NOTE:
ALL AREAS ARE NET INSIDE CLEAR SQUARE FOOTAGES

TYPICAL FLOOR PLAN



ROOF PLAN

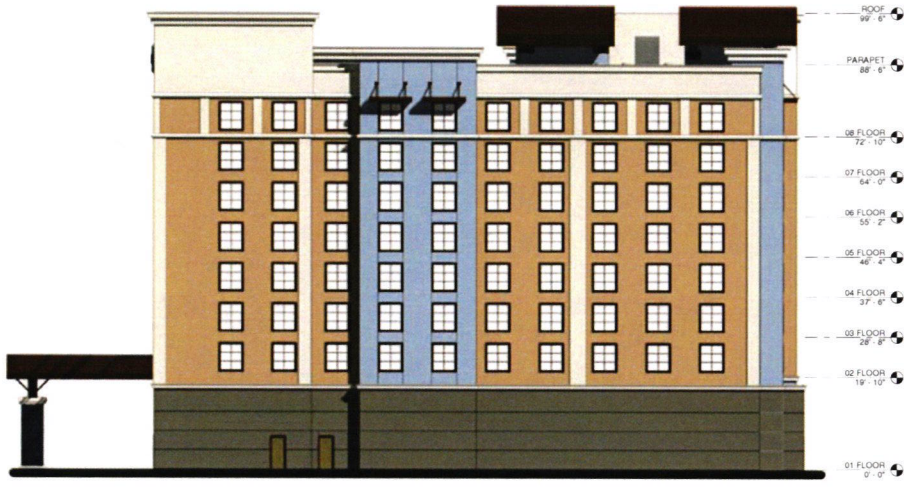
1/32" = 1'-0"

HOTEL MASTER PLAN
EMBASSY SUITES

RANCHO CORDOVA, CALIFORNIA

HERITAGE HOTEL GROUP

RYS ARCHITECTS



EAST ELEVATION

3/32" = 1'-0"

COLOR

- SHERWIN WILLIAMS NACRE : SW9104
- SHERWIN WILLIAMS EMPIRE GOLD : SW9012
- DUNN EDWARDS MISTED EVE : DES494
- SHERWIN WILLIAMS MEGA GREIGE : SW7031
- SHERWIN WILLIAMS BACKDROP : SW7025

SOUTH ELEVATION

3/32" = 1'-0"

HOTEL MASTER PLAN
EMBASSY SUITES

RANCHO CORDOVA, CALIFORNIA

HERITAGE HOTEL GROUP

RYS ARCHITECTS

WEST ELEVATION

POOL WEST ELEVATION

COLOR

- SHERWIN WILLIAMS NACRE - SW6104
- SHERWIN WILLIAMS EMPIRE GOLD - SW0012
- DUNN EDWARDS MISTED EVE - DE5884
- SHERWIN WILLIAMS MEGA GREIGE - SW7031
- SHERWIN WILLIAMS BACKDROP - SW7025

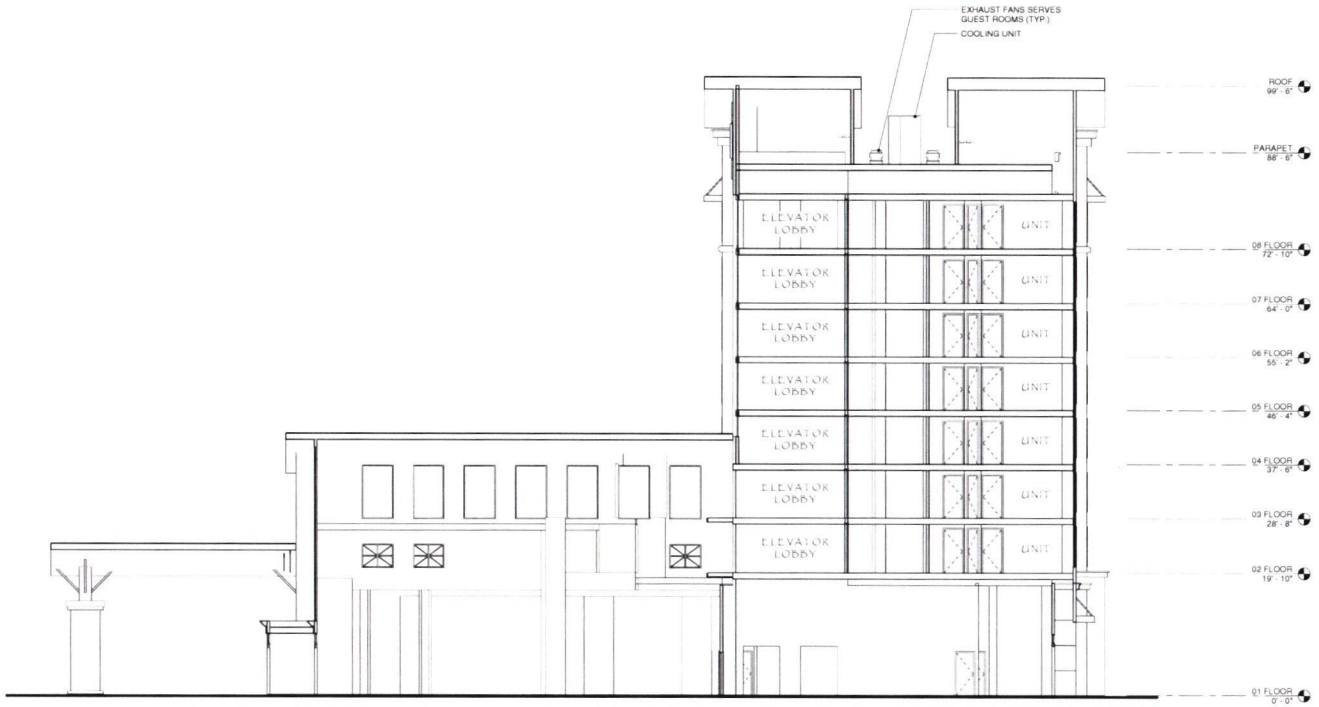
NORTH ELEVATION

HOTEL MASTER PLAN
EMBASSY SUITES

KANCHO CORDOVA, CALIFORNIA

HERITAGE HOTEL GROUP

RYS ARCHITECTS



CROSS SECTION

VICINITY MAP

N

PROJECT DIRECTORY

OWNER	HERITAGE HOTEL GROUP [illegible] FOUR EAST DRIVE RANCHO CORDOVA, CA [illegible] [illegible] EXT.
ARCHITECT	RYS ARCHITECTS [illegible] MONTEREY BOULEVARD SAN FRANCISCO, CA [illegible] [illegible]
LANDSCAPE ARCHITECT	KLA, INC. [illegible] NORTH NORLIN STREET SONORA, CA [illegible] [illegible]

PROJECT DATA

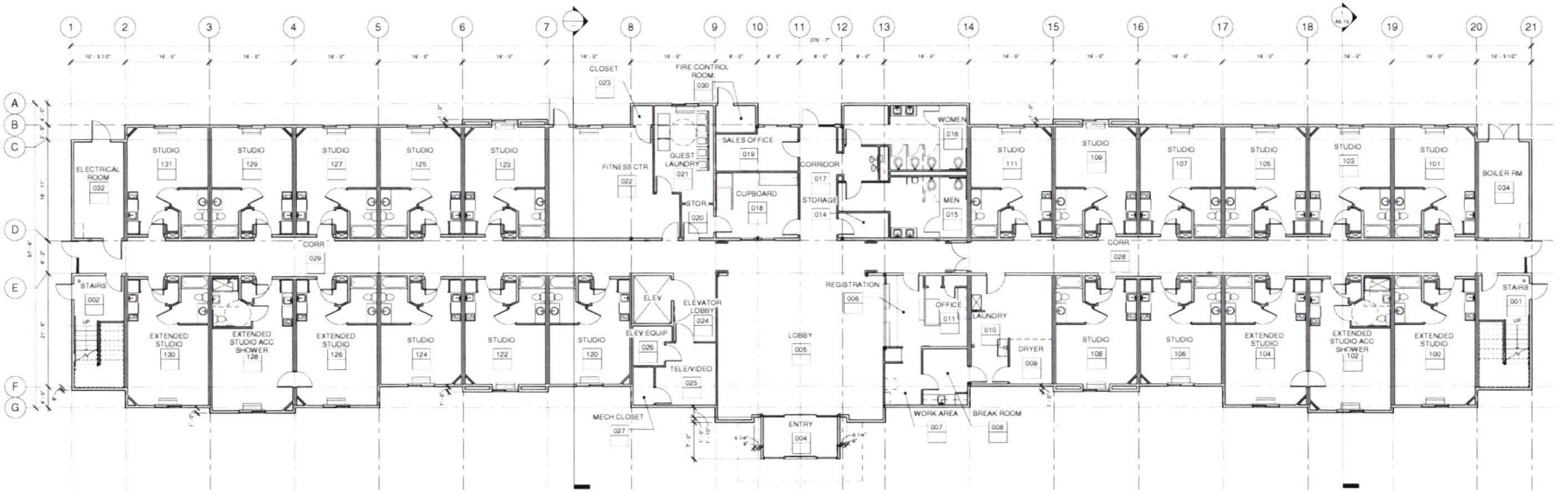
SITE AREA	[illegible] SF (2.5 ACRES)
BUILDING AREA	
GROUND FLOOR	[illegible] SF
SECOND FLOOR	[illegible] SF
THIRD FLOOR	[illegible] SF
FOURTH FLOOR	[illegible] SF
TOTAL BUILDING AREA	[illegible] SF

ROOM COUNT	
GROUND FLOOR	[illegible]
SECOND FLOOR	[illegible]
THIRD FLOOR	[illegible]
FOURTH FLOOR	[illegible]
TOTAL ROOM COUNT	[illegible]

DRAWING INDEX

21	CANDLEWOOD COVER
22	FIRST + SECOND FLOOR PLAN
23	THIRD + FOURTH FLOOR PLAN
24	ROOF PLAN + CROSS SECTIONS
25	SOUTH + WEST ELEVATIONS
26	NORTH + EAST ELEVATIONS
27	NOT USED

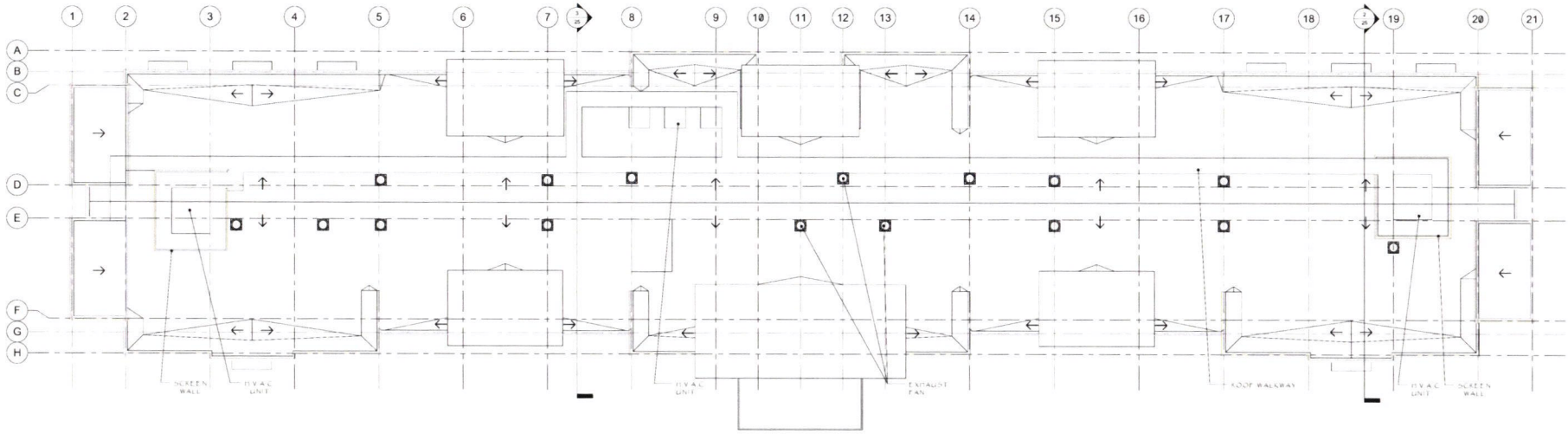
SECOND FLOOR PLAN



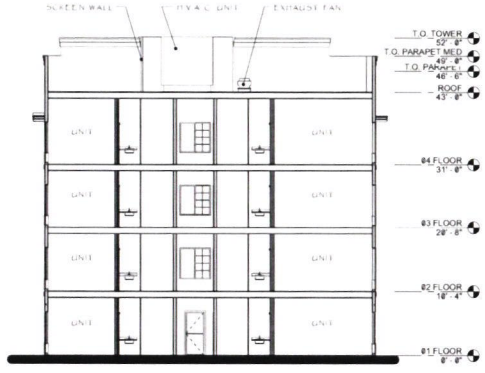
FIRST FLOOR PLAN

FOURTH FLOOR PLAN

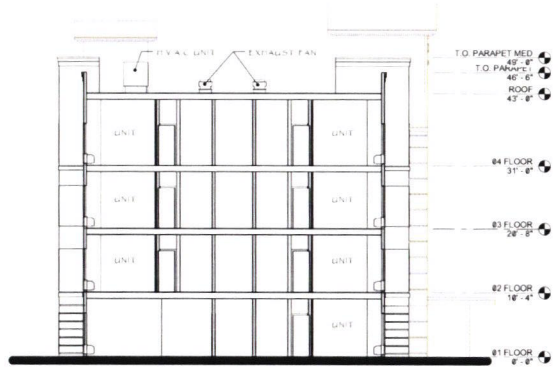
THIRD FLOOR PLAN



ROOF PLAN



CROSS SECTION 1



CROSS SECTION 2

SOUTH ELEVATION

WEST ELEVATION

COLOR

- BENJAMIN MOORE - PLYMOUTH BROWN
- BENJAMIN MOORE - WHITE HERON
- BENJAMIN MOORE - WHITE SAND
- BENJAMIN MOORE - LIGHT KHAKI
- BENJAMIN MOORE - VALLEY FORGE TAN
- BENJAMIN MOORE - PROVIDENCE OLIVE

NORTH ELEVATION

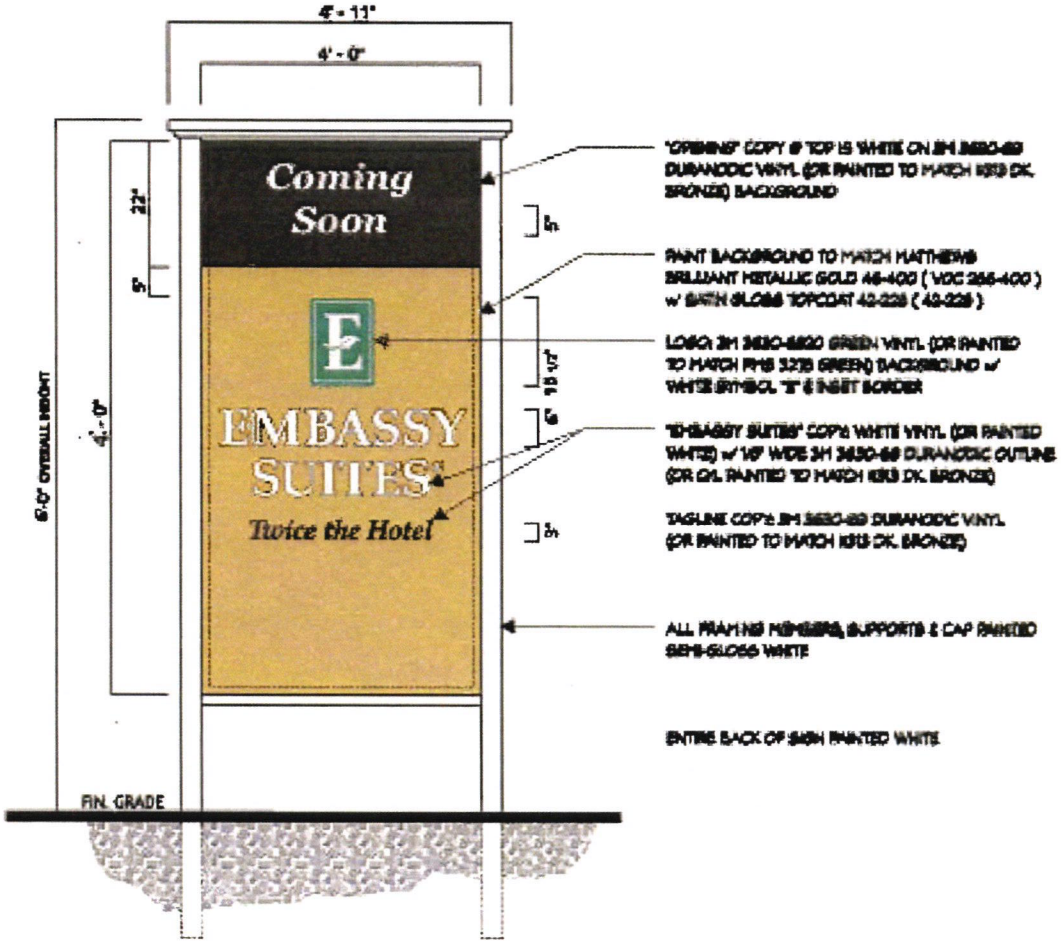
EAST ELEVATION

COLOR

- BENJAMIN MOORE : PLYMOUTH BROWN
- BENJAMIN MOORE : WHITE HERON
- BENJAMIN MOORE : WHITE SAND
- BENJAMIN MOORE : LIGHT KHAKI
- BENJAMIN MOORE : VALLEY FORGE TAN
- BENJAMIN MOORE : PROVIDENCE OLIVE

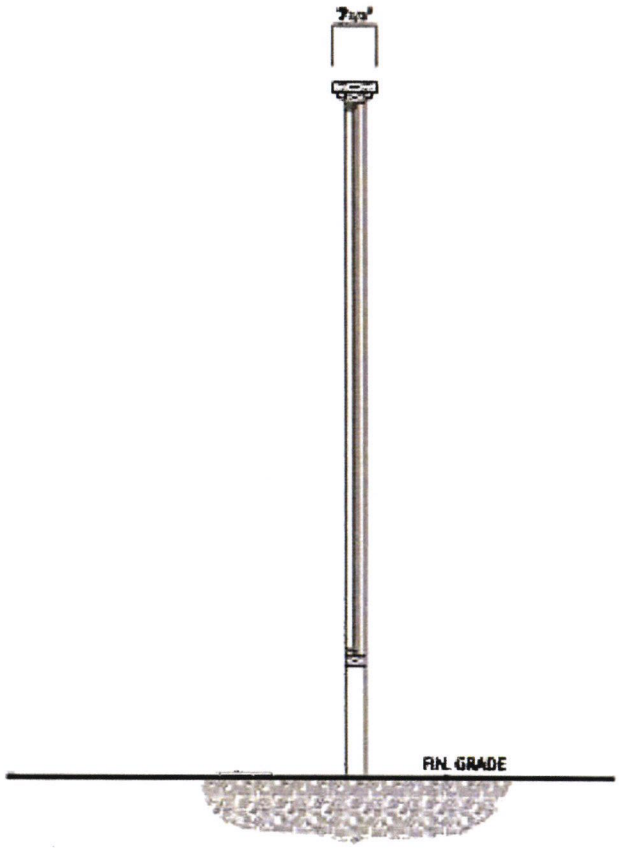
Embassy Suites & Candlewood Suites

Sign Package



ELEVATION - ES TEMP SITE SIGN

NON-ILLUMINATED NTS



END VIEW

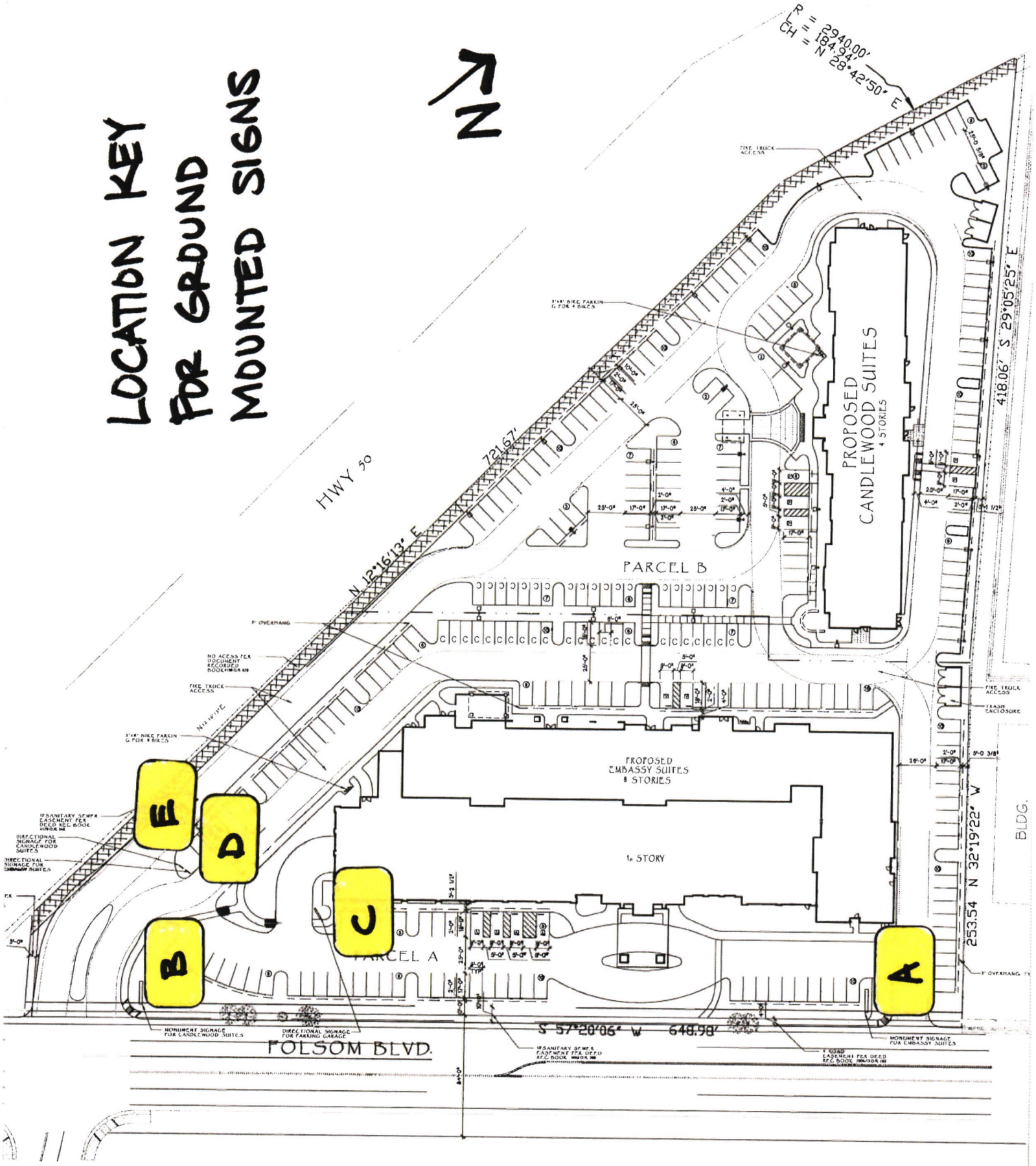
ES CONST

EMBASSY SUITES

Embassy Suites & Candlewood Suites

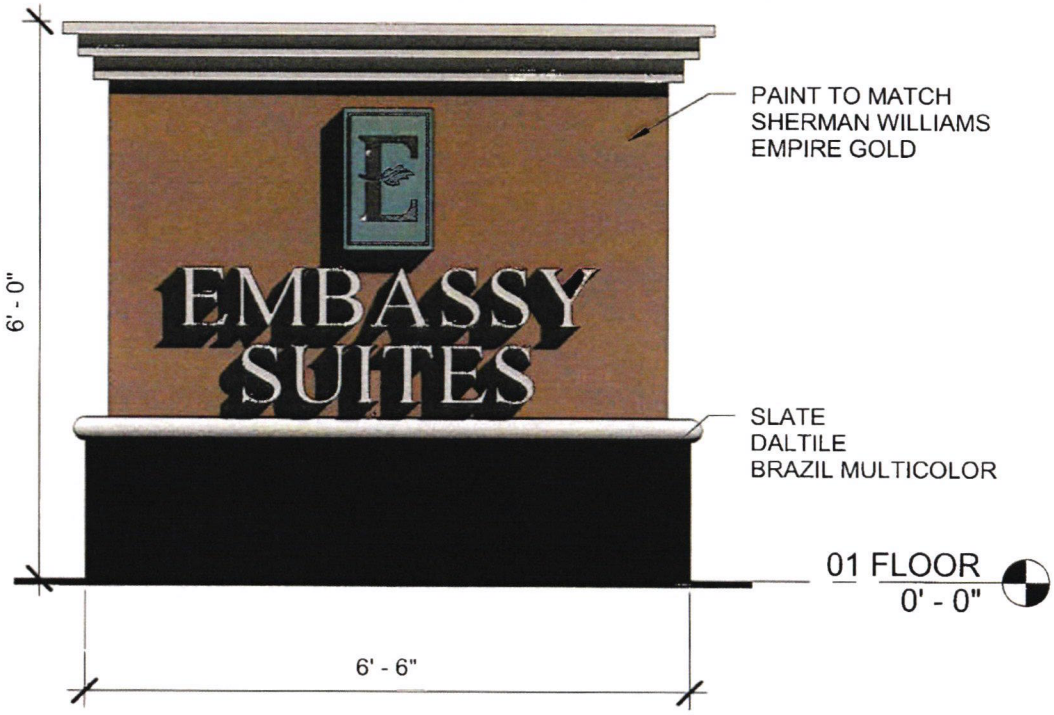
Ground Mounted Signs

LOCATION KEY FOR GROUND MOUNTED SIGNS



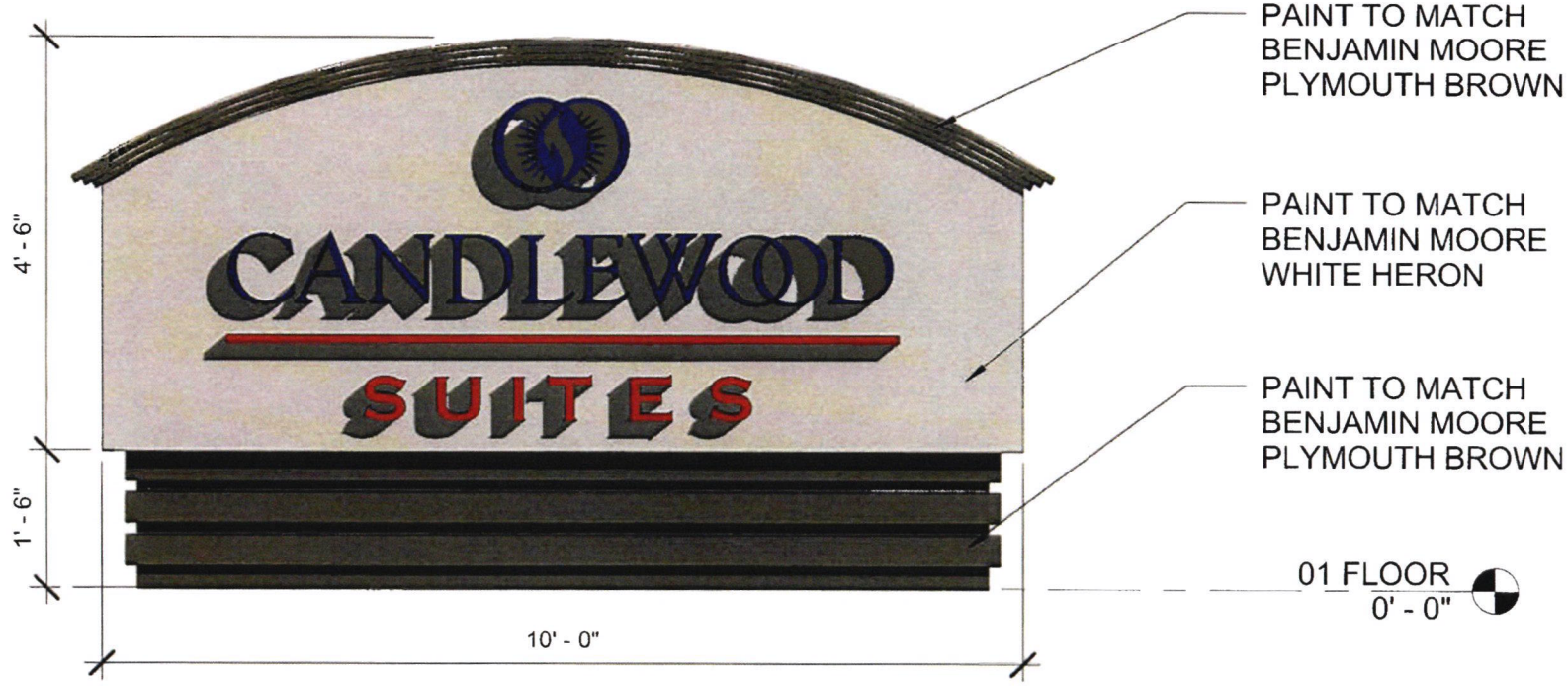
RANCHO CORDOVA CA

HERITAGE HOTEL GROUP



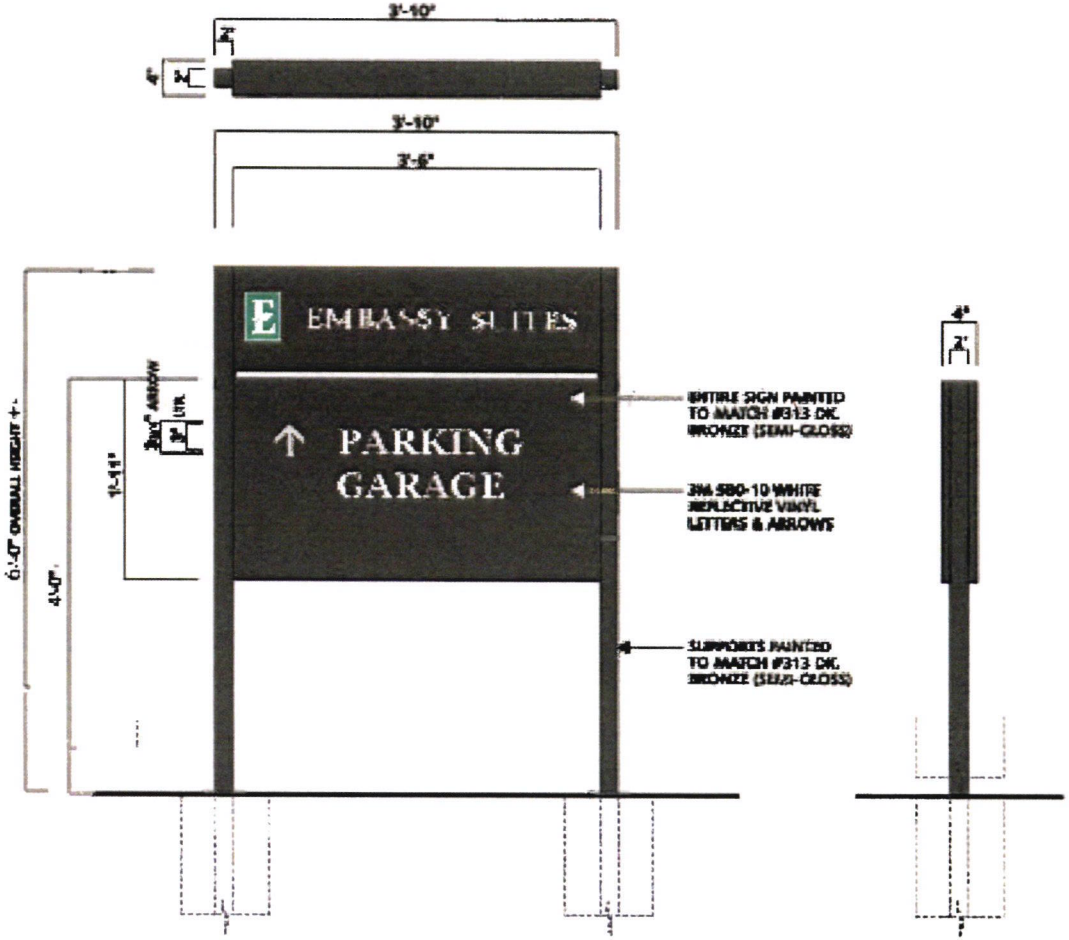
A

EMBASSY SUITES SIGNAGE RANCHO CORDOVA, CA



B

CANDLEWOOD SIGNAGE RANCHO CORDOVA, CA



D/F DIRECTIONAL SIGN

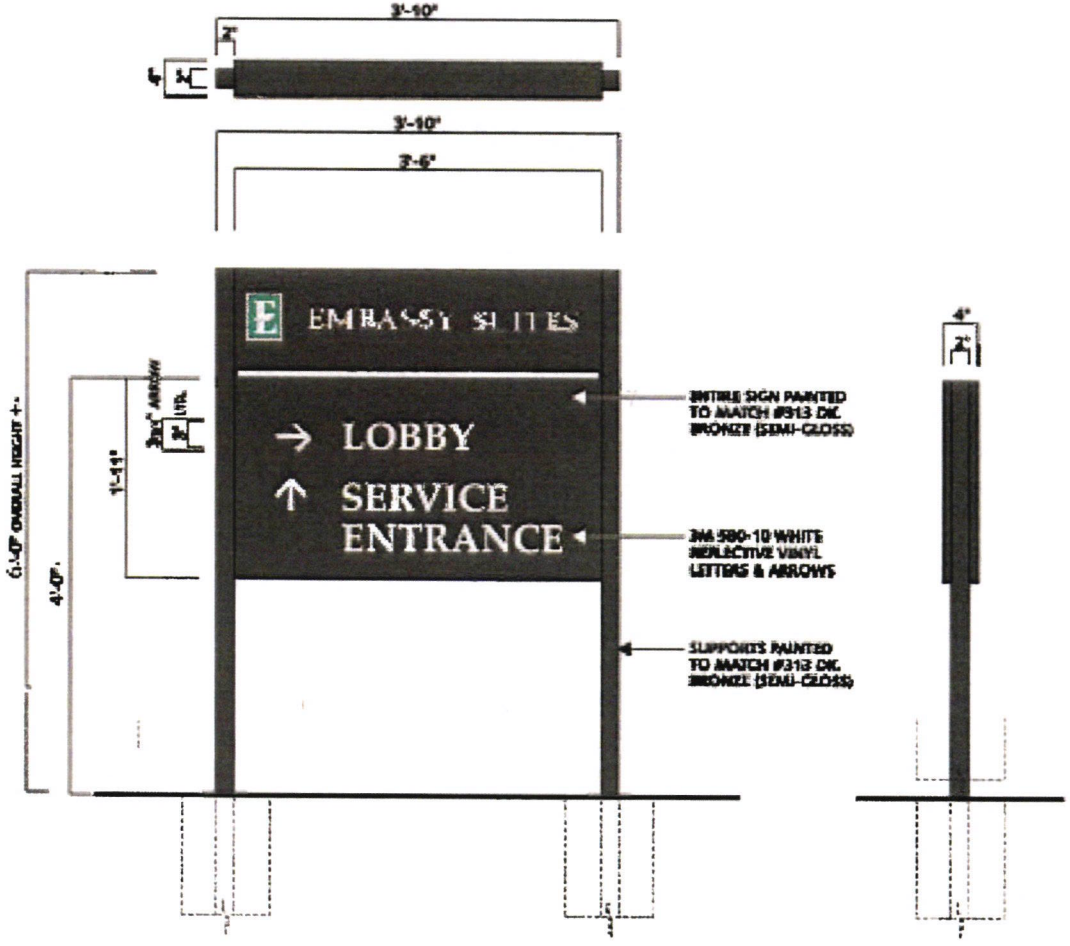
NON-ILLUMINATED MTS

END VIEW

ES PP

C

EMBASSY SUITES



D/F DIRECTIONAL SIGN

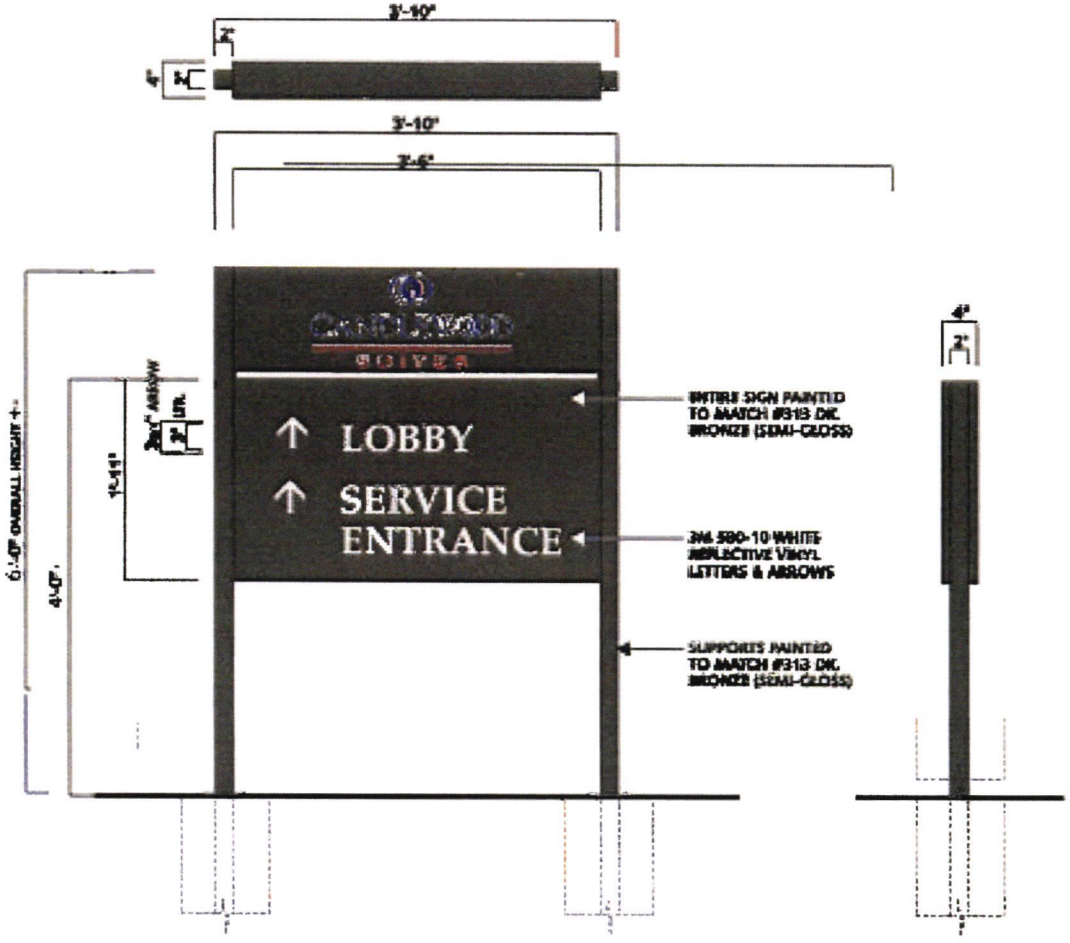
NON-ILLUMINATED NTS

END VIEW

ES PP

D

EMBASSY SUITES



D/F DIRECTIONAL SIGN

NON-ILLUMINATED NTS

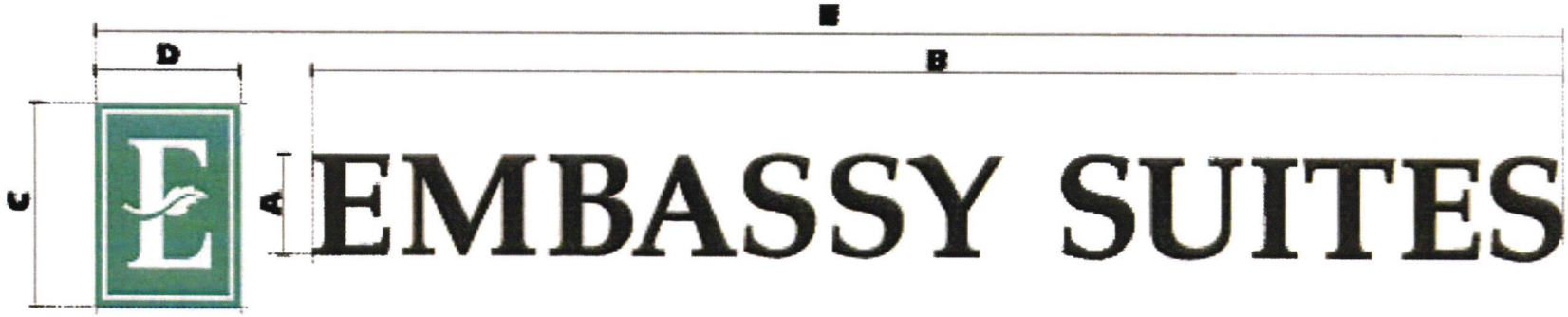
END VIEW

E

CANDLEWOOD SIGNAGE RANCHO CORDOVA, CA

Embassy Suites & Candlewood Suites

Building-Attached Signs



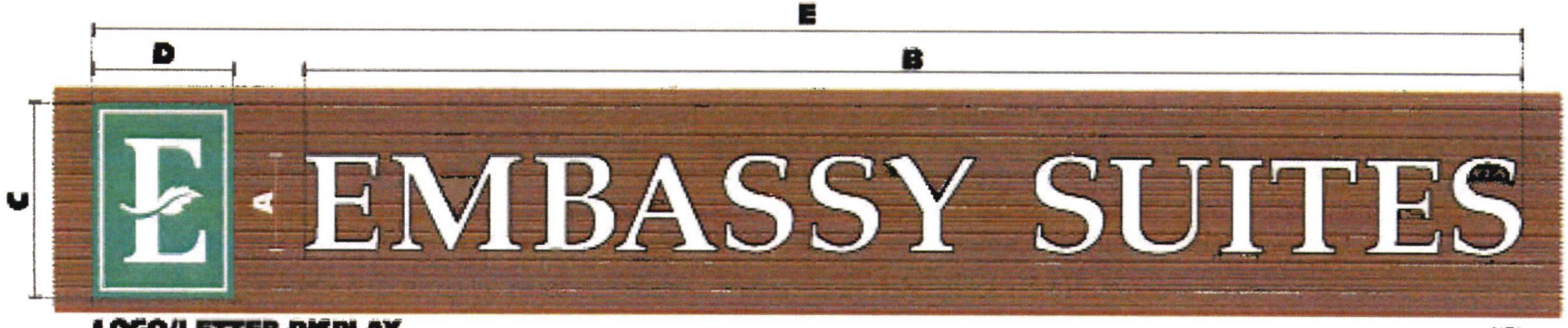
LOGO/LETTER DISPLAY

NTS

LIGHT COLORED WALL

LOGO CABINET: 8" DEEP - PAINTED TO MATCH #313 DARK BRONZE (SEMI-GLOSS) - RETAINER FACES PAINTED TO MATCH PMS 3278 GREEN (SEMI-GLOSS) - WHITE FACES w/ 3M 3630-6520 GREEN VINYL BACKGROUND & WHITE SHO-THRU GRAPHICS - FLUORESCENT ILLUMINATION

CHANNEL LETTERS: 8" DEEP (SELF-CONTAINED) OR 5" DEEP (REMOTE) - RETURNS PAINTED TO MATCH #310 CHINA WHITE - CLEAR FACES w/ 3M DN 000215 DARK BRONZE DUAL COLOR VINYL & 3635-70 DIFFUSER - DARK BRONZE RETAINERS - WHITE L.E.D. ILLUMINATION



LOGO/LETTER DISPLAY

NTS

DARK COLORED WALL

LOGO CABINET: 8" DEEP - PAINTED TO MATCH #313 DARK BRONZE (SEMI-GLOSS) - RETAINER FACES PAINTED TO MATCH PMS 3278 GREEN (SEMI-GLOSS) - WHITE FACES w/ 3M 3630-6520 GREEN VINYL BACKGROUND & WHITE SHO-THRU GRAPHICS - FLUORESCENT ILLUMINATION

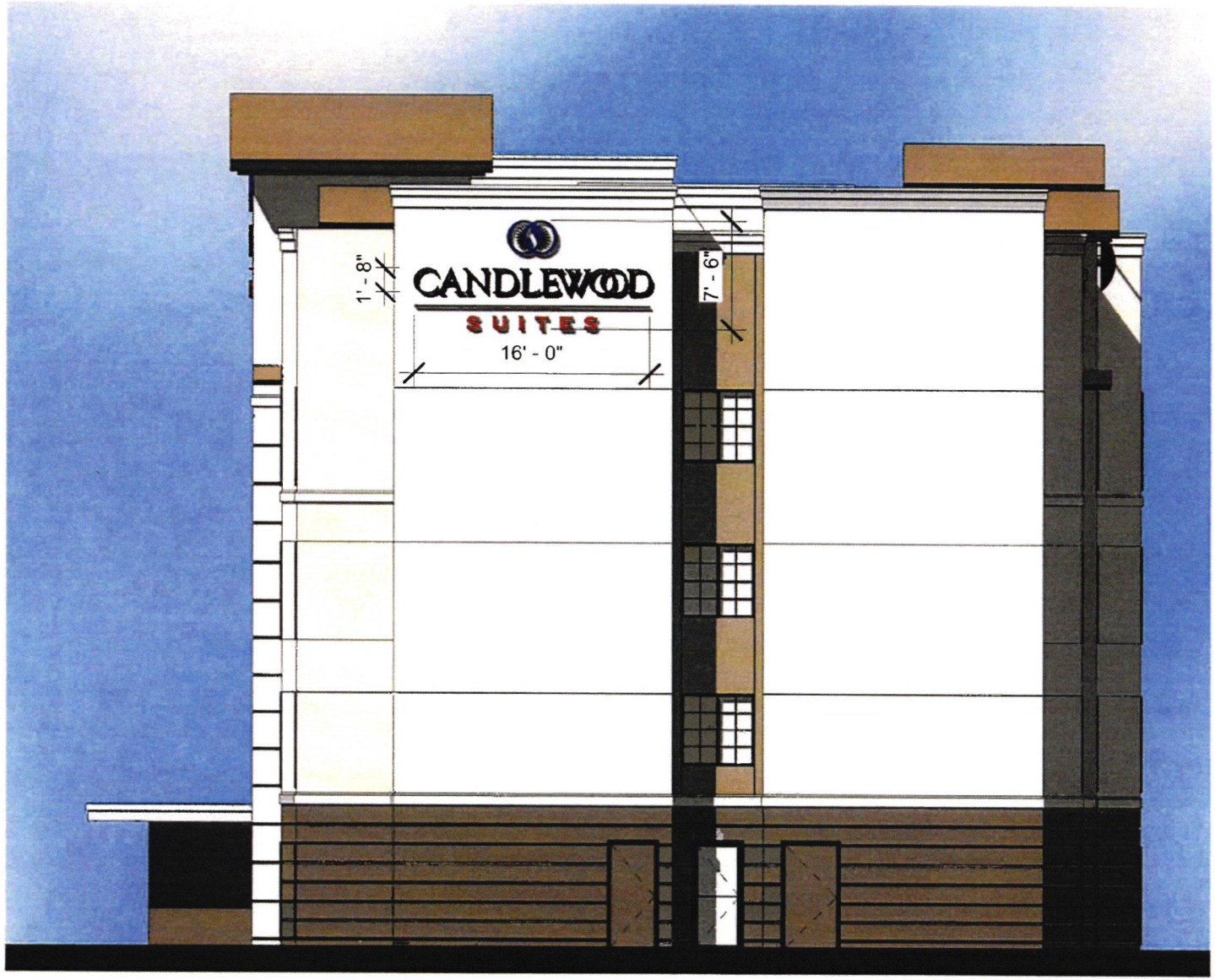
CHANNEL LETTERS: 8" DEEP (SELF-CONTAINED) OR 5" DEEP (REMOTE) - RETURNS PAINTED TO MATCH #313 DARK BRONZE - WHITE FACES - WHITE RETAINERS - WHITE L.E.D. ILLUMINATION

SIGN NUMBER	A	B	C	D	E	AREA (SQ. FT.)	TOTAL AMPS			CIRCUITS REQ'D-120V, 20A		
							LTRS. S/C	LTRS. REMOTE	LOGO CABINET	LTRS. S/C	LTRS. REMOTE	LOGO CABINET
ES CL-18L	18"	18'-9 3/4"	3'-0 3/4"	2'-2 1/4"	22'-1"	34.75	N/A	3.6 A	2.0 A	N/A	1	1
ES CL-24L	24"	25'-3"	4'-0 3/4"	2'-11"	29'-7 1/4"	82.3	11.15 A	6.3 A	2.0 A	1	1	1
ES CL-30L	30"	31'-4 3/4"	6'-0 3/4"	4'-4 1/2"	36'-10"	104.9	11.7 A	9.0 A	4.05 A	1	1	1
ES CL-36L	36"	37'-7 1/2"	6'-0 3/4"	4'-4 1/2"	44'-2"	139.37	12.6 A	12.6 A	4.05 A	1	1	1
ES CL-48L	48"	50'-7"	7'-0 3/4"	5'-1 1/4"	57'-5"	238.3	17.4 A	16.2 A	5.0 A	2	2	1

ES CL-xL

EMBASSY SUITES

CANDLEWOOD SIGNAGE RANCHO CORDOVA, CA



CANDLEWOOD SIGNAGE RANCHO CORDOVA, CA

Conditions of Approval

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date & Signature)
1.	The entitlement approved by this action is for the Design Review of and Special Review of Parking for two hotels at Folsom Blvd and Kilgore Road (APN # 058-0280-009), project number RC-07-321, as described in the Planning Commission staff report and Design Review Package (Exhibit A).	On-Going	Planning	
2.	The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	On-Going	Planning	
3.	The project applicant shall comply with all mitigation measures included in the Mitigated Negative Declaration dated August 2008 for the Embassy Suites and Candlewood Suites project (SCH# 2008082039) and pay all staff costs incurred during implementation of the MMRP. The initial estimate of these costs is $2,000. If the initial estimate exceeds the actual monitoring costs, the balance shall be refunded to the proponent. If the actual monitoring costs exceed the initial estimate, the proponent shall be responsible to pay the additional amount. The project applicant shall sign the MMRP document for recordation and pay the initial estimate/deposit prior to any plan review by Planning Department staff.	On-Going	Planning	
4.	Applicant shall be responsible for all damage to City streets associated with construction of the project and shall repair any damage as soon as possible.	On-Going	Public Works	

EXHIBIT B

Conditions of Approval

5.	The applicant shall have the responsibility of assuring that the perimeter of the construction site is fenced during construction, with security lighting and guard patrols employed as necessary. If the general contractor is assigned this responsibility, it shall be the applicant's responsibility to assure compliance.	On-Going During Construction	Rancho Cordova Police Dept.	
6.	Applicant shall ensure that pedestrian access to transit stops will not be disrupted during construction.	On-Going During Construction	Sacramento Regional Transit	
	Prior to Issuance of Grading and/or Improvement Plans			
7.	Applicant shall photo-document the condition of adjacent streets, sidewalks and infrastructure to the satisfaction of the Public Works Department.	Prior to Improvement Plans	Public Works	
8.	Enter into a frontage agreement and bond for construction of public improvements per the approved plans and to the satisfaction of the Public Works Department.	Prior to Improvement Plans	Public Works	
9.	Applicant shall submit landscaping plans demonstrating conformance with the Water Use and Conservation provisions.	Prior to Improvement Plans	Public Works	
10.	Number, size, and location of driveways are subject to approval by the Public Works Department.	Prior to Improvement Plans	Public Works	
11.	The City and Applicant are currently working together to draft a condition of approval indemnifying and holding harmless the City from any and all claims, demands, causes of action, costs, expenses, liability, losses, damage or injury, in law or in equity, to property or persons, including wrongful death, and including, without limitation, the payment of all consequential damages and attorneys fees and other related costs and expenses related to a stormwater vault that will be constructed on the Applicant's property. The condition of approval will protect the City against causes of action related to, but not limited by, water flowing to other	Prior to Improvement Plans	Public Works	

	properties. The condition will also deal with the construction, insurance, operation, and maintenance, up to and including replacement, of the stormwater vault			
12.	The Applicant and City shall enter into a binding agreement for the construction, operation, and maintenance, up to and including replacement when necessary, of a storm water vault associated with RC-07-321, subject to the provisions contained in Attachment 7.	Prior to Improvement Plans	Public Works	
13.	Reciprocal access and roadway maintenance agreements shall be provided for the interior roadways of the proposed complex. The roadway maintenance and reciprocal access agreements shall be recorded with the Public Recorders Office having jurisdiction and shall provide for the following: • Provisions for the necessary repair and maintenance of the roadway surface • 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') • Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping • Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems • Unrestricted use of and access to the roadways covered by the agreements. • Provisions for the control of vehicle parking in prohibited areas and a mechanism for the removal of vehicles illegally parked.	Prior to Improvement Plans	Sacramento Metropolitan Fire District	
14.	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 construction permit cards.	Prior to Improvement Plans	Sacramento Metropolitan Fire District	
15.	Embassy Suites shall be provided with an approved aerial apparatus access roadway with a minimum unobstructed width of 26 feet and shall be located within a minimum of 15 feet and a maximum of 30 feet from the	Prior to Improvement Plans	Sacramento Metropolitan Fire District	

	building, and shall be positioned parallel to one entire side of the building.			
16.	Shared utility agreements shall be provided to the Fire District for all private fire service main piping and appurtenances that serve both parcels.	Prior to Improvement Plans	Sacramento Metropolitan Fire District	
17.	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. This shall include, but not be limited to, a flood storage facility to be approved by the County of Sacramento Water Resources and the City of Rancho Cordova. All maintenance and inspection requirements for the flood storage facility and its appurtenances shall be the primary responsibility of the owner and shall be described in a maintenance covenant. The maintenance covenant shall be to the satisfaction of the County of Sacramento Department of Water Resources and the City of Rancho Cordova and shall contain language holding the County of Sacramento and the City of Rancho Cordova harmless for any material damages or injuries caused by failure of the facility to properly detain the flood flows for any reason, or any and all structural failures of the facility itself.	Prior to Improvement Plans	Department of Water Resources	
18.	Connection to the District's sewer system shall be required to the satisfaction of SASD. Sacramento County Improvement Standards apply to sewer construction.	Prior to Improvement Plans	SASD	
19.	Each parcel with a sewage source shall have a separate connection to the SASD public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or SASD public sewer line.	Prior to Improvement Plans	SASD	
	Prior to Issuance of Building Permit			
20.	Property Owner/Applicant shall participate in a funding mechanism for maintenance of any existing or new publicly maintained frontage and median landscaping associated with the project by annexation to the City Landscape Maintenance Community Facilities District. All costs associated with the annexation shall be borne by the Property Owner/Applicant. Contact: Elizabeth Sparkman at (916) 851-8714 as there may be a 2-3	Prior to Building Permit	Public Works	

	month lead time to satisfy this condition.			
21.	Property Owner/Applicant shall participate in a funding mechanism for maintenance services for the fair share of existing and 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 may 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. Contact: Elizabeth Sparkman at (916) 851-8714 as there may be a 2-3 month lead time to satisfy this condition.	Prior to Building Permit	Public Works	
22.	Property Owner/Applicant shall participate in the provision of funding to provide transit-related services by voting to approve a special tax. The tax shall be the annual amount (with appropriate annual inflation adjustment) as established at the time of voting by the City Council. The election to provide for the tax shall be completed prior to the issuance of building permits. The property owner shall be responsible for paying all costs associated with holding the election. The tax shall be due at the time specified in the ordinance imposing the tax. In addition, the Owner of the property shall hold a deed assessment in the form of Conditions, Covenants & Restrictions against the property, or other form as shall be approved by the City, which assessment will take effect in the event the special tax described in this Condition of Approval is reduced or repealed. Contact: Elizabeth Sparkman at (916) 851-8714 as there may be a 1-2 month lead time to satisfy this condition.	Prior to Building Permit	Public Works	
23.	Applicant shall submit improvement plans to the satisfaction of the Public Works Department. Improvement plans shall include, but shall not be limited to: ➢ A stormwater detention facility to accommodate existing storm flows. The detention facility shall be designed, constructed and completed to the satisfaction of the Public Works Department prior to placement of significant fill within the property. ➢ Installation of frontage improvements including, but not limited to, 7-foot wide detached sidewalk, landscaping, curb, gutter, and drainage improvements along property frontage to the satisfaction	Prior to issuance of the first Building Permit	Public Works	

	of The Public Works Department. Design and construction shall conform to the City's Standard. ➢ Installation of new public street lights. Street lighting shall conform to all City improvement standards, and necessary easements shall be granted to accommodate those standards. Street lights shall be decorative type to the satisfaction of the Public Works Department. ➢ Installation of a minimum 12 foot wide irrigated and landscaped median along property frontage. Landscaped median shall extend east and west of property frontage as necessary to transition to existing. ➢ Perform traffic signal/intersection modifications as necessary to accommodate the proposed new access points and use. Necessary modifications shall include, but shall not be limited to: ▪ Modification and/or installation of new turn pockets, detection loops, signing and striping, signal poles, etc. The final configuration shall be per the approved traffic study and to the satisfaction of the Public Works Department. ▪ Driveway geometry shall conform to future intersection lane requirements per the City approved Traffic Study. ▪ New sidewalk ramps per City standard at all corners. ▪ Install new bike detection and/or bicycle push buttons on all approaches. ▪ All signal poles and accessories shall be painted black. ▪ Removal of the curb bulb-out on Kilgore south of Folsom and replace with standard vertical curb and gutter and sidewalk. ▪ Other improvements to the satisfaction of the Public Works Department. ➢ Installation of Caltrans Type II Slurry Seal and thermoplastic striping. All cracks shall be sealed prior to slurry seal. Areas of pavement failure shall be dug out and replaced with minimum 5.5" AC on 20.5" AB or match existing, whichever is greater. The work shall be performed on the north and south sides of Folsom Blvd			

	along the entire property frontage. Work shall extend beyond property frontage where necessary to transition to existing. ➢ Public improvement plans shall clearly delineate all transitions to existing improvements.			
24.	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 Building Permit	Sacramento Metropolitan Fire District	
25.	The applicant shall provide the Police Department with documented safety/security plan for the project detailing systems that the applicant intends on installing to protect patrons, visitors, employees, and company property/assets on site. The Police Department shall review and approve the plans prior to issuance of a building permit. The plan shall detail issues such as safes to be installed, room rekeying systems, deployment of security personnel, CCTV applications, exit door locking times and procedures, etc.	Prior to Building Permit	Rancho Cordova Police Dept	
26.	Applicant shall demonstrate that storage rooms, including the linen storage rooms, laundry rooms, food and liquor storage, pantry, roof access doors, maintenance, mechanical, electrical, computer rooms, and other room doors which contain property that may be susceptible to theft, shall be covered by a silent intrusion alarm system. These systems may terminate at the front desk.	Prior to Building Permit	Rancho Cordova Police Dept.	
27.	Applicant shall demonstrate that the business will be equipped with a central station silent robbery alarm system. Alarm buttons or other activation devices shall be placed at the front desk, in the administration office, and in any other locations deemed appropriate by management.	Prior to Building Permit	Rancho Cordova Police Dept.	
28.	Applicant shall demonstrate that a time delay drop-safe type system is installed near the registration desk area to provide the on-duty clerks with the ability to limit available cash on hand. Any safe on site will have a minimum rating of TL-15 or Class –"C" and should be equipped with a duress alarm capability.	Prior to Building Permit	Rancho Cordova Police Dept.	
29.	Applicant shall demonstrate that one or more closed circuit television cameras will be employed to monitor the front desk and lobby areas in case of robbery or other serious felony. The cameras will act as both a	Prior to Building Permit	Rancho Cordova Police Dept.	

Conditions of Approval

	criminal deterrent and tool for later identification of criminal suspects. Additional cameras should be considered to monitor other areas of the complex, such as other ground-floor entry doors, if access is not limited to the front entry after dark, ground floor restroom doors and any vending area lacking direct surveillance by front desk personnel.			
30.	The elevators in the complex shall be equipped with mirrors to allow persons to view the interior of the car before entering.	Prior to Building Permit	Rancho Cordova Police Dept.	
31.	Applicant shall demonstrate that hotel guests will be provided with the ability to lock valuables in safety deposit boxes in the office area or safes in their room. The safety deposit boxes shall be closely controlled by designated hotel management staff.	Prior to Building Permit	Rancho Cordova Police Dept.	
32.	Any vending machines installed on site should be positioned in such a location that they are visible to passersby and/or the registration desk and shall be emptied of money daily and sign posted to indicate this provision.	Prior to Building Permit	Rancho Cordova Police Dept.	
33.	The front registration desk shall be oriented to provide maximum visibility into any public areas of the first floor, particularly the restrooms, if feasible.	Prior to Building Permit	Rancho Cordova Police Dept.	
	Prior to Building Inspection			
34.	Install public improvements to the satisfaction of the Public Works Department.	Prior to Final Building Inspection of First Unit	Public Works	
35.	Designer shall certify that installed landscaping conforms to City water conserving landscape requirements.	Prior to Final Building Inspection	Public Works	
36.	As-Built reproducible grading and improvement plans, as well as a compact disc containing said plans in AutoCAD format, shall be submitted and approved by the Public Works Department.	Prior to Final Building Inspection	Public Works	
	Prior to Occupancy			
37.	Non-enclosed parking areas for commercial complexes shall be constructed no lower than one-foot below the base flood elevation.	Prior to Occupancy	Department of Water Resources	

38.	Incorporate permanent stormwater quality treatment measures in conformance with applicable City and County ordinances and standards, and state and federal law. (Contact Dalia Fadl at (916) 874-1321 for stormwater treatment options.)	Prior to Occupancy	Department of Water Resources	
39.	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.	Prior to Occupancy	Sacramento Metropolitan Fire District	
40.	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 1,000 gallons per minute at 20 pounds per square inch of pressure.	Prior to Occupancy	Sacramento Metropolitan Fire District	
41.	The applicant shall master-key all entry and exit doors to only allow access to the building with guest room keys and shall institute a policy to always keep all doors (except the main entry doors) closed and locked at all times.	Prior to Occupancy	Rancho Cordova Police Dept.	
42.	Transit information shall be displayed in a prominent location for hotel guests and employees. Please contact Devra Selenis, Marketing Department at (916) 556-0112 for more information.	Prior to Occupancy	Sacramento Regional Transit	
43.	Applicant shall offer a shuttle that stops at the light rail station.	Prior to Occupancy	Sacramento Regional Transit	
44.	Connectivity of pedestrian ways and amenities such as pavers, vertical curbs, tree shading, lighting and trellises will be provided to encourage walking to transit. A direct pedestrian path from the guest and employee entrances of each of the hotels to Folsom Boulevard shall be provided.	Prior to Occupancy	Sacramento Regional Transit	

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.

Conditions of Approval

Advisory Comments – Sacramento Metropolitan Fire District

1. The installation of approved traffic control equipment may be required on all signal lights installed or modified as a part of this project to allow emergency fire apparatus to activate the traffic signal.
2. 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 twelve (12) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background.
3. 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 commercial developments with an area per building not exceeding 3,600 square feet is 1,500 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 commercial projects shall comply with the following requirements:
    A. One fire hydrant shall be located within 150 feet of 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 commercial developments. Additional requirements apply to commercial buildings with areas greater than or equal to 3,600 square feet.
4. 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.*** Note: Fire District apparatus will require access to the front of Parcel A (Embassy Suites). The current design does not allow turning movement at the northeast entrance. Please redesign to meet the District turning radii.
5. Vehicle parking is prohibited on any street less than 28 feet in width. Vehicle parking is permitted on both sides of streets 36 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.

6. 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.
7. All structures proposed for this project shall be equipped with an approved automatic fire sprinkler system. The automatic fire sprinkler system shall be designed to NFPA 13 standards with allowable residential exceptions.

Advisory Comments – Rancho Cordova Police Department

1. Site Plan, Parking, and Circulation
    A. All entrances to the parking areas shall be posted with appropriate signs per 22658(a) CVC, to assist in removing vehicles at the property owner's/manager's request.
    B. All disabled, compact, loading/unloading, and delivery parking spaces shall be clearly marked with pavement markings and appropriate signs.
    C. Parking lots, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with high intensity discharge lighting with sufficient wattage to provide adequate illumination for the safety and security of vehicles and pedestrians using the site during the hours of darkness or diminished lighting. Such lighting shall be equipped with vandal-resistant covers/lenses.
    D. A lighting level of 1 foot-candle minimum, maintained at ground level is required in all vehicle and pedestrian areas. This appears to be met based on the photometric plan submitted with this application.
    E. All exterior doors shall be adequately illuminated at all hours with their own light source.
    F. Exterior door, perimeter, canopy, and parking area lights shall be controlled by photocell and shall remain on during the hours of darkness or diminished lighting.
    G. The perimeter of the site shall be fenced during construction and security lighting and security guards shall be employed and deployed as necessary.
2. Use Conditions
    A. The applicant shall discourage and control the renting of hotel sleeping units to persons (especially minors) for the purpose of hosting parties on site. The applicant shall immediately deal with problems that result from such activity and shall provide adequate security and supervision so unruly gatherings do not become a burden on police services.
    B. It is recommended that this complex employ at least one uniformed security person 24 hours daily to patrol the parking areas, hallways, and other public areas on site. Security activities shall be coordinated with other in-city hotel security

personnel. The Police Department reserves the right to require security guards without need for further public hearings, should negative activity on site warrant it.

C. Applicant shall demonstrate that access into miscellaneous storage, linen, laundry, food and liquor storage areas should be strictly controlled.

3. Building and Room Security Requirements

A. Doors

i. Employee/pedestrian, unit entry, storage, linen, laundry, mechanical, electrical, maintenance, and roof access 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 a minimum throw of one (1) inch.

ii. A viewing device (or peephole) shall be installed in each individual unit entrance door and shall allow for, at minimum, 190* vision.

iii. 190-degree viewing devices (or peephole) shall be installed in office, administration, and registration area entry doors to screen persons before allowing entry.

iv. 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 removal of the door.

v. Exterior doors into hotel hallways and doors leading into stairwells shall be self-closing and self-locking, allowing egress to the exterior of the building or stairwell but requiring a key to be used to gain access to the interior of the building from the outside or into the hallway from the stairwell.

B. Windows

i. Windows shall be constructed so that when the window is locked it cannot be lifted from the frame (sliding).

ii. The sliding portion of all sliding glass windows shall be on the inside track (sliding).

iii. Window locking devices shall be capable of withstanding a force of 200 lbs. in any direction.

iv. Secondary locking devices are required on ground-floor windows and any windows accessible from outside connecting balconies.

C. 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 individual unit within the building shall display a prominent identification number not less than two (2) to four (4) inches in height, which is easily visible to pedestrian traffic on site.

D. Interior Lighting

i. Stairwell, hall, and elevator lighting shall be equipped with vandal-resistant lenses and shall remain on at all times.

Advisory Comments – Sacramento Area Sewer District (SASD)

1. Sewer from this project will cross U.S. 50 through an existing 12-inch pipe and flow west through different trunk lines and ultimately connect to the Folsom Interceptor at the intersection of Coloma Road and Folsom Blvd. As per 2006 SASD Relief Master Plan, there are several segments of trunk lines along the route that are subjected to potential surcharge. Depending on sewer flow generated by this project, a sewer study may be required to address this issue.
2. Developing this property may require the payment of sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

Advisory Comments – County of Sacramento Department of Water Resources

1. FEMA Flood Zone: X

   Panel No. 060262-0210

   Date: 7/6/1998
2. 100-Year water surface elevation (NGVD1929 datum): Local floodplain elevation 107.0'. Minimum floor elevation 108.5'.
3. Watershed: American Creek
4. STD#193 (Min. Pad)- Minimum pad/floor elevations shall be required pursuant to the Sacramento County Floodplain Management Ordinance.
5. **NOTE: A drainage study was prepared by Area West Engineers, Inc. dated 3-10-08 indicates that filling the site to the level it needs to be developed causes impacts to the offsite floodplain elevation. This impact needs to be avoided by redesigning the onsite improvements or mitigated by other means not yet identified. The increase in the base flood elevation adjacent to the site is 1.5'. Discussions between the project proponent and City and County staff have outlined the general concept of an underground floodwater storage facility that is yet to be designed. It is understood that the challenges to maintenance and inspection inherent with such an underground design will require the maintenance of the facility to be primarily the responsibility of the property owner.**
6. Before submitting IMPROVEMENT PLANS, the consulting engineer shall submit a signed Plan Submittal Take-In Check List found at www.saccounty.net search: DEPARTMENT OF WATER RESOURCES PLAN SUBMITTAL TAKE-IN CHECKLIST.

Conditions of Approval

7. Because the total area of the developed or redeveloped impervious surfaces (building rooftop, flat work, and parking areas) equals or exceeds 1.0 acres, incorporate permanent stormwater quality treatment measures in conformance with applicable City and County ordinances and standards, and state and federal law. (See Dalia Fadl at (916) 874-1321 for stormwater treatment options).

Advisory Comments – California Department of Transportation

1. This project is directly adjacent to the U.S. 50 mainline. It is expected that this segment of the U.S. 50 right-of-way will be expanded to construct both auxiliary lanes and High Occupancy Vehicle (HOV) lanes. There is the possibility that State highway drainage facilities may be impacted by the project. The project should not alter State drainage facilities or increase erosion of the highway embankment slope.
2. An Encroachment Permit will be required for any work conducted in the State's right of way, such as sign placement, traffic control, light installation, culvert maintenance, drainage pattern changes, or sidewalk installation. To secure an application, please contact Mr. Bruce Capaul, Caltrans District 3, Office of Permits, at (530) 741-4403.
3. Any proposed advertising signs or billboards that would be directed toward travelers on U.S. 50 and located within 500 feet of State right-of-way would need to be reviewed by our Outdoor Advertising Branch in the Office of Traffic Operations. Please contact James Arbis at (916) 654-6413.
4. Any need for soundproofing or other noise attenuation of the project due to highway generated noise is the responsibility of the developer, not Caltrans.

Advisory Comments – Sacramento Regional Transit District

1. Employers should offer employees subsidized transit passes at 50% or greater discount.
2. Applicant should join the 50 Corridor Transportation Management Association.

EMBASSY SUITES AND CANDLEWOOD SUITES

Mitigated Negative Declaration

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

August 2008

MITIGATED NEGATIVE DECLARATION
FOR
EMBASSY SUITES AND CANDLEWOOD SUITES
CITY OF RANCHO CORDOVA, CALIFORNIA

Prepared by:

THE CITY OF RANCHO CORDOVA
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Phone 916.851.8750
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AUGUST 2008

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

(a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

(b) The initial study identified potentially significant effects, but:

(1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are 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 project as revised may have a significant effect on the environment.

If revisions are adopted into the proposed project in accordance with the CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared. This document includes such revisions in the form of mitigation measures. Therefore, this document is a Mitigated Negative Declaration and incorporates all of the elements of an Initial Study. Hereafter this document is referred to as an MND.

The City Council certified the Rancho Cordova General Plan EIR (GP-EIR) on June 26, 2006 (State Clearinghouse Number 2005022137). The GP-EIR was prepared as a Program EIR pursuant to State CEQA Guidelines Section 15168. According to Section 15168(a):

(a) General. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

(1) Geographically,

(2) As logical parts in the chain of contemplated actions,

(3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or

(4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The GP-EIR was intended to evaluate the environmental impacts of the General Plan to the greatest extent possible. The Program EIR is used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with projects in the City. State CEQA Guidelines Section 15168(c) establishes the requirement that the Lead Agency (the City) determine if subsequent projects require additional environmental analysis. According to State CEQA Guidelines Section 15168(c):

(1) If a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an EIR or negative declaration.

In addition to the rules governing the preparation and use of Program EIRs, other provisions of CEQA govern site-specific review of the proposed project. Public Resources Code Section 21083.3 limits CEQA review of certain projects consistent with an approved general plan, community plan, or zoning action for which an EIR was prepared to environmental effects that are "peculiar" to the parcel or to the project and which were not addressed as significant effects in a prior EIR, or which new information shows will be more significant than described in the prior EIR. The proposed project is a qualified project pursuant to Section 21083.3(a-b), which states:

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

(b) If a development project is consistent with the general plan of a local agency and an environmental impact report was certified with respect to that general plan, the application of this division to the approval of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report.

The proposed project was generally described in the GP-EIR. However, specific information about the proposed project was not known at the time of the preparation of the GP-EIR and the project-specific impacts resulting from implementation of the proposed project were not fully identified or mitigated in the GP-EIR. Therefore, additional analysis and potential mitigation of those environmental effects peculiar to the parcel and the proposed project are required. State CEQA Guidelines Section 15183 provides guidance as to the scope of this subsequent analysis. State CEQA Guidelines Section 15183 states:

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

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

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

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

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

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

This Initial Study/Mitigated Negative Declaration addresses project-specific impacts that were not fully addressed in the GP-EIR, pursuant to State CEQA Guidelines Section 15183(b). Additionally, this IS/MND summarizes the findings of the City relating to the GP- EIR and how the criteria set forth in Guidelines Section 15183 have been met.

The GP-EIR analyzed the environmental effects of the General Plan and the twelve policy elements and the Land Use Map "implementation element". The twelve policy elements concentrated on providing policy guidance in the following areas:

- Land Use
- Urban Design
- Economic Development
- Housing
- Circulation
- Open Space, Parks, and Trails
- Infrastructure, Services, and Finance
- Natural Resources
- Cultural and Historic Resources
- Safety
- Air Quality
- Noise

In adopting the General Plan and certifying the GP-EIR as complete and adequate, the City Council adopted Findings of Fact and a Statement of Overriding Considerations for those impacts that could not be mitigated to less than significant levels.

Impacts deemed in the GP-EIR to be significant and unavoidable were as follows:

- Conflicts with applicable land use plans.
- Various impacts on agricultural land.
- Conflicts with Williamson Act contracts.

- Substantial population, housing, and employment growth.
- Deficient traffic level of service by 2030.
- Worsening of already unacceptable operations on US-50.
- Conflicts with the Regional Ozone Attainment Plan.
- Significant construction-based pollutant emissions.
- Significant operational pollutant emissions.
- Significant emissions of Toxic Air Contaminants.
- Creation of construction, traffic, and operational noise above standards.
- Creation of new noise-sensitive land uses within airport noise areas.
- Loss of availability of aggregate resources.
- Impacts on water supply (both availability of water and infrastructure required).
- Impacts to habitat and individuals of special status species.
- Impacts to raptors, migratory birds, and other wildlife.
- Impacts to jurisdictional waters of the U.S.
- Impacts to animal movement corridors.
- Loss of native and landmark trees.
- Disturbance of cultural resources and human remains.
- Environmental impacts resulting from the need for more wastewater infrastructure.
- Degradation of the existing visual character of the area.

The GP-EIR also identified several cumulative impacts that would be cumulatively considerable and significant and unavoidable. Those impacts were:

- Conflicts with area land use plans.
- Conversion of farmland to other uses and agricultural/urban interface conflicts.
- Substantial population, housing, and employment growth.
- Significant impacts to area traffic level of service.
- Increases in regional ozone and particulate matter emissions.
- Increases in regional traffic and operational noise.
- Cumulative loss of mineral resources.
- Increased regional demand for water supply and need for water infrastructure.
- Cumulative loss of biological resources.
- Cumulative loss of cultural resources.
- Increases in wastewater treatment capacity and infrastructure.
- Changes in area visual character and landscape.

Detailed information regarding both the project impacts and cumulative impacts identified above is included in the GP-EIR. The GP-EIR is available online at www.cityofranchocordova.org and by request at the City, at the following address:

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

In accordance with State CEQA Guidelines Section 15183, a discussion of each of the impacts found to be significant in the GP-EIR and the relative impact of the proposed project in each of those categories is provided in this MND.

This MND hereby incorporates the GP-EIR by reference. The Rancho Cordova General Plan received final approval by the City Council on June 26, 2006. The City Council certified the GP-EIR as adequate and complete on that date as well. As noted above, the GP-EIR is a Program EIR and the discussions of general issues included in the document are in some cases applicable to the proposed project.

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 proposed project is to be carried out by a private 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 "no impact," "less than significant," or "less than significant with mitigation incorporation" 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** – 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. The City adopted its 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 project's consistency with City Policies.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed Embassy Suites and Candlewood Suites project (hereafter referred to as the "proposed project") is located on the north side of Folsom Boulevard at Kilgore Road within the City of Rancho Cordova, approximately 0.30 miles southwest of Sunrise Boulevard and approximately 0.80 miles northeast of Zinfandel Drive. The site is bounded to the north and west by US Highway 50. Existing commercial development, including a self-storage yard, border the project site to the east. The project location is shown in **Figures 1** and **2**.

2.2 EXISTING CONDITIONS

The project site is located within an area of Rancho Cordova characterized by existing urban development. The parcel is zoned Office/Professional Mixed Use (OPMU). Nearby significant features include US-50 (which borders the project site to the north and west), Folsom Boulevard (directly adjacent to the south), Sunrise Boulevard (approximately 0.30 miles to the northeast), the American River (approximately 1.20 miles to the north), and Mather Airport (approximately 2.5 miles to the southwest).

The 5.885 acre project site is currently vacant, though it has been previously disturbed. The proposed project is within the Folsom Boulevard Specific Plan area and the Convention Overlay Zone described in the City's General Plan.

2.3 GENERAL PLAN AND SPECIFIC PLAN BACKGROUND

GENERAL PLAN

The General Plan was analyzed pursuant to CEQA and the State CEQA Guidelines in an Environmental Impact Report (EIR) that was certified by the City Council on June 26, 2006 (State Clearinghouse Number 2005022137). The proposed project was generally assumed in the General Plan EIR (GP EIR) and the environmental impacts of the development of the proposed project area were generally analyzed in the EIR. However, some details of the proposed project were not known and not all project-specific impacts were adequately addressed. Therefore, additional analysis is necessary. This MND constitutes that additional environmental analysis. See Section 1.0 of this MND for more information on this document's relationship with the General Plan EIR.

The project site is located within the Folsom Boulevard Planning Area as designated in the General Plan. The General Plan identified the Folsom Boulevard Planning Area to be the high intensity development center within the city. Target land uses in the Folsom Boulevard Planning Area include a series of Transit-Oriented and Regional Town Centers strategically located at light rail stations and freeway interchanges. These designations were designed to serve as catalysts for the redevelopment of the Folsom Boulevard corridor. The project site is located between the potential Town Center located near the intersection of Zinfandel Drive and Folsom Boulevard, and the potential convention center site located near the intersection of Folsom Boulevard and Sunrise Boulevard. The project site is located between Sacramento Regional Transit Light Rail stations at Cordova Town Center, near the corner of Olson Drive and Folsom Boulevard, and Sunrise, near the intersection of Sunrise Boulevard and Folsom Boulevard.

CONVENTION OVERLAY

In addition to the Planning Areas, the General Plan also designated a Convention Overlay area. The Convention Overlay area is intended to foster and support a convention center northeast of the intersection of Sunrise Boulevard and Folsom Boulevard. The Convention Overlay includes provision for land uses complimentary to and supportive of the operation of a convention center, including hotels, restaurants, and meeting spaces. Retail and office uses are not excluded, provided they contribute to and support the creation of a convention center, such as the use of retail and/or office uses on the ground floor, with hotel or meeting spaces above. Also, meeting rooms may be found on the ground floor of buildings, with offices or residential uses above. Development in this area should be multi-story with pedestrian connections throughout (i.e., sidewalks, catwalks, bridges, etc.). Higher density (multiple-story) residential uses are also allowed. The Convention Overlay area is also determined to be a prime location for locating a performing arts center/complex in the City. The project site is within the Convention Overlay. The proposed project incorporates many features desired in the Convention Overlay, including multi-story hotel use, meeting rooms, and sidewalk connections.

FOLSOM BOULEVARD SPECIFIC PLAN

The Folsom Boulevard Specific Plan (Specific Plan) was adopted by the City of Rancho Cordova on November 6, 2006. On June 16, 2008, the City Council approved Ordinance 13-2008 approving the revised Folsom Boulevard Specific Plan. The revised Specific Plan provides greater detail and direction for new development through the inclusion of a form-based zoning code, conceptual plans for "pulse point" locations, and required circulation elements.

The Specific Plan established the policy framework and conceptual development and redevelopment plan for approximately 769 acres of land along approximately four miles of Folsom Boulevard within the City of Rancho Cordova. The proposed project is located near the eastern limit of the Specific Plan Area. The proposed project's location within the Specific Plan is shown in **Figure 2**.

The Specific Plan designates the proposed project as Office/Professional Mixed Use (OPMU). As identified in the Specific Plan, the purpose of the OPMU district is to designate property for the development of larger office buildings and business parks with supporting retail and service uses. The predominant use is office, but commercial uses may be integrated into office buildings or located horizontally in freestanding buildings. This district also allows residential uses to be integrated with office uses where compatible at a density between 10 and 18 units per acre. Public and quasi public uses are permitted in this district by right.

The Specific Plan includes development standards for this district. All subsequent projects within the Specific Plan would be required to conform to the design guidelines set forth in the Specific Plan, as well as the City's adopted Design Guidelines. These requirements are enforced during the City's Design Review process.

The Folsom Boulevard Specific Plan was analyzed pursuant to CEQA and the State CEQA Guidelines in a Mitigated Negative Declaration (MND) that was approved by the City Council on June 16, 2008 (State Clearinghouse Number 2007112018). The Folsom Boulevard Specific Plan MND analyzed the potential environmental impacts associated with implementation of the Specific Plan. Impacts related to air quality, biological resources, cultural resources, noise, and transportation were determined to be less than significant with the inclusion of mitigation measures.

The proposed project is a subsequent project under the General Plan EIR (see Section 1.0 for more information regarding the relationship between the proposed project and the GP-EIR). However, as the proposed project is within the Folsom Boulevard Specific Plan area, mitigation measures adopted within the Folsom Boulevard Specific Plan MND are applied to the proposed project and discussed within this MND.

2.4 PROJECT CHARACTERISTICS

The project applicant has requested design review and a special review of parking. The design review is for two hotels on a 5.885 acre site. The special review of parking is to allow a reduction in the amount of parking from the number of spaces required by the City's Zoning Code. The proposed Embassy Suites hotel would be eight stories in height, contain 217 guest rooms, and include approximately 194,849 square feet of floor area. The proposed Embassy Suites would also include a restaurant and numerous meeting rooms. The proposed Candlewood Suites would be four stories in height, contain 112 guest rooms, and include approximately 58,570 square feet of floor area. The project site would contain 330 parking spaces, 59 of which would be in an underground parking garage located beneath the proposed Embassy Suites. The proposed project would also include an underground stormwater storage facility designed to hold approximately 244,899 cubic feet of water during large storm events. The proposed site plan is shown in **Figure 3**. The proposed landscape plan is shown in **Figure 4**.

2.5 REQUIRED PROJECT APPROVALS

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

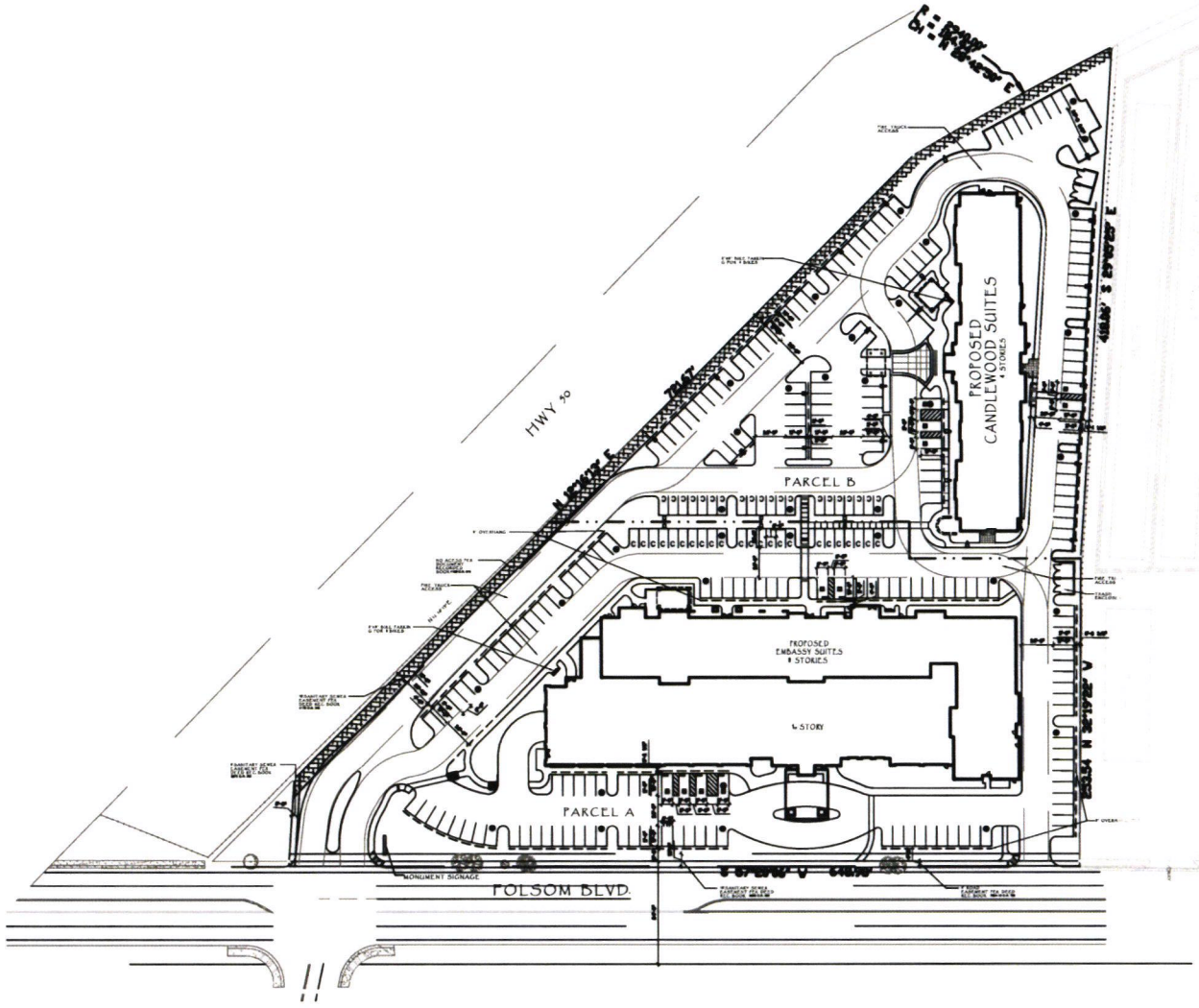
1. Central Valley Regional Water Quality Control Board (CVRWQCB)
2. County Sanitation District (CSD-1)
3. Golden State Water Company
4. Sacramento Metropolitan Air Quality Management District (SMAQMD)
5. Sacramento Metropolitan Fire District (SMFD)
6. Sacramento Municipal Utility District (SMUD)
7. Pacific Gas and Electric (PG&E)

City of Rancho Cordova
Planning Department

Figure 1
Regional Location Map

City of Rancho Cordova
Planning Department

Figure 2
Project Location



Source: RYS Architects, 2008

City of Rancho Cordova
Planning Department

Figure 3
Site Plan

Preliminary Plant Palette

Trees

Scientific Name	*Common Name*
Albizia julibrissen	Silk Tree
Carpinus betula	Hornbeam
Chitalpa tashkentensis	Chitalpa
Cupressus sempervirens	Italian Cypress
Lagerstroemia fauriei 'Tuscarora'	Crape Myrtle
Malus Species	Crabapple
Olea europea	Olive
Phoenix canariensis	Canary Island Palm
Phoenix dactylifera	Date Palm
Pinus canariensis	Canary Island Pine
Pinus pinea	Italian Stone Pine
Pistacia chinensis 'Keith Davies'	Chinese Pistache
Platanus acerifolia 'Bloodgood'	London Plane Tree
Podocarpus gracilior	Fern Pine
Quercus agrifolia	Coast Live Oak
Quercus lobata	Valley Oak
Quercus wislizenii	Interior Live Oak
Rhus lancea	African Sumac
Sapium sebiferum	Chinese Tallow Tree
Schinus molle	California Pepper Tree
Washingtonia filifera	California Fan Palm

Ground Cover

Scientific Name	*Common Name*
Acacia redolens	Acacia
Arctostaphyllos 'Emerald Carpet'	Trailing Manzanita
Cotoneaster 'Lowfast'	Cotoneaster
Hedera helix	English Ivy
Lantana montevidensis	Trailing Lantana
Myoporum parvifolium	Myoporum
Thymus species	Creeping Thyme
Trachelospermum jasminoides	Star Jasmine
Verbena species	Verbena

Vines

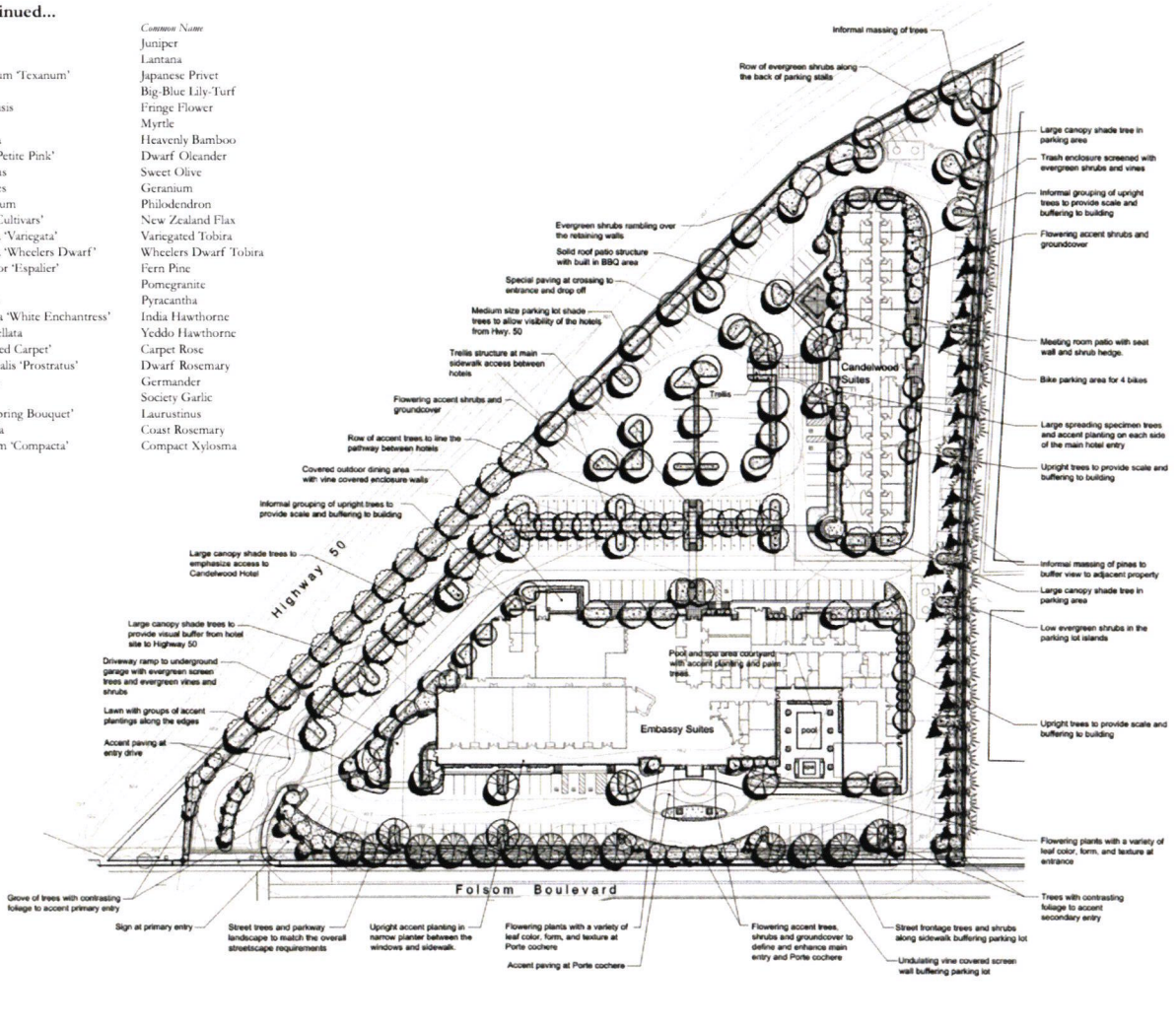
Scientific Name	*Common Name*
Acacia redolens	Acacia
Clematis armandii	Evergreen clematis
Distictis buccinatoria	Blood-Red Trumpet Vine
Ficus pumila	Creeping Fig
Lonicera japonica	Honeysuckle
Rosa floribunda	Climbing Rose
Trachelospermum jasminoides	Star Jasmine

Shrubs

Scientific Name	*Common Name*
Agapanthus africanus	Blue Lily of Nile
Asparagus densiflorus	Asparagus
Aspidustra eliator	Cast-Iron Plant
Berberis thunbergii 'Atropurpurea' Red-Leaf	Japanese Barberry
Ceanothus griseus horizontalis	Carmel Creeper
Coleonema pulchrum	Pink Breath-of-Heaven
Cotoneaster lacteus	Cotoneaster
Cycus revoluta	Sago Palm
Dietes vegata	Fortnight Lily
Dodonea viscosa	Hopseed Bush
Escallonia 'Fradesil'	Escallonia
Feijoa sellowiana	Pineapple Guava
Grevillea 'Noellii'	Grevillea
Hemerocallis 'Stella d'Oro'	Daylily

Shrubs Continued...

Scientific Name	*Common Name*
Juniperus species	Juniper
Lantana camara	Lantana
Ligustrum japonicum 'Texanum'	Japanese Privet
Liriope muscari	Big-Blue Lily-Turf
Loropetalus chinensis	Fringe Flower
Myrtus communis	Myrtle
Nandina domestica	Heavenly Bamboo
Nerium oleander 'Petite Pink'	Dwarf Oleander
Osmanthus fragrans	Sweet Olive
Pelargonium species	Geranium
Philodendron selloum	Philodendron
Phormium tenax 'Cultivars'	New Zealand Flax
Pittosporum tobira 'Variegata'	Variegated Tobira
Pittosporum tobira 'Wheelers Dwarf'	Wheelers Dwarf Tobira
Podocarpus gracilior 'Espalier'	Fern Pine
Punica granatum	Pomegranite
Pyracantha species	Pyracantha
Rhaphiolepis indica 'White Enchantress'	India Hawthorne
Rhaphiolepis umbellata	Yeddo Hawthorne
Rosa floribunda 'Red Carpet'	Carpet Rose
Rosmarinus officinalis 'Prostratus'	Dwarf Rosemary
Teucrium fruticans	Germander
Tulbaghia violacea	Society Garlic
Viburnum tinus 'Spring Bouquet'	Laurustinus
Westringia fruticosa	Coast Rosemary
Xylosma congestum 'Compacta'	Compact Xylosma



Source: KLA Landscape Architecture, 2008

City of Rancho Cordova
Planning Department

Figure 4
Landscape 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 Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- 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 project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures;

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

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

- **Reviewed Under Previous Document:** The impact has been addressed in previous environmental documents. The discussion will include reference to the previous documents and a summary of the findings of that previous document.

3.2 INITIAL ENVIRONMENTAL STUDY

1. **Project Title:** Embassy Suites and Candlewood Suites

2. **Lead Agency Name and Address:** City of Rancho Cordova
   2729 Prospect Park Drive
   Rancho Cordova, CA 95670

3. **Contact Person and Phone Number:** Cori Resha
   Environmental Planner
   (916) 851-8750

4. **Project Location:** See Section 2.1 of this MND.

5. **Project Sponsor's Name and Address:** Heritage Hotel Group
   Hamid Kazemi
   11269 Point East Drive
   Rancho Cordova, CA 95742

6. **Current Zoning:** OPMU (Office/Professional Mixed Use)

7. **General Plan and Planning Area:** City of Rancho Cordova General Plan
   Folsom Boulevard Planning Area
   Convention Overlay

8. **APN Number(s):** 058-0280-009

9. **Description of the Project:** See Section 2.4 of this MND.

10. **Surrounding Land Uses and Setting:** See Section 2.2 of this MND.

11. **Other public agencies whose approval may be required:** (e.g., permits, financing approval, or participation agreement)

    1) Central Valley Regional Water Quality Control Board (CVRWQCB)
    2) County Sanitation District (CSD-1)
    3) Golden State Water Company
    4) Sacramento Metropolitan Air Quality Management District (SMAQMD)
    5) Sacramento Metropolitan Fire District (SMFD)
    6) Sacramento Municipal Utility District (SMUD)
    7) Pacific Gas and Electric (PG&E)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a "Less Than Significant Impact with Mitigation Incorporation," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Hazards and Hazardous Materials	☐ Public Services
☐ Agriculture Resources	☐ Hydrology and Water Quality	☐ Recreation
☒ Air Quality	☐ Land Use and Planning	☐ Transportation/Traffic
☒ Biological Resources	☐ Mineral Resources	☐ Utilities and 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 Embassy Suites and Candlewood Suites 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 (IS) 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 as well as direct, 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) "*Reviewed Under Previous Document*" applies where the impact has been evaluated and discussed in a previous document[1]. Discussion will include reference to the previous documents. If the project site has been zoned to accommodate a particular density of development and an EIR was certified for that zoning or planning action (in this case the General Plan and GP-EIR), consideration of a project consistent with that zoning shall be limited to effects upon the environment which are peculiar to the parcel or project and those that were not addressed as significant effects in the prior EIR or those impacts that were previously identified and would be more severe with implementation of the proposed project. As such, the following analysis can include a "potentially significant impact" without requiring the preparation of an EIR – providing the significant impact was described in the previous EIR and that impact would not be more severe with implementation of the proposed project, pursuant to Public Resources Code Section 21083.3. Such impacts will be identified as "Potentially Significant" and "Reviewed Under Previous Document."

7) Earlier analyses may be used where, pursuant to tiering, a program environmental impact report, or other CEQA process, an impact has been adequately analyzed in an earlier EIR or negative declaration.

[1] For this IS/MND, the "previous document" referred to throughout this section is the General Plan Environmental Impact Report, Certified and Adopted by the City Council of Rancho Cordova on June 26, 2006 (State Clearinghouse Number 2005022137).

	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 project would construct two hotels on a vacant parcel adjacent to Folsom Boulevard and US Highway 50. Existing commercial buildings, including a self-storage yard, abut the project site to the east. The project site is within a Special Sign Corridor as described in the City of Rancho Cordova Zoning Code (Title III, Article 3).

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document.* The Rancho Cordova General Plan Environmental Impact Report (GP-EIR) identified that impacts to scenic vistas within the City would be less than significant (GP DEIR, p. 4.13-6). The primary scenic vistas identified within the City occur along the American River in the vicinity of the American River Parkway Plan (GP DEIR, p. 4.13-6). The American River Parkway Plan is currently under the jurisdiction of the Sacramento County Municipal Services Agency Department of Regional Parks, Recreation, and Open Space. Because the American River Parkway Plan is not under the jurisdiction of the City, the American River Parkway cannot be modified by development projects in the City.

   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 site, ground features and existing development prevent those aesthetic features from being visible from the project area. A significant barrier to views of the American River from the project site already exists as US-50 is located atop a high earthen berm along the west and north boundaries of the property. Therefore, the proposed project would result in *no impact* to any scenic vista.

b) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR found that there were no highways within or proximate to the Planning Area that were designated by State or local agencies as "scenic highways" (GP DEIR, p. 4.13-6). The GP-EIR included an inventory of known cultural resources within the Planning Area (GP DEIR, pp. 4.11-4 through 4.11-5). According to this inventory, there are no identified historic buildings within the project site. The project site is largely flat and has been previously disturbed. As such, there are no distinctive rock outcroppings within the project site. According to an arborist report prepared for the proposed project, there are seven trees on the project site (Cooke,

2008). All on-site trees are directly adjacent to Folsom Boulevard and are "one-sided" due to overhead utility line clearance cutting (ibid). Given the current condition of the trees, the trees do not have significant aesthetic value. Visual impacts from a state scenic highway are, therefore, considered to be *less than significant*.

c) *Less than Significant Impact/Reviewed Under Previous Document*. Impacts relating to the alteration of scenic resources in the City were identified in the GP-EIR and were predominantly associated with the urbanization of the rural and undeveloped portions of the City and areas east of the incorporated boundaries (GP DEIR, pp. 4.13-8 through 4.13-10). Impacts of the General Plan to visual resources in these areas were found to be significant and unavoidable (GP DIER, p. 4.13-10).

The project site is currently vacant. Commercial development consisting of single-story self-storage units and a retail paint store abut the project site to the east. The proposed project would include development of hotel use on a site surrounded by commercial, office, and retail uses. The ultimate visual style of the proposed project will be required via the City's Design Review process to conform to the requirements of the Folsom Boulevard Specific Plan (FBSP), approved June 16, 2008, as well as the City's Design Guidelines, adopted July 8, 2005. Therefore, the proposed project is expected to result in *less than significant* impacts on the visual character of the area.

d) *Less than Significant Impact/Reviewed Under Previous Document*. Impacts relating to light and glare were identified in the GP-EIR and were related to both reflective glare from new structures built under the General Plan and the introduction of new sources of light associated with development and redevelopment of the City (GP DEIR, p. 4.13-13). Areas of the City and the City's Planning Area that are currently undeveloped would see the majority of the impact due to the current lack of reflective surfaces and light sources in undeveloped areas (GP DEIR, p. 4.13-14). Adherence to City's Design Guidelines and City Policy UD.4.2, impacts of the General Plan due to light and glare were found to be less than significant.

The proposed project would construct two hotels in an area of existing commercial development. As the site is currently undeveloped, the proposed project would introduce a new source of light to the surrounding area. The proposed project is located within a Special Sign Corridor, which prevents the installation of new signage within ¼ mile of US 50. As such, the proposed project would not include any lighted signs or billboards that would introduce a substantial source of light or glare that would affect vehicles on US 50 or residential properties on the north side of the highway. Additionally, the proposed project would be required to be consistent with the City's Design Guidelines. During the Design Review process, the proposed project would be evaluated for substantial compliance with Design Guidelines requirements, including lighting standards. Adherence to City guidelines and requirements for lighting and glare, enforced during the Design Review process, would ensure that the proposed project would result in *less than significant* impacts 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?	☐	☐	☐	☒	☒

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document.* The GP-EIR identified that a significant amount of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance would be lost with urban development of previously undeveloped portions of the City and of the City Planning Area outside the incorporated boundaries (GP-DEIR, p. 4.2-17 through 4.2-18). Impacts from buildout of the General Plan were found to be significant and unavoidable.

The project site is not located within any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the California Department of Conservation Important Farmland Map. The project site is zoned for Office Professional/Mixed Use (OPMU) and the proposed use is allowed by right within this zoning. As the proposed project is allowed by right, implementation of the proposed project would not result in a change in use. Therefore, the proposed project would result in *no impact* to these types of farmland.

b) *No Impact/Reviewed Under Previous Document.* Just as with other types of farmland, the GP-EIR identified impacts to farmland currently under Williamson Act Contracts (GP-DEIR, pp. 4.2-22 through 4.2-23). Impacts of the General Plan to Williamson Act land were found to be significant and unavoidable due to the significant loss of such land at buildout of the General Plan.

The project site is zoned for urban development and is surrounded by existing urban development. The project site is not under a Williamson Act contract. The nearest land still under a Williamson Act contract is located over five miles to the south of the project site. No uses, features, or characteristics of the project site are used by or facilitate agricultural operations. As such, implementation of the proposed project would not impact any area under a Williamson Act contract. Therefore, the project would not conflict with agricultural zoning or existing Williamson Act contracts, and *no impact* would result.

c) *No Impact/Reviewed Under Previous Document.* The GP-EIR stated that impacts could occur to agricultural land uses as a result of urbanization of adjacent areas to operating agricultural operations (GP DEIR, p. 4.2-20). Placing urban development immediately adjacent to agricultural uses can potentially result in interface conflicts between the uses, which could ultimately result in cessation of agricultural uses in those locations (GP DEIR, pp. 4.2-20 through 4.2-21). Impacts to agriculture as a result of these interface conflicts of the General Plan would be significant and unavoidable.

No uses, features, or characteristics of the project site are used by or facilitate agricultural operations. The project site is surrounded by commercial development and no agricultural operations exist in the project vicinity. 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

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

Pollutant emissions modeling for the proposed project was conducted by City of Rancho Cordova Planning Department staff in April 2008 using the URBEMIS 2007 version 9.2.4 software provided by SMAQMD (see **Appendix A**). The URBEMIS model utilizes standard emission rates per area of land use and other factors to estimate the likely emissions expected of the proposed project during both construction and operation. The results of the model found that the proposed project would result in the emissions shown in **Table 1** below:

TABLE 1
ESTIMATED AIR EMISSIONS (POUNDS PER DAY)

	ROG	NOx	CO	SO_2	PM10
Construction Phase (2008)	8.59	75.44	37.02	0.04	38.15
Construction Phase (2009)	181.14	19.34	27.65	0.02	0.07
Operational Phase	28.88	28.30	311.76	0.22	34.76

Source: URBEMIS2007 v.9.2.4
Notes: ROG = Reactive Organic Gasses, NOx = Nitrogen Oxides, CO = Carbon Monoxide, SO2 = Sulfur Dioxide, PM10 = Particulate Matter, 10 Micron. Operational Phase emissions include both area source emissions and operational (vehicle) emission estimates.

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document.* The Sacramento area is currently out of compliance with federal requirements for 8-hour ozone air quality standards and 1-hour ozone air quality standards. The region is in compliance with all other emissions standards. SMAQMD released the final Sacramento Regional Nonattainment Area 8-Hour Ozone Rate-of-Progress Plan (Ozone Plan) in February 2006. According to the GP-EIR, projected buildout of the General Plan Planning Area would be consistent with the assumptions used during preparation of the Ozone Plan (GP FEIR, pp. 4.0-5 through 4.0-6). However, because there currently exist no feasible methods to completely offset air pollutant emission increases from land uses under the General Plan, the impact of the General Plan was considered to be significant and unavoidable (GP FEIR, pp. 4.0-6).

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 Guide to Air Quality Assessment in Sacramento (2004). The Air Quality Guide includes information on significance and mitigation for common air emissions issues with the goal of reducing emissions from development projects and providing information and standards useful in CEQA analyses of such projects. The Air Quality Guide includes thresholds of significance for ozone precursors, shown in **Table 2** below.

TABLE 2
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.

Construction of the proposed project would be expected to result in a maximum of 75.44 pounds per day of NOx, as shown in **Table 1**. The current SMAQMD threshold of significance for construction NOx emissions is 85 pounds of NOx per day, as shown in **Table 2**. Operation of the proposed project would be expected to result in 28.88 pounds per day of ROG and 28.30 pounds per day of NOx, as shown in **Table 1**. The current SMAQMD threshold of significance for operational ROG and NOx are each 65 pounds per day, as shown in **Table 2**. Anticipated emissions from construction and operation of the proposed project are all below the SMAQMD's thresholds of significance. Therefore, the project would be expected to result in *less than significant* impacts to current air quality standards.

b) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* The GP-EIR identified potential air quality impacts from both construction and operation of new development in the City (GP DEIR, pp. 4.6-17 through 4.6-26). While Policies, Actions, and mitigation were included in the EIR, development in the Planning Area would still be intensified from current conditions. Therefore, significant and unavoidable impacts were expected as a result of the General Plan (GP DEIR, pp. 4.6-20 and 4.6-26).

As shown in **Table 1** above, the proposed project is expected to generate 38.15 pounds per day of 10-micron particulate matter (PM10) during construction. While SMAQMD does not have thresholds of significance for particulate matter emissions, the Folsom Boulevard Specific Plan MND included mitigation measures MM 3.2a, MM 3.2b, MM 3.2c, and MM 3.2d in order to reduce the potential for particulate matter emissions during construction. As the proposed project is within the Folsom Boulevard Specific Plan, the following mitigation measures are proposed to reduce potential particulate matter emissions from construction of the proposed project:

MM 3.1a The project proponent shall require that all exposed surfaces, graded areas, and storage piles are watered at least twice daily during demolition and construction activities.

Timing/Implementation: *Measure shall be included on all improvement plans prior to approval of demolition or improvement plans. Compliance with this requirement shall continue until completion of all construction activities.*

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

MM 3.1b The project proponent shall require that the amount of material actively worked, the amount of disturbed ground, and the amount of material stockpiled is minimized throughout demolition and construction of the project. All stockpiles of material shall be covered whenever practical to prevent blowing dust and debris. Storage of soil or other loose fill material shall be limited to no longer than two weeks.

Timing/Implementation: *Measure shall be included on all improvement plans prior to approval of demolition or improvement plans. Compliance with this requirement shall continue until completion of all 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.

Timing/Implementation: *Measure shall be included on all improvement plans prior to approval of demolition or improvement plans. Compliance with this requirement shall continue until completion of all construction activities.*

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

MM 3.1d The project proponent shall require that, when transporting materials by truck during construction activities, two feet of freeboard shall be maintained by the contractor, or that the materials are covered at all times.

Timing/Implementation: *Measure shall be included on all improvement plans prior to approval of demolition or improvement plans. Compliance with this requirement shall continue until completion of all construction activities.*

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

Implementation of mitigation measures MM 3.1a through MM 3.1d would reduce particulate matter emissions during construction activities, which would ensure that the proposed project would result in *less than significant* impacts to air quality.

c) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified that increases in ozone precursors (NOx and ROG) would result in significant and unavoidable impacts on the region's status of nonattainment (GP DEIR, pp. 4.6-17 through 4.6-26). See discussions a) and b) above for more information on the GP-EIR findings related to ozone precursors.

As described in discussion a) above, the proposed project would result in less than significant increases in ozone precursors. The potential operational emissions of the proposed project are below SMAQMD's thresholds of significance (see **Table 1** and **Table 2**) and do not warrant additional study, pursuant to current SMAQMD guidelines provided in the Guide to Air Quality Assessment in Sacramento (2004). Furthermore, construction emissions from the proposed project are temporary in nature and will not continue once construction of the project is complete. Therefore, the proposed project's contribution to cumulative air quality issues in the region is expected to be *less than significant*.

d) *Less than Significant Impact/Reviewed Under Previous Document*. Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The GP-EIR identified potential impacts to sensitive receptors due to both mobile and stationary sources of toxic air contaminants (TACs) and odors. Impacts of the General Plan from TACs were reduced by City Policies and Action Items, but the impact remained significant and unavoidable (GP DEIR, p. 4.6-31). Impacts to sensitive receptors from exposure to odors were reduced by City Policies and Action Items to a less than significant level (GP DEIR, p. 4.6-33).

The nearest sensitive receptor to air pollution is Kinney Continuation High School, located across Folsom Boulevard on Kilgore Road approximately 0.05 miles south of the project site. The primary source of TAC emissions would be from diesel equipment used during construction of the proposed project, which would cease upon completion of construction. Some minor TAC emissions would be expected during the operation of the proposed project, primarily due to diesel trash collection vehicles and diesel delivery vehicles. These emissions would be slight in quantity and intermittent in timing. Since the project is located adjacent to two major roadways, Folsom Boulevard and US Highway 50, where TACs are already at a relatively high level, the addition of TACs from construction equipment and delivery vehicles would be minimal compared to background levels.

The majority of delivery trucks that would service the proposed project would be subject to State of California - Title 13, Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. The purpose of this airborne toxic control measure is to reduce public exposure to diesel particulate matter and other air contaminants

by limiting the idling of diesel-fueled commercial motor vehicles. This regulation applies to diesel-fueled commercial motor vehicles that operate in the State of California with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways. The regulation applies to vehicles based inside and outside of the State of California. Effective February 1, 2005, all applicable diesel powered vehicles shall not idle the vehicle's primary diesel engine for greater than five minutes at any location. The regulations do include certain exceptions. However, typical diesel powered trucks used for delivery of goods to the project site would not be exempted from the regulations.

TAC emissions during construction would be temporary in nature, ceasing upon completion of construction activities. Adherence to regulations limiting vehicle idling during operation of the proposed project would minimize TAC emissions. Considering the existing background TAC levels, the temporary nature of construction TAC emissions, and anti-idling regulations, the proposed project would result in *less than significant* impacts on sensitive receptors from exposure to pollution concentrations

e) *Less than Significant Impact/Reviewed Under Previous Document.* See discussion d) above. The proposed project would include a restaurant, which would be a potential source of odors. However, odors emitted from a restaurant use are generally not significant nor objectionable. Odors associated with diesel exhaust from construction equipment and delivery vehicles would be limited and temporary in nature. The Sacramento Rendering Plant is located approximately four miles to the south of the proposed project. However, in response to the Master EIR for the Sunrise Douglas Community Plan/Sunridge Specific Plan EIR, certified by the County Board of Supervisors on July 17, 2002 (State Clearinghouse Number 97022055), the Sacramento Rendering Plant instituted odor control measures that have reduced their emissions to a less than significant level. Given the distance to the proposed project and the measures implemented at the plant, the Sacramento Rendering Plant is not expected to generate significant odors at the project site. Therefore, the project would result in *less than significant* impacts associated with noxious odors.

	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 Biological Resources Assessment (BRA) of the project site was performed in March 2008 by City biologists (City of Rancho Cordova, 2008). This report provided basic information on the current condition of the site, as well as an assessment of the potential for the project site to contain protected biological resources. The BRA identified the presence of on-site native trees and potential raptor nesting habitat. The findings of the BRA are detailed further in the following discussions, as they apply to those topics of concern.

An arborist report was provided to the City, identifying the species, size, and health of on-site native trees (Cooke, 2008). The report assessed the diameter at breast height (dbh), drip line diameter, species, and overall condition of each tree located on the project site. Six black walnut (*Juglans nigra*) were found on the project site, only one of which was determined to be in good condition. All of the black walnut trees were noted as "one-sided" due to utility line clearance trimming. The report also identified one white oak (*Quercus alba*) adjacent to the project site.

DISCUSSION OF IMPACTS

a) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* The GP-EIR identified potential direct and indirect impacts to special-status species (those species identified in the checklist above) as a result of the implementation of the General Plan (GP DEIR, pp. 4.10-34 through 4.10-48). While City Policies and Action Items would mitigate much of the impact of the General Plan, widespread development of undeveloped portions of the General Plan Planning Area as well as construction of the Circulation Plan would result in a net loss of biological resources. Therefore, the General Plan was found to result in significant and unavoidable impacts to special status species (GP DEIR, pp. 4.10-43 and 4.10-48).

The project site is not located within an area where special-status species have been recorded. However, existing on-site trees could potentially provide nesting habitat for raptors and other birds. The federal Migratory Bird Treaty Act (MBTA) (42 U.S.C. Sections 703-712) protects several avian species by prohibiting the take of any listed birds or their nests, including any nesting raptors. New trees would be planted on-site that would potentially provide new nesting opportunities.

City Policy NR.1.7 requires surveys be conducted in order to determine if active raptor nesting is taking place, and includes steps to be taken in the event that nesting raptors are discovered. The Folsom Boulevard Specific Plan MND included mitigation measure MM 4.1 which incorporated City Policy NR.1.7. As the proposed project includes the removal of several on-site trees, nesting raptors and birds could be impacted. Therefore, the following mitigation measure, pursuant to City Policy NR.1.7 and Folsom Boulevard Specific Plan MND mitigation measure MM 4.1, is included in order to mitigate potential impacts to nesting raptors and special-status species:

Mitigation Measures

MM 4.1 Prior to each phase of grading and construction or any other site disturbance between the dates of March 1 and August 31, a determinate survey shall be conducted to determine if active nesting by birds protected under the Migratory Bird Treaty Act (MBTA) or other special-status bird species is taking place. Surveys shall be conducted according to the following requirements:

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

If any special-status bird species are found to be nesting within the survey area, the project proponent shall immediately contact the City of Rancho

Cordova Planning Department in order to determine the appropriate mitigation, if any, required to minimize impacts to nesting birds. No activity of any kind may occur within 100 feet of any nesting activity or as otherwise required following consultation with the City Planning Department and the California Department of Fish and Game (DFG) until such time as the young have fledged or the City and/or DFG have determined that construction activities may proceed.

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

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

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

The BRA prepared for the proposed project identified the project site as potential raptor foraging habitat. However, the project site is completely surrounded by extensive urban development, including a major highway, thereby minimizing the value of the project site as foraging habitat. Any raptors utilizing the site would likely be identified during the pre-construction survey required in mitigation measure MM 4.1 above. Existing development of the project vicinity and implementation of mitigation measure MM 4.1 would ensure that all impacts to special status species from implementation of the proposed project would be *less than significant*.

b) *Less than Significant Impact/Reviewed Under Previous Document*. See discussion a) above for information on identified impacts of the General Plan on special-status species. The GP-EIR combined discussion of special-status species impacts to include impacts to habitat as well as individuals of special-status species. Impacts to habitat from the implementation of the General Plan occurred for the same reasons and in the same intensity as impacts to individuals of any special-status species (GP DEIR, pp. 4.10-34 through 4.10-48).

See discussion a) above. The BRA prepared for the proposed project specifically examined the project site for evidence of sensitive habitats and wetland features. No evidence of any wetland feature or sensitive community was observed during investigations for the BRA. Considering the extent of surrounding urban development and results of site investigations, the proposed project would have *less than significant* impacts on sensitive communities.

c) *No Impact/Reviewed Under Previous Document*. The GP-EIR addressed potential direct and indirect impacts to Jurisdictional Waters of the U.S. (Jurisdictional Waters) as a result of wide-spread development of the General Plan Planning Area (GP DEIR, pp. 4.10-52 through 4.10-56). Policies and Action Items included in the General Plan would reduce impacts to Jurisdictional Waters, especially Policy NR.2.1 which requires "no net loss" of wetlands (GP DEIR, p. 4.10-56). While no net loss of wetlands will occur regionally, some loss of Jurisdictional Waters will occur within the General Plan Planning Area (Ibid.).

Because of this local loss of Jurisdictional Waters, the impact of the General Plan was found to be significant and unavoidable (Ibid.).

See discussions a) and b) above. The proposed project is located on a parcel that shows evidence of prior disturbance in the form of tire tracks across the site to billboards adjacent to the northern boundary of the project site. Furthermore, the project site was likely disturbed previously during construction of US Highway 50. As determined in the BSA, the project site shows no evidence of wetland features. Considering the lack of wetland features on the project site and the surrounding urban development, it is unlikely that any federally protected waters are present on the project site. Therefore, the proposed project would have *no impact* on federally protected waters.

d) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* Impacts to habitat for raptors and other nesting birds were addressed in the GP-EIR (GP-DEIR, pp. 48 through 4.10-52). Raptors are protected by the California Department of Fish and Game and are considered a special-status species under CEQA. Just as with impacts to habitat for other special-status species, wide-spread development of the City and the General Plan Planning Area would result in a net loss of raptor and nesting habitat and a significant and unavoidable impact was expected (GP DEIR, pp. 52). Discussion of impacts to movement corridors was also included in the GP-EIR (GP DEIR, pp. 4.10-56 through 4.10-61). Development of greenfield areas of the General Plan Planning Area would change the biological condition and characteristics of the area, resulting in changes in animal movement throughout the area (GP DEIR, p. 4.10-56). While City Policies and Action Items would reduce this impact, loss and/or modification of movement corridors would still occur and the impact of the General Plan would be significant and unavoidable (GP DEIR, p. 4.10-61).

As shown in discussion a) above, impacts to nursery sites for raptors and other special-status species may occur with the implementation of the proposed project. Impacts to movement corridors and nursery sites are not expected as the project site has been disturbed and is substantially surrounded by urban development. Implementation of mitigation measure MM 4.1 would ensure that the proposed project would result in *less than significant* impacts to nursery sites and movement corridors.

e) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* The GP-EIR identified potential impacts to trees from implementation of the General Plan (GP DEIR, pp. 4.10-61 and 4.10-62). Development of greenfield areas of the City and the General Plan Planning Area could potentially result in the removal of special-status, landmark, and other trees (GP DEIR, p. 4.10-61). Landmark and oak trees would be adequately protected by City Policies and Action Items, as well as large wooded areas and urban trees. However, some loss of native trees would occur and the overall impact to trees from implementation of the General Plan would be significant and unavoidable (GP DEIR, p. 4.10-62).

See discussion a) above. According to the Biological Resources Assessment prepared for the proposed project, California native black walnut trees are present on the project site. The arborist report identified a total of six on-site California black walnut trees (Cooke, 2008). One 15" diameter at breast height (dbh) walnut tree was found to be in good condition, while the remaining walnut trees were found to be in fair condition. The arborist report further stated that all of the on-site trees were "one-sided due to utility clearance trimming" (Cooke, 2008). All of the trees are scheduled for removal as they are located

within the future alignment of the curb, gutter, and sidewalk. General Plan Policy NR.4.4 requires mitigation for the removal of native trees of six inches or greater dbh that are determined to be in good condition. Mitigation measure MM 4.3, adopted within the Folsom Boulevard Specific Plan MND, reiterates these requirements. As the proposed project would include the removal of one tree requiring mitigation, the following mitigation measure, pursuant to City Policy NR.4.4 and Folsom Boulevard Specific Plan MND mitigation measure MM 4.3, is included to mitigate potential impacts to trees:

Mitigation Measures

MM 4.2 Prior to the removal of any on-site trees, a Replacement Tree Planting Plan shall be prepared by an arborist or landscape architect and shall be submitted to the City of Rancho Cordova Planning Department for review and approval. The Plan shall include adequate mitigation for the removal of one 15" dbh California black walnut tree using native species with replacement inches calculated based on the following size categories:

- One J-pot = ½ inch dbh
- One 15-gallon tree = 1 inch dbh
- One 24-inch box tree = 2 inches dbh
- One 36-inch box tree = 3 inches dbh

Timing/Implementation: *Replacement Tree Planting Plan shall be reviewed and approved by the City of Rancho Cordova Planning Department prior to approval of any site disturbance.*

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

Implementation of mitigation measure MM 4.2 would ensure that all impacts to trees from implementation of the proposed project would be *less than significant.*

f) *No Impact/Reviewed Under Previous Document.* The GP-EIR addressed potential impacts related to conflicts between the General Plan and any adopted habitat conservation plan or natural community conservation plan (GP DEIR, pp. 4.10-62 and 4.10-63). While the South Sacramento Habitat Conservation Plan (SSHCP) is currently being prepared by Sacramento County, no such plan has been adopted (GP DEIR, p. 4.10-63). Therefore, no impact was expected as a result of the General Plan.

Sacramento County and the City of Rancho Cordova 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?	☐	☒	☐	☐	☒

DISCUSSION OF IMPACTS

a) *Less than Significant Impact With Mitigation Incorporation/Reviewed Under Previous Document.* The GP-EIR identified that known and unknown historic resources within the Rancho Cordova Planning Area could potentially be impacted by implementation of the General Plan (GP DEIR, pp. 4.11-9 through 4.11-14). These impacts were primarily associated with development in undeveloped areas and impacts to unknown resources in portions of the Planning Area that have not been studied. Rancho Cordova Policies mitigated some of the potential impacts to historical resources. However, as many resources could be located within the Planning Area that are previously unknown, accidental impacts may still occur and the impact of the General Plan was considered significant and unavoidable (GP DEIR, pp. 4.11-14).

As the project site has been previously disturbed, showing evidence of vehicle traffic to the billboard adjacent to the northern boundary of the project site and likely disturbance during the construction of US Highway 50, and surrounding areas have already been developed, it is unlikely that the activities of the proposed project would uncover any unknown resources. The proposed project is a subsequent project within the scope of activities and land use studied in the GP-EIR. Construction of the proposed project would not create any new or additional significant cultural resources impacts that were not already identified in the GP-EIR, nor would the project cause any project-specific impacts peculiar to the project or parcel. The General Plan includes requirements that would protect any unknown historic resources from impacts occurring as a result of development in the Planning Area. General Plan Action CHR.1.3.2 requires two conditions be placed on discretionary projects in order to protect previously unknown cultural resources. The Folsom Boulevard Specific Plan MND included mitigation measures MM 5.1b and MM 5.1c to ensure that General Plan Action CHR.1.3.2 was applied to projects within the Specific Plan. To ensure compliance with General Plan Action CHR.1.3.2 and Folsom Boulevard Specific Plan MND mitigation measures MM 5.1b and MM 5.1c, the following mitigation measures are included in this MND:

Mitigation Measure

MM 5.1a The City Planning Department shall be notified immediately if any cultural resources (e.g. prehistoric or historic artifacts, structural features, unusual amounts of bone or shell, fossils, or architectural remains) are uncovered during construction. All construction must stop immediately in the vicinity of the find and an archaeologist that meets the Secretary of the Interiors Professional Qualifications Standards in prehistoric or historical archaeology or a paleontologist shall be retained by the project proponent to evaluate the finds and recommend appropriate action. The recommendations of the archaeologist and/or the paleontologist shall be implemented prior to continuing construction.

Implementation/Timing: *This measure shall be included on all improvement and grading plans prior to approval. The measure shall be carried out throughout all phases of construction.*

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

MM 5.1b The City Planning Department shall be notified immediately if any human remains are uncovered during construction. All construction must stop immediately in the vicinity of the remains. The Planning Department shall notify the County Coroner according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in State CEQA Guidelines 15064.5(d-e), calling for notification and coordination with the local Native American Heritage Commission shall be followed.

Implementation/Timing: *This measure shall be included on all improvement and grading plans prior to approval. The measure shall be carried out throughout all phases of construction.*

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

Implementation of mitigation measures MM 5.1a and MM 5.1b will reduce any project-specific impacts to historical resources to *less than significant*.

b) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* See discussion a) above.

c) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* The GP-EIR identified possible impacts to paleontological resources as a result of implementation of the General Plan (GP DEIR, p. 4.11-14). However, no such paleontological resources were identified in the Rancho Cordova Planning Area and City policy would protect unknown resources. For these reasons, the impact of the General Plan was found to be less than significant (GP DEIR, p. 4.11-15).

See discussion a) above. Just as with historic resources, archaeological resources would be adequately protected by City Policies, restated in this document as mitigation measures

MM 5.1a and MM 5.1b. Implementation of these mitigation measures would ensure that the proposed project would result in *less than significant* impacts to archaeological resources.

d) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* The discussion in the GP-EIR concerning historic resources impacts included discussion of potential impacts to human remains [see discussion a) above]. Impacts were the same in that known resources were adequately protected but unknown human remains outside established cemeteries could potentially be affected. Therefore, significant and unavoidable impacts as a result of the General Plan were expected (GP DEIR, p. 4.11-14).

No human remains are expected 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. Regardless, implementation of mitigation measure MM 5.1b above would ensure that any impacts related to discovery of human remains during construction of the proposed project 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/Reviewed Under Previous Document*. The GP-EIR stated that significant seismic shaking was not a concern within the Rancho Cordova Planning Area as there are no active faults within Sacramento County and because the City is not located within an Alquist-Priolo earthquake hazard zone (GP DEIR, p. 4.8-19). However, some minor seismic shaking is a possibility as the City is located within a Seismic Zone 3, which is considered an area of relatively low ground shaking potential (GP DEIR, p. 4.8-20). Adherence to City policies as well as the California Building Code (CBC) and the Uniform Building Code (UBC) would ensure less than significant impacts as a result of implementation of the General Plan (GP DEIR, p. 4.8-21).

The proposed project is located within the incorporated boundaries of the City and, as discussed in the GP-EIR, is not expected to be subjected to strong seismic shaking. Minor shaking is a concern as, according to the California Geological

Survey, the project is located within Seismic Zone 3. However, as identified in the GP-EIR, compliance with the UBC and CBC will ensure that impacts are *less than significant*.

ii) *Less than Significant Impact/Reviewed Under Previous Document*. See discussion under i) above. The potential for strong seismic ground shaking on the project site is not a significant environmental concern due to the infrequent seismic activity of the area. Additionally, as stated in discussion i) above, the project would be required to comply with any seismic standards enforced by the UBC and the CBC. Therefore, the project would have a *less than significant* impact from seismic ground shaking.

iii) *Less than Significant Impact/Reviewed Under Previous Document*. The potential for seismic-related ground failure, including liquefaction, is considered minimal due to the infrequency of seismic activity in the area [See discussions i) and ii) above], building and site design, and adherence to the UBC and CBC. According to the GP-EIR, the depth of groundwater in the City is generally greater than 50 feet, rendering the potential for liquefaction low (GP DEIR, p 4.8-9). The potential for other secondary hazards (i.e., ground lurching, differential settlement, or lateral spreading) occurring during or after seismic events in the vicinity of the project site is also considered to be low due to the distance of more than 25 miles to the nearest active faults, the Dunnigan Hills fault and the Rescue Lineament – Bear Mountains fault zone (USGS). Therefore, the project would have *less than significant* impacts from seismic-related ground failure.

iv) *Less than Significant Impact*. The project site is generally flat and does not include any features that would create the possibility of landslide. US Highway 50 is adjacent to the north and west of the project site. The highway is situated above the project site on an earthen berm. The section of the highway from West Sacramento to Sunrise Boulevard, just east of the project site, was constructed in 1962 (50 Corridor). Since that time, significant storms have occurred with no slippage of the slope separating the highway from the project site. Adjacent properties to the south and east are generally flat. The slope separating the project site from the highway is under the jurisdiction of CalTrans. The proposed project does not include any work which would impact the slope. Therefore, *less than impacts* related to landslides would be expected.

b) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts related to soil erosion from implementation of the General Plan (GP DEIR, pp. 4.8-21 through 4.8-23). These erosion impacts were generally associated with construction of new roadways and other capital infrastructure and development of undeveloped portions of the City and the Planning Area. Additional impacts were due to increases in runoff due to a net increase in impervious surfaces in the City. However, compliance with the City's Erosion Control Ordinance and the current National Pollutant Discharge Elimination System (NPDES) permit conditions for the City would ensure that impacts resulting from implementation of the General Plan would be less than significant (GP DEIR, p. 4.8-23).

Site preparation and construction activities could increase the potential for surface water runoff through the disturbance of the ground surface and modification of the drainage characteristics of the project site. The proposed project would be subject to the City's Erosion Control Ordinance. Also, the project proponent would be required to submit and

adhere to a Stormwater Pollution Prevention Program (SWPPP). Common best management practices included in the SWPPP would further reduce potential erosion-related impacts. Therefore, the proposed project would result in *less than significant impacts* from soil erosion or the loss of topsoil.

c) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR stated that impacts relating to soil stability as a result of implementation of the General Plan would be minor (GP DEIR, p. 4.8-23). Primary concerns with soil stability in the City are associated with shrink/swell potential – the potential for soils to expand during wet seasons and shrink during dry seasons. Impacts due to soil stability would be mitigated by consistency with the UBC and the CBC (GP DEIR, p. 4.8-24). Therefore, the impact of the General Plan was found to be less than significant.

As discussed in iii) above, landslides, lateral spreading, and subsidence are not significant threats within the project area. Additionally, adherence to the UBC and CBC requirements as well as the City's Erosion Control Ordinance would ensure that the project's potential to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would be *less than significant*.

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

e) *No Impact/Reviewed Under Previous Document*. The GP-EIR identified potential soils impacts of the General Plan related to the use of alternative wastewater handling systems such as septic systems resulting from development of residential lots of two acres or more (GP DEIR, pp. 4.8-24 through 4.8-26). The portions of the Rancho Cordova Planning Area that could contain such lots exist outside the City boundaries in the outlying Planning Areas. For residential development with lots less than two acres in size, City policy requires the use of the public sewer system (GP DEIR, p. 4.8-26).

General Plan Action ISF.2.6.3 requires all commercial or industrial development, as well as all residential development with lots smaller than two acres, to connect to a public sewer system (GP DEIR, p. 4.8-26). The proposed project would be served by sewer services provided by Sacramento Area Sewer District (SASD), formerly CSD-1. Therefore, the use of septic tanks or alternative wastewater disposal systems would not be required and the proposed project would result in *no impact* from such 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/Reviewed Under Previous Document.* The GP-EIR identified potential impacts to the public or the environment through the routine transport, use, or disposal of hazardous materials (GP DEIR, pp. 4.4-23 and 4.4-24). Impacts concerned transportation of hazardous materials on the roadway network within the City and the routine use, storage, and disposal of hazardous materials related to construction during development and redevelopment in the City. Adherence to General Plan policies and federal, State, and local regulations regarding hazardous material were found to reduce potential impacts of the General Plan to a less than significant level (GP DEIR, pp. 4.4-24 and 4.4-28).

The construction phase of the proposed project would require the use of limited amounts of hazardous materials associated with construction activities (including, but not limited to fuels and lubricants). Operation of the proposed project would require the limited use of

hazardous materials commonly associated with machinery and cleaning activities (including, but not limited to lubricants, industrial cleaning supplies, refrigerants, landscaping fertilizers and chemicals, and pesticides). The transportation, use, and disposal of these materials would be subject to local, State, and federal laws as well as City Safety Policies. Consistency with these laws and policies would limit hazards to the public from the use of these materials. Because the use of hazardous materials is incidental to the operation of the proposed project, the amount of hazardous materials that would be used is small. While the proposed project would involve the use and storage of hazardous materials, compliance with local, State, and federal regulations and City Safety Policies would ensure that the proposed project would result in *less than significant* impacts from hazardous materials.

b) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR described potential impacts related to the accidental release of hazardous materials (GP DEIR, pp. 4.4-24 through 4.4-28). Primary sources of potential accidental release concerned PCB-containing transformers, groundwater pollution, and underground storage tanks (USTs). Consistency with City Policies and Action Items, as well as all applicable federal, State, and local regulations would result in a less than significant impact from the General Plan (GP DEIR, p. 4.4-28).

   See discussion a) above for a discussion of the project-specific impacts. According to investigations conducted by City staff of the DTSC's EnviroStor database, there are two sites within one-quarter mile of the project site that have exhibited leaking underground storage tanks in the past. Both of these sites are currently open cases with DTSC. The project site does not contain any previously installed underground storage tanks. While the proposed project includes the installation of a new underground storage tank, this tank will be used for the storage of stormwater. Stormwater does not constitute a hazard to soil or groundwater if a leak were to develop in the tank in the future. Therefore, the proposed project would result in *less than significant* impacts from the accidental release of hazardous materials.

c) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR discussed the siting of public schools as being subject to the siting requirements of the California Department of Education (GP-DEIR, p. 4.4-25). In addition to CEQA review, potential school sites will be reviewed by various agencies to ensure the new school site is safe from toxic hazards (GP-DEIR, p. 4.4-25). General Plan policies and actions will reduce the potential impacts of the General Plan from hazardous materials transport, use, and storage from surrounding uses, including school sites, to a less than significant level (GP DEIR, p. 4.4-28).

   Kinney Continuation High School is located across Folsom Boulevard on Kilgore Road approximately 0.05 miles south of the project site. As previously discussed, the use of hazardous materials would be incidental to the use of the proposed project and the amounts of hazardous materials stored, used, and disposed of on-site would be limited. As such, the proposed project would not result in significant effects from hazardous substances and the impact to existing or proposed schools would be *less than significant.*

d) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR included information regarding federal and State listed hazardous materials sites as well as a map of such sites (GP DEIR, pp. 4.4-2 through 4.4-10). These sites included leaking underground storage sites, groundwater contamination plumes, PCB contaminated sites related to prior rocket engine testing (Aerojet/Gencorp), and other smaller sites (pp. 4.4-5, 4.4-6). Impact

discussions were included in discussions of accidental release of hazardous materials [see discussion b) above] and were found to be less than significant due to compliance with federal, State, and local laws and regulations (GP DEIR, p. 4.4-28).

According to the GP-EIR, the project site is not located on any site identified on a list of hazardous materials sites compiled under Government Code Section 65962.5. According to investigations conducted by City staff of the Department of Toxic Substance Control's (DTSC) EnviroStor database, there are two sites within one-quarter mile of the project site that have exhibited leaking underground storage tanks in the past. Both of these sites are currently open cases with DTSC. Construction and operation of the proposed project would be contained within the project site and would not interfere with ongoing clean-up efforts of nearby active case sites. Therefore, the proposed project would not create a significant hazard to the public or the environment and *less than significant* impacts associated with known hazardous materials sites would result from implementation of the proposed project.

e) *Less than Significant Impact/Reviewed Under Previous Document*. The GP EIR identified potential impacts of development within an airport land use plan (GP DEIR, p. 4.4-28). The Mather Airport Comprehensive Land Use Plan (CLUP) Safety Restriction Area overlies several portions of the City, restricting development in those areas to uses allowed within the CLUP. Adherence to General Plan policies, federal regulations, the Comprehensive Land Use Plan, and Mather Airport Planning Area provisions would reduce the potential for safety hazards. Therefore, the General Plan was found to have a less than significant impact (GP FEIR, p. 4.0-29).

The proposed project is partially located within the 150-300 foot conical surface height restriction area for Mather Airport, which limits building height in overflight areas in order to reduce safety-related hazards. The proposed Embassy Suites building would not exceed 100 feet in height. The proposed Candlewood Suites building would not exceed 55 feet in height. Therefore, both buildings proposed by the project would be below the height restriction, ensuring that aircraft related hazards to individuals on the ground are no greater than for any other structure in the City, as described in the GP-EIR. Considering the above factors, hazards to people on the ground from operations at or near Mather Airport would be *less than significant*.

f) *No Impact*. The proposed project is not located within two miles of any private airstrip. The nearest private airstrip to the project area is the Rancho Murieta Airport, located more than twelve miles to the southeast of the project area. Therefore, the proposed project would have *no impact* associated with hazards near private airstrips.

g) *Less than Significant Impact/Reviewed Under Previous Document*. The GP EIR analyzed potential impacts that could impair implementation or physically interfere with the Sacramento County Multi-Hazard Disaster Plan (GP DEIR, p. 4.4-29). The EIR found that implementation of the proposed roadway system within the General Plan would improve city roadway connectivity, allowing for better emergency access to residences as well as evacuation routes and resulting in a net positive effect on implementation success of the Sacramento County Multi-Hazard Disaster Plan. Therefore, the General Plan was found to have a less than significant impact (GP DEIR, p. 4.4-29).

Implementation of the proposed project would be mostly contained on the project site, with minimal disturbance to area roadways located in the immediate vicinity of the project site. The only portion of the proposed project that could directly impact roadways is the

installation of sidewalks and driveways along Folsom Boulevard adjacent to the project site. The City requires that a Traffic Control Plan be submitted by the project proponent prior to approval of improvement plans, as administered by the Public Works Department. The Traffic Control Plan would minimize traffic impacts from construction and thereby reduce any effects on the ability of emergency responders to travel through the City. Formulation and adherence to a Traffic Control Plan for the project would ensure that the proposed project would result in a *less than significant* impact.

h) *No Impact/Reviewed Under Previous Document*. The GP EIR identified potential impacts of safety hazards associated with wildland fires due to the construction of residential areas adjacent to open space and natural areas (GP DEIR, pp.4.12-9). Adoption of General Plan policies and action items, as well as required project review by the Sacramento Metropolitan Fire District (SMFD), would ensure minimal impacts to residential areas from wildland fires, resulting in a less than significant impact from implementation of the General Plan (GP DEIR, p. 4.12-10).

The proposed project is located in entirely urbanized area. The nearest wildland area is the American River Parkway, located approximately 1.1 miles northwest of the project site. Given the existing development of the area and distance to wildlands, the proposed project would result in *no impact* in respect to wildland fire risks.

	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?	☐	☐	☒	☐	☐

EXISTING SETTING

A Drainage Report was prepared for the proposed project by Area West Engineers, Inc. (included as **Appendix B**). The report analyzed the existing drainage patterns on the project site and calculated the likely impacts of development of the proposed project. The report determined that the project site currently functions as a detention basin for stormwater during large storm events and concluded that implementation of the proposed project would result in exacerbation of flooding conditions on adjacent properties. As a result of this conclusion, the proposed project has been designed to accommodate approximately 244,899 cubic feet of stormwater in the underground storage facility. The stormwater would be held in the underground facility until such time that it could drain into the existing drainage infrastructure. The project description includes the underground storage facility, and all analysis of the proposed project contained in this MND considers this feature.

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential surface and ground water quality impacts that would occur as a result of implementation of the General Plan (GP DEIR, 4.9-34 through 4.9-40). Both impacts of the General Plan were found to be less than significant with implementation of City Policies and Action Items as well as compliance with the City's National Pollution Discharge Elimination System (NPDES) Permit conditions.

   Activities associated with construction of the proposed project have the potential to result in limited short-term impacts to surface water quality from dust, debris, and substances associated with heavy machinery, such as gasoline and oil. The proposed project would be subject to a Stormwater Pollution Prevention Program (SWPPP), California Stormwater Quality Association's Construction Stormwater Best Management Practices (BMPs), and applicable local ordinances and State requirements designed to protect water quality. Compliance with these regulations would ensure that the proposed project would have a *less than significant* impact resulting from water quality or waste discharge.

b) *Less than Significant Impact/Reviewed Under Previous Document*. The GP EIR identified potential ground water supply and recharge impacts (GP DEIR, p. 4.9-43 through 4.9-57). Both the addition of impervious material as well as additional use of groundwater in the region would result in significant and unavoidable impacts to groundwater levels from implementation of the General Plan (GP DEIR, p. 4.9-57).

   The proposed project would result in new impervious surfaces on a site that has been previously disturbed, though not developed. This increase in impervious surfaces would decrease absorption rates and increase run-off in the project area. However, the project site is substantially surrounded by existing development which has already impeded the greater recharge rate of the area.

   The proposed project would be served by the Golden State Water Company. According to the General Plan EIR, Golden State Water Company's supply capacity through 2030 is not expected to exceed demand (GP DEIR, p.4.9-21). Furthermore, Golden State Water Company draw wells are located west of the City, a great enough distance from the proposed project that any effect of the project on absorption and recharge is unlikely to affect the ability of the Golden State Water Company to adequately serve its existing and

projected customers. Therefore, the proposed project would not result in the need for additional groundwater supplies, nor would it interfere with existing groundwater recharge in the area. Considering the above factors, the proposed project would result in *less than significant* impacts to groundwater supply and recharge.

c) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts due to erosion and siltation as a result of new development in the City and the Planning Area (GP DEIR, p. 4.9-34 through 4.9-39). Adherence to City policies, action items, the conditions of the City's NPDES permit, and the City's Erosion Control Ordinance would result in less than significant impacts related to erosion and siltation as a result of implementation of the General Plan (GP DEIR, p. 4.9-39).

The project site and surrounding area are characterized by existing urban development with generally flat terrain, excepting the slope which separates the project site from US Highway 50. During large storm events, the project site serves as a detention basin for stormwater from adjacent parcels prior to the water making its way into existing stormwater infrastructure. The proposed project would include an underground stormwater storage facility capable of storing approximately 244,899 cubic feet of water. The underground storage structure would connect to the existing stormwater drainage system, thereby allowing the storage facility to empty as system capacity is available. The underground stormwater storage facility was designed to accommodate the current holding capacity of the project site. As the planned storage capacity is equal to current capacity, the proposed project would not increase runoff to adjacent parcels. Stormwater from the project site would be treated prior to entering the drainage system, pursuant to the requirements of the City's NPDES permit (Rains, 2008). According to Mark Rains, County of Sacramento Department of Water Resources (DWR), the underground facility would be required to include a process for removal of silt prior to approval by DWR (Rains, 2008). No alterations would be made to any rivers or streams by the proposed project, by either direct or indirect methods. Therefore, the proposed project would not result in erosion or siltation impacts. Therefore, the proposed project would result in *less than significant* impacts from erosion or siltation.

d) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts from flooding due to implementation of the General Plan (GP DEIR, p. 4.9-41 through 4.9-43). These impacts were associated with the addition of impermeable surfaces, primarily roads, within the City. City Policies and Action Items would be adequate to reduce any flooding impacts. Therefore, the GP-EIR found that the impact of the General Plan on flooding would be less than significant (GP DEIR, p. 4.9-43).

See discussion c) above. As discussed above, the proposed project would include an underground stormwater storage facility designed to retain water during large storm events until capacity is available within the existing stormwater drainage system. The project site is not adjacent to any rivers or streams, nor is it within the 100-year floodplain. The proposed project would not alter any rivers or streams. Therefore, the proposed project would result in *less than significant* impacts from on- or off-site flooding.

e) *Less than Significant Impact/Reviewed Under Previous Document*. See discussion a) above for information on the proposed project and its operational impacts to water quality. While general stormwater impacts as a result of physical characteristics of the proposed project are not expected to be significant due to adherence to the requirements of the City's NPDES permit, construction impacts to water quality could occur as a result of discharge of

stormwater from material storage areas, vehicle or equipment fueling or maintenance (including washing), waste handling, and hazardous materials handling or storage areas on-site. The formation of and adherence to a SWPPP as required by the Public Works Department, and standard best management practices (BMPs) would ensure that the proposed project would result in *less than significant* impacts from stormwater discharge.

f) *Less than Significant Impact/Reviewed Under Previous Document*. See discussions a), b), and d) above.

g) *Less than Significant Impact/Reviewed Under Previous Document*. See discussions a), b), and d) above.

h) *Less than Significant Impact/Reviewed Under Previous Document*. See discussion c) above. The proposed project includes an underground stormwater storage facility which would connect to the existing stormwater drainage system. The underground stormwater storage facility was designed to accommodate the amount of storage capacity the project site provides in its current state, resulting in no net loss of stormwater storage capacity. As the proposed project would include infrastructure designed to accommodate existing drainage flows, the proposed project would have *less than significant* impacts to existing or planned stormwater drainage systems.

i) *Less than Significant Impact/Reviewed Under Previous Document*. Water quality impacts during the construction phases of the proposed project have been discussed above and found to be less than significant. As demonstrated in discussions b) and h) above, the proposed project would not adversely or significantly impact water quality. Adherence to requirements of the City's NPDES permit and requirements imposed by the County of Sacramento Department of Water Resources for the underground stormwater storage facility would ensure that the proposed project would not degrade water quality. Therefore, the proposed project would have a *less than significant* impact to water quality.

j) *No Impact/Reviewed Under Previous Document*. The GP-EIR discussed impacts related to flooding, which included consideration of housing within a 100-year flood hazard area (GP DEIR, pp. 4.9-41 through 4.9-43). City Policies and Action Items would prevent either an increase in the 100-year floodplain from the result of the construction of any structures or the placement of housing within the 100-year floodplain. Therefore, impacts from the General Plan were found to be less than significant (GP DEIR, p. 4.9-43).

   The proposed project does not include any residential development. Additionally, no part of the project site is located within the 100-year floodplain. Therefore, the proposed project would have *no impact* related to placing residential structures within the 100-year floodplain.

k) *No Impact/Reviewed Under Previous Document*. See discussion j) above. As the proposed project is located entirely outside the 100-year floodplain, *no impact* would occur.

l) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified the northern portion of the Planning Area, defined as north of US Highway 50, as within the potential inundation zone in the event of a complete failure of the Folsom Dam, Sunriver Levee, or Cordova Meadows Levee (GP-DEIR, p. 4.9-41). However, the GP-EIR concluded that the probability of such an event is extremely low and not considered to be a reasonably foreseeable event (ibid). The project site is not located within the northern portion of the

City. Therefore, the proposed project would result in a *less than significant* impact associated with flooding.

m) *Less than Significant 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. While the adjacent embankment separating the project site from US Highway 50 is relatively steep, there has been no slippage of the slope during heavy storm events. The embankment is under the jurisdiction of CalTrans and the proposed project does not include any alteration of the slope. The historic stability of the adjacent embankment indicates that mudflows are not likely. As the surrounding parcels to the south and east are generally flat and heavily developed, mudflows are not a possibility. Therefore, implementation of the proposed project would result in a *less than significant 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 Folsom Boulevard Planning Area, as designated by the Rancho Cordova General Plan. The site is also located within the Folsom Boulevard Specific Plan area and Convention Overlay. The General Plan identifies specific uses for those areas. Refer to Section 2.0 (Project Description) for further information regarding allowed uses in and other planning requirements in those areas.

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR described possible impacts related to the division of existing communities (GP DEIR, pp. 4.1-38 through 4.1-40). The GP-EIR states that development and redevelopment described in the General Plan was specifically designed so that barriers between communities would be prevented. Additionally, City policies and action items were included in the General Plan to further prevent divisions of communities. The GP-EIR found that impacts of the General Plan to existing communities would be less than significant (GP DEIR, pp. 4.1-39 and 4.1-40).

The proposed project would be located on vacant land within a previously urbanized portion of the City. The proposed project does not include the removal or impedance of any roadways or paths of circulation. The proposed project would include sidewalks with connections to existing sidewalks to the east and west of the project site. Therefore, the proposed project would result in a *less than significant* impact in regards to dividing an existing community.

b) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR included discussion of potential impacts to adopted land use plans, policies, and regulations of other jurisdictional agencies in the area (GP DEIR, 4.1-46 through 4.1-56). Conflicts were identified between the General Plan and the Sacramento County General Plan and the Mather Airport Comprehensive Land Use Plan (Mather CLUP). While City policies were included in the General Plan to reduce these conflicts, significant and unavoidable conflicts were expected as a result of implementation of the General Plan (GP DEIR, p. 4.1-56; GP FEIR, p. 4.0-4).

The project site lies within the Folsom Boulevard Planning Area as identified in the Rancho Cordova General Plan. The parcel is zoned Office/Professional Mixed Use (OPMU), as identified in the Folsom Boulevard Specific Plan. Hotel uses are permitted by right within the OPMU zoning district. The proposed project would be required to adhere to all City Policies adopted for the purpose of mitigating the environmental effects of the proposed project. Those policies that apply to the proposed project, which were adopted for the purpose of mitigating environmental effects, have been codified as mitigation measures in this MND. As the net result of all mitigation in this MND is wholly less than significant environmental effects, the project would have a *less than significant* impact to existing land use plans and policies.

c) *No Impact/Reviewed Under Previous Document.* The GP-EIR addressed potential impacts related to conflicts between the General Plan and any adopted habitat conservation plan or natural community conservation plan (GP DEIR, pp. 4.10-62 and 4.10-63). While the South Sacramento Habitat Conservation Plan (SSHCP) is currently being prepared by Sacramento County, no such plan has been adopted (GP DEIR, p. 4.10-63). Because of this, the General Plan would have no impact on adopted plans (Ibid.).

Sacramento County and the City of Rancho Cordova do not currently have an adopted Habitat Conservation Plan. The South Sacramento Habitat Conservation Plan (SSHCP) is being prepared by Sacramento County and will likely 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?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts resulting from the loss of availability of mineral resources in the General Plan Planning Area (GP DEIR, pp. 4.8-26 through 4.8-27). Only those areas already identified as either MRZ-2 or as containing existing mining operations were expected to be impacted by development of the General Plan Planning Area (GP DEIR, p. 4.8-26). Even with adoption of City Policies and Action Items regarding mineral resources and mining, the General Plan would still have a significant and unavoidable impact (GP DEIR, p. 4.8-27).

The eastern portion of the project site is located within an MRZ-2 zone, an area known to contain mineral deposits, as identified in the GP-EIR (GP DEIR, pp. 4.8-26 and 4.8-27). The project site has been previously disturbed and surrounding areas have been urbanized during the latter half of the 20th century. As mining operations generally take place on sites prior to development due to the substantial effect they can have on adjacent uses, it is unlikely that the project site would be mined in the future given the extensive development surrounding the project site. Furthermore, no part of the project is located within an area identified in the GP-EIR as containing existing or planned mining operations. The City has not received any information or formal application regarding proposed mining operations in the vicinity of the proposed project. Therefore, the proposed project would not result in the loss or impede the mining of regionally or locally important mineral resources and *less than significant* impacts would result.

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

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XI. NOISE. Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	☐	☒	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐	☒
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a) *Less than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* The GP-EIR addressed increases in noise levels as a result of buildout of the General Plan (GP DEIR, pp. 4.7-20 through 4.7-30). Significant and unavoidable impacts were expected due to construction noise, increased traffic noise, and the potential construction of noise generating land uses (GP DEIR, pp. 4.7-22, 4.7-27, 4.7-30). The City's noise standard sets daytime limit of 55 dB for typical noises. Policies and Actions included in the General Plan would reduce these impacts; however, various factors exist throughout the Planning Area that would make total mitigation impossible. Therefore, the impact of the General Plan remained significant and unavoidable.

The operation of the proposed project would result in increased noise from cars entering and exiting the site and HVAC equipment. Kinney Continuation School is located across Folsom Boulevard on Kilgore Road approximately 0.05 miles south of the project site. The nearest residences to the project site are located on the opposite side of US Highway 50. With the intervening noise of existing traffic on Folsom Boulevard and the light rail tracks between the project site and Kinney Continuation School during normal school operating hours, it is unlikely that the school would be adversely affected by noise resulting from the proposed project. Considering the intervening noise of the highway, it is unlikely that residences would be affected by noise resulting from the proposed project. However, the proposed project does include site preparation and construction activities, which would include the use of heavy equipment and trucks and would result in temporary noise increases in the project vicinity. The Folsom Boulevard Specific Plan MND included

mitigation measure MM 11.1 in order to ensure that construction-related noise impacts would be less than significant. As the proposed project is within the Folsom Boulevard Specific Plan area, the following mitigation measure is included in order to ensure that construction noise does not exceed City noise standards:

Mitigation Measure

MM 11.1 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; and,
- The project proponent shall post visible signage providing a name, address, and 24-hour phone number for information and/or complaints regarding the construction activities, as well as the phone number for the City Planning Department.

Timing/Implementation: *Requirement shall be included on all plans prior to approval of the grading/improvement plans. Measure shall be complied with throughout construction activities.*

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/Reviewed Under Previous Document*. The GP-EIR discussed groundborne noise and vibration concurrently with construction related noise impacts [see discussion a) above; also GP-DEIR, pp. 4.7-20 through 4.7-22]. As large-scale construction of various land uses is ongoing in the City and will continue for some time, guided by the General Plan, significant noise and vibration generation is expected. While City Policies and Action Items would reduce the impact of such vibration and noise, significant and unavoidable impacts as a result of implementation of the General Plan are expected in some cases (GP DEIR, p. 4.7-22).

See discussion a) above. Construction of the proposed project includes excavation, grading, and construction activities that could potentially generate limited groundborne vibration. However, these groundborne vibrations would be minor and temporary in nature, ceasing upon completion of construction activities. Excavation activities associated with the proposed project would not utilize pneumatic hammers, explosives, or deep drilling. These types of excavation are known to create significant groundborne vibration and noise. Considering the proposed project's limited potential for creating significant groundborne vibration, the proposed project would have a *less than significant* impact from groundborne vibration or noise.

c) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified uses that may result in significant stationary (permanent) noise generation (GP DEIR, pp. 4.7-28 through 4.7-30). Uses and equipment that would generate significant permanent noise included loading docks, industrial uses, HVAC equipment, car washes, daycare

facilities, auto repair, as well as some recreational uses (GP DEIR, p. 4.7-28). While the impact of these and other significant sources of permanent noise would be lessened by Policies and Action Items included in the General Plan, some impacts would remain and the GP-EIR found impacts of the General Plan to be significant and unavoidable (GP DEIR, p. 4.7-30).

See discussion a) above. Implementation of the proposed project would result in a permanent increase in noise levels in the project vicinity due to traffic and HVAC equipment. However, the surrounding area is characterized by existing urban development. The nearest residences to the project site are located on the opposite side of US Highway 50, a previously existing source of significant noise. Kinney Continuation School is located across Folsom Boulevard on Kilgore Road, south of the light rail tracks. With the intervening noise of US-50, roadways, light rail trains, and the ambient noise level of the surrounding area, it is unlikely that residences or Kinney Continuation School would be affected by noise generated by the proposed project. Therefore, permanent increases in noise resulting from the proposed project would be *less than significant*.

d) *Less Than Significant Impact with Mitigation Incorporation/Reviewed Under Previous Document.* See discussion b) above. Construction noise impacts are expected to be minor and short in duration, and are therefore not expected to exceed City standards for stationary noise [see discussion a) above]. Implementation of mitigation measure MM 11.1 would ensure that construction related noise impacts would be *less than significant*.

e) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR analyzed noise impacts related to airports, specifically the Mather Airport located immediately south and west of the City (GP DEIR, pp. 4.7-30 through 4.7-32). Five planning areas within the City were identified as having potential airport-related noise impacts: Mather Planning Area, Jackson Planning Area, Sunrise Boulevard South Planning Area, Rio del Oro Planning Area, and the Aerojet Planning Area (GP DEIR, p. 4.7-30). Single-event noise impacts were also identified for those portions of the City that lie under the primary flight paths for Mather Airport (GP DEIR, p. 4.7-30). For the five planning areas identified above and areas of the City directly under the approach path for Mather Airport the impact of the General Plan was found to be significant and unavoidable (GP DEIR, p. 4.7-32).

The project site is not located within one of the planning areas identified above as having potential airport-related noise impacts. Furthermore, the proposed project is located outside all identified noise contours for Mather Airport, as shown in the Mather Airport Comprehensive Land Use Plan. Therefore, *less than significant* noise impacts to people working at the project site are expected.

f) *No Impact*. The nearest private airport to the project area is the Rancho Murieta Airport, located more than twelve miles to the southeast. 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?	☐	☐	☐	☒	☒

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document.* In the GP-EIR the General Plan was found to result in substantial increases in the number of dwellings, residents, and employees in the General Plan Planning Area (GP DEIR, pp. 4.3-10 through 4.3-14). These increases were higher than those previously anticipated by the Sacramento Area Council of Governments (SACOG). Substantial population growth is expected and significant and unavoidable impacts of the General Plan were identified (GP-DEIR, p. 4.3-14).

The project site is located within an urbanized area and is currently vacant. The proposed project would construct two hotels totaling 253,419 square feet and 329 rooms. No residential development would be included with the proposed project. Therefore, there would be no impact resulting from the potential for inducing population growth through the construction of new homes. Operation of the proposed project would include hiring of employees, which could bring new residents to the area. However, as the number of jobs created would not be substantial, the proposed project is not likely to contribute to substantial population growth in the area. Therefore, the proposed project is expected to result in *less than significant* impacts to population growth, either directly or indirectly.

b) *No Impact/Reviewed Under Previous Document.* The GP-EIR identified potential impacts due to the displacement of people and housing as a result of implementation of the General Plan (GP DEIR, p. 4.3-14). These impacts were primarily due to the installation of infrastructure such as streets (Ibid). Consistency with State and federal laws relating to displacement of existing residents and housing would ensure that impacts of the General Plan would be less than significant (Ibid.).

The proposed project would involve the construction and operation of two new hotels. The proposed project would not demolish any residential development as the project site is currently vacant. As such, the construction of replacement housing either on-site or elsewhere will not be required, resulting in *no impact*.

c) *No Impact/Reviewed Under Previous Document.* 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 – Rancho Cordova Police Department (RCPD)
- School District – Folsom Cordova Unified School District (FCUSD)
- Park District – Cordova Recreation and Park District (CRPD)
- Electrical Service – Sacramento Municipal Utility District (SMUD)
- Natural Gas Service – Pacific Gas and Electric (PG&E)

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR analyzed the impact of the General Plan on fire protection services and the resulting environmental impact of any additional infrastructure required (GP DEIR, pp. 4.12-5 through 4.12-9). As the General Plan would result in substantial growth, additional fire stations and other infrastructure would be required to serve the increased number of dwellings and urban land uses (GP DEIR, pp. 4.12-5 and 4.12-6). Consistency with City Policies and Action Items would result in a less than significant impact of the General Plan to the environment from construction and provision of additional infrastructure and facilities.

The proposed project would construct 253,419 square feet of hotel use. Fire protection for the project site would most likely be provided by SMFD Station 66 located at 3180 Kilgore Road, approximately 1.05 miles south of the site. General Plan Action ISF.2.3.2 requires that new development fund its fair share portion of impacts related to public infrastructure and facilities, including fire service and facilities. This is enforced by Sacramento Metropolitan Fire District during the plan checking process. As the proposed project would be subject to SMFD fees and requirements, *less than significant* impacts are expected.

b) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts related to the need for additional police protection infrastructure and facilities (GP DEIR, pp. 4.12-16 through 4.12-20). Just as with fire protection, the

substantial growth predicted in the GP-EIR would require additional police protection infrastructure and facilities (GP DEIR, pp. 4.12-16 and 4.12-17). Consistency with City Policies and Action Items would result in less than significant impacts resulting from implementation of the General Plan (GP DEIR, p. 4.12-17).

Police equipment and personnel increases are tied to population growth in the City. As the proposed project would not increase the population [see discussion a) in Checklist XII, Population and Housing, above], it is not expected that additional personnel, equipment, or law enforcement facilities will be required. Therefore, the proposed project is expected to result in a *less than significant* impact.

c) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts to all four school districts servicing the General Plan Planning Area as a result of substantial growth expected during the life of the General Plan (GP DEIR, pp. 4.12-77 through 4.12-80). While additional schools would be required as growth in the General Plan Planning Area continues, consistency with City Policies and Action Items, as well as required CEQA and State Board of Education review of future school sites would result in less than significant impacts resulting from implementation of the General Plan (GP DEIR, p. 4.12-80).

The proposed project would not construct any new residences and would not generate any population growth in the vicinity. Impacts to Kinney Continuation High School, located across Folsom Boulevard on Kilgore Road approximately 0.05 miles south of the project site, would be mainly due to construction of the proposed project. These impacts would be temporary in nature, ceasing upon completion of construction activities. As the proposed project would not increase the number of students in the area and impacts from construction would be temporary, *less than significant* impacts to schools are expected.

d) *No Impact/Reviewed Under Previous Document*. The GP-EIR identified potential environmental impacts related to the provision of additional parks to serve the growth anticipated in the General Plan (GP DEIR, pp. 4.12-89 through 4.12-96). Adherence to City Policy and Action Items as well as the requirements of the Cordova Recreation and Park District (CRPD) would ensure less than significant impacts from implementation of the General Plan (GP DEIR, pp. 4.12-95 and 4.12-96).

No additional residents would be generated by the proposed project, resulting in no increase in park usage or demand. Therefore, no additional need for parks is expected and the proposed project would have *no impact.*

e) *No Impact.* As no new residents and only a small number of new employees would be generated by the proposed project, and no public facilities would be impacted by construction and operation of the proposed project (see discussions above), *no impact* is expected.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XIV. RECREATION					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	☒
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☒

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document*. See discussion d) of checklist XIII, Public Services above for information on the GP-EIR's conclusions as to impacts related to parks and recreation. The project site is currently vacant and would provide hotel uses upon implementation of the proposed project. No existing parkland would be converted to non-recreational use by the proposed project. Furthermore, because the proposed project includes exclusively hotel and restaurant uses, and as the customers of such establishments are much less likely to visit parks or utilize recreational facilities, no measurable increase in the use of existing parks is expected. Therefore, no additional need for parks or other recreational facilities would be created and *no impact* is expected.

b) *No Impact/Reviewed Under Previous Document*. See discussion a) above.

	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 Transportation Impact Study was prepared for the proposed project by Fehr & Peers Transportation Consultants (Fehr & Peers, 2008). The report identified intersection levels of service to two nearby intersections (Sunrise Boulevard/Folsom Boulevard, and Folsom Boulevard/Kilgore Road) for existing, existing plus project, cumulative, and cumulative plus project scenarios. The report also identified trip generation rates that could result from the proposed project. The rates are shown below:

TABLE 3
PROJECT TRIP GENERATION

	ITE Code[1]	AM Peak		PM Peak	
		In	Out	In	Out
Embassy Suites (217 rooms)	310	74	47	68	60
Candlewood Suites (113 rooms)	310	39	25	35	31
Total:		113	72	103	91
Total In/Out:		185		194	

Notes: [1]*Trip Generation, 7th Edition (Institute of Transportation Engineers, 2003) used to estimate the project trip generation.*
Source: *Fehr and Peers Transportation Consultants, July 2008.*

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR analyzed traffic impacts to the existing roadway network in the General Plan Planning Area as a result of the population, dwelling unit, and employee increases expected to occur with implementation of the General Plan (GP DEIR, pp. 4.5-27 through 4.5-45). Several new roadways and improvement of existing roadways were described in the General Plan in order to address the additional expected traffic load. However, even with these improvements and adherence to City Policies and Action Items the impact of the General Plan would remain significant and unavoidable (GP DEIR, p. 4.5-42).

The proposed project is expected to generate a limited number of trips during construction as employees of the construction contractor drive to and from the work site. This limited increase in traffic would be temporary in nature. As indicated in **Table 3** above, the proposed project is anticipated to generate 185 AM peak hour trips and 194 PM peak hour trips during project operation (Fehr & Peers, July 2008). The transportation impact study concluded that revised signal timing and the conversion of existing center lanes to turn lanes would result in an improvement in level of service at the intersection of Folsom Boulevard and Kilgore Road and no deterioration in level of service at the intersection of Folsom Boulevard and Sunrise Boulevard (Fehr & Peers, July 2008). Therefore, the proposed project is expected to have *less than significant* impacts to traffic in the area.

b) *Less than Significant Impact/Reviewed Under Previous Document.* See discussion a) above. Impacts to level of service for roadways and intersections during construction of the proposed project would be reduced by a Traffic Control Plan, required by the City Public Works Department for any project that would involve impacts to City roadways. Traffic control and other requirements of the Traffic Control Plan would ensure *less than significant* impacts.

c) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR analyzed safety and hazards impacts related to the provision of land uses within the Mather Airport Comprehensive Land Use Plan (Mather CLUP) and their impact on safety related to air traffic in and out of the airport (GP DEIR, p. 4.4-28 and 4.4-29). The General Plan established the Mather Planning Area that corresponds to the Master Plan boundaries of the Mather Airport. Policies included in the General Plan were more stringent than the safety restrictions of the Mather CLUP (GP DEIR, p. 4.4-28). Consistency with City Policies and Action Items as well as the requirements of the Mather CLUP would ensure less than significant impacts from implementation of the General Plan (GP DEIR, p. 4.4-29).

The southeast portion of the proposed project site is located within the 150-300 foot conical surface height restriction area for Mather Airport, above which it is understood that impacts to air navigation could occur. The proposed project would not construct any structures above 100 feet in height, which is well below the height restrictions. Therefore, the proposed project would not necessitate any change in current air traffic patterns and a *less than significant* impact is expected.

d) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR analyzed potential impacts related to roadway safety as a result of implementation of the General Plan (GP DEIR, p. 4.5-48). The City's design standards for roadways, as well as the land use planning and other City Policies, would ensure that impacts of the General Plan related to roadway safety are less than significant (Ibid.).

The project site would be served by two driveways directly connecting the public right-of-way to the hotel parking lots. The proposed project would be required by the City of Rancho Cordova Public Works Department to dedicate roadway right-of-way to accommodate expansion of Folsom Boulevard to possibly include turn pockets for the project site in order to accommodate traffic entering the project site. The project site has been designed to accommodate the circulation of emergency vehicles. Compliance with Sacramento Metropolitan Fire District requirements for site access would ensure that the project site is able to accommodate emergency response vehicles. Therefore, no hazards would be created as a result of site access or internal circulation and a *less than significant* impact is expected.

e) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified impacts related to emergency access within the General Plan Planning Area (GP DEIR, p. 4.5-48). As the roadway network in the City was to be improved and additional routes were to be added by the General Plan, impacts were found to be less than significant (Ibid.).

The project site would be accessible from two points: a driveway from Folsom Boulevard into the parking lot near the southeastern corner of the site; and the construction of a through-lane onto the project site from Kilgore Road. All site access points would be subject to SMFD requirements which would ensure that emergency vehicle access to the site would not be impeded. Therefore, the proposed project would have *less than significant* impacts resulting from emergency access.

f) *Less than Significant Impact.* The proposed project includes 330 parking spaces, including 59 spaces in an underground parking garage to be located below the proposed Embassy Suites. The proposed project includes a special review of parking entitlement to allow fewer parking spaces than required by the City Zoning Code. For this entitlement, the project applicant is required to demonstrate that the proposed parking facilities are adequate for the proposed use, pursuant to Zoning Code Section 330-07(d), should the number of parking spaces proposed be less than City standards. The City will enforce these requirements during the Design Review process, which would ensure adequate parking for the proposed project. Therefore, the project would have a *less than significant* impact regarding parking capacity.

g) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR analyzed potential impacts to transit, pedestrian, and bicycle provisions within the City (GP DEIR, pp. 4.5-49 through 4.5-53). Development of the City's Transit Master Plan and the City's Pedestrian and Bicycle Master Plan would ensure that impacts of the General Plan to these provisions would be less than significant (GP DEIR, pp. 4.5-49 and 4.5-50).

The Sacramento Regional Transit Light Rail station at Sunrise is approximately 0.30 miles northeast of the project site. The Light Rail station at Cordova Town Center is located approximately 0.40 miles southwest of the project site. Both stations are located along Folsom Boulevard, as is the proposed project. As Folsom Boulevard provides adequate access to the stations and as the proposed project will not impede traffic or circulation on Folsom Boulevard, the proposed project's impacts to local transit is negligible.

The proposed project would not restrict access to the light rail stations or any other transit facilities. Further, development of the two ingress and egress points along Folsom Boulevard would not interfere with any transit stops. Additional employees required by the proposed project could possibly increase the amount of riders on local transit systems.

However, the proposed project would not be expected to generate a substantial increase in ridership to warrant the development of additional transit facilities. The proposed project would not interfere with any existing bike lanes. As part of roadway frontage improvements required by the City Public Works Department, the proposed project would install sidewalk connections with existing sidewalks to the east and west of the project site. The proposed project would provide bike racks near each of the two proposed hotel buildings. Therefore, the proposed project would have *less than significant* impacts on 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 project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☒
g) Comply with federal, state and local statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts relating to the capacity of the Sacramento Regional County Sanitation District (SRCSD) treatment facilities to treat wastewater flows from the General Plan Planning Area (GP DEIR, pp. 4.12-45 through 4.12-51). Current capacity at the SRWTP is adequate to meet projected growth by 2020; however, growth beyond that point will require expansion of existing capacity which could result in environmental impacts (GP DEIR, p. 4.12-47). Because of this, the GP-EIR identified the impact of the General Plan as significant and unavoidable (GP DEIR, p. 4.12-51).

A sewer study was prepared by Kroeker Engineering Consultants in March 2008 for the proposed project (Kroeker, 2008). The study concluded that the proposed project would result in approximately 99,100 gallons per day of wastewater. Further, the report concluded that this amount would not adversely impact existing sewer operations. Analysis of existing wastewater treatment capacity was discussed in the GP-EIR, where it was demonstrated that capacity exists to accommodate growth until approximately 2020. As the proposed project is consistent with the General Plan and the sewer study demonstrated adequate capacity, *less than significant* impacts would be expected.

b) *Less than Significant Impact/Reviewed Under Previous Document.* In addition to required expansion in treatment capacity, the GP-EIR identified potential impacts associated with the construction of additional wastewater conveyance infrastructure (GP DEIR, pp. 4.12-45 through 4.12-51). CSD-1 has planned expansion of sewerage infrastructure into the General Plan Planning Area and the environmental effects of this expansion were addressed in an EIR (GP DEIR, pp. 4.12-46 and 4.12-47). However, increased growth expected with implementation of the General Plan will require more infrastructure than that currently planned by CSD-1. Therefore, the impact of the General Plan was found to be significant and unavoidable (GP DEIR, p. 4.12-51).

See discussion a) above. The proposed project would be required to connect to existing sewer lines. The existing sewer system is anticipated to have adequate capacity to serve the proposed project. Therefore, impacts from the proposed project are considered *less than significant.*

c) *Less than Significant Impact/Reviewed Under Previous Document.* See discussion c) in Checklist VII, Hydrology and Water Quality for information on stormwater drainage facilities and their associated environmental effects. The GP-EIR identifies the increase in impervious surfaces as the primary contributor to increased stormwater runoff (GP DEIR, p.4.9-41).

The proposed project would increase the amount of impervious surfaces in the area and would increase stormwater runoff from the project site. Construction of new stormwater facilities would be required to reduce impacts to existing stormwater facilities. The proposed project would include an underground stormwater storage facility capable of storing approximately 244,899 cubic feet of water, the approximate capacity as currently exists on the project site. The underground storage structure would connect directly to the existing stormwater drainage system, thereby allowing the storage facility to empty as system capacity is available. Construction of the on-site stormwater facility is included in the analysis of the proposed project. As the project includes specific design features to prevent direct impacts to the stormwater system, a *less than significant* impact is expected.

d) *Less than Significant Impact/Reviewed Under Previous Document.* The GP-EIR identified potential environmental impacts related to available water supplies and the increased demand in the City and the General Plan Planning Area (GP DEIR, pp. 4.9-43 through 4.9-57). According to the analysis in the GP-EIR, adequate supplies of water exist through buildout of the current incorporated boundaries of the City (GP DEIR, p. 45). However, new sources of water will be required to serve buildout conditions for those portions of the General Plan Planning Area that lie outside current City boundaries. Significant environmental effects may occur from the acquisition of these additional sources. Therefore, significant and unavoidable impacts of the General Plan are expected (GP DEIR, p. 4.9-57).

The proposed project would add 253,419 square feet of hotel and incidental restaurant use to the area, which would result in increased water demand. The project site lies within the service area of the Golden State Water Company. According to the General Plan EIR, Golden State Water Company's supply capacity through 2030 is expected to exceed demand (GP DEIR, p.4.9-21). As the project site is within the incorporated boundaries of the City and is consistent with the general Plan, the proposed project would not result in a significant need for increased water supply and a *less than significant* impact is expected.

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

f) *Less than Significant Impact/Reviewed Under Previous Document*. The GP-EIR identified potential impacts related to the capacity of local landfills and those landfills to which solid waste from the City and the General Plan Planning Area are shipped (GP DEIR, pp. 4.12-60 through 4.12-63). Current capacity exists at all landfills that serve the General Plan Planning Area and expansion in capacity is not expected to be required (GP DEIR, p. 4.12-61). Consistency with City Policies and Action Items as well as federal, State, and local laws and ordinances would ensure less than significant impacts as a result of implementation of the General Plan (GP DEIR, p. 4.12-63).

As identified in the General Plan EIR, all three landfills that receive solid waste from the City have adequate capacity to serve the City (GP DEIR, pp. 4.12-60 through 4.12-63). All solid waste generated during construction or operation of the proposed project would be trucked to local landfills for disposal. Therefore, both construction and operation of the proposed project would result in *less than significant* impacts.

g) *Less than Significant Impact.* The City of Rancho Cordova utilizes an open franchise system for the collection of solid waste from commercial businesses and multi-family developments, wherein there exists seven potential service providers. All service providers are required to operate consistent with applicable federal, State, and local statutes and regulations. Therefore, the proposed project would result in *less than significant* impacts.

	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 impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	☐	☐	☒	☐	☒
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less than Significant Impact/Reviewed Under Previous Document.* 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, adherence to City policies and the mitigation measures presented above would ensure that the project's impacts are *less than significant.*

b) *Less than Significant Impact/Reviewed Under Previous Document*. See Section 4.0 of this IS/MND for an analysis of the proposed project's cumulative impact.

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

4.0 CUMULATIVE IMPACTS

4.1 INTRODUCTION

This section addresses the proposed project's potential to contribute to cumulative impacts in the region. California Environmental Quality Act (CEQA) Guidelines Section 15355 defines cumulative impacts as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts." A project's incremental effects are considered significant if they are "cumulatively considerable" (CEQA Guidelines Sections 15065[a][3] and 15130[a]). "Cumulatively considerable" 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

The Cumulative Setting establishes the area of effect in which the cumulative impact has been identified and inside which it will occur. Different cumulative settings can be established for each individual impact or impact area (checklist area). As the proposed project is a subsequent project identified in the General Plan, and as this MND is tiered from the GP-EIR, the cumulative setting for the proposed project is identical to the cumulative setting identified in the GP-EIR, which consists of the General Plan Planning Area.

4.3 PREVIOUS CUMULATIVE ANALYSIS WITHIN THE CUMULATIVE SETTING

The GP-EIR identified several cumulative impacts where expected development and establishment of the roadway network in the city, when combined with other planned, proposed, and approved development and roadway infrastructure projects in the area, would have a significant impact on the environment. The following impact areas were found in the GP-EIR to have cumulative impacts that would be cumulatively considerable:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Hydrology and Water Quality (water supply)
- Land Use and Planning
- Mineral Resources
- Noise (both traffic related and stationary)
- Population and Housing
- Utilities and Service Systems (water treatment and wastewater infrastructure)
- Transportation/Traffic (traffic congestion)

Areas in which cumulative impacts were found in the GP-EIR to be less than cumulatively considerable were:

- Geology and Soils
- Hazards and Hazardous Materials
- Public Services
- Recreation

4.4 CUMULATIVE IMPACT ANALYSIS

Cumulative impacts identified in the GP-EIR as being cumulatively considerable are largely due to increases in dwelling units, residents, and employees. The proposed project would not include the addition of any dwelling units or residents, but would result in an increase in employees.

Consistency with City Policies, Action Items, ordinances, and other requirements would reduce the proposed project's incremental contribution to the above cumulative impacts. However, some contribution would remain. Since the mitigation measures included in this MND would reduce project impacts to a less than significant level, the proposed project's incremental contribution to cumulative impacts within the General Plan Planning Area are considered *less than cumulatively considerable*.

The proposed project is a subsequent project within the scope of activities and land uses studied in the GP-EIR. Development of the proposed project site would not result in any project-specific contribution to cumulative impacts that were not identified in the Program EIR. As the GP-EIR found that cumulative impacts in the above areas were cumulatively considerable and because the proposed project is consistent with and described in the Program EIR, no further environmental analysis is required pursuant to Pub. Res. Code Section 21083.3 and State CEQA Guidelines Section 15183.

5.0 DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

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

☐ 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: 8-4-08

Printed Name: Cori Resha, Environmental Planner 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: 8/4/2008

Printed Name: Hamid Kazemi For: Heritage Hotel Grp.

6.0 REPORT PREPARATION AND CONSULTATIONS

6.1 REPORT PREPARATION AND REFERENCES

CITY OF RANCHO CORDOVA - LEAD AGENCY

Paul Junker	Planning Director
William Campbell	Principal Planner
Shannan Loveless	Associate Planner
Patrick Angell, AICP	Environmental Division Manager
Kevin Freibott	Senior Environmental Planner
Cori Resha	Environmental Planner
Catherine Lee	Environmental Planner
Angela Calderaro	Biologist
Albert Stricker	Senior Engineer
Mark Thomas	Senior Engineer

6.2 PERSONS AND AGENCIES CONSULTED

Salam Khan	Sacramento Area Sewer District (formerly CSD-1)
Mark Rains	Sacramento County Department of Water Resources
J.J. Hurley	Sacramento Metropolitan Air Quality Management District
Karen Huss	Sacramento Metropolitan Air Quality Management District

7.0 REFERENCES

7.0 REFERENCES

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APPENDIX A
URBEMIS RESULTS

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\cresha\Application Data\Urbemis\Version9a\Projects\Embassy Candlewood 02.28.08.urb924

Project Name: Embassy Suites and Candlewood Suites

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (tons/year unmitigated)	0.39	2.52	2.10	0.00	0.84	0.15	0.99	0.18	0.14	0.31	316.58
2009 TOTALS (tons/year unmitigated)	1.89	0.55	0.74	0.00	0.00	0.04	0.04	0.00	0.04	0.04	89.84

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.22	0.48	0.54	0.00	0.00	0.00	572.63
TOTALS (tons/year, mitigated)	0.22	0.48	0.54	0.00	0.00	0.00	572.63
Percent Reduction	0.00	0.00	0.00	NaN	NaN	NaN	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	4.82	5.47	53.83	0.04	6.34	1.23	3,689.54

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	5.04	5.95	54.37	0.04	6.34	1.23	4,262.17

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

2008	0.39	2.52	2.10	0.00	0.84	0.15	0.99	0.18	0.14	0.31	316.58
Fine Grading 06/02/2008-07/31/2008	0.11	1.25	0.54	0.00	0.84	0.06	0.90	0.18	0.05	0.23	135.43
Fine Grading Dust	0.00	0.00	0.00	0.00	0.84	0.00	0.84	0.17	0.00	0.17	0.00
Fine Grading Off Road Diesel	0.07	0.62	0.30	0.00	0.00	0.03	0.03	0.00	0.03	0.03	49.44
Fine Grading On Road Diesel	0.04	0.63	0.22	0.00	0.00	0.03	0.03	0.00	0.02	0.03	83.54
Fine Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.45
Asphalt 07/07/2008-07/31/2008	0.03	0.18	0.12	0.00	0.00	0.01	0.02	0.00	0.01	0.01	15.33
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.03	0.17	0.09	0.00	0.00	0.01	0.01	0.00	0.01	0.01	12.08
Paving On Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.13
Paving Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.12
Building 08/04/2008-03/20/2009	0.25	1.09	1.44	0.00	0.00	0.08	0.08	0.00	0.07	0.07	165.82
Building Off Road Diesel	0.22	0.98	0.64	0.00	0.00	0.07	0.07	0.00	0.07	0.07	87.54
Building Vendor Trips	0.01	0.08	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.70
Building Worker Trips	0.02	0.03	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.58
2009	1.89	0.55	0.74	0.00	0.00	0.04	0.04	0.00	0.04	0.04	89.84
Building 08/04/2008-03/20/2009	0.12	0.55	0.72	0.00	0.00	0.04	0.04	0.00	0.04	0.04	87.54
Building Off Road Diesel	0.11	0.49	0.33	0.00	0.00	0.04	0.04	0.00	0.03	0.03	46.20
Building Vendor Trips	0.00	0.04	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.76
Building Worker Trips	0.01	0.02	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.57
Coating 02/23/2009-03/20/2009	1.77	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.30
Architectural Coating	1.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.30

Phase Assumptions

Phase: Fine Grading 6/2/2008 - 7/31/2008 - Default Fine Site Grading Description

Total Acres Disturbed: 7.58

Maximum Daily Acreage Disturbed: 1.9

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 943.18

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 7/7/2008 - 7/31/2008 - Default Paving Description

Acres to be Paved: 1.9

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 8/4/2008 - 3/20/2009 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

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Phase: Architectural Coating 2/23/2009 - 3/20/2009 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.03	0.48	0.40	0.00	0.00	0.00	572.38
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscape	0.01	0.00	0.14	0.00	0.00	0.00	0.25
Consumer Products	0.00						
Architectural Coatings	0.18						
TOTALS (tons/year, unmitigated)	0.22	0.48	0.54	0.00	0.00	0.00	572.63

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Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Mitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.03	0.48	0.40	0.00	0.00	0.00	572.38
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscape	0.01	0.00	0.14	0.00	0.00	0.00	0.25
Consumer Products	0.00						
Architectural Coatings	0.18						
TOTALS (tons/year, mitigated)	0.22	0.48	0.54	0.00	0.00	0.00	572.63

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Hotel	4.82	5.47	53.83	0.04	6.34	1.23	3,689.54
TOTALS (tons/year, unmitigated)	4.82	5.47	53.83	0.04	6.34	1.23	3,689.54

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2009 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Hotel		8.17	rooms	330.00	2,696.10	20,153.35
					2,696.10	20,153.35

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.7	1.7	97.9	0.4
Light Truck < 3750 lbs	10.0	4.0	88.0	8.0
Light Truck 3751-5750 lbs	22.5	0.9	98.7	0.4
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	6.2	18.8	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	20.0	80.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	71.4	28.6	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	11.1	77.8	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5

APPENDIX B
DRAINAGE REPORT

AREA

WEST ENGINEERS, INC.

DRAIN REPORT

FOR:

Embassy Suites / Candlewood Suites - Folsom Boulevard

City of Rancho Cordova

APN: 058-0280-009

By: Daniel Taylor, RCE: 70810

Date: 3.10.08

AWE job #: 08008

Area West Engineers, Inc. 7478 Sandalwood Drive, Suite 400 Citrus Heights, CA 95621
(916) 725-5551 Fax (916) 725-5808 awe@areawesteng.com
G:\LDD_2i\PROJ\08008\Documents\DRAIN\08008 DRAIN REPORT COVER&TOC.doc

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Introduction	1
Purpose	1
Methods	1
System Hydraulics	1
Hydraulic conditions	1
Results	3
Discussion	3

List of Appendices and Figures:

Figure 1: Shed Map
Figure 2: Drainage Site Plan
Figure 3: On-site water surface elevations
Figure 4: Node 1-1 water surface elevations.

Appendix A: Peak Flow Calculations
Appendix B: Node Hydraulic Data

Introduction:

The proposed site is at APN: 058-0280-009 on the north side of Folsom Boulevard in Rancho Cordova CA. The planned development is a hotel complex that will require the site to be filled to elevate the grade above Folsom Boulevard. Currently the site is lower than the surrounding properties and is close to the concentration point of a 250 acre drainage basin to the south. The shed is bound on the north by Highway 50 which blocks all overland release and forces all runoff to drain through a 54" drain pipe that crosses Highway 50 and continues north.

During large storm events the 54" drain pipe creates a restriction, forcing storm water to backup into the site and surrounding properties where it is detained and released slowly through the 54" drain.

Purpose:

Evaluate the storage effects of the site during a 10 and 100 year storm with relation to the resulting peak water surface elevations. Once the current conditions are evaluated, they are to be compared to the 10 and 100 year peak water surface elevations assuming the on-site storage is removed.

Methods:

Peak Flows are calculated using the computer program SacCalc by David Ford Consulting Engineers.

Flow modeling is performed using the computer program XP Storm V. 10.6 by XP software.

The site storage vs. elevation relationship was determined using the topography provided by Kroeker Engineering Consultants, Inc. Off-site data was obtained during a field topo by Area West Engineers, Inc. Some values for off site data were based on either Sacramento County LIDAR or reasonable assumptions.

System Hydraulics:

The drain system under analysis is centered on an existing 48" / 54" drain line running north westerly across Folsom Boulevard and continuing across Highway 50 (see Figures 1 & 2).

The analysis begins at a manhole on the existing 48" drain line to the south of Folsom Boulevard and the light rail tracks (node 1-1 in the model). The drain line transitions to a 54" drain after crossing Folsom Boulevard and continues north west to a very large ditch box on the south side of Highway 50 (node 1-3 in the model).

The subject property is two properties removed to the west from the drain line. At the ditch box (node 1-3) a channel running along the south side of Highway 50 connects the site to the central drain line. The 54" drain continues north west across Highway 50 to the outfall point in a Hirchfeld Way on the north side of the freeway. (see Figure 2 for a detailed view of the system features)

There are four sub-sheds contributing to the central drain line, a series of channels and drains that spur off from the central drain line and some above-ground ponding included in the system. The most influential features of the system are the central drain line, the channel connecting the site to the 54" drain and the site storage itself. Although the other above-ground storage, channels and drain-pipes were included in the model, they play a minor role in the system hydraulics. This section of the report will not go into an explanation of the minor aspects of the system. A detailed description of all the system features can be found in Appendix B.

Shed 1 - Shed 1 is approximately 4100 feet to the south east of the site on the east side of Sunrise Boulevard. Although the drain pipe system for this shed directs runoff toward the north east along Mercantile Drive, the existing topography will direct overland flow into the system only if the runoff exceeds the capacity of the storm drain system. (see Appendix B for specific model parameters)

Shed 2 - Shed 2 is directly south of Folsom Boulevard and all runoff is channeled into the central 48" / 54" drain line at the manhole to the south of Folsom Boulevevard (node 1-1). Some ponding was included at this node since there is no clear overland release point for the shed. The excess runoff from this shed is stored in the parking lot of APN 072-0222-021, in Trade Center Road, and in Quarry Court where it sits until the 48" drain can carry it north across Folsom Boulevard. (see Appendix B for specific model parameters)

Shed 4 – Shed 4 is south of Folsom Boulevard and straddles Kilgore Road. Runoff from this shed is directed to an existing ditch parallel to the light rail tracks on the south side. The ditch drains into an existing 21" / 24" drain line that flows into the 48" drain at the north end of Shed 2 (Node 1-1).

Shed 3 – Shed 3 is north of Folsom Boulevard and concentrates at the ditch box south of Highway 50 (Node 1-3). Node 1-3 is the absolutely lowest point in the system. Although the project site is 2 properties to the west of Node 1-3, there is a channel running along the south side of Highway 50 connecting the two making the site into an off-line detention basin. When storm water overtops the 54" drain pipe at node 1-3, it flows up the channel and into the site where it resides during the peak of the storm. Once the peak flows have passed, the detained storm water flows back through the channel into node 1-3 and proceeds to drain north west. As was mentioned earlier in this report, Highway 50 blocks all overland release, forcing

all runoff in excess of the downstream drain capacity to "wait" on the south side of the freeway until it can drain out through the downstream pipe system.

Outfall North of Highway 50 – The system outfall was modeled at the intersection of Hirchfeld Way and Twin Court north of Highway 50. The 100 year HGL was assumed to be 0.5' above the gutter flow line and the 10 year HGL was assumed to be 0.5' below the gutter flow line for 0.25 hrs coinciding with the peak flow period of the storm. These high HGL values were used since the existing topography north of the outfall point does not show a substantial elevation decrease and since the 54" drain pipe, given the existing slope, cannot carry the peak storm flows. It is assumed that the 100 year peak flows surcharge the drain inlets at the outfall point, inundate the streets and take an overland path. The 10 year peak flows are assumed to remain in the pipe system without flowing in the streets.

Results:

Project site - Peak Water Surface Elevation:

	10 - Yr	100 - Yr
Pre-Developed	101.81	102.40
Post-Developed	102.91	103.81

Node 1-1 - Peak Water Surface Elevation:

	10 - Yr	100 - Yr
Pre-Developed	106.64	107.22
Post-Developed	106.65	107.23

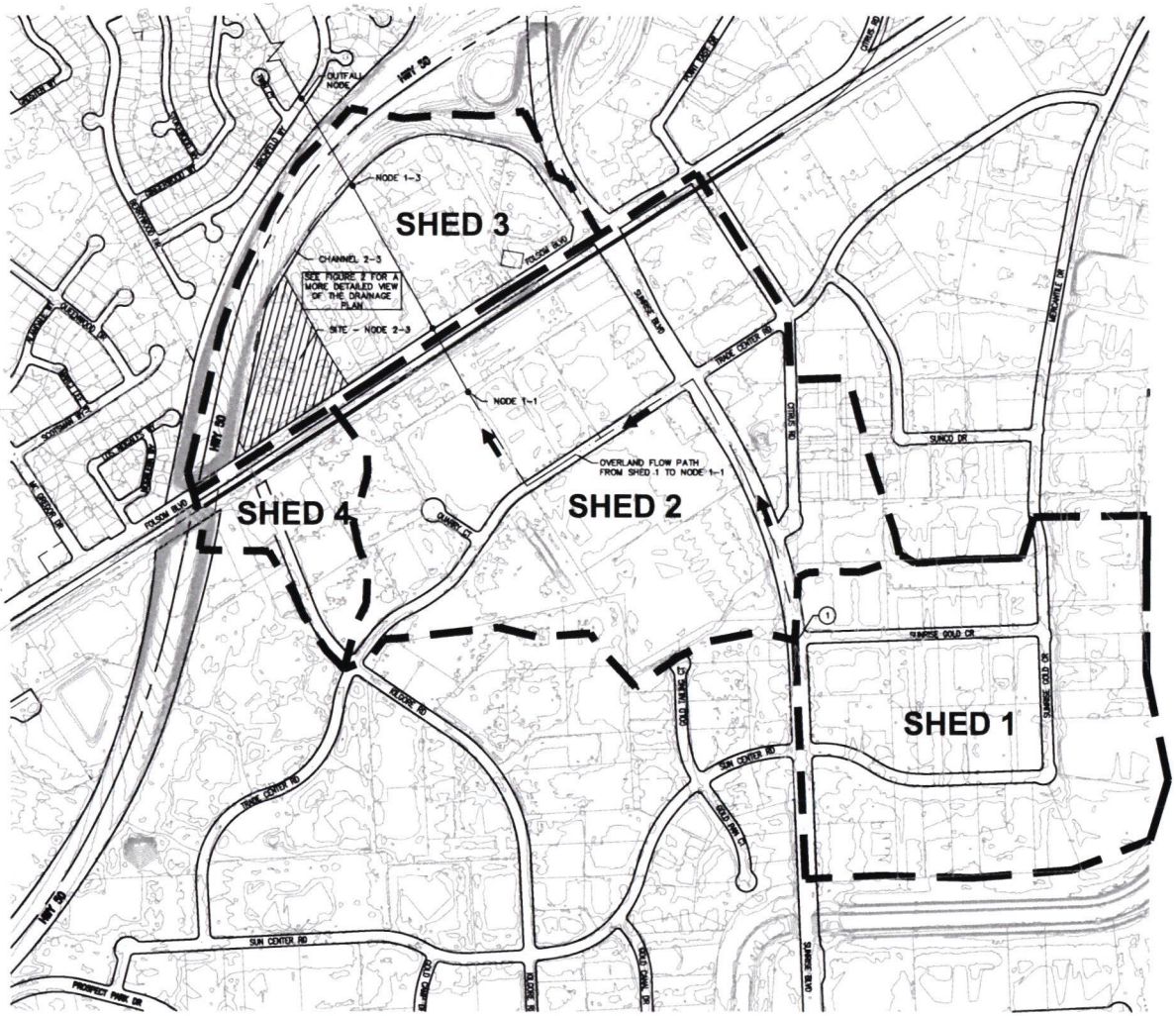
Discussion:

The on-site peak water surface elevation experiences a dramatic increase with the removal of the detention storage. The properties to the east of the site will experience the same increase in water surface elevation as there are no barriers to prohibit the flow of water from one site to the other.

APN: 058-0280-010 (property to immediate east) is at an elevation of about 102.0 (Property was not surveyed – estimated elevation is based on LIDAR and field observation in relation to on-site survey). It is clear that this property has serious flooding potential given the fact that it is un-isolated from the ditch box on the 54" drain and it is lower in elevation than the outfall point across the freeway. Removing the detention storage from the site will exacerbate the current flooding problems on this property.

APN: 058-0280-008 (second property to the east) are at an approximate elevation of 104.0 (Property was not surveyed – estimated elevation is based on LIDAR and limited shots on property). The increase in the 100 year water surface elevation due to the on-site fill would adversely impact this property as it would inundate the site and potentially flood structures.

The properties across from Folsom Boulevard are not impacted by the increase in water surface elevation downstream. Since the topography on the south side of Folsom Boulevard is substantially higher than that of the north, there would still be adequate head to allow drainage to behave as it does under the current conditions.



KEYNOTES:

(1) DRAIN PIPES FOR SHED 1 DIRECT RUNOFF TOWARD NORTHEAST ALONG MERCANTILE DRIVE. OVERLAND RELEASE FOR SHED 1 ENTERS SUNRISE BOULEVARD AT SUNRISE AND SUNRISE GOLD CIRCLE. THE OVERLAND FLOW FROM SHED 1 TRAVELS ALONG THE ROUTE SHOWN TO NODE 1-1.

BENCHMARK NA ELEVATION NA
SEE SHEET 1.

RECORD DRAWINGS
ENGR. INIT. DATE

DESIGNED BY: EDT
DRAFTED BY: EDT
CHECKED BY: EDT

FIGURE 1
EMBASSY SUITES / CANDLEWOOD SUITES
SHED MAP
CITY OF RANCHO CORDOVA STATE OF CALIFORNIA

AREA
WEST ENGINEERS, INC.
7478 SANDALWOOD DRIVE, SUITE 400
CITRUS HEIGHTS, CA 95621
(916) 725-5551 - FAX: (916) 725-5808
CIVIL ENGINEERING - PLANNING - SURVEYING

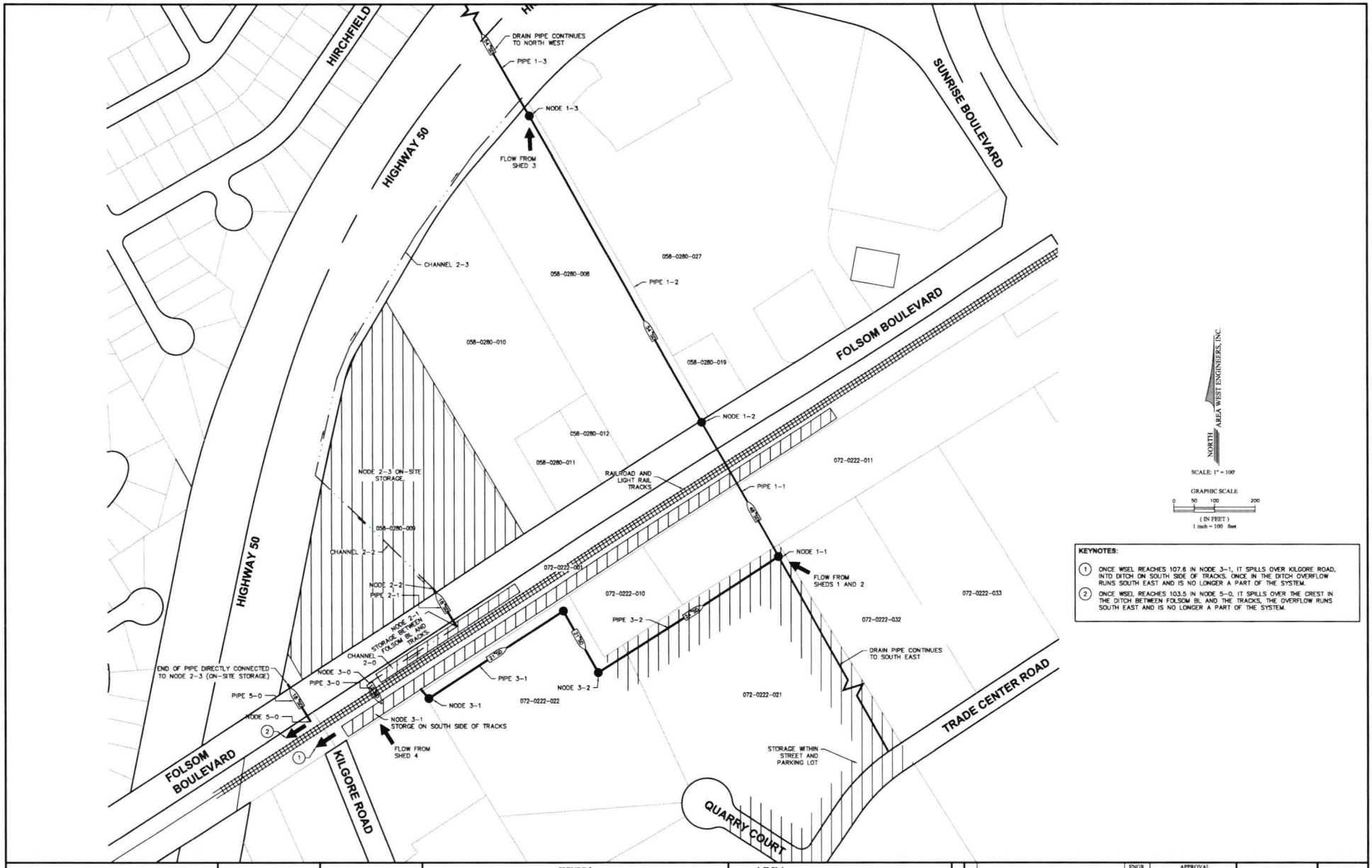
REVISIONS

#	DESCRIPTION	ENGR. INIT.	APPROVAL APPROVED BY	APPROVAL DATE

SCALE
HORIZ.: 1" = 300'
VERT.: N/A
DATE: MAR., 2008

JOB NO. 08008
SHEET 1 OF 2

G:\LDD_2\PROJ\08008\dwg\FINAL DRAWINGS\08008 SHED MAP.dwg, 03/07/2008 07:33:48 AM, 1:1, AREA WEST ENGINEERS, INC



KEYNOTES:

1. ONCE WSEL REACHES 107.6 IN NODE 3-1, IT SPILLS OVER KILGORE ROAD, INTO DITCH ON SOUTH SIDE OF TRACKS. ONCE IN THE DITCH OVERFLOW RUNS SOUTH EAST AND IS NO LONGER A PART OF THE SYSTEM.
2. ONCE WSEL REACHES 103.5 IN NODE 5-0, IT SPILLS OVER THE CREST IN THE DITCH BETWEEN FOLSOM BL AND THE TRACKS, THE OVERFLOW RUNS SOUTH EAST AND IS NO LONGER A PART OF THE SYSTEM.

BENCHMARK NA ELEVATION NA
SEE SHEET 1.

RECORD DRAWINGS
ENGR. INIT. DATE

DESIGNED BY: EDT
DRAFTED BY: EDT
CHECKED BY: EDT

FIGURE 2

EMBASSY SUITES / CANDLEWOOD SUITES
DRAINAGE SITE PLAN

CITY OF RANCHO CORDOVA STATE OF CALIFORNIA

AREA
WEST ENGINEERS, INC.
7478 SANDALWOOD DRIVE, SUITE 400
CITRUS HEIGHTS, CA 95621
(916) 725-5551 - FAX: (916) 725-5808
CIVIL ENGINEERING - PLANNING - SURVEYING

REVISIONS

#	DESCRIPTION	ENGR. INIT.	APPROVAL APPROVED BY	APPROVAL DATE

SCALE
HORIZ.: 1" = 100'
VERT.: N/A
DATE: MAR., 2008

JOB NO. 08008

SHEET 2 OF 2

G:\LDO_2\PROJ08008\dwg\FINAL DRAWINGS\08008 SITE PLAN.dwg, 03/07/2008 08:40:10 AM, 1:1, AREA WEST ENGINEERS, INC

Figure 3
On-Site Water Surface Elevations

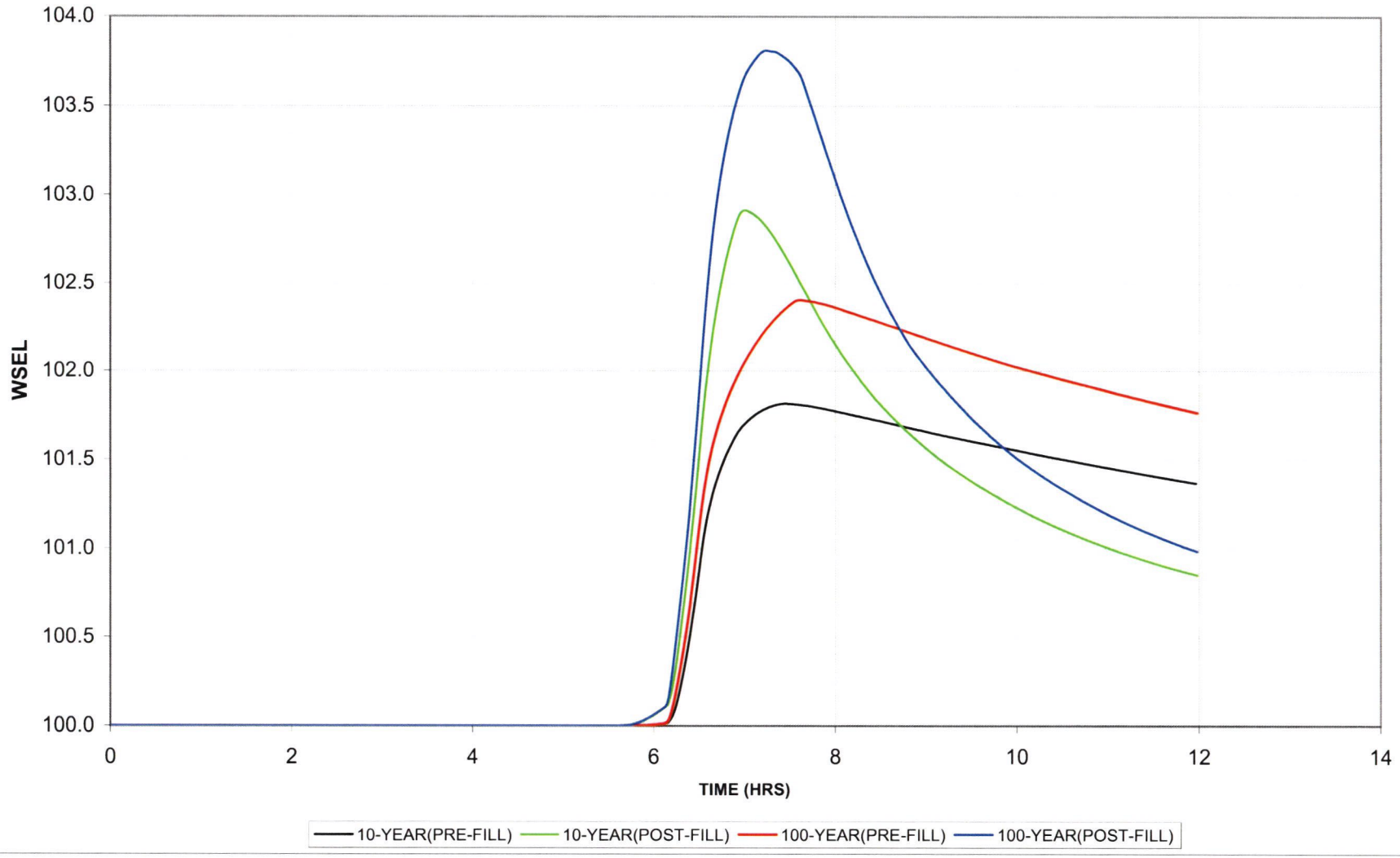
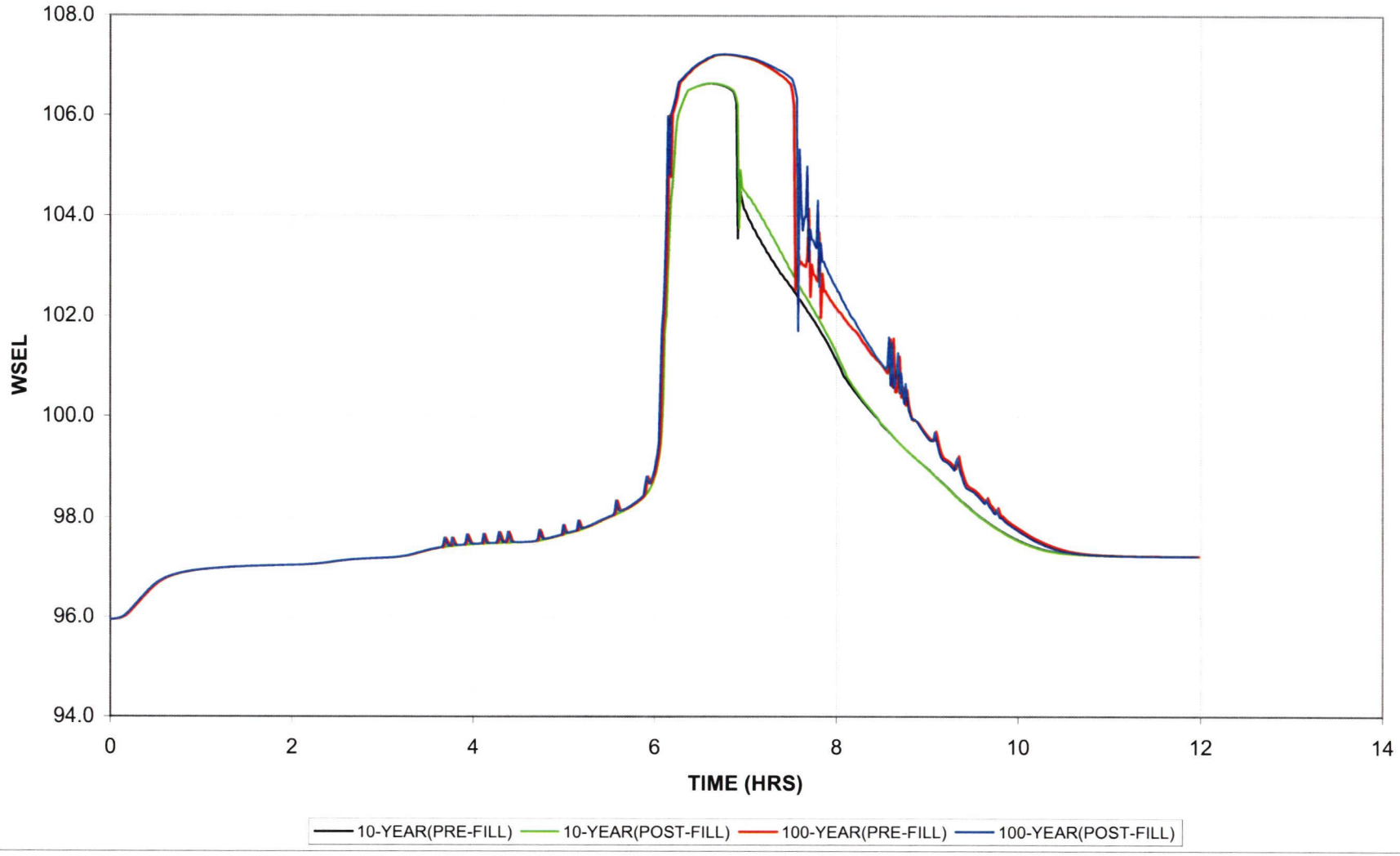


Figure 4
Node 1-1 Water Surface Elevations



8/26/2008 10:27:02 AM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\cresha\Application Data\Urbemis\Version9a\Projects\Embassy - corrected site acreage and max daily 08.26.08.urb924

Project Name: Embassy Suites and Candlewood Suites

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

ATTACHMENT 3

8/26/2008 10:27:03 AM

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (lbs/day unmitigated)	9.84	84.98	42.64	0.04	117.75	4.80	122.55	24.61	4.41	29.02	8,530.83
2009 TOTALS (lbs/day unmitigated)	181.14	19.34	27.65	0.02	0.07	1.36	1.43	0.03	1.25	1.27	3,301.57

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1.29	2.63	3.80	0.00	0.00	0.00	3,139.07
TOTALS (lbs/day, mitigated)	1.29	2.63	3.80	0.00	0.00	0.00	3,139.07
Percent Reduction	0.00	0.00	0.00	NaN	NaN	NaN	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	27.59	25.67	307.96	0.22	34.76	6.72	21,601.45

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	28.88	28.30	311.76	0.22	34.76	6.72	24,740.52

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

Time Slice 6/2/2008-7/4/2008 Active Days: 25	6.53	66.42	30.45	0.04	117.74	3.23	120.97	24.61	2.97	27.58	6,944.10
Fine Grading 06/02/2008-07/31/2008	6.53	66.42	30.45	0.04	117.74	3.23	120.97	24.61	2.97	27.58	6,944.10
Fine Grading Dust	0.00	0.00	0.00	0.00	117.60	0.00	117.60	24.56	0.00	24.56	0.00
Fine Grading Off Road Diesel	4.62	37.73	18.93	0.00	0.00	2.03	2.03	0.00	1.87	1.87	3,007.48
Fine Grading On Road Diesel	1.86	28.62	9.93	0.04	0.13	1.20	1.33	0.04	1.10	1.14	3,797.26
Fine Grading Worker Trips	0.05	0.07	1.59	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.36
Time Slice 7/7/2008-7/31/2008 Active Days: 19	9.84	84.98	42.64	0.04	117.75	4.80	122.55	24.61	4.41	29.02	8,530.83
Asphalt 07/07/2008-07/31/2008	3.31	18.56	12.19	0.00	0.01	1.57	1.58	0.00	1.44	1.45	1,586.73
Paving Off-Gas	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.99	17.76	9.40	0.00	0.00	1.54	1.54	0.00	1.41	1.41	1,272.04
Paving On Road Diesel	0.04	0.69	0.24	0.00	0.00	0.03	0.03	0.00	0.03	0.03	91.71
Paving Worker Trips	0.07	0.12	2.55	0.00	0.01	0.00	0.01	0.00	0.00	0.01	222.98
Fine Grading 06/02/2008-07/31/2008	6.53	66.42	30.45	0.04	117.74	3.23	120.97	24.61	2.97	27.58	6,944.10
Fine Grading Dust	0.00	0.00	0.00	0.00	117.60	0.00	117.60	24.56	0.00	24.56	0.00
Fine Grading Off Road Diesel	4.62	37.73	18.93	0.00	0.00	2.03	2.03	0.00	1.87	1.87	3,007.48
Fine Grading On Road Diesel	1.86	28.62	9.93	0.04	0.13	1.20	1.33	0.04	1.10	1.14	3,797.26
Fine Grading Worker Trips	0.05	0.07	1.59	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.36
Time Slice 8/4/2008-12/31/2008 Active Days: 108	4.59	20.26	26.66	0.01	0.06	1.42	1.48	0.02	1.30	1.32	3,070.71
Building 08/04/2008-03/20/2009	4.59	20.26	26.66	0.01	0.06	1.42	1.48	0.02	1.30	1.32	3,070.71
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33	0.00	1.22	1.22	1,621.20
Building Vendor Trips	0.12	1.43	1.41	0.00	0.01	0.06	0.07	0.00	0.05	0.06	272.18
Building Worker Trips	0.40	0.61	13.45	0.01	0.05	0.03	0.08	0.02	0.02	0.04	1,177.33

Time Slice 1/1/2009-2/20/2009 Active Days: 37	4.34	19.24	25.23	0.01	0.06	1.36	1.42	0.02	1.24	1.27	3,071.48
Building 08/04/2008-03/20/2009	4.34	19.24	25.23	0.01	0.06	1.36	1.42	0.02	1.24	1.27	3,071.48
Building Off Road Diesel	3.87	17.35	11.50	0.00	0.00	1.28	1.28	0.00	1.17	1.17	1,621.20
Building Vendor Trips	0.11	1.34	1.32	0.00	0.01	0.05	0.06	0.00	0.05	0.05	272.22
Building Worker Trips	0.36	0.55	12.40	0.01	0.05	0.03	0.08	0.02	0.02	0.04	1,178.06
Time Slice 2/23/2009-3/20/2009 Active Days: 20	**181.14**	19.34	27.65	0.02	0.07	1.36	1.43	0.03	1.25	1.27	3,301.57
Building 08/04/2008-03/20/2009	4.34	19.24	25.23	0.01	0.06	1.36	1.42	0.02	1.24	1.27	3,071.48
Building Off Road Diesel	3.87	17.35	11.50	0.00	0.00	1.28	1.28	0.00	1.17	1.17	1,621.20
Building Vendor Trips	0.11	1.34	1.32	0.00	0.01	0.05	0.06	0.00	0.05	0.05	272.22
Building Worker Trips	0.36	0.55	12.40	0.01	0.05	0.03	0.08	0.02	0.02	0.04	1,178.06
Coating 02/23/2009-03/20/2009	176.80	0.11	2.42	0.00	0.01	0.01	0.02	0.00	0.00	0.01	230.09
Architectural Coating	176.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.07	0.11	2.42	0.00	0.01	0.01	0.02	0.00	0.00	0.01	230.09

Phase Assumptions

Phase: Fine Grading 6/2/2008 - 7/31/2008 - Default Fine Site Grading Description

Total Acres Disturbed: 5.88

Maximum Daily Acreage Disturbed: 5.88

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 943.18

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 7/7/2008 - 7/31/2008 - Default Paving Description

Acres to be Paved: 1.47

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 8/4/2008 - 3/20/2009 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 2/23/2009 - 3/20/2009 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.19	2.61	2.20	0.00	0.00	0.00	3,136.32
Hearth - No Summer Emissions							
Landscape	0.13	0.02	1.60	0.00	0.00	0.00	2.75
Consumer Products	0.00						
Architectural Coatings	0.97						
TOTALS (lbs/day, unmitigated)	1.29	2.63	3.80	0.00	0.00	0.00	3,139.07

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.19	2.61	2.20	0.00	0.00	0.00	3,136.32
Hearth - No Summer Emissions							
Landscape	0.13	0.02	1.60	0.00	0.00	0.00	2.75
Consumer Products	0.00						
Architectural Coatings	0.97						
TOTALS (lbs/day, mitigated)	1.29	2.63	3.80	0.00	0.00	0.00	3,139.07

Area Source Changes to Defaults

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Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Hotel	27.59	25.67	307.96	0.22	34.76	6.72	21,601.45
TOTALS (lbs/day, unmitigated)	27.59	25.67	307.96	0.22	34.76	6.72	21,601.45

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2009 Temperature (F): 95 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Hotel		8.17	rooms	330.00	2,696.10	20,153.35
					2,696.10	20,153.35

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.7	1.7	97.9	0.4
Light Truck < 3750 lbs	10.0	4.0	88.0	8.0
Light Truck 3751-5750 lbs	22.5	0.9	98.7	0.4
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Med-Heavy Truck 14,001-33,000 lbs	1.6	6.2	18.8	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	20.0	80.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	71.4	28.6	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	11.1	77.8	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5

ATTACHMENT 4

MEMORANDUM

DATE: October 10, 2008

TO: Shannan Loveless, Associate Planner

FROM: Cori Resha, Environmental Planner

SUBJECT: **Embassy Suites and Candlewood Suites MND Comments**

Please see the attached comment letters received from California Regional Water Quality Control Board (CRWQCB), California Department of Transportation (Caltrans), Sacramento Area Sewer District, and Sacramento County Department of Transportation.

Linda S. Adams
Secretary for Environmental Protection

California Regional Water Quality Control Board
Central Valley Region

Karl E. Longley, ScD, P.E., Chair

Sacramento 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

RECEIVED
AUG 27 2008
RANCHO CORDOVA
PLANNING

26 August 2008

Cori Resha
City of Rancho Cordova
2729 Prospect park Drive
Rancho Cordova, CA 95670

MITIGATED NEGATIVE DECLARATION FOR THE EMBASSY AND CANDLEWOOD SUITES, CITY OF RANCHO COROVA, SCH#2008082039, SACRAMENTO COUNTY

As a Responsible Agency under CEQA, we have reviewed and commented on the Embassy and Candlewood Suites mitigated negative declaration, Sacramento County. The City is regulated by the Regional Water Board under *Waste Discharge Requirements Order No. R5-2002-0206, NPDES NO. CAS082597 for County of Sacramento and Cities of Citrus Heights, Elk Grove, Folsom, Galt, and Sacramento Storm Water Discharges from Municipal Separate Storm Sewer Systems (MS4),* dated December 2002 (hereafter Sacramento MS4).

The proposed project is located on the north side of Folsom Blvd. at Kilgore Road. The 5.885 acre project site is currently vacant. The design review is for two hotels with 330 parking spaces, 59 of which would be in an underground parking garage. The proposed project would also include an underground storm water storage facility designed to hold approximately 244,899 cubic feet of water during large storm events.

The updated Sacramento MS4 will be considered for adoption by the Regional Water Board on 11-12 September 2008. Based on this pending decision, we have based our comments on the proposed Tentative Order, which states:

> **"Provision D. 15. Water Quality Planning and Design Principles** - In order to reduce pollutants and runoff flows from new development and redevelopment to the MEP (maximum extent practicable), each Permittee shall address the following concepts:
>
> a. Each Permittee shall incorporate water quality and watershed protection principles into planning procedures and policies or requirements to direct land-use decisions and require implementation of consistent water quality protection measures for priority development projects. These principles and policies shall be designed to protect natural water bodies and shall consider, at a minimum, the following:
>
> i. Minimize the amount of impervious surfaces and directly connected impervious surfaces in areas of new development and redevelopment to maximize on-site infiltration of runoff (low impact design practices).

ii. Implement pollution prevention methods supplemented by pollutant source controls and treatment. Use strategies that control the sources of pollutants or constituents (i.e., the point where water initially meets the ground) to minimize the transport of urban runoff and pollutants offsite and into MS4s.

iii. Preserve, create or restore areas that provide important water quality benefits, such as riparian corridors, wetlands, and buffer zones (e.g., levees).

iv. Limit disturbances of natural water bodies and natural drainage systems caused by development including roads, highways, and bridges.

v. Require incorporation of structural and non-structural BMPs to mitigate the projected increases in pollutant loads from future development.

vi. Identify and avoid development in areas that are particularly susceptible to erosion and sediment loss; or establish development guidance that protects areas from erosion and sediment loss.

vii. Coordinate with local traffic management programs to reduce pollutants associated with vehicles and increased traffic resulting from development.

viii. Implement source and/or treatment controls to protect downstream receiving water quality from increased pollutant loads in runoff flows from new development and significant redevelopment.

ix. Control the post-development peak storm water run-off discharge rates and velocities to prevent or reduce downstream erosion and to protect stream habitat (hydromodification concepts).

b. **Low Impact Development Strategies:** Priority new development and redevelopment projects shall integrate Low Impact Development (LID) principles as feasible early in the project planning and design process. LID is a storm water management and land development strategy that emphasizes conservation and the use of existing natural site features integrated with engineered, small-scale hydrologic controls to more closely reflect predevelopment hydrologic functions in residential, commercial, and industrial settings. When developing the LID Program the Permittees shall consider and incorporate all appropriate and applicable LID components and measures that have been successfully and effectively implemented in other municipal areas. Other programs include, but are not limited to, USEPA's "Managing Wet Weather with Green Infrastructure, Action Strategy, 2008" and LID program elements specified in the permits or Storm Water Management Plans of other MS4s throughout the state.

*The Stormwater Quality Design Manual for Sacramento and South Placer Regions (*May 2007) currently promotes LID principles such as conservation

and use of natural site features; site specific, lot scale source and treatment control measures that keep pollutants from contacting run-off and leaving the site; and run-off reduction control measures integrated into site design.

The *Stormwater Quality Design Manual,* dated May 2007, is currently available for City's planners and drainage professionals to utilize during the review of low impact development and hydromodification design strategies to the maximum extent practicable for the proposed project. In order to reduce pollutants and runoff flows from new development and redevelopment to the MEP, the City is required to ensure that all feasible BMPs are considered. The MEP standard involves applying BMPs that are effective in reducing the discharge of pollutants in storm water runoff. In discussing the MEP standard, the State Water Board has said the following: "There must be a serious attempt to comply, and practical solutions may not be lightly rejected. If, from the list of BMPs, a permittee chooses only a few of the least expensive methods, it is likely that MEP has not been met. On the other hand, if a developer employs all applicable BMPs accept those where it can show that they are not technically feasible in the locality, or whose cost would exceed any benefit to be derived, it would have met the standard. MEP requires developers to choose effective BMPs, and to reject applicable BMPs only where other effective BMPs will serve the same purpose, the BMPs would not be technically feasible, or the cost would be prohibitive." (Order No. WQ 2000-11, at p.20.) MEP is the result of the cumulative effect of implementing, continuously evaluating, and making corresponding changes to a variety of technically and economically feasible BMPs that ensure the most appropriate controls are implemented in the most effective manner. This process of implementing, evaluating, revising, or adding new BMPs is commonly referred to as the iterative approach.

Comment: On page 3.0-31, Discussion of Impacts, the document includes the following information:

c) During large storm events, the project site serves as a detention basin for storm water from adjacent parcels prior to the water making its way into existing storm water infrastructure. The underground storage structure would connect to the existing storm water drainage system, thereby allowing the storage facility to empty as system capacity is available. As the planned storage capacity is equal to current capacity, the proposed project would not increase runoff to adjacent parcel. The underground facility would be required to include a process for removal of silt prior to approval by DWR (County of Sacramento Department of Water Resources). The proposed project would not result in erosion or siltation impacts; therefore, would result in *less than significant* impacts from erosion or siltation. No alterations would be made to any rivers or streams by the proposed project, by either direct or indirect methods.

We recommend that the developer be required to incorporate low impact development strategies into the design of the building and parking lot to minimize the amount of storm water runoff discharging to the underground storage structure. This would reduce the amount of storm water being pumped to the "drainage system."

We see this as a great opportunity to utilize LID strategies in this redevelopment project. We encourage the City to follow this iterative process early in the planning stages (i.e., pre-application review meeting) of new development and redevelopment projects in their jurisdiction.

If you have any questions, please contact me at 916.464.4606 or email address kschwab@waterboards.ca.gov.

KIM A. SCHWAB, P.G.
Engineering Geologist
Storm Water Section

cc: State Clearing House
Britton Snipes, City of Rancho Cordova

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – Sacramento Area Office
VENTURE OAKS, MS 15
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0635
FAX (916) 274-0648
TTY (530) 741-4501

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08SAC0146
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Embassy Suites and Candlewood Suites
Mitigated Negative Declaration, Design Review and Special Parking Review
SCH# 2008082039

Ms. Cori Resha
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Dear Ms. Resha:

Thank you for the opportunity to review and comment on the Mitigated Negative Declaration, Design Review and Special Parking Review for two hotels: Embassy Suites and Candlewood Suites. The project proposes an 8-story, 194,849 sq. ft. Embassy Suites Hotel with 217 guest rooms, restaurant and meeting rooms. The project also proposes a 4-story, 58,570 sq. ft. Candlewood Suites Hotel with 112 guest rooms, 330 parking spaces, 49 underground parking spaces, and an underground storm water storage facility for approximately 244,899 cubic feet of water for large storm events. The project is located just west of the U.S. Highway 50 (US 50)/Sunrise Boulevard interchange. Our comments are as follows:

- The Traffic Impact Study (TIS) indicates this project will generate 185 trips in the AM peak hour and 194 trips in the PM peak hour. The TIS reviewed only the Sunrise Boulevard/Folsom Boulevard and Folsom Boulevard/Kilgore Road intersections for possible impacts. However, most of the trips generated by this office building will be using the US 50/Sunrise Blvd. or the US 50/Zinfandel Drive interchanges. Currently, both interchanges are operating at Level of Service (LOS) F during peak hours. This project adds to the congestion at this interchange during the peak periods.

- The City of Rancho Cordova and other local jurisdictions are developing a sub-regional fee program to help fund transportation improvements within the US 50 corridor. If appropriate, the City should condition this project to participate in this sub-regional development fee program with fees being collected at the time that building permits are approved.

- The project is approximately 1,200 feet west of the Sunrise light rail station on Regional Transit's Gold Line. It is recommended that the site plan encourage and facilitate the use of alternative transportation modes, including transit, bicycles, and pedestrian travel by for instance, providing a dedicated pathway for pedestrians from the sidewalk to each hotel lobby.

- Caltrans requests that additional hydrologic information be provided to Mr. Gurdeep Bhattal, Caltrans District 3 Hydraulics, for review. Mr. Bhattal can be contacted at (530) 740-4830. The additional information should address the following concerns:

    - The Introduction indicates that "Currently the site…close to the concentration point of a 250 acre drainage basin…" Please identify this drainage basin, and clarify how it ties into this project.

    - Within "Methods," the peak flows calculated should be shown in tabular form for pre- and post-project conditions. Please provide copies of the topography information or summarize the information.

    - The Watershed analysis within "System Hydraulics" is incomplete. Please provide details, elevations, areas, and runoff using either Rational Method of SCS Method for each watershed, storage, and discharge from and to each watershed. Please provide the basis for calculations, time of concentration, and intensity.

    - Please also clarify the following:

        - Why assumed elevations were used for analysis rather than survey information.

        - The basis for assuming an HGL on Hirschfield Way.

        - The methods used to consider infiltration into soil during the calculation of storage volume under post-project conditions.

- The treatment methods used to meet NPDES requirements before runoff was released from the proposed storage area.

- An Encroachment Permit will be required for any work conducted in the State's right of way such as sign placement, traffic control, light installation, culvert maintenance, or drainage pattern changes. A cost estimate for the work within the State's right of way will be reviewed to determine whether it triggers the need for a 'project funded by others' designation. To secure an application, please contact the Encroachment Permits Central Office at (530) 741-4403.

Please provide our office with copies of any further actions regarding this development. If you have any questions, please contact La Nae Van Valen at (916) 274-0637.

Sincerely,

Alyssa Begley

ALYSSA BEGLEY, Chief
Office of Transportation Planning – South

cc: State Clearinghouse

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Cori Resha
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Subject: **Notice of Intent to Adopt a Mitigated Negative Declaration/Initial Study for Embassy Suites and Candlewood Suites**
Control No.: RC-07-321

Dear Ms. Resha:

Sacramento Area Sewer District (District) has reviewed the Notice of Intent (NOI) to adopt a Mitigated Negative Declaration/Initial Study for the subject project. The Sacramento Regional County Sanitation District (SRCSD) will send their comments in a separate letter.

It is noted that the project applicant has requested design review for two hotels and a tentative parcel map to subdivide a 5.885-acre parcel into two. The project is located on the north side of Folsom Boulevard at Kilgore Road, southwest of Sunrise Boulevard and northeast of Zinfandel Drive in the City of Ranch Cordova.

Sewer from this project will cross US 50 through existing 12-inch pipe and flow west through different trunk lines and ultimately connect to Folsom Interceptor at the intersection of Coloma Road and Folsom Blvd. As per 2006 CSD-1 Relief Master Plan, there are several segments of trunk lines along the route that are subjected to potential surcharge. A sewer study has been submitted and is being reviewed by the District to address this issue.

We expect that if the project is subject to currently established policies, ordinances, fees, and to conditions of approval that we will propose after review of entitlement application documents, then mitigation measures will adequately address the sewage aspects of the project and we anticipate a less than significant impact to the sewage facilities.

If you have any questions regarding these comments, please call Amandeep Singh at 876-6296 or myself at 876-6094.

Sincerely,

Salam Khan, P.E.
Sacramento Area Sewer District
Development Services

SK/CJ:clm
cc: File

Resha082908.ltr

Board of Directors
Representing:

County of Sacramento
City of Citrus Heights
City of Elk Grove
City of Folsom
City of Rancho Cordova
City of Sacramento

Mary K. Snyder
District Engineer

Christoph Dobson
Collection System Manager

Wendell H. Kido
District Manager

Marcia Maurer
Chief Financial Officer

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Fax 916.876.6160
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Formerly County Sanitation District 1

Municipal Services Agency

Department of Transportation
Michael J. Penrose, Director

Terry Schutten, County Executive
Paul J. Hahn, Agency Administrator

County of Sacramento

August 21, 2008

Ms. Cori Resha
City of Rancho Cordova
Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

SUBJECT: COMMENTS ON THE MITIGATED NEGATIVE DECLARATION FOR THE EMBASSY SUITES AND CANDLEWOOD SUITES

Dear Ms. Resha:

The Sacramento County Department of Transportation has reviewed the mitigated negative declaration for the above referenced project, dated August 2008. We appreciate the opportunity to review this document and have no comments to offer at this time.

Should you have any questions, please feel free to contact me at (916) 875-2844.

Sincerely,

Kamal Atwal

Kamal Atwal, P.E., T.E.
Associate Transportation Engineer
Department of Transportation

KA:ka

c: Matt Darrow, DOT
Steve Hong, County Engineering-IFS

HERITAGE
HOTEL GROUP

ATTACHMENT 5

July 31, 2008

Shannan Loveless
Planning Department
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

RE: RC-07-321, Parking Justification

Dear: Shannon

In response to the recent parking study prepared by Fehr and Peers dated July 30th, 2008 for the proposed Embassy Suites and Candlewood Suites project, we have made the following justifications as to why the proposed amount of parking spaces (330) are sufficient for the project:

1. We will utilize a complimentary shuttle for employees to park at a nearby property also owned by developer.
2. Complimentary shuttle will be available to those arrive via the light rail system.
3. The meeting/conference space and restaurant are typically catered to and used by hotel guests already staying at the hotel, thus no additional vehicles would require parking.
4. Finally, should the meeting/conference space be used by non-hotel guests, the peak demand for this is during the daytime hours, when hotel guests are typically away from the hotel, thus offsetting the parking demands during those times.

Based on the shortfall of 15 spaces from the recommended amount of parking from the Fehr and Peers parking study, as well as the shortfall based on the City of Rancho Cordova Zoning codes, the problem can easily be mitigated under worst case scenarios with the above mentioned justifications. Therefore we feel there is sufficient parking provided for the proposed project. Should you have any additional questions please do not hesitate to call. We look forward to moving this project forward.

Sincerely,

Veenay Solanki
Heritage Hotel Group
Ph: (510)909-2164
vsolanki@heritagehotelgroup.com

FEHR & PEERS
TRANSPORTATION CONSULTANTS

July 30, 2008

Mr. Hamid Kazemi
General Manager
Heritage Hotel Goup
11269 Point East Dr.
Rancho Cordova, CA 95742

Re: Parking Assessment for the Heritage Hotel Group Project in Rancho Cordova

Dear Mr. Kazemi:

Fehr & Peers has completed the parking assessment for the Heritage Hotel Group project located on the northeastern quadrant of the Folsom Boulevard/Kilgore Road intersection in Rancho Cordova. The purpose of the assessment is to determine the peak parking demand for the City of Rancho Cordova's (City) parking requirements.

PARKING REQUIREMENT

The City's Zoning Code provides guidance for off-street parking requirements. The following is an excerpt from Article 2 of Chapter 30 of Title III:

> **330-67. Motels, Hotels, Auto Courts**
>
> Motels, hotels and auto courts shall provide at least one (1) parking space for each sleeping room, suite of rooms or housekeeping unit. Where other principal uses are located on the premises such as restaurants, bars and meeting rooms, one hundred (100%) percent of the requirement specified in the Article for the principal use requiring the greatest amount of parking shall be provided, and seventy percent (70%) of the requirement specified in this Article for the other uses shall be provided in addition

Due to the facilities provided by the Embassy Suites hotel, parking beyond the number of hotel rooms must be considered. The parking requirement per the City's Zoning Code is calculated in Table 1.

TABLE 1 – PARKING REQUIREMENT

Location	Amount	Rate[1]	Minor Use Adjustment[2]	Required Stalls
Embassy Suites	217 Rooms	1.0	-	217
Embassy Restaurant	126 Seats	0.33	0.70	30
Candlewood Suites	113 Rooms	1.0	-	113
			Total:	360
			Proposed Spaces[3]:	330

Notes: [1] Hotels shall provide at least one parking space for each sleeping room; restaurants parking shall be provided at a ratio of at least one parking space for every three seats (City of Rancho Cordova Zoning Code, 2007)

[2] 100% of the parking requirement for the principal use requiring the greatest amount of parking shall be provided and 70% of the requirement specified for the uses shall be provided in addition. (City of Rancho Cordova Zoning Code, 2007)

[3] Proposed parking spaces on site plan dated April 11, 2008

Source: Fehr & Peers, 2008

Table 1 identifies a proposed parking space shortfall of 30 spaces when compared to the calculated parking demand based on the City's Zoning Code Requirements.

PARKING GENERATION

We used *Parking Generation*, 3rd Edition (Institute of Transportation Engineers, 2004) to determine the peak parking demand for the proposed hotels. We identified the hotels as two different types of land use. Land Use 310 (Hotel) identifies a place of lodging that provides sleeping accommodations and support facilities (e.g. restaurants, meeting rooms with capacities of 1,300 to 4,100 seats). Reported restaurants averaged 300 seats. This would be comparable to the Embassy Suites hotel. Although average weekday peak period parking demand is 0.91 vehicles per room, there was a large variance at the data collection points. For this reason, we used the 85th percentile rate of 1.14 vehicles per room to determine the peak parking demand.[1]

The Candlewood Suites would better correlate to Land Use 312 (Business Hotel). This particular land use is described as having sleeping accommodations, but limited facilities (no sit-down

[1] A limited number of studies in Parking Generation have shown that hotel (ITE Code 310) parking demand may be higher on Saturdays than weekdays. Due to the business oriented clientele, hotel activity in Rancho Cordova retains its peak demand during the weekdays.

restaurant or meeting facilities). According to *Parking Generation*, this land use generates an average peak parking demand of 0.66 spaces per room. We applied the 85th percentile of the average peak parking demand (0.72 spaces per room) due to a limited number of study sites.

The project's estimated parking demand using these rates is presented in Table 2.

TABLE 2 – PARKING DEMAND

Location	ITE Code	Rooms[1]	Rate[2] (spaces per room)	Demand (parking spaces)
Embassy Suites	310 Hotel	217	1.14	247
Candlewood Suites	312 Business Hotel	113	0.72	80
			Total:	327
			Proposed Spaces[3]:	330
			City Parking Requirement[4]:	360

Notes: [1] This reflects the updated project description dated April 11, 2008.
[2] Rates based on studies in *Parking Generation*, 3rd Edition (ITE, 2004).
[3] Proposed parking spaces on site plan dated April 11, 2008.
[4] Calculated in Table 1.
Source: Fehr & Peers, 2008

Table 2 identifies a nearly equivalent parking demand and number of proposed parking spaces. However, we typically use the total peak parking demand for the site and translate it into a recommended parking supply using an "effective parking supply" factor. This factor, which typically ranges between 90 and 95 percent of the total supply depending on the type of use, accounts for imbalanced lot usage, circulating vehicles, walk distance/time, and parking duration. We applied this factor to the calculated peak parking demand yielding a recommendation of 345 parking stalls.

CONCLUSION

Fehr & Peers calculated the peak parking demand to be just below the proposed number of spaces; however, the perceived fullness of a lot occurs when the lot is between 90 and 95% full. We recommend that the site plan be modified to include a minimum of 345 parking spaces (an increase of 15 parking spaces over the current amount proposed) or that the project applicant and the City agree on a parking relief management program. This effort may include any of the following elements:

FEHR & PEERS
TRANSPORTATION CONSULTANTS

- Off-site parking/shared parking with adjacent properties
- Employee parking shuttle
- Valet Parking

Relieving the parking demand by 5 to 10 percent would allow for better lot capacity and circulation during peak periods. Due to the natural variance in parking forecasts, monitoring of parking demands after the completion of the project should be implemented to determine the level parking management necessary.

We hope that you find this information helpful. Please contact Ben Larson at (415)348-0300 if you have any questions.

Sincerely,

FEHR & PEERS

Ben Larson
Transportation Engineer

RS08-2534

ATTACHMENT 6

EMBASSY SUITES / CANDLEWOOD SUITES
DRAINAGE PLAN
CONSPAN WITH PUMP SOLUTION

CALIFORNIA

KROEKER ENGINEERING CONSULTANTS, INC.
1450 HALYARD DRIVE, SUITE 114A
WEST SACRAMENTO, CA 95691
916.372.7992 PHONE
916.372.7992 FAX

DRAWN	JLK
APPROVED	JLK
PROJECT NO.	#06-1018
DATE	1/26/06
SHEET NO.	C-5
OF	8

DATE	BY

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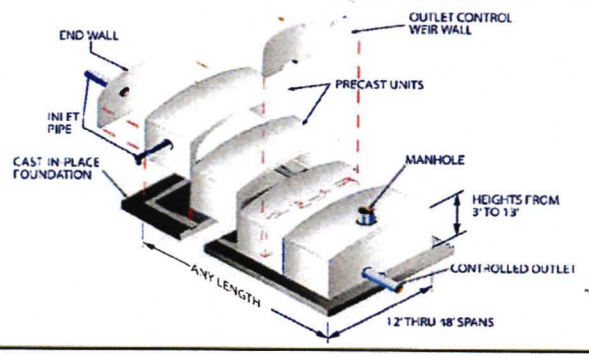


Project Summary

Date:	03.19.2008
Project Name:	Candlewood Suites
City / County:	Rancho Cordova/Sacramento County
State:	California
Designed By:	Jim Kroeker
Company:	Kroeker Engineering Consultants, Inc.
Telephone:	916.372.7066

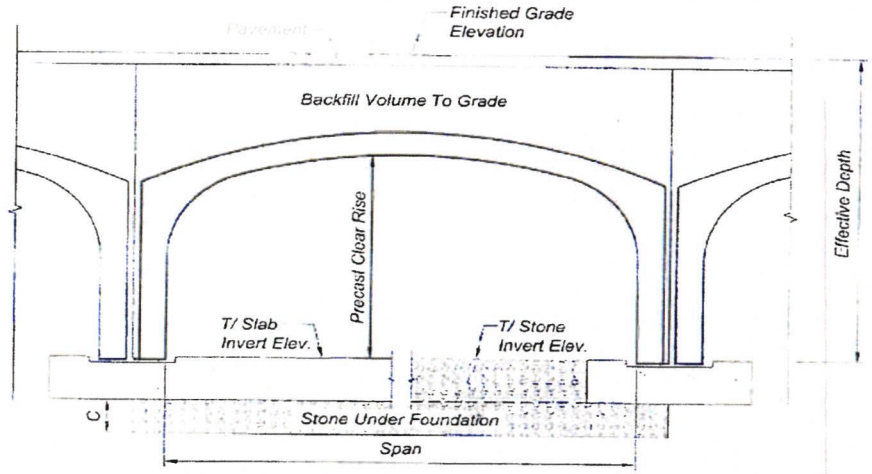
Enter Information in Blue Cells

CON/SPAN Calculator

Storage Volume Required (cf):	244,000
Limiting Width (ft):	40
Effective Depth to Invert (ft):	15.00
Foundation Type:	Baseslab
Clear Span (ft):	36
* Clear Rise (ft):	9.00
Porous Stone Backfill Included for Storage:	No
Depth C: Porous Stone Below Foundation (in):	0
Stone Porosity (0 to 40%):	0
Number of Outlet Chambers:	1

Waterway Area (ft^2) 268.53

Precast Rise Is 2" Greater Than Clear Rise.



System Sizing

Use Custom Layout (at right) for layout adjustment

Minimum Hydraulic Storage Length:	909	ft	
CON/SPAN Storage:	244,899	cf	
Porous Stone Storage:	0	cf	
Total Storage Provided:	244,899	cf	100.4% of Req'd Storage
Length of Required Structure:	153	units	918 ft
Rectangular Footprint (W x L):	42 x 814.5	ft	

CONTECH Materials

CON/SPAN Units:	153	@ 25.35 tons
Endwalls:	12	@ 22.4 tons
Approximate Truckloads:	177	trucks
Total Length of Joint Wrap:	7812	ft

Construction Quantities**

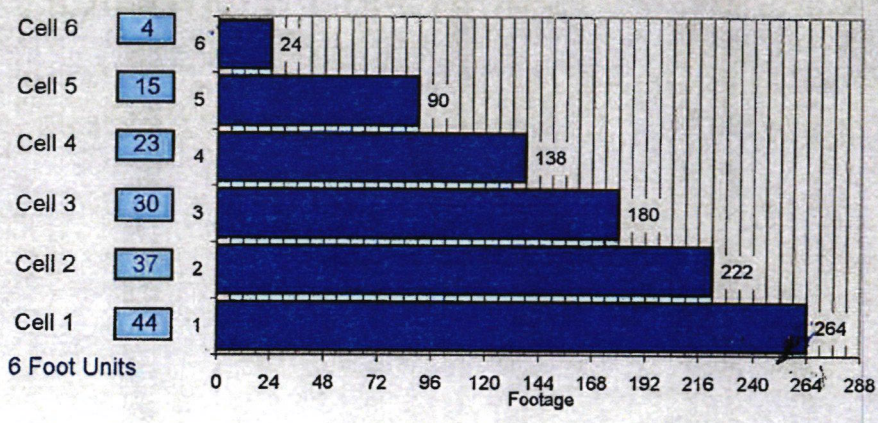
Total Excavation:	18703	cy
Stone under Arch:	0	cy stone
Backfill over Arch to Grade:	8007	cy backfill per specifications
Cast in Place Concrete:	2182	cy

**Construction Quantities are approximate and should be verified upon final design*

Additional Units Required = 0

Custom Layout

To adjust layout, select the appropriate number of structures in the light blue boxes below.



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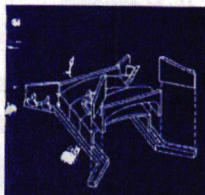

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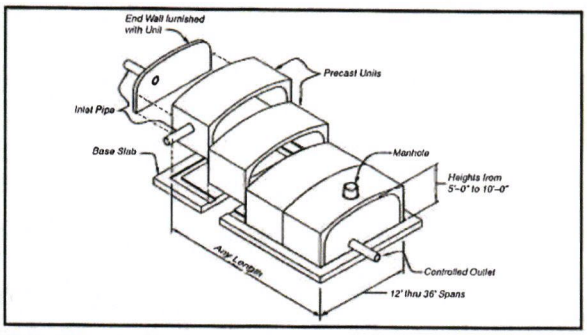
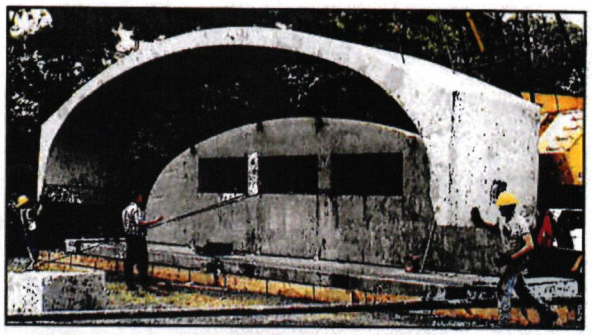
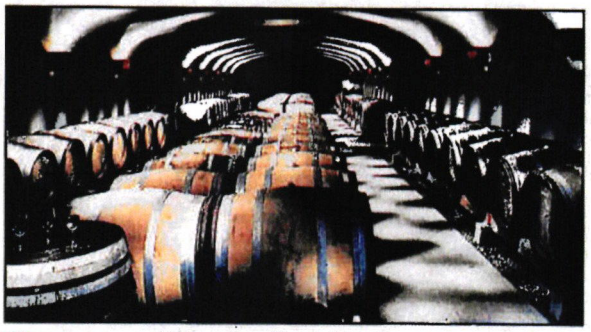


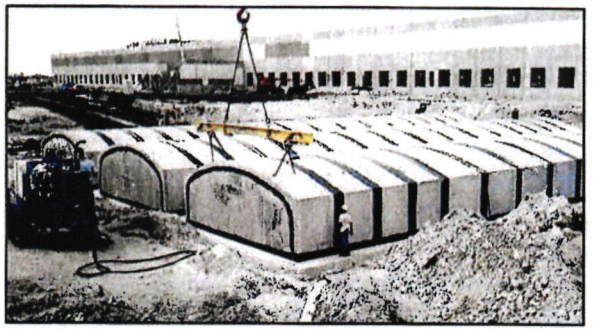
Retention vault



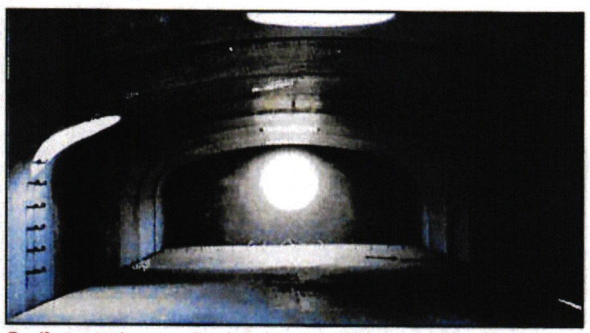
Bunker – the portable demolitions training bunker uses minimal existing space at West Point Academy (New York)



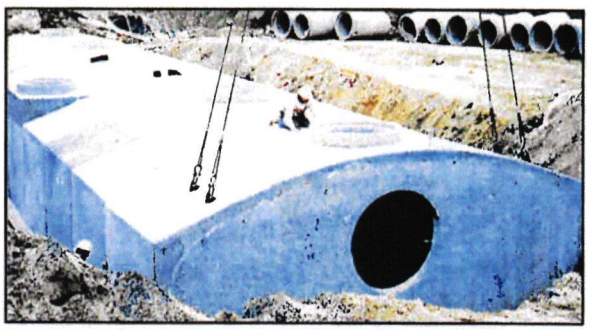
Wine cave – multiple cells with earthen floor support natural temperature and humidity control (Oregon)



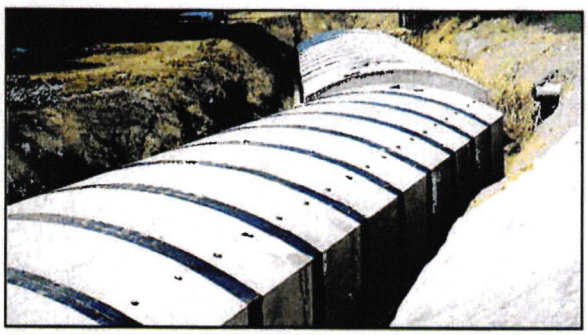
Retention vault – features pressure-resistant joints to prevent infiltration due to high water table (Florida)



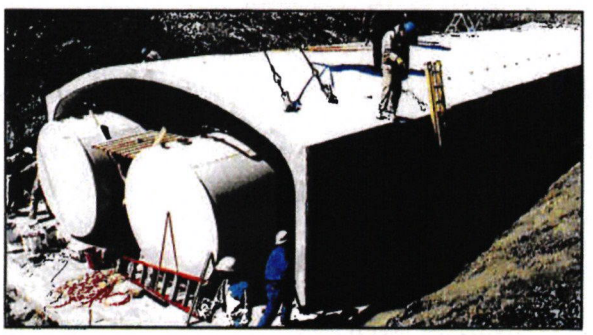
Sedimentation vault – interior view illustrates accommodations for large openings (New Hampshire)



Sedimentation vault – before backfill, the exterior view shows the integral endwall included in the design (New Hampshire)



Glycol recovery tank – twin 96-ft-long Glycol recovery tanks for the Greater Cincinnati Int'l Airport (Kentucky)



Containment vault – provide above-ground containment benefits to buried chemical storage tanks (Ohio)

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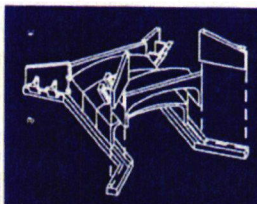
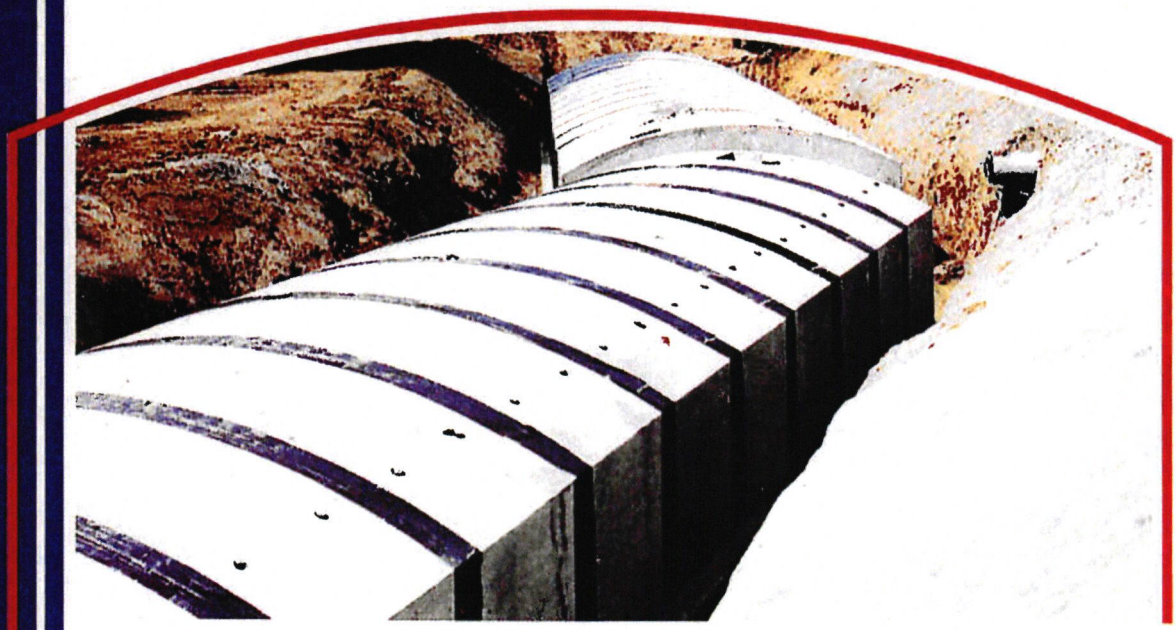


CON/SPAN® BRIDGE SYSTEMS

PROJECT PROFILE



GLYCOL RECOVERY VAULT
CINCINNATI/N. KENTUCKY INT'L AIRPORT

PROJECT TEAM MEMBERS

- Owner: Cincinnati/N. Kentucky Int'l Airport
- Engineer: Estes Engineering/Case Lowe & Hart
- Supplier: ESSROC Materials, Inc.
- Contractor: Aviation Constructors

PROJECT DESCRIPTION

CON/SPAN technology was applied to create two 150,000 gallon capacity glycol run-off storage tanks at the airport. These precast modular tanks were installed to reduce the level of deicing solvents released into an adjacent storm sewer.

The tanks are central to the airport's innovative deicing process, considered one of the most advanced systems in the nation. In addition, this airport is believed to be the first to utilize modular precast concrete vaulted tanks for glycol recovery. The tanks store all spent glycol to be held for recycling and treatment. Below-grade placement provides protection from potential hazards. Finally, the space above is fully utilized since units are designed as bridge components.

TECHNICAL DESCRIPTION

- Span: 24 ft
- Rise: 10 ft
- Overall Length: 192 ft
- Precast Endwalls: 4
- Installation Date: October 15, 1992

P.O. Box 20266
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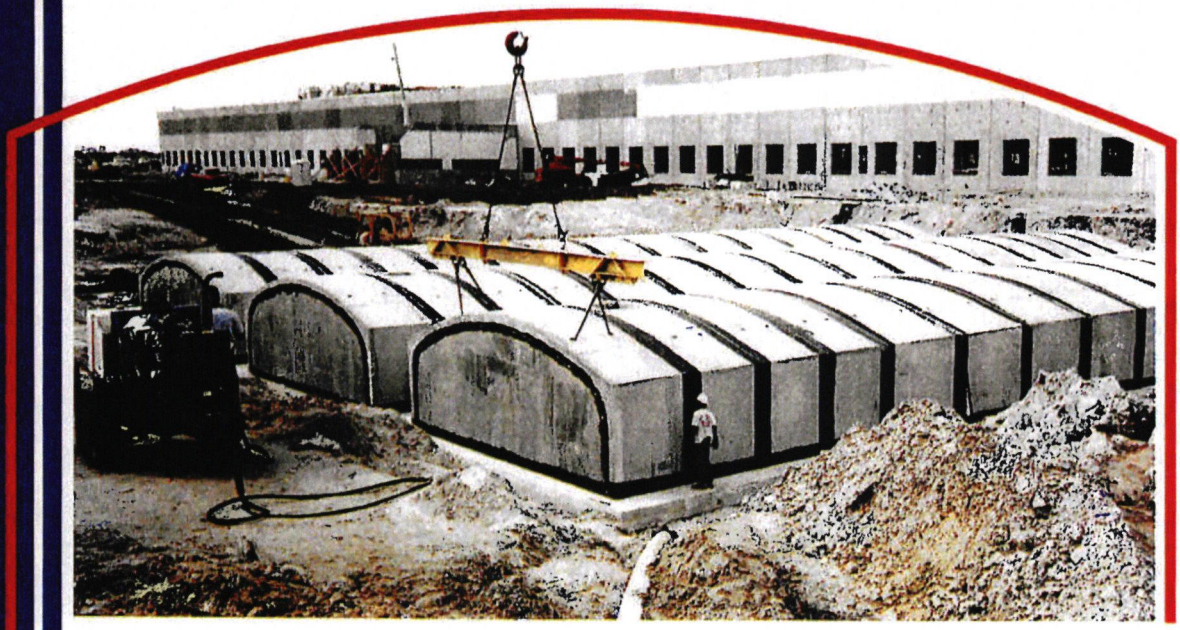
800-526-3999
www.con-span.com
e-mail:
info@con-span.com

CON/SPAN® BRIDGE SYSTEMS

PROJECT PROFILE



PUBLIX SUPERMARKETS RETENTION VAULTS FOR SPRINKLER RUNOFF LAKELAND, FLORIDA

PROJECT TEAM MEMBERS

- Owner: Publix Supermarkets
- Supplier: Joelson Taylor Concrete Products
- Contractor: Keene Construction

PROJECT DESCRIPTION

The consultant used the CON/SPAN system as an underground storage tank for water retention. Three vaulted tanks were built to store fire sprinkler runoff from the supermarket facility, which could contaminate groundwater with chemicals.

Built on concrete slab foundations, the vaults were made water tight with joint sealant. Standard to the CON/SPAN system, the joints were filled with butyl rope and covered with a 9-in rubber joint sealant to create a water-tight structure.

TECHNICAL DESCRIPTION

- Span: 24 ft
- Rise: 9 ft
- Overall Length: 336 ft
- Precast Endwalls: 6
- Installation Date: October 20, 1993

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CON/SPAN® BRIDGE SYSTEMS

PROJECT PROFILE

PEP BOYS WATER RETENTION VAULT MELBOURNE, FLORIDA

PROJECT TEAM MEMBERS

- Owner: Pep Boys Automotive Center
- Engineer: Bount, Sikes & Associates
- Supplier: Joelson Taylor Concrete Products
- Contractor: U.S. General Construction

PROJECT DESCRIPTION

CON/SPAN's buried modular shape provides a sensible solution to underground containment challenges. Hydraulic pressures caused by high ground water imposed design challenges, because this water-tight storm water retention vault was completely submerged under the water table. Installed under a Pep Boys Auto Parts store parking lot, the vault was designed to slowly pump retained water out through storm sewers.

Extra steel and non-shrinking concrete were used in the poured slab. In addition to normal joint material, the butt joints between the units were caulked. Joint material was also placed around the bottom where the legs were grouted to the slab.

"It was a fast and clean installation," said Jay Jackson of Blount, Sikes & Associates. "I believe they had a crane on the site only two days and set all the units. We didn't have to worry about forming anything up or waiting for trucks to be pouring. I think that was the best part of it. CON/SPAN people are easy to work with. They worked on the design with us from start to finish."

TECHNICAL DESCRIPTION

- Span: 24 ft
- Rise: 7 ft
- Overall Length: 152 ft
- Installation Date: January 31, 1992

Project 1998

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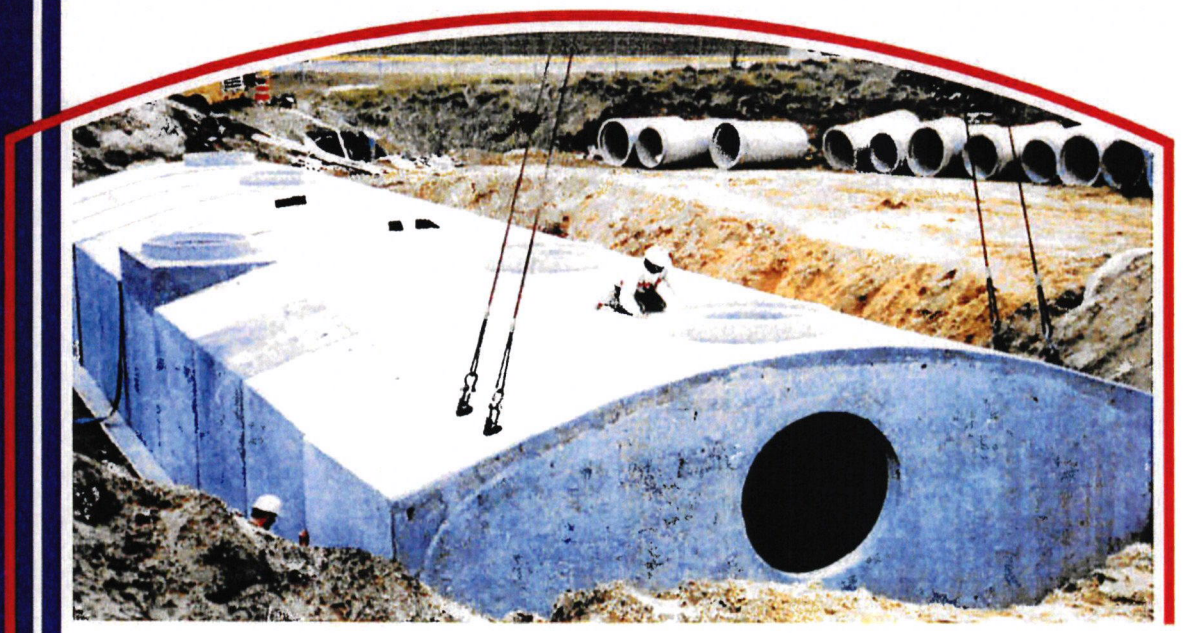
PROJECT PROFILE



PHEASANT LANE MALLS SEDIMENTATION VAULT NASHUA, NEW HAMPSHIRE

PROJECT TEAM MEMBERS

- Owner: Pheasant Lane Malls
- Engineer: Anderson-Nichols, Inc.
- Supplier: Concrete Systems, Inc.
- Contractor: Pheasant Lane Malls

PROJECT DESCRIPTION

This underground sedimentation vault illustrates the innovative uses of CON/SPAN units for underground storage. The 80-ft structure was constructed using 24-ft span x 10-ft rise CON/SPAN units. The design incorporated two precast endwalls into the structure.

TECHNICAL DESCRIPTION

- Span: 24 ft
- Rise: 10 ft
- Overall Length: 80 ft
- Precast Endwalls: 2
- Installation Date: November 4, 1992

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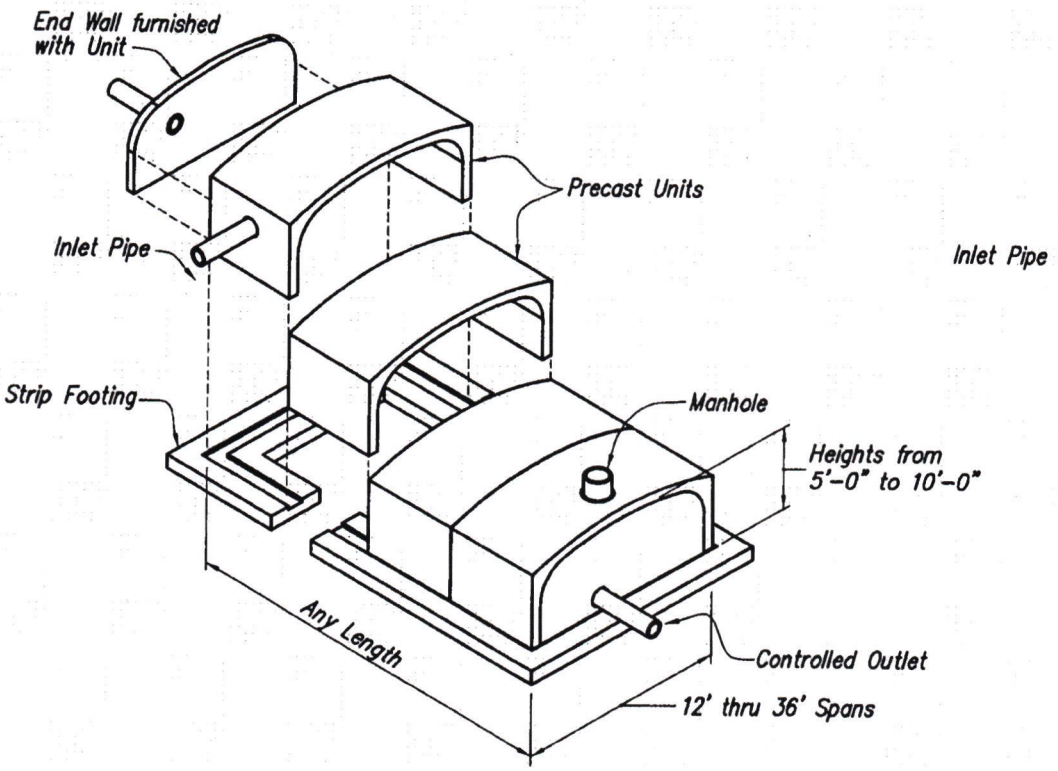
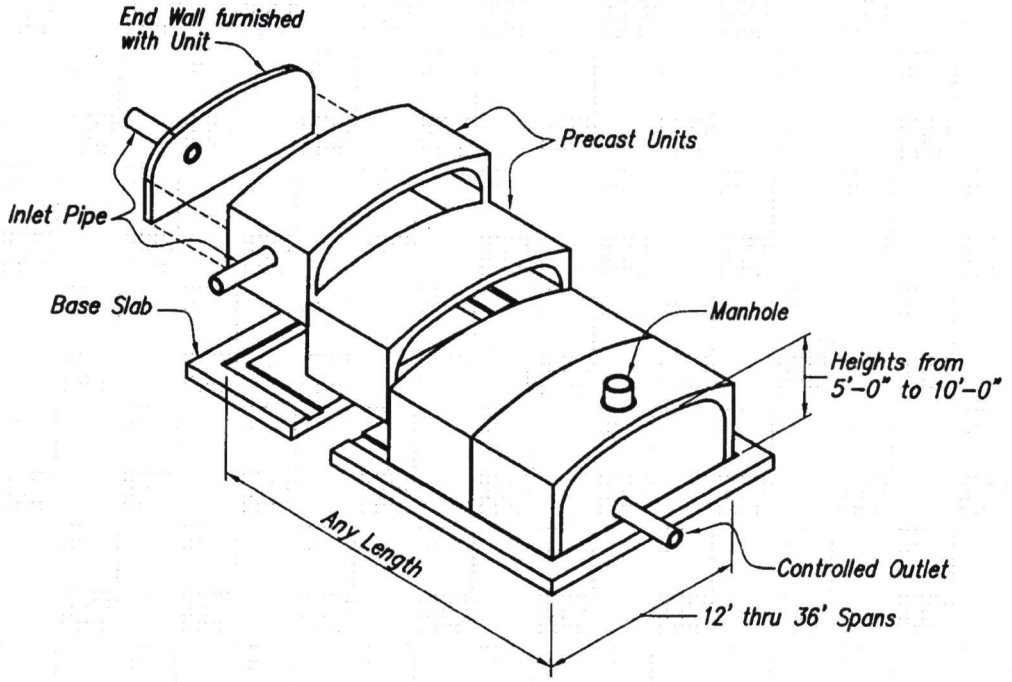


STRIP FOOTING



BASE SLAB

CONSPAN BRIDGE SYSTEMS

EMBASSY SUITES CONDITION OF APPROVAL

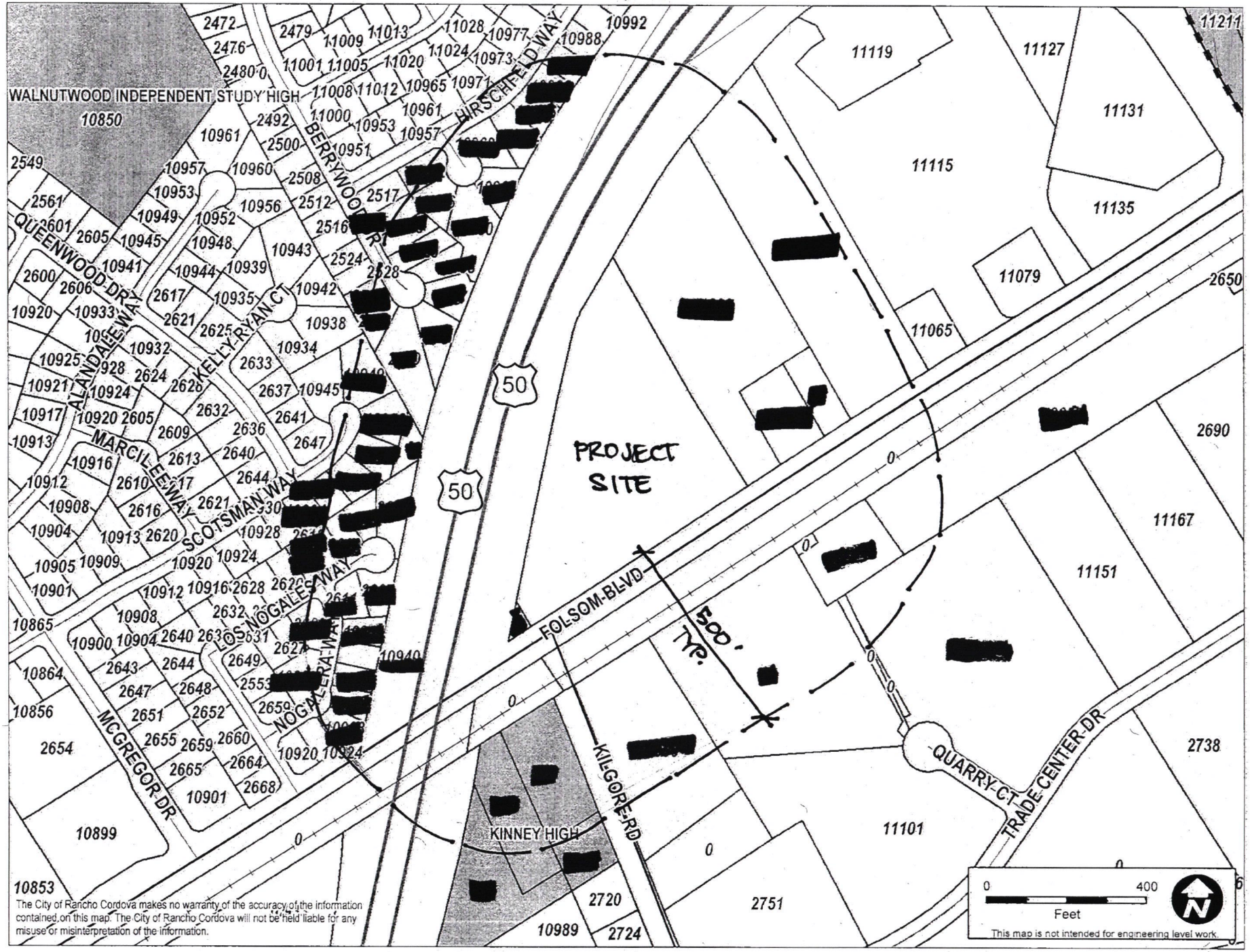
The Applicant and City shall enter into a binding agreement for the construction, operation, and maintenance, up to and including replacement when necessary, of a storm water vault associated with RC-07-321. In addition, the Applicant shall be required to list the City as an additional insured on a Commercial General Liability policy of insurance with coverage minimums of $1,000,000 as well as with Counsel selected by the City to defend, indemnify and hold harmless the City from any and all claims, causes of actions, allegations and/or liability which may arise or is in any way related to the design, construction, operation and/or maintenance of the subject storm water vault. Said duty to defend, indemnify and hold harmless shall expressly include, without limitation, the obligation to pay any and all sums necessary or required to resolve all claims against City, its agents, employees, representatives or the like which are in any way related to the storm water vault, including without limitation, any claims for nuisance, dangerous condition of public property, inverse condemnation, negligence or any other theory of recovery. The agreement shall include a provision requiring the Applicant to establish a reserve account for funds that will be used to replacement the storm water vault at the end of the useful life of the facility. Applicant shall be solely responsible for full maintenance, repairs and operations of the storm water vault. All provisions of the agreement must be approved to the satisfaction of the City and the agreement must be signed by both the Applicant and the City and recorded in the chain of title prior to the approval of any improvement plans, with the obligations of Applicant being binding upon any successors in interest to Applicant's real property. As an alternative to this agreement, this condition of approval may be satisfied by a lease agreement between the City and Applicant which includes as a minimum, the foregoing conditions as terms.

The obligation to indemnify the City shall expressly include a requirement that Applicant shall defend, indemnify and hold the City, its officials, its officers, employees, volunteers and agents (hereinafter "City") free and harmless from any and all past, present or future claims, demands, Causes of Action, costs, expenses, liability, losses, damage or injury, in law or in equity, to property or persons, including wrongful death, tort, civil rights and/or constitutional or statutory violations of any type, and including, without limitation, the payment of all consequential damages and attorneys fees and other related costs and expenses, whether based on strict liability, active or passive, negligence, gross negligence, contractual liability, or otherwise related to the storm water vault in any way. "Causes of Action," as defined above, includes, but is not limited to, actions brought under the Government Claims Act (including, but not limited to, known dangerous conditions, nuisances, or the like); and actions brought under the Takings Section of the State Constitution and the Takings Clause of the Federal Constitution (including, but not limited to, eminent domain and inverse condemnation). For purposes of this indemnification provision, it shall make no difference whether the Causes of Action are based on strict liability, active or passive, negligence, gross negligence or contractual liability.

The Applicant and the City agree that this condition of approval shall not be construed as evidence or as an admission that any facts or circumstances exist giving rise to any of the above named Causes of Action.

Applicant shall defend with counsel selected by the City and at Applicant's own cost, expense and risk, any and all such aforementioned claims, suits, actions or other legal proceedings of any and every kind that may be brought or instituted against City. Applicant shall pay and satisfy any judgment, award or decree that may be rendered against City, in any such suit, action or other legal proceeding. Applicant shall also reimburse City for any and all legal expenses and costs incurred in connection therewith or in enforcing the indemnity herein provided. Applicant's obligation to indemnify shall not be reduced by insurance proceeds, if any, received by the City.

500' RADIUS MAP – EMBASSY SUITES / CANDLEWOOD SUITES



ATTACHMENT 8

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Count : 55

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of : for Hamid Kazemi
By :
Apn: 058-0280-009

Recs Processed : 57
Dups Screened : 0
CRs Screened : 0
Bad Addresses : 1
Labels Produced : 55

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Owner Record
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Fullerton, CA 92831-5327

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Folsom, CA 95630-3241

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Sac-plcrvle Transportation Corr Joint P
PO Box 2110
Sacramento, CA 95812-2110

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Public Storage Properties Xv Inc Pub St
PO Box 25025
Glendale, CA 91221-5025

072 0222 022 0000
Jb Management Lp & Whitney Propert
1825 Bell St #100
Sacramento, CA 95825-1020

072 0222 036 0000
Sacramento Regional Transit Dist
2811 National Drive 100
Sacramento, CA 95834

072 0222 037 0000
Ethan Conrad
1300 National Dr #100
Sacramento, CA 95834-1981

072 0222 038 0000
Sacramento Regional Transit
PO Box 2110
Sacramento, CA 95812-2110

072 0222 039 0000
M & A Garcha
2711 Quarry Ct
Rancho Cordova, CA 95670-6138

072 0222 040 0000
Richard Johnson & M Messner Steve
11000 Folsom Blvd
Rancho Cordova, CA 95670-6102

072 0250 005 0000
Olina Ermert
437 Catterline Way
Folsom, CA 95630-6227

072 0250 007 0000
Sac-plcrvle Transportation Corr Joint P
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CITY OF RANCHO CORDOVA

Minutes of Meeting of the Planning Commission
September 11, 2008

1. CALL MEETING TO ORDER

The meeting of the Planning Commission of the City of Rancho Cordova was held on Thursday, September 11, 2008 in the David B. Roberts Council Chambers located at 2729 Prospect Park Drive, Rancho Cordova, CA, 95670. Planning Commission Chair Tom Moe called the meeting to order at 6:00 p.m.

Staff Present: Planning Director, Paul Junker; Principal Planner, Bill Campbell; Associate Planner, Shannan Loveless; Planning Commission Clerk, Jennifer Bennett

Roll Call:

Commissioners Present: Burke, Cummings, Konarski, Moe, Savorn, Vance
Commissioners Absent: Johnson

A. **Flag Salute** – Pledge of Allegiance was conducted.

B. **Approval of Agenda** – The Planning Commission reviewed the agenda of the September 11, 2008 Meeting of the Planning Commission.

Action: Commissioner Vance moved, seconded by Commissioner Burke, to approve the agenda of the September 11, 2008 Planning Commission Meeting. Motion was approved unanimously.

C. **Minutes** – The Planning Commission reviewed the minutes of the August 28, 2008 Meeting of the Planning Commission.

Action: Commissioner Burke moved, seconded by Commissioner Vance, to approve the minutes of the August 28, 2008 meeting. Motion was approved unanimously.

2. PUBLIC COMMENT

There were no public comments heard at this meeting on non-agenda items.

3. CONTINUED ITEMS

A. Consideration of the Design Review for Kavala Ranch-Portions of Villages 22 & 23, RC-08-366

Request: The applicant is seeking approval of a Design Review Amendment for portions of Villages 22 and 23 of Anatolia III, consisting of 97 production residential lots. (Tim Lewis Communities)
Project Applicant: Danielle Capicotto, Jeffrey DeMure & Associates, 1264 Hawks Flight Ct., #200, El Dorado Hills, CA 95762.
Project Location: Sunrise Boulevard & Kiefer Boulevard;
APNS: 067-0710-024 through 030
067-0710-084 through 094

067-0710-105 through 106
067-0720-001 through 008
067-0720-016 through 030
067-0720-032 through 059
067-0720-063 through 088

Recommendation: Staff recommends the Planning Commission determine the Mitigated Negative Declaration prepared for the Anatolia Subdivisions I, II, and III adequately addresses any environmental issues for this project and move the Planning Commission adopt Resolution No. 122-2008 approving the Design Review Amendment subject to the Design Review Package and Conditions of Approval.

Principal Planner Bill Campbell presented the staff report and recommended the Planning Commission determine the Mitigated Negative Declaration prepared for the Anatolia Subdivisions I, II, and III adequately addresses any environmental issues for this project and move the Planning Commission adopt Resolution No. 122-2008 approving the Design Review Amendment subject to the Design Review Package and Conditions of Approval. Chair Moe opened the public hearing and took testimony from the applicant.

The Commissioners had the following concerns and comments:

- Savorn-Did you meet with any of the proponents concerned? Campbell-No, I did not meet with any of the residents.

PUBLIC COMMENT

Danielle Capicotto, Applicant

- Available to answer any questions.
  - Savorn-Did you meet with any of the existing homeowners? Capicotto-No. Our understanding was to prepare proposed street scenes.
  - Cummings-Why were the existing designs not used? Capicotto-The new line is smaller and more economical to accommodate the change in market. Deferred to Tim Lewis Marketing Representative Linda Schwartz-Tim Lewis wants to give buyers the best value for the best price. Builders do not typically take over another builder's plans.

The following residents spoke during the public hearing:

Melissa & Aaron Zielke, Geoff Harmon, Parneet Sing & Tajinder Nagra, Ken Lanning, Terry Sexton & Carie McDaniel. The residents raised the following concerns:

- Concerned with down scaled homes – would have a negative long-term effect on the community.
- Feel Tim Lewis Communities should have asked for feedback from existing residents.
- Would like to see community be all solar – not just having solar as an option.
- Landscaping for proposed homes does not blend well with landscaping of existing homes.
- Do not feel community was adequately noticed about meeting.
- Concern that model home location will create extra traffic in neighborhood.
- Would like to see plans for any proposed parks in neighborhood.

The Planning Commission asked residents if they would rather see the area stay undeveloped for many years and whether or not they were concerned about the shopping availability in the area. Most residents would not mind waiting for more homes to be developed. They were also aware when they purchased their homes that shopping may not be available for some time.

Linda Shwartz, Marketing Director for Tim Lewis

- To address the landscaping issue, the proposed landscaping is very comparable to existing landscaping.
    - Vance-Is it possible for one of the model homes to be solar? Shwartz-Could be an option.
    - Burke-Could you address the parking concern for the models? Shwartz-Parking for models will be on lot 5.
    - Cummings-Has Tim Lewis explored the idea of executive style homes? Shwartz-Unfortunately the market in the area would not support executive style homes.

Chair Moe Closed the public hearing

Motion: Commissioner Burke moved, seconded by Commissioner Vance, the Planning Commission determined the Mitigated Negative Declaration prepared for the Anatolia Subdivisions I, II, and III adequately addresses any environmental issues for this project and adopted Resolution No. 122-2008 approving the Design Review Amendment subject to the Design Review Package and Conditions of Approval.

Vote on the Motion:

AYES: Burke, Konarski, Moe, Savorn, Vance
NOES: Cummings
ABSTAIN: NONE
ABSENT: NONE

There being 5 Ayes, 1 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

4. PUBLIC HEARING

A. Consideration of the Design Review for Embassy Suites & Candlewood Suites, RC-07-321

Request: The applicant is requesting Design Review for two hotels – Embassy Suites, which is proposed at 8 stories tall with 217 suite-style guest rooms, and Candlewood Suites, which is proposed at 4 stories tall with 113 extended-stay suites.
Project Applicant: Hamid Kazemi, 11269 Point East Drive, Rancho Cordova, CA 95742.
Project Location: APN: 058-0280-009; Vacant property across Folsom Boulevard at Kilgore Drive, adjacent to Hwy 50.
Recommendation: Staff recommends the Planning Commission open the public hearing for this item, but due in part to the complexity of this application, staff recommends the Planning Commission continue the item to a date certain when all commissioners will be present.

Associate Planner Shannan Loveless presented the staff report and recommended the Planning Commission open the public hearing for this item and accept public comment, but due in part to the complexity of this application, staff recommended the Planning Commission continue the item to a date certain when all commissioners will be present. Chair Moe opened the public hearing and took testimony from the applicant.

The Commissioners had the following concerns and comments:

- Cummings-How much distance is there between the building and Highway 50? Loveless-Approximately 40' to the property line. Cummings-Will the trees provide adequate screening from freeway? Loveless-Hotel guests will still be aware the freeway is there, but it will be well screened.
- Konarski-Could you give us more information on how the stormwater system works? Moe-Tanks fill up when needed then slowly meter out stormwater. Campbell-The system also monitors downstream and won't release water if system is full.
- Cummings-Proposed plan seems different from typical Embassy Suites designs. Kazemi-Embassy Suites started a new prototype in 2007.
- Cummings-Is there a proposed Sign Program for the Project. Loveless-One has not been prepared yet, but Staff will work with applicant to create one.

PUBLIC COMMENT

Hamid Kazemi, Applicant & Jake Kroeker, Architect

- Available for questions.
  - Burke-Have you been approached by any companies wishing to place cell towers on the roof? Kazemi-Not yet, but they would be willing as long as they wouldn't be seen.
  - Cummings-Will you see the roof from Highway 50? Loveless-Possibly with Candlewood, but not with Embassy.

Chair Moe Closed the public hearing

Motion: Commissioner Cummings moved, seconded by Commissioner Konarski, the Planning Commission continued this item to the September 25, 2008 Planning Commission Meeting, in order for applicant to present additional materials.

Vote on the Motion:

AYES: Burke, Cummings, Konarski, Moe, Savorn, Vance
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE
There being 6 Ayes, 0 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

B. Consideration of the Design Review for Zinfandel and Sunrise, RC-08-352

Request: The applicant is seeking approval of a façade redesign of an existing building and Design Review for two new pad buildings, a Conditional Use Permit to allow a drive through window and a three lot Parcel Map.
Project Applicant: Mark Marvelli & Ann Greene, RMB Architects, 2277 Watt Avenue, Second Floor, Sacramento, CA 95825.
Project Location: APN: 058-0261-034 & 058-0261-035; 1941-1967 Zinfandel Drive.
Recommendation: Staff recommends the Planning Commission forward a recommendation to the City Council to find the project Categorically Exempt under Section 15301, Existing Facilities, of the California Environmental Quality Act and adopt a resolution approving the Design Review, the Conditional Use Permit for the drive thru window for Pad 1 and the Sign Program for the center, along with the Parcel Map for Project No. RC-08-352, subject to the findings, evidence, Design Package and the Conditions of Approval and approve the Use Permit for the new sign program in the Special Sign Corridor, except for sign "B".

Principal Planner Bill Campbell presented the staff report and recommended the Planning Commission forward a recommendation to the City Council to find the project Categorically Exempt under Section 15301, Existing Facilities, of the California Environmental Quality Act and adopt a resolution approving the Design Review, the Conditional Use Permit for the drive thru window for Pad 1 and the Sign Program for the center, along with the Parcel Map for Project No. RC-08-352, subject to the findings, evidence, Design Package and the Conditions of Approval and approve the Use Permit for the new sign program in the Special Sign Corridor, except for sign "B". Chair Moe opened the public hearing and took testimony from the applicant.

The Commissioners had the following concerns and comments:

- Cummings-Will the parking lot be refurbished—there seems to be dips in the blacktop. Campbell-The parking lot will be repaved. Existing valleys may be for drainage purposes
- Cummings-Why does Staff not support "B" sign? Campbell-Sign "B" would not be seen as it would be blocked by trees—sign is not in keeping with the intent of the special sign corridor.
- Vance-Concerned about increased foot traffic; how will pedestrians be kept safe? Campbell-A signal will be installed at the intersection of Vehicle Drive and Zinfandel Road.

PUBLIC COMMENT

Andy Byrne, Owner

- The property is in desperate need for a re-model. Would like to attract higher quality tenants; therefore signage is important. Hopes some signage compromise can be reached.
  - Savorn-Feels another monument sign won't do much good. Recommends good signage on buildings instead.
  - Cummings-Could sign "C" be moved closer to the property line? Campbell-Yes. Could sign "C" be made bigger? Campbell-Sign "C" is already over height, allowing the sign to be reconstructed is a fair compromise to the applicant's request.

Chair Moe Closed the public hearing.

AMENDMENT TO RECOMMENDED MOTION:

Motion: Commissioner Cummings moved, seconded by Commissioner Burke, the Planning Commission amended the recommended motion to permit the applicant to:

1. Keep sign "A" in its proposed location.
2. Rebuild sign "C" at its current location, or relocate it farther North closer to the property line.
3. Add additional "A" type signs in locations that are consistent with regulations and deemed acceptable by Staff.

Vote on the Motion:

AYES: Burke, Cummings, Konarski, Moe, Savorn, Vance
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

There being 6 Ayes, 0 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

Motion: Commissioner Savorn moved, seconded by Commissioner Burke, the Planning Commission forwarded a recommendation to the City Council to find the project Categorically Exempt under Section 15301, Existing Facilities, of the California Environmental Quality Act and adopt a resolution approving the Design Review, the Conditional Use Permit for the drive thru window for Pad 1 and the Sign Program for the center, along with the Parcel Map for Project No. RC-08-352, subject to the findings, evidence, Design Package, Conditions of Approval and recommended amendment to the motion approve the Use Permit for the new sign program in the Special Sign Corridor, except for sign "B".

Vote on the Motion:

AYES: Burke, Cummings, Konarski, Moe, Savorn, Vance
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

There being 6 Ayes, 0 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

C. Consideration of the Design Review for Capital Center Lot 64, RC-08-346

Request: The applicant is seeking approval of Design Review of a new two-story office building. The site is currently occupied by an overflow parking lot for an adjoining office complex.
Project Applicant: Jim Christian, DL Capital Center, L.P., c/o DRA Advisors, LLC., 90 New Montgomery St #401, San Francisco, CA 94105.
Project Location: APN: 072-0680-043; Kilgore Road (south of White Rock Road)
Recommendation: Staff recommends the Planning Commission forward a recommendation to the City Council to determine the Mitigated Negative Declaration adequate and complete, as required by the California Environmental Quality Act and approve the Design Review as submitted, subject to the findings within the staff report and the Design Review package and Conditions of Approval.

Associate Planner Shannan Loveless presented the staff report and recommended the Planning Commission forward a recommendation to the City Council to determine the Mitigated Negative Declaration adequate and complete, as required by the California Environmental Quality Act and approve the Design Review as submitted, subject to the findings within the staff report and the Design Review package and Conditions of Approval. Chair Moe opened the public hearing and took testimony from the applicant.

The Commissioners had the following concerns and comments:

- Cummings-Are you satisfied with the landscape plan? Loveless-Yes, great care was taken to minimize tree removal.

PUBLIC COMMENT

Andy Kwong, CHD Architects & Jim Christian, Owner/Applicant

- Available for questions.
  - Cummings-What are your plans for the plaza area? Kwong-This will most likely become an outdoor break and lunch area for employees.

Chair Moe Closed the public hearing

Motion: Commissioner Cummings moved, seconded by Commissioner Savorn, the Planning Commission forwarded a recommendation to the City Council to determine the Mitigated Negative Declaration adequate and complete, as required by the California Environmental Quality Act and approve the Design Review as submitted, subject to the findings within the staff report and the Design Review package and Conditions of Approval.

Vote on the Motion:

AYES: Burke, Cummings, Konarski, Moe, Savorn, Vance
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE
There being 6 Ayes, 0 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

D. Consideration of the Conditional Use Permit for SC 55615 Moraine Gardens, RC-08-359

Request: The applicant is seeking a Conditional Use Permit to locate a 55' mono-pole with a six antenna enclosed in a fiberglass cylinder, called a "Radome" The applicant has ground leased a 25'x 30' site behind the Moraine Garden Apartments, located at 2348 Moraine Circle. The subject property is adjacent to Clifton Drain that flows into the American River Parkway, which is to the west of subject site.
Project Applicant: Sarah Wilson, Applied Wireless Consulting for T-Mobile, 6278 Fair Oaks Blvd., #400, Carmichael, CA 95608.
Project Location: APN: 076-0083-022; 2348 Moraine Circle
Recommendation: Staff recommends the Planning Commission determine the project is Categorically Exempt under Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act Guidelines and adopt Resolution 118-2008 approving the Conditional Use Permit for T-Mobile, Project No. RC-08-359, for a wireless telecommunication facility, to be constructed according to the improvement plans and subject to the Conditions of Approval.

Principal Planner Bill Campbell presented the staff report and recommended the Planning Commission determine the project is Categorically Exempt under Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act Guidelines and adopt Resolution 118-2008 approving the Conditional Use Permit for T-Mobile, Project No. RC-08-359, for a wireless telecommunication facility, to be constructed according to the improvement plans and subject to the Conditions of Approval. Chair Moe opened the public hearing and took testimony from the applicant.

The Commissioners had the following concerns and comments:

- Cummings-Concerned about noise from generators. Campbell-There will be no generators.
- Burke-Have you received any feedback from residents? Campbell-None as of yet.
- Konarski-Were tree like models discussed? Campbell-Options were discussed, but they did not meet requirements, or would not blend well with area.

PUBLIC COMMENT

Sarah Wilson, T-Mobile Representative

- Sixty percent of cell phone calls are made from home, therefore increasing the need for strong cell phone service. T-Mobile's goal is to accomplish the most coverage with the least amount of facilities.
    - Burke-Did T-Mobile look for other locations? Feels this will add to the existing blight in the area. Wilson-Other locations were researched, but this was the best location.

Jonas Ekeroth, Resident

- There are a number of residents in the area opposed. We live in a nice neighborhood and do not want this eyesore. Concerned about potential health hazards such as radiation. Feels increased coverage will add to crime problem in area.
    - Burke-Is there a petition going around? Ekeroth-Yes, there are seven signatures from people of four different households.
    - Burke-Agrees this increases blight and another location would be more fitting.
    - Konarski-Proposes staff return to site and take pictures from several different angles to get a better perspective.

Chair Moe Closed the public hearing

Motion: Commissioner Vance moved, seconded by Commissioner Savorn, the Planning Commission determined the project is Categorically Exempt under Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act Guidelines and adopt Resolution 118-2008 approving the Conditional Use Permit for T-Mobile, Project No. RC-08-359, for a wireless telecommunication facility, to be constructed according to the improvement plans and subject to the Conditions of Approval.

Vote on the Motion:

AYES: Moe, Savorn, Vance
NOES: Burke, Cummings, Konarski
ABSTAIN: NONE
ABSENT: NONE

There being 3 Ayes, 3 Noes, 0 Abstains, 0 Absentees, the motion failed.

Motion: Commissioner Cummings moved, seconded by Commissioner Konarski, the Planning Commission continued this item to the October 23, 2008 Planning Commission Meeting based on oral testimony during the public hearing.

Vote on the Motion:

AYES: Burke, Cummings, Konarski, Moe
NOES: Savorn, Vance
ABSTAIN: NONE
ABSENT: NONE

There being 4 Ayes, 2 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

E. Consideration of the Non-Conforming Use Permit for Sam's Airpack Temporary Rear Yard Use, RC-07-321

Request: The applicant is seeking approval of a Non-conforming Use Permit for Sam's Airpack for a temporary outside storage yard within the Convention District of the Folsom Blvd Specific Plan.
Project Applicant: Bassam Dahduli, 5175 Ridgevine Way, Fair Oaks, Cal 95628.
Project Location: APN: 072-0222-033; 11167 Trade Center Drive.
Recommendation: Staff recommends the Planning Commission forward a recommendation to the City Council to find the project Categorically Exempt under Section 15301, Existing Facilities, of the California Environmental Quality Act and approve the Non-Conforming Use Permit as submitted for one year, to be removed at the end of the one year term.

Principal Planner Bill Campbell presented the staff report and recommended the Planning Commission forward a recommendation to the City Council to find the project Categorically Exempt under Section 15301, Existing Facilities, of the California Environmental Quality Act and approve the Non-Conforming Use Permit as submitted for one year, to be removed at the end of the one year term. Chair Moe opened the public hearing and took testimony from the applicant.

The Commissioners had the following concerns and comments:

- NONE

PUBLIC COMMENT

- NONE

Chair Moe Closed the public hearing

Motion: Commissioner Savorn moved, seconded by Commissioner Vance, the Planning Commission forwarded a recommendation to the City Council to find the project Categorically Exempt under Section 15301, Existing Facilities, of the California Environmental Quality Act and approve the Non-Conforming Use Permit as submitted for one year, to be removed at the end of the one year term.

Vote on the Motion:

AYES: Burke, Cummings, Konarski, Moe, Savorn, Vance
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

There being 6 Ayes, 0 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

4. **REGULAR CALENDER**

- NONE

6. COMMISSION REQUEST FOR FUTURE AGENDA ITEMS

The Commissioners had the following suggestions:

- NONE

7. STAFF/COMMISSION COMMENTS

The Commissioners had the following comments:

- The Planning Commission dedicated the meeting to Chuck Meyers who passed away Saturday, September 6, 2008.

8. ADJOURNMENT

There being no further business before the Planning Commission, the meeting was adjourned at 10:30 p.m., September 11, 2008, to the next scheduled meeting.

_____

Tom Moe, Planning Commission Chair

_____

William Campbell, Principal Planner

ATTEST:

_____

Jennifer Bennett, Commission Clerk

CITY OF RANCHO CORDOVA

Minutes of Meeting of the Planning Commission
September 25, 2008

1. CALL MEETING TO ORDER

The meeting of the Planning Commission of the City of Rancho Cordova was held on Thursday, September 25, 2008 in the David B. Roberts Council Chambers located at 2729 Prospect Park Drive, Rancho Cordova, CA, 95670. Planning Commission Chair Tom Moe called the meeting to order at 6:00 p.m.

Staff Present: Principal Planner, Bill Campbell; Senior Planner, Jeff Beiswenger; Planning Commission Clerk, Jennifer Bennett

Roll Call:

Commissioners Present: Burke, Cummings, Konarski, Moe, Savorn
Commissioners Absent: Johnson, Vance

A. **Flag Salute** – Pledge of Allegiance was conducted.

B. **Approval of Agenda** – The Planning Commission reviewed the agenda of the September 25, 2008 Meeting of the Planning Commission.

Action: Commissioner Savorn moved, seconded by Commissioner Burke, to approve the agenda of the September 25, 2008 Planning Commission Meeting. Motion was approved unanimously.

C. **Minutes** – The Planning Commission reviewed the minutes of the September 11, 2008 Meeting of the Planning Commission.

Action: Commissioner Burke moved, seconded by Commissioner Savorn, to approve the minutes of the September 11, 2008 meeting. Motion was approved unanimously.

2. PUBLIC COMMENT

There were no public comments heard at this meeting on non-agenda items.

3. CONTINUED ITEMS

A. Consideration of the Design Review & Special Review of Parking for Embassy Suites & Candlewood Suites, RC-07-321

Request: The applicant is requesting Design Review for two hotels – Embassy Suites, which is proposed at 8 stories tall with 217 suite-style guest rooms, and Candlewood Suites, which is proposed at 4 stories tall with 113 extended-stay suites.
Project Applicant: Hamid Kazemi, 11269 Point East Drive, Rancho Cordova, CA 95742.
Project Location: APN: 058-0280-009; Vacant property across Folsom Boulevard at Kilgore Drive, adjacent to Hwy 50.

Recommendation: Staff recommends the Planning Commission make a recommendation to City Council to determine the Mitigated Negative Declaration adequate and complete, as required by the California Environmental Quality Act and approve the Design Review as submitted, subject to the findings within the staff report, Design Review package and Conditions of Approval.

Principal Planner Bill Campbell presented the staff report and recommended the Planning Commission recommend approval to City Council. Chair Moe opened the public hearing and took testimony from the applicant.

The Commissioners had the following concerns and comments:

- Savorn-Will the signs use LED lighting? Campbell-The sign will be internally lit channel letters.
- Savorn-Was there any consideration of putting "Rancho Cordova" on the signage? Campbell-This was not discussed, but we could propose it to the applicant.
- Cummings-Would brick detail be an option for the monument sign? Campbell-The sign should be consistent with the building-there is no brick on the building. The applicant is willing to add more detail.

PUBLIC COMMENT

Jake Kroeker, Civil Engineer & Applicant

- Available to answer any questions.
  - Discussion of possibly having a projected sign or hanging banner signs to promote special events in the area. Applicant is open to whatever would be allowed per the city's regulations. Applicant is also willing to add more detail to the monument signs.

Chair Moe Closed the public hearing

Motion: Commissioner Cummings moved, seconded by Commissioner Konarski, the Planning Commission forwarded a recommendation to City Council to determine the Mitigated Negative Declaration adequate and complete, as required by the California Environmental Quality Act and approve the Design Review as submitted, subject to the findings within the staff report, Design Review package including the revisions to the sign program and Conditions of Approval.

Vote on the Motion:

AYES: Burke, Cummings, Konarski, Moe, Savorn
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

There being 5 Ayes, 0 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

4. PUBLIC HEARING

Commissioner Cummings recused himself before this item was presented due to potential conflict of interest.

A. Consideration of the Special Development Permit for Capital Village Lots 334-341 & 412-416, RC-08-361

Request: The applicant is requesting a Special Development Permit to allow a minor reduction in minimum lot width and minimum lot size requirements in the Capital Village development. The reduction would apply to ten (10) residential lots in the Reflection Housing product. The reduction is needed to accommodate a public utility easement for underground electrical lines.
Project Applicant: John Bacigalupi, Beazer Homes Holdings Corp., 3721 Douglas Blvd. #100, Roseville, CA 95661.
Project Location: APN: 072-2990-034 through 072-2990-041 & 072-2990-112 through 072-2990-116; 3101-3117 Lea Sterling Way & 3100-3108 Lea Sterling Way.
Recommendation: Staff recommends the Planning Commission determine that the proposal is consistent with the Capital Village MND and adopt Resolution 124-2008 approving a Special Development Permit to allow a reduction in minimum lot width and lot size for ten parcels along Lea Sterling Way in Capital Village.

Senior Planner Jeff Beiswenger presented the staff report and recommended the Planning Commission determine that the proposal is consistent with the Capital Village MND and adopt Resolution 124-2008 approving a Special Development Permit to allow a reduction in minimum lot width and lot size for ten parcels along Lea Sterling Way in Capital Village. Chair Moe opened the public hearing and took testimony from the applicant.

The Commissioners had the following concerns and comments:

- NONE

PUBLIC COMMENT

John Bacigalupi, Beazer Homes

- Available for questions.
  - Moe-Why was this issue not anticipated? Bacigalupi-The easement is wider than a typical easement and the utilities are already in place, so the easement can't be moved.
  - Moe-What happens to lots 333, 332, etc? Bacigalupi-People purchasing these homes would have a 22 foot PUE in the front yard. We're maintaining the building setback.

Chair Moe Closed the public hearing

Motion: Commissioner Burke moved, seconded by Commissioner Savorn, the Planning Commission determined that the proposal is consistent with the Capital Village MND and adopted Resolution 124-2008 approving a Special Development Permit to allow a reduction in minimum lot width and lot size for ten parcels along Lea Sterling Way in Capital Village.

Vote on the Motion:

AYES: Burke, Konarski, Moe, Savorn
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

There being 4 Ayes, 0 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

B. Consideration of the Design Review for CVS Pharmacy Sign Program, RC-08-347

Request: The applicant is seeking approval of a Design review for CVS Pharmacy ground mounted sign program.
Project Applicant: William McDermott, Armstrong Development Properties, Inc., 1375 Exposition Blvd., Ste. 101, Sacramento, CA 95818.
Project Location: APN: 072-0680-075; Southeast corner of Zinfandel Dr. and International Dr.
Recommendation: Staff recommends the Planning Commission find the project has been previously assessed in the Capital Village EIR and forward a recommendation to the City Council to approve the Design Review of the monument signs for CVS Pharmacy, Project No. RC-08-347, subject to the Sign Design Package.

Principal Planner Bill Campbell presented the staff report and recommended the Planning Commission find the project has been previously assessed in the Capital Village EIR and forward a recommendation to the City Council to approve the Design Review of the monument signs for CVS Pharmacy, Project No. RC-08-347, subject to the Sign Design Package. Chair Moe opened the public hearing and took testimony from the applicant.

The Commissioners had the following concerns and comments:

- Moe-Could CVS have use of the extra spaces in the multi-tenant sign until other tenants arrived to use the spots? Campbell-Yes, this is a possibility, but CVS prefers the single tenant sign.

PUBLIC COMMENT

William McDermott, Applicant

- There is a low likelihood that Beazer will sell the residential and convert to commercial. Our main concern is building one sign, and then having to tear it down and build a different one later.
  - John Bacigalupi of Beazer Homes stated Beazer was entertaining the idea of selling the property; however, Beazer has decided not to sell-the area, and will develop it as 100% residential.

Chair Moe Closed the public hearing.

AMENDMENT TO RECOMMENDED MOTION:

Motion: Commissioner Cummings moved, seconded by Commissioner Konarski, the Planning Commission amended the motion to reflect recommendation that City Council approve the single tenant sign in the Sign Design Package, according to the adopted sign criteria for Capital Village.

Vote on the Motion:

AYES: Burke, Cummings, Konarski, Moe,
NOES: Savorn
ABSTAIN: NONE
ABSENT: NONE

There being 4 Ayes, 1 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

Motion: Commissioner Konarski moved, seconded by Commissioner Savorn, the Planning Commission found the project has been previously assessed in the Capital Village EIR and forwarded a recommendation to the City Council to approve the amended Design Review of the monument signs for CVS Pharmacy, Project No. RC-08-347, subject to the Sign Design Package.

Vote on the Motion:

AYES: Burke, Cummings, Konarski, Moe, Savorn
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

There being 5 Ayes, 0 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

5. REGULAR CALENDER

A. Low Impact Development Presentation by Cunningham Engineering

Cheryl Sullivan of Cunningham Engineering presented the Low Impact Development concept and Low Impact Development techniques such as roof gardens, green walls, pervious paving and pervious concrete.

6. COMMISSION REQUEST FOR FUTURE AGENDA ITEMS

The Commissioners had the following suggestions:

- Commissioner Cummings requested discussion of the APA Conference at a future meeting.

7. STAFF/COMMISSION COMMENTS

The Commissioners had the following comments:

- NONE

8. ADJOURNMENT

There being no further business before the Planning Commission, the meeting was adjourned at 8:19 p.m., September 25, 2008, to the next scheduled meeting.

_____
Tom Moe, Planning Commission Chair

_____
William Campbell, Principal Planner

ATTEST:

_____
Jennifer Bennett, Commission Clerk

MEMORANDUM

DATE: October 20, 2008

TO: Honorable Mayor and Council Members

FROM: William Campbell, Principal Planner

SUBJECT: **CVS PHARMACY DESIGN REVIEW- MONUMENT SIGNS**

PROPERTY OWNER:	**APPLICANT/DEVELOPER:**
DSL Service Company 3501 Jamboree Road Newport Beach, CA 92660 David Casty	Armstrong Development Properties 1375 Exposition Blvd Sacramento, CA 95818

PROJECT:	CVS Pharmacy Conditional Use Permit and Design Review
FILE:	RC-08-347
LOCATION:	Southeast corner of Zinfandel Drive and International Drive
APN:	067-0030-027
PLANNER:	William Campbell

REQUEST

CVS Pharmacy is requesting approval of mounted signs, in compliance with the Capital Village Sign Program.

RECOMMENDED ACTION

The Planning Commission recommends the City Council to adopt Resolution No. 123-2008 approving Design Review of the single tenant monument and directional signs for CVS Pharmacy, as part of the overall approval of Project No. RC-08-347, subject to the attached Sign Design Package **(Exhibit A)**.

RESULT OF RECOMMENDED ACTION

The approval of the ground mount signs will provide CVS Pharmacy with appropriate business and directional identification, according to the adopted sign criteria for Capital Village. The project will provide convenient commercial services to the numerous employees south of Highway 50 and the residence of Capital Village and the Villages of Zinfandel. The development of this corner will also compliment the gateway into the Capital Village development.

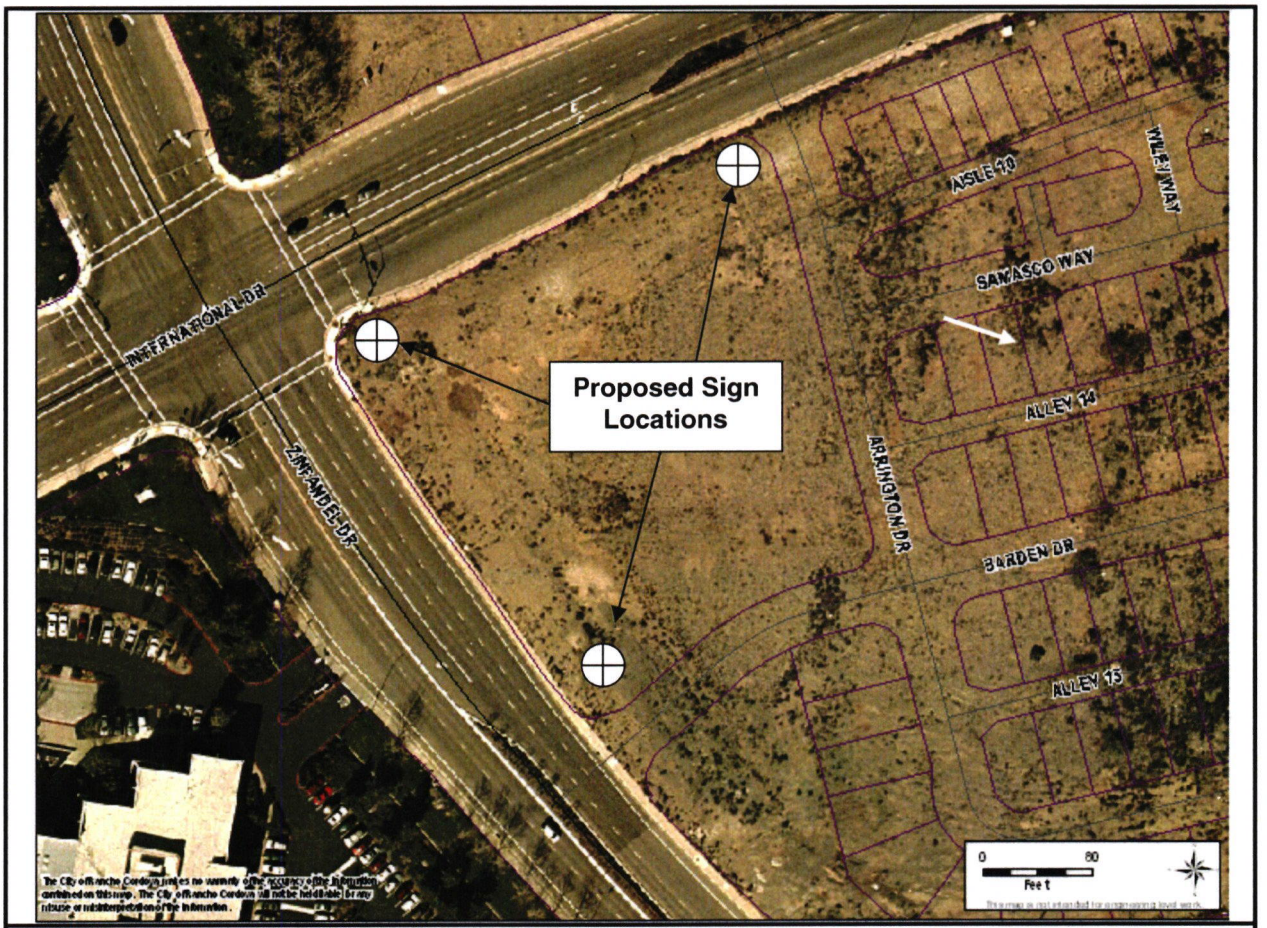
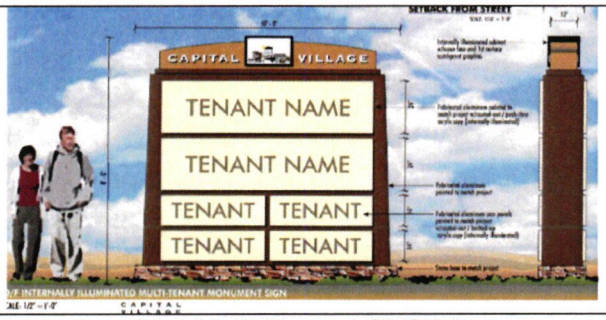
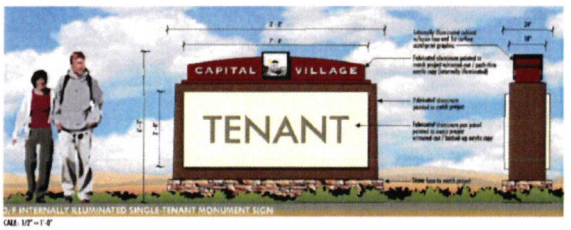
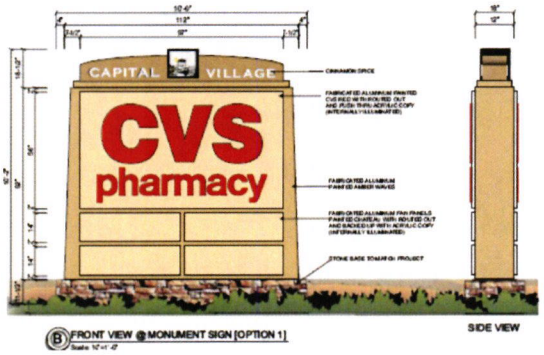
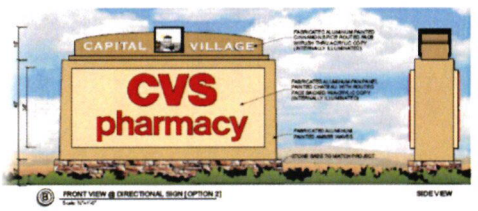


Figure 1 Aerial Location

ANALYSIS

On August 4, 2008, the City Council approved the building design review for CVS Pharmacy; however, they did not approve the free standing monument signs. CVS was instructed to modify their package and resubmit to the Planning Commission. Subsequent to that action, the Planning Commission on September 25, 2008 reviewed the sign plans and discussed which of the two alternative sign designs was appropriate for the corner. The applicant expressed preference to build the single tenant sign, which is called out in the adopted sign criteria.

The Planning Commission reviewed staff information that suggested that the multi-tenant sign would accommodate future businesses to the east and south of CVS Pharmacy, should the City entertain a rezone to convert the surrounding residential to commercial. The multi-tenant sign would give those businesses corner exposure, similar to the existing sign on the northeast corner of Zinfandel Drive and International Drive. However, the Planning Commission did receive testimony from a representative from Beazer Homes, indicating that Beazer has no intention to sell the residential property and anticipates construction of the units at a later time (see attached Planning Commission Minutes).

	
M.1 Multi-Tenant CVSPA	M.2 Single Tenant CVSPA
	
Proposed Multi-Tenant Sign	Planning Commission Recommended

CONCLUSION

The Capital Village Special Planning Area had intended to develop a commercial node within the employment center of the City. The proposed use was anticipated as a free standing building on its own site and consistent with the adopted sign program for Capital Village a single tenant sign is appropriate for this site. The Planning Commission recommends a single tenant sign, as recommended above.

ATTACHMENT

1. Resolution 123-2008 Sign Design Package including **(Exhibit A)** color palette, elevations, and site plan.
2. Planning Commission minutes of September 25, 2008.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 123-2008

A RESOLUTION OF THE CITY COUNCIL APPROVING A DESIGN REVIEW FOR FREESTANDING ON-SITE SIGNS FOR CVS PHARMACY, PROJECT # RC-08-347

WHEREAS, Armstrong Development Properties (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova for Design Review for a new CVS Pharmacy store building, located on the southeast corner of International Drive and Zinfandel Drive, in the Capital Village Special Planning Area; and

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

WHEREAS, the project has been previously assessed in the Capital Village Environmental Impact Report (EIR) and found to be consistent to that document, which was prepared according to the California Environmental Quality Act (CEQA) Guidelines and

WHEREAS, the proposed project is located on real property in the incorporated portions of the City of Rancho Cordova more particularly described as APN 067-0030-027; and

WHEREAS, on August 4, 2008, the City Council approved the project, except the freestanding signs and directed the Planning Commission to review the proposed signs for consistency with the adopted sign program for Capital Village; and

WHEREAS, on September 25, 2008, the Planning Commission considered the project sign request and recommended that the City Council approve a single tenant monument sign on the corner of International Drive and Zinfandel Drive and two directional signs project as consistent with the adopted sign program for Capital Village; and

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

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the Council:

Approve the Conditional Use Permit, Design Review and the Public Convenience and Necessity **(Exhibit A)** based on the following findings:

1. CEQA

   Finding: *The project has been reviewed and is in accordance with the Guidelines of the California Environmental Quality Act.* **Evidence:** The project has been conceptually reviewed by the City when the Capital Village Special Planning Area (CVSPA) was adopted. The cumulative development impacts of the CVSPA were addressed in the Environmental Impact Report (EIR) and an adopted Mitigation Monitoring Reporting Program will apply to this project.

2. DESIGN REVIEW

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

a) ***Finding*** *- The proposed project is consistent with the objectives of the General Plan, complies with applicable Zoning regulations and Special Planning Area provisions, and is consistent with the applicable "Guiding Principles" and "Design Concepts" in section 110-84.*

Evidence -The applicable "Guiding Principles" and "Design Concepts" in section 110-84 and the design guidelines of the CVSPA are satisfied by this project, as described by the facts and findings discussed below. The architect has designed the monument signs that are consistent with the adopted sign criteria and CVS has stated their preference for the single tenant sign. The Commission did receive testimony from a representative from Beazer Homes, indicating that Beazer has no intention to sell the residential property and anticipates construction of the units at a later time.

b) ***Finding*** *- The proposed architecture, site design, and landscaping are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.*

Evidence - Considerable detail has been exercised in the design of the buildings, pedestrian amenities, trellis features and connection to the main body of the Capital Village project. Pedestrian walks link the transit stop on International Drive to the proposed building. The new monument signs will compliment the approved project.

c) ***Finding*** *- The architecture, including the character, scale and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing and similar elements establishes a clear design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.*

Evidence - The sign design elements are similar to those used in other buildings in the Capital Village area, these similarities include building construction technique, using the adopted materials and color palette. Either sign alternative will be compatible with the design of the building and consistent with the adopted Sign Criteria.

d) ***Finding*** *- The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.*

Evidence - The project includes new pedestrian connections to the public sidewalk and to the light rail station. The new identification and directional signs will compliment the overall project and provide motorists and pedestrians with adequate direction to the business.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 20th day of October, 2008 by the following vote:

AYES:

NOES:

ABSENT:

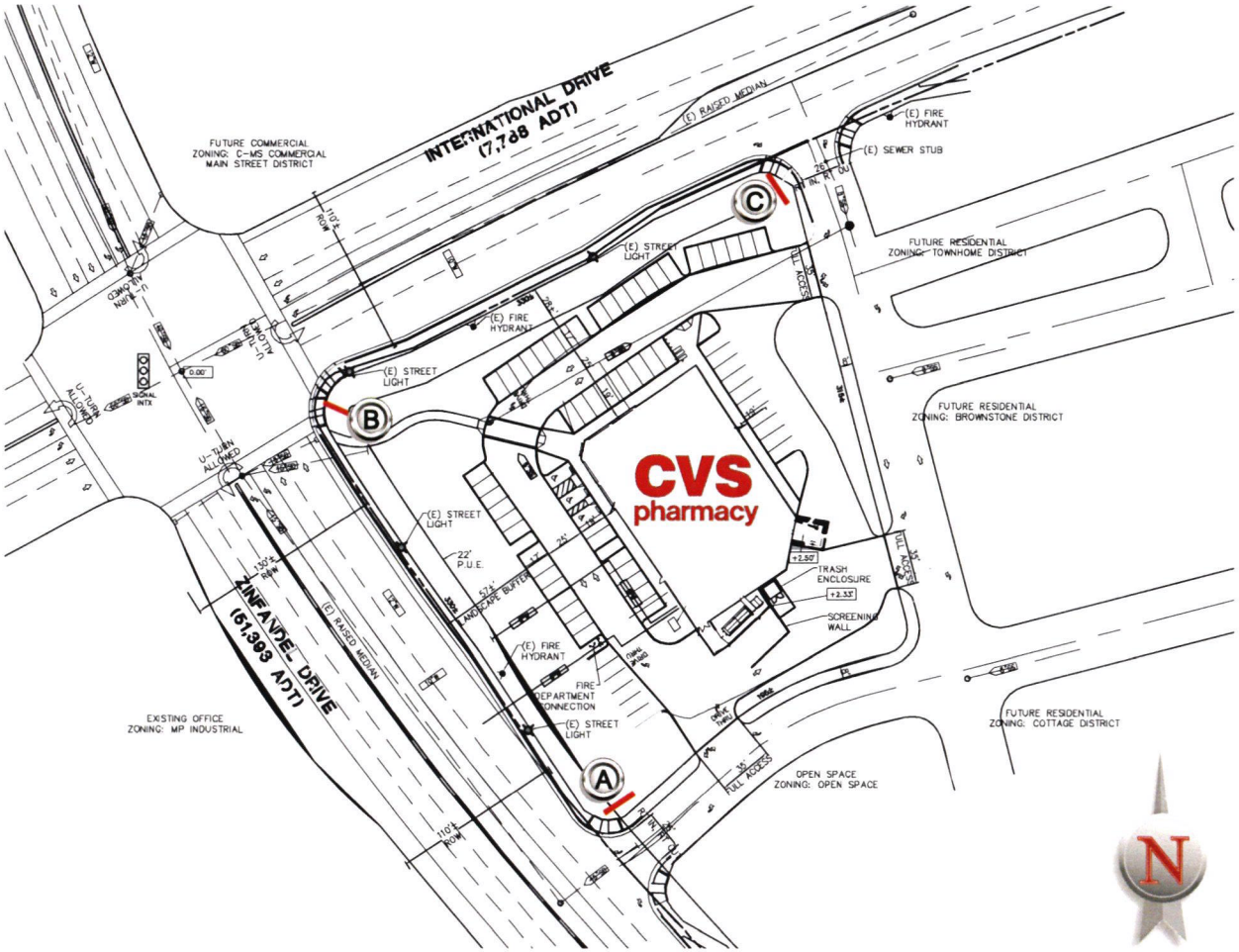
ABSTAIN:

_____
Linda Budge, Mayor

ATTEST:

_____
Mindy Cuppy, City Clerk

SITE PLAN



SIGNAGE SPECIFICATIONS

- (A) Directional Sign
- (B) Monument Sign
- (C) Directional Sign

COAST SIGN
INCORPORATED
1500 West Embassy St. Anaheim, CA 92802
(714) 520-9144 FAX: (714) 520-5847

Date: 01-25-08	Project Name: CVS Pharmacy
Scale: NTS	Address: SEC Zinfandel Dr. International Dr.
Drawn: Ruben B.	City / State: Rancho Cordova, CA
Sales: Golie A.	Client Approval: Date:

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No.	Designer	Date	Revision Notes
5	Ruben B.	04-01-08	Modify monument O.
6	Paula M.	04-04-08	Change sign A and B to 42". Add square footage information.
7	Ruben B.	05-15-08	Update elevations. Remove "minute clinic" sign "E" and replace with "photo center"
8	Paula M.	05-15-08	Update elevations. Change color of the monuments
9			
10	Paula M.	09-04-08	Various changes per PM

DESIGN DRAWING 1 of 4

Request Number:
DEV-CVS1-00179-r10

File Location:
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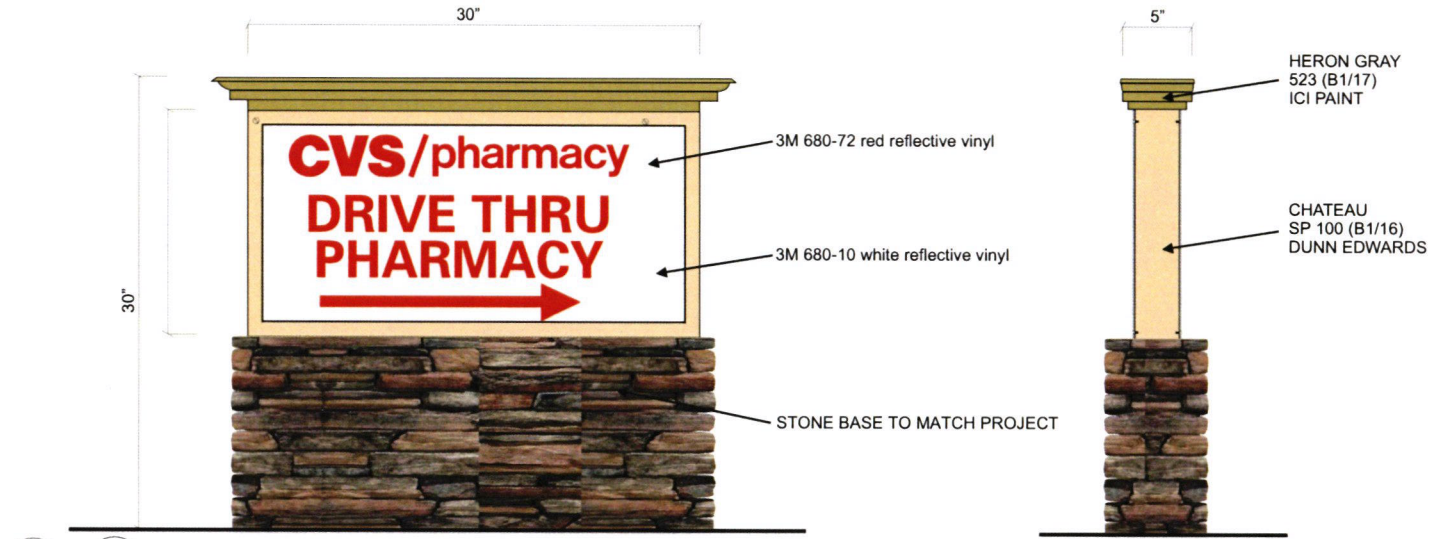
11 X 17 TEMPLATE VERSION 4.0

EXHIBIT A



Ⓐ Ⓒ **FRONT VIEW @ NON-ILLUMINATED DIRECTIONAL SIGNAGE**

Scale: 1½"=1'-0" 3.12 SF

SIDE VIEW

Specifications:

Manufacture & install one (1) D/F non-illuminated steel post ground mounted sign.
Face to have surface applied reflective vinyl.

DIRECTIONAL SIGNS SHALL INCLUDE A STONE VENEER BASE TO MATCH THE PROJECT

COAST SIGN
INCORPORATED
1500 West Embassy St. Anaheim, CA 92802
(714) 520-9144 FAX: (714) 520-5847

Date: 01-25-08	Project Name: CVS Pharmacy
Scale:	Address: SEC Zinfandel Dr. International Dr.
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9			
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DESIGN DRAWING 2 of 4

Request Number:
DEV-CVS1-00179-r10

File Location:
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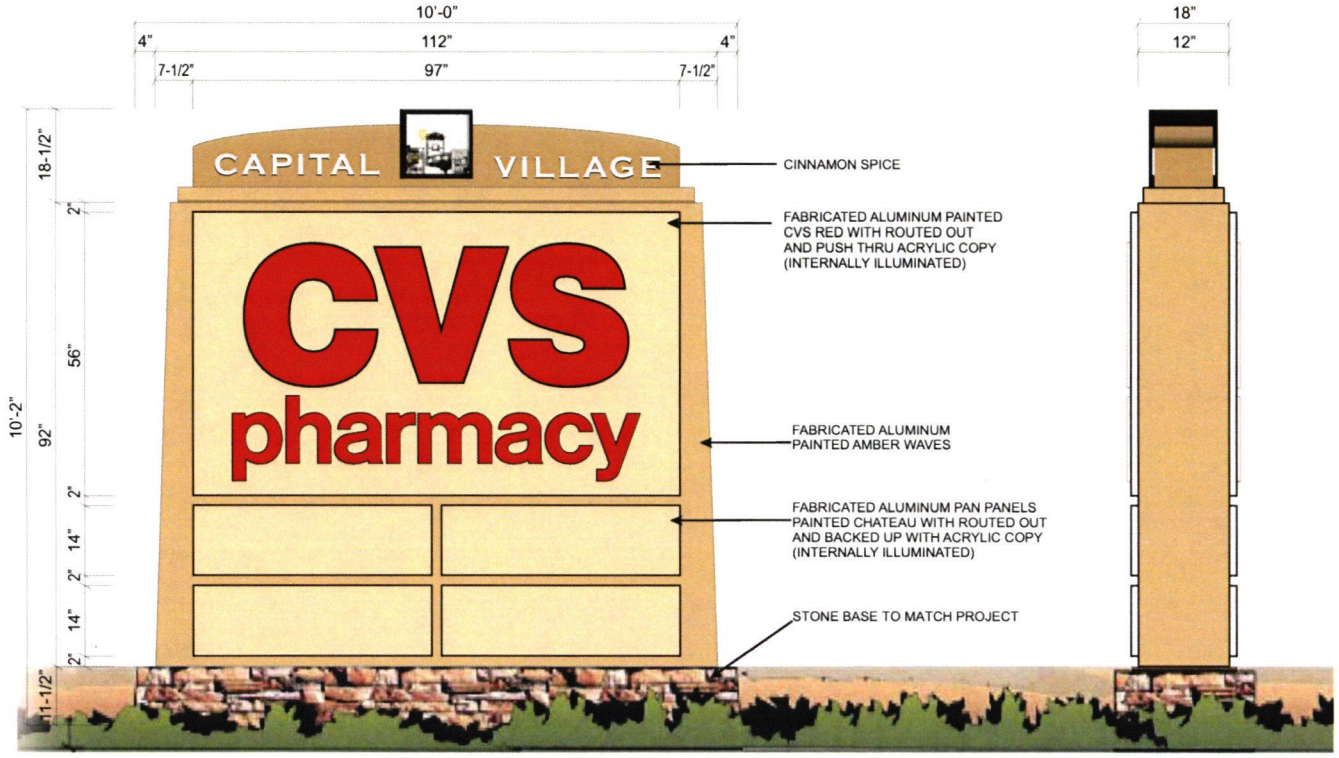

SIDE VIEW

B FRONT VIEW @ MONUMENT SIGN [OPTION 1]
Scale: ¾"=1'-0"

COAST SIGN
INCORPORATED
1500 West Embassy St. Anaheim, CA 92802
(714) 520-9144 FAX: (714) 520-5847

Date: 01-25-08	Project Name: CVS Pharmacy
Scale:	Address: SEC Zinfandel Dr. International Dr.
Drawn: Ruben B.	City / State: Rancho Cordova, CA
Sales: Golie A.	Client Approval: Date:

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DESIGN DRAWING 3 of 4

Request Number:
DEV-CVS1-00179-r10

File Location:
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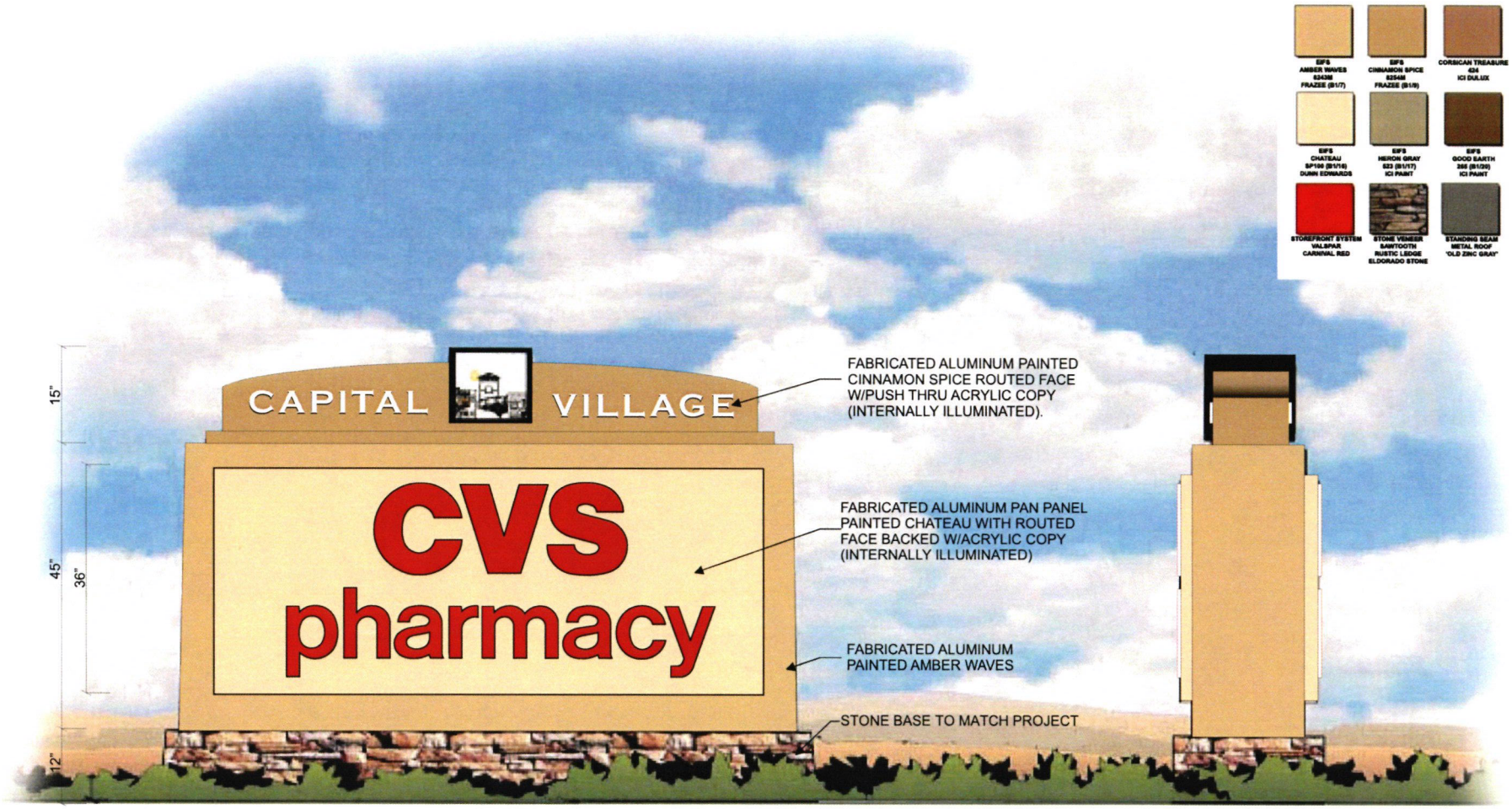
11 X 17 TEMPLATE VERSION 4.0



B **FRONT VIEW @ DIRECTIONAL SIGN [OPTION 2]**

Scale: ¾"=1'-0"

SIDE VIEW

COAST SIGN
INCORPORATED
1500 West Embassy St. Anaheim, CA 92802
(714) 520-9144 FAX: (714) 520-5847

Date: 01-25-08	Project Name: CVS Pharmacy
Scale:	Address: SEC Zinfandel Dr. International Dr.
Drawn: Ruben B.	City / State: Rancho Cordova, CA
Sales: Golie A.	Client Approval: Date:

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DESIGN DRAWING 4 of 4

Request Number:

DEV-CVS1-00179-r10

File Location:
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11 X 17 TEMPLATE VERSION 4.0

CITY OF RANCHO CORDOVA

Minutes of Meeting of the Planning Commission
September 25, 2008

1. CALL MEETING TO ORDER

The meeting of the Planning Commission of the City of Rancho Cordova was held on Thursday, September 25, 2008 in the David B. Roberts Council Chambers located at 2729 Prospect Park Drive, Rancho Cordova, CA, 95670. Planning Commission Chair Tom Moe called the meeting to order at 6:00 p.m.

Staff Present: Principal Planner, Bill Campbell; Senior Planner, Jeff Beiswenger; Planning Commission Clerk, Jennifer Bennett

Roll Call:

Commissioners Present: Burke, Cummings, Konarski, Moe, Savorn
Commissioners Absent: Johnson, Vance

A. **Flag Salute** – Pledge of Allegiance was conducted.

B. **Approval of Agenda** – The Planning Commission reviewed the agenda of the September 25, 2008 Meeting of the Planning Commission.

Action: Commissioner Savorn moved, seconded by Commissioner Burke, to approve the agenda of the September 25, 2008 Planning Commission Meeting. Motion was approved unanimously.

C. **Minutes** – The Planning Commission reviewed the minutes of the September 11, 2008 Meeting of the Planning Commission.

Action: Commissioner Burke moved, seconded by Commissioner Savorn, to approve the minutes of the September 11, 2008 meeting. Motion was approved unanimously.

2. PUBLIC COMMENT

There were no public comments heard at this meeting on non-agenda items.

3. CONTINUED ITEMS

A. Consideration of the Design Review & Special Review of Parking for Embassy Suites & Candlewood Suites, RC-07-321

Request: The applicant is requesting Design Review for two hotels – Embassy Suites, which is proposed at 8 stories tall with 217 suite-style guest rooms, and Candlewood Suites, which is proposed at 4 stories tall with 113 extended-stay suites.
Project Applicant: Hamid Kazemi, 11269 Point East Drive, Rancho Cordova, CA 95742.
Project Location: APN: 058-0280-009; Vacant property across Folsom Boulevard at Kilgore Drive, adjacent to Hwy 50.

Recommendation: Staff recommends the Planning Commission make a recommendation to City Council to determine the Mitigated Negative Declaration adequate and complete, as required by the California Environmental Quality Act and approve the Design Review as submitted, subject to the findings within the staff report, Design Review package and Conditions of Approval.

Principal Planner Bill Campbell presented the staff report and recommended the Planning Commission recommend approval to City Council. Chair Moe opened the public hearing and took testimony from the applicant.

The Commissioners had the following concerns and comments:

- Savorn-Will the signs use LED lighting? Campbell-The sign will be internally lit channel letters.
- Savorn-Was there any consideration of putting "Rancho Cordova" on the signage? Campbell-This was not discussed, but we could propose it to the applicant.
- Cummings-Would brick detail be an option for the monument sign? Campbell-The sign should be consistent with the building-there is no brick on the building. The applicant is willing to add more detail.

PUBLIC COMMENT

Jake Kroeker, Civil Engineer & Applicant

- Available to answer any questions.
  - Discussion of possibly having a projected sign or hanging banner signs to promote special events in the area. Applicant is open to whatever would be allowed per the city's regulations. Applicant is also willing to add more detail to the monument signs.

Chair Moe Closed the public hearing

Motion: Commissioner Cummings moved, seconded by Commissioner Konarski, the Planning Commission forwarded a recommendation to City Council to determine the Mitigated Negative Declaration adequate and complete, as required by the California Environmental Quality Act and approve the Design Review as submitted, subject to the findings within the staff report, Design Review package including the revisions to the sign program and Conditions of Approval.

Vote on the Motion:

AYES: Burke, Cummings, Konarski, Moe, Savorn
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

There being 5 Ayes, 0 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

4. PUBLIC HEARING

Commissioner Cummings recused himself before this item was presented due to potential conflict of interest.

A. Consideration of the Special Development Permit for Capital Village Lots 334-341 & 412-416, RC-08-361

Request: The applicant is requesting a Special Development Permit to allow a minor reduction in minimum lot width and minimum lot size requirements in the Capital Village development. The reduction would apply to ten (10) residential lots in the Reflection Housing product. The reduction is needed to accommodate a public utility easement for underground electrical lines.
Project Applicant: John Bacigalupi, Beazer Homes Holdings Corp., 3721 Douglas Blvd. #100, Roseville, CA 95661.
Project Location: APN: 072-2990-034 through 072-2990-041 & 072-2990-112 through 072-2990-116; 3101-3117 Lea Sterling Way & 3100-3108 Lea Sterling Way.
Recommendation: Staff recommends the Planning Commission determine that the proposal is consistent with the Capital Village MND and adopt Resolution 124-2008 approving a Special Development Permit to allow a reduction in minimum lot width and lot size for ten parcels along Lea Sterling Way in Capital Village.

Senior Planner Jeff Beiswenger presented the staff report and recommended the Planning Commission determine that the proposal is consistent with the Capital Village MND and adopt Resolution 124-2008 approving a Special Development Permit to allow a reduction in minimum lot width and lot size for ten parcels along Lea Sterling Way in Capital Village. Chair Moe opened the public hearing and took testimony from the applicant.

The Commissioners had the following concerns and comments:

- NONE

PUBLIC COMMENT

John Bacigalupi, Beazer Homes

- Available for questions.
  - Moe-Why was this issue not anticipated? Bacigalupi-The easement is wider than a typical easement and the utilities are already in place, so the easement can't be moved.
  - Moe-What happens to lots 333, 332, etc? Bacigalupi-People purchasing these homes would have a 22 foot PUE in the front yard. We're maintaining the building setback.

Chair Moe Closed the public hearing

Motion: Commissioner Burke moved, seconded by Commissioner Savorn, the Planning Commission determined that the proposal is consistent with the Capital Village MND and adopted Resolution 124-2008 approving a Special Development Permit to allow a reduction in minimum lot width and lot size for ten parcels along Lea Sterling Way in Capital Village.

Vote on the Motion:

AYES: Burke, Konarski, Moe, Savorn
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

There being 4 Ayes, 0 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

B. Consideration of the Design Review for CVS Pharmacy Sign Program, RC-08-347

Request: The applicant is seeking approval of a Design review for CVS Pharmacy ground mounted sign program.
Project Applicant: William McDermott, Armstrong Development Properties, Inc., 1375 Exposition Blvd., Ste. 101, Sacramento, CA 95818.
Project Location: APN: 072-0680-075; Southeast corner of Zinfandel Dr. and International Dr.
Recommendation: Staff recommends the Planning Commission find the project has been previously assessed in the Capital Village EIR and forward a recommendation to the City Council to approve the Design Review of the monument signs for CVS Pharmacy, Project No. RC-08-347, subject to the Sign Design Package.

Principal Planner Bill Campbell presented the staff report and recommended the Planning Commission find the project has been previously assessed in the Capital Village EIR and forward a recommendation to the City Council to approve the Design Review of the monument signs for CVS Pharmacy, Project No. RC-08-347, subject to the Sign Design Package. Chair Moe opened the public hearing and took testimony from the applicant.

The Commissioners had the following concerns and comments:

- Moe-Could CVS have use of the extra spaces in the multi-tenant sign until other tenants arrived to use the spots? Campbell-Yes, this is a possibility, but CVS prefers the single tenant sign.

PUBLIC COMMENT

William McDermott, Applicant

- There is a low likelihood that Beazer will sell the residential and convert to commercial. Our main concern is building one sign, and then having to tear it down and build a different one later.
  - John Bacigalupi of Beazer Homes stated Beazer was entertaining the idea of selling the property; however, Beazer has decided not to sell-the area, and will develop it as 100% residential.

Chair Moe Closed the public hearing.

AMENDMENT TO RECOMMENDED MOTION:

Motion: Commissioner Cummings moved, seconded by Commissioner Konarski, the Planning Commission amended the motion to reflect recommendation that City Council approve the single tenant sign in the Sign Design Package, according to the adopted sign criteria for Capital Village.

Vote on the Motion:

AYES: Burke, Cummings, Konarski, Moe,
NOES: Savorn
ABSTAIN: NONE
ABSENT: NONE

There being 4 Ayes, 1 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

Motion: Commissioner Konarski moved, seconded by Commissioner Savorn, the Planning Commission found the project has been previously assessed in the Capital Village EIR and forwarded a recommendation to the City Council to approve the amended Design Review of the monument signs for CVS Pharmacy, Project No. RC-08-347, subject to the Sign Design Package.

Vote on the Motion:

AYES: Burke, Cummings, Konarski, Moe, Savorn
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

There being 5 Ayes, 0 Noes, 0 Abstains, 0 Absentees, the motion is hereby declared to be passed.

5. REGULAR CALENDER

A. Low Impact Development Presentation by Cunningham Engineering

Cheryl Sullivan of Cunningham Engineering presented the Low Impact Development concept and Low Impact Development techniques such as roof gardens, green walls, pervious paving and pervious concrete.

6. COMMISSION REQUEST FOR FUTURE AGENDA ITEMS

The Commissioners had the following suggestions:

- Commissioner Cummings requested discussion of the APA Conference at a future meeting.

7. STAFF/COMMISSION COMMENTS

The Commissioners had the following comments:

- NONE

8. ADJOURNMENT

There being no further business before the Planning Commission, the meeting was adjourned at 8:19 p.m., September 25, 2008, to the next scheduled meeting.

_____
Tom Moe, Planning Commission Chair

_____
William Campbell, Principal Planner

ATTEST:

_____
Jennifer Bennett, Commission Clerk

MEMORANDUM

DATE: October 20, 2008

TO: Honorable Mayor and Council Members

FROM: Donna Silva, Finance Director

SUBJECT: **RESOLUTION APPROVING THE ISSUANCE OF CALIFORNIA MUNICIPAL FINANCE AUTHORITY REVENUE BONDS TO ASSIST ALLIED WASTE NORTH AMERICA, INC. TO FINANCE A NEW COLLECTION FACILITY IN THE CITY OF RANCHO CORDOVA**

RECOMMENDATION

Open the public hearing and take public comment on the project and the issuance of one or more series of tax-exempt revenue bonds in an aggregate of up to $250,000,000 by the California Municipal Finance Agency (CMFA). A portion of the bonds, in an amount not expected to exceed $9,100,000 is intended to finance the cost of various improvements to the existing collection (hauling) facility. The project is located at Allied Waste Services of Sacramento, 3326 Fitzgerald Road, in the City of Rancho Cordova. The City's solid waste and recycling services are provided by Allied Waste.

After taking public comment, close the public hearing and approve the project and the bonds by adopting Resolution No. 124-2008.

RESULT OF RECOMMENDED ACTION

CMFA and Allied Waste North America, Inc. will be able to proceed with tax-exempt bond financing of the project. If Council declines to adopt the resolution, Allied Waste North America, Inc. will need to seek other financing at higher interest rates.

BACKGROUND

Under federal tax law, Allied Waste North America, Inc. cannot obtain tax-exempt financing for the project unless the City Council, as the elected governing body of the City, holds a public hearing and approves the project and the bonds. In addition, CMFA will not assist in the financing of a project without the approval of the local jurisdiction. Holding the hearing and adopting the resolution will allow CMFA and Allied Waste North America, Inc. to proceed with the financing phase of this project.

The Project

Allied Waste Services of Sacramento, an affiliate of Allied Waste of North America, Inc. operates as a non-hazardous solid waste management company and provides solid waste and recycling services in the City of Rancho Cordova.

Proceeds from the issuance of the bonds will be used to finance improvements to the existing collection (hauling) facility, including acquisition of solid waste disposal trucks, solid waste disposal containers and related equipment, solid waste sorting and processing equipment, site improvements, acquisition of other equipment, and assets necessary to support the improvements and place them into service, all to be located at Allied Waste Services of Sacramento, 3326 Fitzgerald Road, Rancho Cordova.

The Bonds

The maximum principal amount of the bonds is $250 million, although Allied Waste North America, Inc. may decide to borrow a lower amount. CMFA will issue the bonds and will loan the proceeds of the bonds to Allied Waste North America, Inc. to finance the project. Interest on the bonds will be exempt from federal income tax, which results in lower interest rates compared to other financing alternatives. The purchaser of the bonds will be Bank of America Securities LLC or another financial institution that provides better terms. The bond purchaser will take a deed of trust on the project and its recourse is solely against the project and Allied Waste North America, Inc.

In order for all or a portion of the bonds to qualify as tax-exempt bonds, a qualifying public agency, such as Rancho Cordova must conduct a public hearing (TEFRA Hearing), to provide the members of the community an opportunity to speak in favor of or against the use of tax-exempt bonds for the financing of the project. Since some of the facilities to be financed with the proceeds of the CMFA's debt are located within the jurisdiction of the City of Rancho Cordova, the City has been asked to conduct a TEFRA hearing and adopt a resolution (Attachment A) that approves the issuance of bonds by the CMFA for the benefit of Allied Waste. The public hearing is simply an opportunity for all interested persons to speak or to submit written comments concerning the proposal to issue the debt and the nature of the improvements to be financed; however, there is no formal obligation on the part of the borrower or the Council to respond to any specific comments made during the hearing or submitted in writing.

The bond financing does not create any direct fiscal impacts on the City. The bonds will not be an obligation of the City, and the City will not be obligated in any manner to pay off or guarantee the bonds or make any appropriation to pay off the bonds. The bonds will be repaid only from loan payments made by Allied Waste North America, Inc. to CMFA. If Allied Waste North America, Inc. defaults, the bond holders have no recourse against the City. After adoption of this resolution, CMFA will handle the administration and structuring of the bond issue, and no further approvals or staff time are required from the City.

California Municipal Finance Authority

CMFA is a joint powers agency that was originally created in 2004 by its original local government members to promote economic, cultural and community development through the financing of economic development and charitable activities. CMFA has over two dozen local government members throughout California, including the Northern California cities of Oakland, Milpitas, Saratoga, Vallejo, Saratoga, Redding and Daly City, among others, and the Northern California counties of San Francisco, Alameda, Santa Cruz, Marin and Sacramento, among others. The City joined CMFA as a member in February 2007 (at the time the City granted a similar approval for Allied Waste North America). There are no costs to membership.

ATTACHMENT

Resolution No. 124-2008

CITY OF RANCHO CORDOVA

RESOLUTION NO. 124-2008

A RESOLUTION OF THE CITY COUNCIL APPROVING A REVENUE BOND FINANCING TO BE ISSUED BY THE CALIFORNIA MUNICIPAL FINANCE AUTHORITY TO BENEFIT ALLIED WASTE NORTH AMERICA, INC.

WHEREAS, Allied Waste North America, Inc., Allied Waste Services of Sacramento, or an affiliate thereof, has requested that the California Municipal Finance Authority adopt a plan of finance to issue bonds in one or more series in an aggregate principal amount not to exceed $250,000,000 (the "Bonds") for the purpose of, among other things, financing, in an amount not expected to exceed $9,100,000, the following projects (collectively, the "Projects") to be owned and/or operated by the Company in the City of Rancho Cordova: improvements to the existing collection (hauling) facility, including (i) acquisition of solid waste disposal trucks and support vehicles, (ii) acquisition of solid waste disposal containers and related equipment, (iii) acquisition of solid waste sorting and processing equipment, (iv) site improvements, and (v) acquisition of other equipment and assets necessary to support the foregoing improvements and place them into service, all to be located at Allied Waste Services of Sacramento, 3326 Fitzgerald Road, Rancho Cordova, California 95742 in the County of Sacramento, California; and

WHEREAS, pursuant to Section 147(f) of the Internal Revenue Code of 1986, and Section 4 of the Joint Exercise of Powers Agreement Relating to the California Municipal Finance Authority dated as of January 1, 2004, the issuance of the Bonds by the Authority must be approved by the City; and

WHEREAS, the Authority has requested that the City Council of the City of Rancho Cordova approve the plan of finance for the issuance of the Bonds by the Authority in order to satisfy such legal requirements; and

WHEREAS, pursuant to Section 147(f) of the Code and Section 6586.5 of the Government Code of the State of California, the City has, following notice duly given, held a public hearing regarding the Projects and the plan of finance for the issuance of the Bonds, and now desires to approve the Projects and the plan of finance for the issuance of the Bonds by the Authority;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the Council hereby approves, as follows:

Section 1. The City hereby approves the Projects and the plan of finance for the issuance of the Bonds by the Authority. It is the purpose and intent of the City that this Resolution constitute approval of the Projects and the plan of finance for the issuance of the Bonds for the purposes of (a) Section 147(f) of the Code by the applicable elected representative of the governmental unit having jurisdiction over the area in which the Projects are to be located, in accordance with said Section 147(f), and (b) Section 4 of the Agreement.

Section 2. The City finds that the actions authorized hereby regarding the financing of the Projects will result in demonstrable savings in effective interest rate, bond preparation, bond underwriting, or bond issuance costs to produce significant public benefits.

Section 3. The officers of the City are hereby authorized and directed, jointly and severally, to do any and all things and to execute and deliver any and all documents which they deem necessary or advisable in order to carry out, give effect to and comply with the terms and intent of this Resolution and the financing transaction approved hereby.

Section 4. This Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 20th day of October, 2008 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Linda Budge, Mayor

ATTEST:

_____
Mindy Cuppy, City Clerk

MEMORANDUM

DATE: October 20, 2008

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director
Steve Harriman, Integrated Waste Manager

SUBJECT: **BUSINESS AND MULTI-FAMILY RECYCLING ORDINANCE**

RECOMMENDATION

Waive the first reading and introduce Ordinance No. 20-2008 and adopt Resolution No. 125-2008.

RESULT OF RECOMMENDED ACTION

The proposed Ordinance No. 20-2008 requires businesses and multi-family properties in Rancho Cordova that subscribe to four cubic yards per week or more of solid waste collection service to establish an on-site recycling program.

The proposed Resolution No. 125-2008 confirms City Council support for multi-family recycling and will be included in a grant application to the California Department of Conservation for funding to assist with the implementation of multi-family recycling programs in Rancho Cordova.

BACKGROUND AND SUMMARY

The California Integrated Waste Management Act of 1989 (AB 939, Sher) requires every City and County in California to "divert" fifty-percent of the municipal solid waste generated within the jurisdiction from landfill disposal. AB 939 requires jurisdictions to achieve the fifty-percent waste diversion requirement through source reduction, recycling and composting programs.

AB 939 also requires local jurisdictions to submit annual reports to the California Integrated Waste Management Board (CIWMB) to document progress towards compliance with the fifty-percent diversion requirement. As a new City, Rancho Cordova submitted the initial "base year" annual report for calendar year 2004, which showed a 56% diversion rate and therefore compliance with AB 939. However, the 2006 annual report showed a diversion rate of 48%, meaning the City's diversion rate has fallen below 50%. While it is difficult to determine the exact cause of the reduced diversion rate from 2004 to 2006, staff believes that the downturn in construction activity is likely the contributing factor. The primary intent of the proposed ordinance is therefore to increase the City's diversion rate in order to achieve AB 939 compliance.

Staff engaged numerous stakeholders during the development of the proposed ordinance, including the Rancho Cordova Chamber of Commerce, the Rental Housing Association of Sacramento, individual businesses, the California Integrated Waste Management Board, the

City's commercial waste haulers, local recycling facilities, etc. The result of these outreach efforts is the proposed ordinance, which has support and buy-in from the major stakeholders.

FISCAL IMPACT

The City's existing commercial solid waste ordinance requires permitted commercial haulers to pay an 8% franchise fee on gross revenues for solid waste collection and disposal services. Neither the permitted commercial haulers nor the independent recyclers pay a franchise fee on recycling revenues, which is designed to provide a financial incentive to promote recycling activities and programs. Given that the primary goal of the proposed ordinance is to increase recycling at local businesses and multi-family complexes, there is potential for solid waste collection revenues and corresponding franchise fees to decrease slightly as a result.

SUMMARY OF PROPOSED RECYCLING ORDINANCE AND PROGRAM

The following provides a summary of the proposed ordinance and program:

I. Covered Generators: The ordinance defines a covered generator as a business or multi-family generator that subscribes to four cubic yards per week or more of solid waste collection service. According to customer data provided by the City's permitted commercial haulers, they currently service 1,372 business and multi-family accounts in Rancho Cordova. Of that amount, 958 (70%) subscribe to four cubic yards per week or more of solid waste collection service and are therefore covered under the ordinance. The largest customer segment reported by the haulers (50%) subscribe to between 4 and 12 cubic yards per week of solid waste collection service.

II. Requirements for Covered Generators: The ordinance requires covered generators to meet the following requirements:

   a. Source separate recyclable materials from solid waste;

   b. Enter into a written service agreement with a franchised waste hauler or authorized recycler for the collection of recyclable materials;

   c. Provide containers for the collection of recyclable materials in maintenance and work areas of covered businesses and in all multi-family units;

   d. Post and maintain signage in areas where recyclables are collected; and

   e. Educate employees and tenants about the recycling program.

III. Recycling Plans: City staff has worked closely with three of the City's commercial haulers, including Allied Waste Services, Atlas Disposal, and Waste Management, Inc., to develop a mechanism to track the progress of the proposed ordinance. As a result of these efforts, the haulers will be responsible for completing a "Recycling Plan" with each of their covered generator customers. The Recycling Plan includes an acknowledgement by the generator of the City's ordinance requirements, as well as a matrix to record the methods of compliance for recyclables collection and processing. The proposed ordinance requires commercial haulers to complete and file a Recycling Plan for 50% of their covered generator customers by April 1, 2009, and 100% by July 1, 2009.

IV. Education and Outreach: The following outreach tools will be used to inform and educate business and multi-family generators about the proposed ordinance:

a. Continued coordination with the Rancho Cordova Chamber of Commerce and the Rental Housing Association of Sacramento on the implementation of the proposed ordinance.

b. A brochure to businesses and tenants about the proposed ordinance.

c. Targeted print pieces in the Grapevine Independent and other appropriate publications about the benefits and requirements of the proposed ordinance.

d. A link on the Rental Housing Association of Sacramento (RHA) and City website with information about the proposed ordinance, as well as downloads that can be used by covered generators to comply with the signage and employee education requirements.

V. Penalties for Non-Compliance: The proposed ordinance includes the following penalty provisions for non-compliance for commercial haulers, authorized recyclers and covered generators:

a. Commercial Haulers and Authorized Recyclers: the Public Works Director may issue a notice of violation, an administrative enforcement order, or a financial penalty on commercial haulers or authorized recyclers of up to $1,000 per day for non-compliance with the ordinance.

b. Covered Generators: the Public Works Director may also issue a notice of violation, an administrative enforcement order, or a financial penalty for covered generators of up to $1,000 per day for non-compliance with the ordinance. However, staff will not consider a financial penalty for any covered generator for at least 12 months after the adoption of the ordinance. Also, staff will report back to Council on the progress of the ordinance prior to levying a financial penalty on any covered generators.

Resolution No. 125-2008 and DOC Grant Application

The second staff recommendation is to adopt Resolution No. 125-2008 in support of the City's grant application to the California Department of Conservation (DOC) for multi-family recycling programs. The DOC has grant funding available to promote recycling programs in multi-family complexes, and staff are in the process of preparing a grant application for submittal by October 24, 2008. If awarded a grant, the funding will be used to assist local multi-family property owners and tenants with the implementation of recycling and education programs.

The proposed resolution is intended to demonstrate City Council support for multi-family recycling programs and will be included in the City's DOC grant application. As of the date of the preparation of this staff report the grant application has not been finalized, however it will likely include the following components:

Equipment:

a. Recycling material containers for individual rental units in covered multi-family complexes;

b. Three and four yard bins for the collection of recyclable materials at multi-family complexes; and

c. 90-gallon rolling carts for placement in public areas of appropriate multi-family complexes for the collection of recyclable materials.

Staff Support:

a. A recycling intern to visit multi-family complexes to provide on-site assistance for property managers and tenants; and

b. Classes for multi-family property owners and managers on the ordinance and other conservation and sustainability practices.

Education:

a. A web page on the Rental Housing Association of Sacramento (RHA) and City websites with information about the ordinance; and

b. Printed materials for property owners, managers and tenants.

If adopted, Resolution No. 125-2008 will be included in the DOC grant application package.

CONCLUSION

Given that the City's diversion rate has fallen below 50%, the CIWMB has notified the City that our waste diversion programs are under review for potential enforcement actions. The primary intent of the proposed business and multi-family recycling ordinance is therefore to increase the City's waste diversion rate above fifty-percent in order to achieve AB 939 compliance.

Staff recommends that the Council:

1) Waive the first reading and approve Ordinance No. 20-2008 **(Attachment 1)**; and

2) Adopt Resolution No. 125-2008 **(Attachment 2)** in support of the City's DOC grant application.

ATTACHMENTS

1. Ordinance No. 20-2008
2. Resolution No. 125-2008

CITY OF RANCHO CORDOVA

ORDINANCE NO. 20-2008

AN ORDINANCE OF THE CITY COUNCIL OF RANCHO CORDOVA AMENDING THE CITY'S MUNICIPAL CODE BY ADDING CHAPTER 6.21 RELATED TO BUSINESS AND MULTI-FAMILY RECYCLING

WHEREAS, the California Integrated Waste Management Act of 1989 (AB 939) requires all jurisdictions within California to divert a minimum of 50% of municipal solid waste generated annually from landfill disposal through source reduction, recycling and composting programs; and

WHEREAS, the City of Rancho Cordova is committed to AB 939 compliance through a combination of efficient, customer friendly and progressive waste reduction and recycling programs; and

WHEREAS, the intent of the Business and Multi-Family Recycling Ordinance is to increase the City's waste diversion rate in order to achieve and maintain AB 939 compliance; and

WHEREAS, this ordinance contains an implementation schedule requiring 100% compliance by July 1, 2009, and it is the intent of City staff to work closely with the business community in implementing this Ordinance.

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

Section 1. Chapter 6.21, "Business and Multi-Family Recycling," is hereby added to Title 6, "Health and Sanitation," of the Rancho Cordova Municipal Code to read as follows:

Chapter 6.21 BUSINESS AND MULTI-FAMILY RECYCLING

6.21.010 Purpose and Declarations

A. It is the intent and purpose of this Chapter to promote recycling by: (a) requiring businesses and multi-family residential properties in the City of Rancho Cordova to keep recyclable materials separate from all other solid waste for recycling; (b) requiring businesses and multi-family residential properties to provide signs and labeled containers for the storage and collection of recyclable materials; and (c) requiring businesses and multi-family residential properties to either self-haul or enter into a written service agreement for the collection and subsequent delivery of recyclable materials to a recycling facility.

B. It is further the purpose of this Chapter to provide a mechanism to require the implementation of recycling programs for businesses and multi-family residential properties within the City to thereby enable the City to meet and maintain the 50% waste diversion requirements set forth in the Public Resources Code section 41780(a)(2).

6.21.020 Definitions

A. "Authorization" means the process of approving a recycler for collection and removal of recyclable materials from businesses and multi-family residential properties by the Public Works Director and/or his or her designee.

B. "Authorized Recycler" means any person or business entity who lawfully collects, accepts, transports or otherwise processes recyclable materials from businesses and multi-family properties for financial gain or profit, and has been certified and approved by the Public Works Director and/or his or her designee.

C. "Business" means (1) a commercial entity, proprietorship, firm, partnership, person in representative or fiduciary capacity, association, venture, trust, or corporation that is organized for financial gain or profit, including but not limited to, offices, retail stores, markets, manufacturing facilities, warehouse and distribution facilities, restaurants, motels and hotels, theaters, medical offices, and gas stations and automotive facilities; and (2) not-for profit organizations, including but not limited to, churches, hospitals, and social service organizations.

D. "Certificate of Operation" means the license that an authorized recycler must obtain from the City before it may collect recyclable materials within the City boundaries.

E. "City" means the City of Rancho Cordova, California.

F. "Collection" means the act of collecting and removing solid waste or recyclable materials at the place of generation.

G. "Commercial Hauler" or "Hauler" means any person who collects, hauls, or transports commercial solid waste for a fee by use of any means, including but not limited to, a dumpster truck, roll-off truck, a side-load, front-load, or rear-load garbage truck, or a trailer.

H. "Commercial Solid Waste" means all solid waste as defined in subdivision (CC) below and generated by commercial and industrial sources and multi-family residential properties, and that is collected by a franchised waste hauler.

I. "Covered Generator" means all businesses and multi-family residential properties that are subject to the requirements of this Chapter. The Public Works Director, and/or his or her designee, shall specify the minimum weekly solid waste collection service threshold that defines covered generators for the purposes of this Chapter. A covered generator may include a business or multi-family residential property owner or generator, and is dependent on whomever executes a contract(s) for solid waste removal and recycling collection services.

J. "Customer" means a business or multi-family residential property owner or generator who contracts for solid waste removal services and enters into a service agreement with a franchised waste hauler or franchised waste hauler for recycling services. Where several businesses or multi-family properties share garbage containers and service, "Customer" refers only to the party whom enters into a contract for solid waste collection services.

K. "Designated Recyclable Materials" means materials, as designated by the Public Works Director and/or his or her designee, that are required to be separated by Covered generators from solid waste prior to disposal and returned for use or reuse in the form of raw materials for new, used or reconstituted products.

L. "Franchise" means a commercial solid waste collection franchise issued to a commercial hauler by the City of Rancho Cordova.

M. "Franchised Waste Hauler" means a commercial waste hauler or hauler holding a franchise issued by the City pursuant to Chapter 6.20 of the City Code. A franchised waste hauler may also collect, haul, or transport recyclable materials.

N. "Generator" means each business or multi-family property that generates one or more designated recyclable materials as a result of its business activities or multi-family property activities.

O. "Implementation Period" means the period of time between the effective date of the Chapter and June 30, 2009.

P. "Multi-Family Residential Property" means five (5) or more residential dwelling units located on a single parcel of land, and any mobile home park, located within the City.

Q. "National Contracts" means contracts between waste management companies and multi-sited waste generating companies that operate throughout the country.

R. "Owner" means the person who owns a business or multi-family residential property. An owner may also be a generator.

S. "Person" means an individual, firm, limited liability company, association, partnership, industry, public or private corporation, or any other entity whatsoever.

T. "Public Works Director" means the Public Works Director of the City of Rancho Cordova, California.

U. "Recycling" means the process of collecting, sorting, cleansing, treating and reconstituting materials that would otherwise become solid waste and returning them for use or reuse in the form of raw materials for new, used or reconstituted products which meet the quality standard necessary to be used in the market place. Recycling does not include transformation as defined in Public Resources Code section 40201.

V. "Recycling Facility" means those facilities or operations that receive, process, and transfer to market recyclable materials that have been source separated from the solid waste stream.

W. "Recyclable Materials Container" means any box, tub, cart, or other container placed inside each individual multi-family residential unit and in maintenance or work areas on the premises of covered generators that is made of metal, hard plastic or other similar material and is suitable for the collection of designated recyclable materials pursuant to this Chapter. Recycling materials containers must be approved by the City.

X. "Recycling Plan" means the plan to be presented to all covered generators by their franchised waste hauler to document understanding of the requirements of this Chapter and record the selected compliance option for each Designated Recyclable Material.

Y. "Removal" means the act of removing solid wastes or recyclables from the place of waste generation.

Z. "Self-Haul", when used in reference to designated generated by a covered generator, means a covered generator, or employee designated by the covered generator, who collects, transports and hauls recyclable materials from the business or multi-family residential property, in a vehicle owned by either an employee or the entity, to a recycling facility rather than hiring a franchised waste hauler or an franchised waste hauler to perform this function.

AA. "Self-Hauling Form" means the form provided by the Public Works Director, and/or his or her designee, on which a business or multi-family residential property, owner or generator, certifies that all self-hauling activities will be completed in accordance with the provisions of this Chapter or any other applicable law or regulation.

BB. "Service Agreement" means a written agreement between a franchised waste hauler or franchised waste hauler and a covered generator concerning the collection of designated recyclable materials.

CC. "Solid Waste" means all putrescible and non-putrescible solid, semisolid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, discarded home and industrial appliances, dewatered, treated or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable or animal solid and semi-solid wastes, and other discarded solid and semi-solid wastes. Solid waste does not include hazardous waste or low-level radioactive waste regulated under Chapter 7.6 (commencing with section 25800) of Division 20 of the Health and Safety Code or medical waste. Solid waste does not include recyclable materials set out for separate collection for the purposes of recycling, and that are not land filled.

DD. "Source Separate" or "Source Separated" means the process of removing recyclable materials from solid waste for the purpose of recycling.

EE. "Subcontract" is a contract assigning some of the obligations of a contract to a third party.

6.21.030 Requirements for Covered Generators

A. Each covered generator shall be responsible for ensuring and demonstrating its compliance with the following requirements:

1. Source separate designated recyclable materials from solid waste;
2. Provide for a basic level of recycling service that includes, at a minimum, the collection of designated recyclable materials; and
3. Enter into a written service agreement with a franchised waste hauler or authorized recycler for the collection of designated recyclable materials; or
4. Complete and retain on-site a self-hauling form certifying that all self-hauling activities will be completed in accordance with the provisions of this Chapter or any other applicable law or regulation. A copy of such form shall be made available to the Public Works Director, and /or his or her designee, upon request.

B. Each covered generator shall provide recyclable materials containers for designated recyclable materials in multi-family residential rental units and in maintenance and work areas where recyclable materials may be collected and/or stored.

C. Each covered generator shall prominently post and maintain one or more signs where designated recyclable materials are collected and/or stored that set forth what materials are required to be source separated, in addition to collection procedures for such materials.

D. Each covered generator shall notify and instruct employees and tenants, in writing, of applicable source separation requirements, including a list of designated recyclable materials that are required to be source separated for recycling. A copy of such instructions shall be provided to the Public Works Director, and/or his or her designee, upon request.

E. Each covered generator shall ensure that designated recyclable materials generated at their site will be taken only to a recycling facility, and not to a landfill for disposal, by complying with all requirements under this Chapter.

F. The recycling plan, service agreement, and self-haul form, or other documents pertaining to this Chapter, shall be available for inspection by the Public Works Director, and/or his or her designee, at the principal location of the covered generator during normal business hours.

G. Nothing in this Chapter shall abridge the right of any covered generator, or any other person, to sell or exchange at fair market value its own recyclable materials which are source separated for reuse and recycling.

H. No franchised waste hauler or authorized recycler shall be held liable for the failure of its customers to comply with such regulations.

I. No covered generator shall be liable for the failure of their franchised waste hauler or authorized recycler to deliver designated recyclable materials to a recycling or processing facility.

6.21.040 Special Requirements

In addition to any and all requirements that apply to the recycling of designated recyclable materials throughout the City above, collection service received or provided in the City shall be subject to the following additional special requirements:

A. No recycling, automatic lift containers or bins within the collection area of the City shall be placed or located in such a manner that blocks or impedes passage through an alley or through any doorway of any building adjoining an alley, notwithstanding that such building may be abandoned or otherwise out of use.

B. Compliance with the above special requirements shall be the sole responsibility of the covered generator.

6.21.050 Designation of Recyclable Materials

A. Designated recyclable materials shall be source separated from solid waste before collection, removal, transportation or disposal pursuant to this Chapter. The Public Works Director, and/or his or her designee, shall specify designated recyclable materials that must be source separated by all covered generators pursuant to section 6.21.030 of this Chapter. The specifications for designated recyclable materials shall consider materials market conditions and the availability of a cost-effective system for recycling such materials.

B. Furthermore, all covered generators are encouraged to recycle additional materials, whether or not they have been specified as designated recyclable materials.

6.21.060 Ownership of Recyclable Materials

A. All designated recyclable materials placed in automatic lift containers, bins or roll-off bins shall be considered owned by and be the responsibility of either the franchised waste hauler or authorized recycler. Without permission of either the franchised waste hauler or authorized recycler, no person shall collect designated recyclable materials placed in automatic lift containers, bins or roll-off bins for recyclable materials by customers.

B. Except as authorized by section 6.21.110 (Self-Hauling) below, it shall be unlawful for any person to engage in the business of collecting, removing or transporting, or to otherwise organize, direct or sponsor the collection, removal or transportation of designated recyclable materials who is not either a franchised waste hauler or an franchised waste hauler.

6.21.070 Requirements for Franchised Waste Haulers

A. Commercial waste haulers shall be "franchised" pursuant to the provisions of Chapter 6.20 of the City Code, and such "franchise" shall be in full force and effect.

B. Franchised waste haulers shall offer collection service and automatic lift containers, bins or roll-off bins for designated recyclable materials sufficient to accommodate the quantity and types of designated recyclable materials to all its solid waste customers.

C. Franchised waste haulers shall equip and provide automatic lift containers, bins and roll off bins for designated recyclable materials with locks and/or other suitable features to prevent theft of recyclable materials.

D. Franchised waste haulers may subcontract for collection of designated recyclable materials, so long as the Subcontractor holds a current franchise or is an authorized recycler.

E. Franchised waste haulers shall conduct all activities in accordance with all applicable State and local laws and best management practices. Vehicles, equipment and containers shall be kept in a clean and well-maintained condition.

F. Franchised waste haulers shall not take a customer's designated recyclable materials to a landfill or other disposal site, but to a recycling facility.

G. Franchised waste haulers, upon request, shall provide the Public Works Director, and/or his or her designee, with a copy of a service agreement, recycling plan or other document (e.g., receipt from a Recycling Facility) demonstrating that the covered generator's designated recyclable materials are being taken to a recycling facility. The service agreement, recycling plan or other documents shall be available for inspection by the Public Works Director, and/or his or her designee, at the franchised waste haulers' place of business during normal business hours.

H. City staff may audit all franchised waste haulers' records.

6.21.080 Requirements for Service Agreements

A. Franchised Waste Haulers and authorized recyclers shall execute a written service agreement with all covered generators as required in section 6.21.030 of this Chapter before the franchised waste hauler or authorized recycler begins to collect solid waste and/or designated recyclable materials.

B. Service Agreements shall incorporate, but are not limited to, the following terms and conditions:

1. Be clearly labeled as a service agreement;
2. Describe the solid waste and/or recycling collection services to be provided by the franchised waste hauler or authorized recycler, and the cost for providing such services to the customer;
3. Clearly state the initial term and renewal terms;
4. Allow for any term that is mutually agreed to by the customer and the franchised waste hauler, but recognizing that the hauler's franchise or recyclers authorization granted by the City must remain in full force and effect throughout the term of the agreement;
5. May contain automatic renewal for successive periods of no longer than one (1) year, unless either party gives written notice of termination by certified or registered mail at least sixty (60) days prior to termination date of the current agreement;
6. May be amended as mutually agreed upon by the customer and the franchised waste hauler or authorized recycler;
7. Customers are to receive a written notice of price increases not less than thirty (30) days prior to the effective date of such price increase;
8. Franchised waste haulers and authorized recyclers shall respond to customer inquiries regarding the service agreement within 30 days;
9. Include language stating that collection containers will be removed from the property of a customer within thirty (30) days of final termination of services to the customer;
10. Not require customers to pay over three (3) months liquidated damages during the renewal term and over six (6) months liquated damages during the initial term of the service agreement;
11. Not require a customer to give a franchised waste hauler the exclusive right to provide recycling collection services as a condition of a service agreement, unless the customer affirmatively indicates that is its desire;
12. Not require customers to give notice of any offer by a competitor or require customers to give franchised waste haulers the right to respond to such an offer;
13. Franchises must be in full force and effect for the service agreement to be effective.

C. The requirements for service agreements contained in this section shall be incorporated into all new service agreements upon enactment of this Chapter. Existing service agreements between a franchised waste hauler and a customer executed before the effective date of this Chapter shall remain in force for the remainder of the existing contract and shall be governed by the terms and conditions specified in the existing service agreement, provided that such existing service agreements shall comply, to the extent allowable by law, with the new recycling programs established by this Chapter.

D. National contracts or agreements are exempt from the requirements of contract length and renewal terms.

6.21.090 Requirements for Recycling Plans

A. The Public Works Director, and/or his or her designee, shall provide a recycling plan template to each franchised waste hauler in order to document compliance with this Chapter for each covered generator.

B. Franchised waste haulers shall present, complete, and sign a recycling plan for each covered generator located in the City.

C. Franchised waste haulers shall maintain a copy of each completed recycling plan, and submit to the Public Works Director, and/or his or her designee, for audit purposes within five (5) days of receipt of a written request.

D. Franchised waste haulers shall complete and file recycling plans for 50% of their covered generator customers no later than April 1, 2009, and 100% no later than July 1, 2009.

E. Franchised waste haulers that fail to comply with the requirements of this section shall be subject to penalties under section 6.21.240 and/or section 6.21.330 of this Chapter.

6.21.100 Requirements for Authorized Recyclers

A. No person shall provide service as a franchised waste hauler or authorized hauler within the City without having obtained a Certificate of Operation and becoming an "Authorized Recycler." All franchised waste haulers shall file a Certificate of Operation application form approved by the Public Works Director, and/or his or her designee, providing the information and documentation that is requested by the Public Works Director, and/or his or her designee, including, but not limited to, the following:

1. The name, address and telephone number of the applicant;

2. A description of the vehicles that the applicant will use to collect recyclable materials, including the make, model, and serial number or Vehicle Identification Number (VIN) of each vehicle; and

3. Authorized recyclers shall indemnify, defend with counsel selected by the City, and hold harmless the City and its officials, officers, employees, agents, and volunteers from and against any and all losses, liability, claims, suits, actions, damages, causes of action and the payment of all attorneys fees and other related costs and expenses arising out of any personal injury, bodily injury, loss of life, or damage to property, or any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct or negligent acts or omissions of authorized recycler or its employees, subcontractors, or agents, by acts for which they could be held strictly liable, or by the quality or character of their work.

4. Authorized recyclers shall defend, indemnify and hold harmless the City, including, but not limited to, elected officials, officers, directors, agents, employees and volunteers from and against any and all demands, claims, actions, losses, liabilities, damages, and costs, including reasonable attorneys' fees, arising out of or resulting from, the authorized recycler's activities pursuant to this Chapter. Authorized Recyclers shall defend with Council selected by the City

5. Without limiting the authorized hauler's indemnification, the authorized hauler shall maintain in force at all times during the term of this authorization certificate and any extensions or modifications thereto, insurance as specified in the addendum of the Certificate of Operation agreement. It is the responsibility of the authorized recycler to notify its insurance advisor or insurance carrier(s) regarding coverage, limits, forms and other insurance requirements specified in the addendum of the Certificate of Operation agreement.

5. A written statement certifying that the applicant has reviewed and will comply with all of the requirements in the Certificate of Operation and this Chapter.

B. If the Public Works Director, and/or his or her designee, determines that the applicant complies with the terms of this Chapter, the Public Works Director, and/or his or her designee, shall grant a Certificate of Operation. The Public Works Director, and/or his or her designee, shall deny an application for a Certificate of Operation if the Public Works Director, and/or his or her designee, determines that the applicant does not comply with the terms of this Chapter.

C. The Certificate of Operation shall remain in effect for a period of five (5) years.

D. The Public Works Director, and/or his or her designee, may revoke a Certificate of Operation if the Public Works Director, and/or his or her designee, determines after providing 30 days written notice and an opportunity for a hearing, that an authorized recycler has violated the provisions in the Certificate of Operation or any applicable law.

E. Authorized recyclers shall offer collection service and automatic lift containers, bins or roll-off bins for designated recyclable materials sufficient to accommodate the quantity and types of recyclable materials to all its customers.

F. Authorized recyclers may subcontract for collection of designated recyclable materials, so long the Subcontractor is a franchised waste hauler or authorized recycler.

G. Authorized recyclers shall conduct all activities in accordance with all applicable laws, the City's Municipal Code and best management practices. An authorized recycler's vehicles, equipment and containers shall be kept in a clean and well-maintained condition.

H. An authorized recycler's automatic lift containers, bins or roll-off bins for recyclable materials shall be clearly identified with the name, or recognizable corporate or company logo, and phone number of the authorized recycler that is legible from a distance of fifty (50) feet.

I. Authorized recyclers shall equip and provide to all recycling, automatic lift containers, bins or roll-off bins for designated recyclable materials locks and/or other suitable features to prevent scavenging of recyclable materials.

J. Authorized recyclers shall deliver a customer's recyclable materials to a recycling facility, and not to a landfill or other site for disposal.

K. Authorized recyclers, upon request, shall provide the Public Works Director, and/or his or her designee, with a copy of a service agreement or other document (e.g., receipt from a recycling facility) demonstrating that the covered generator's designated recyclable materials are being delivered to a recycling facility. The service agreement or other document shall be available for inspection by the Public Works Director, and/or his or her designee, at the franchised waste haulers' place of business during normal business hours.

M. The Public Works Director, and/or his or her designee, may audit all franchised waste haulers' recycling records.

6.21.110 Requirements for Multi-Family Properties

A. Multi-family residential tenants shall be responsible for compliance with the requirement to source-separate designated recyclable materials from solid waste pursuant to Section 6.21.030(A)(1) of this Chapter.

B. No multi-family residential property owner who is a covered generator pursuant to Section 6.21.020(I) shall be cited for non-compliance with this Chapter as a result of the failure of his or her rental property tenants to source separate designated recyclable materials from solid waste pursuant to Section 6.21.030(A)(1).

C. Multi-family residential property owners who are covered generators pursuant to Section 6.21.020(I) shall be responsible for compliance with Sections 6.21.030(A)(2)(3) and (4), as well as Sections 6.21.030(B)(C)(D)(E) and (F).

D. Every multi-family residential unit shall have a recyclable materials container provided by either the multifamily residential property owner who is a covered generator pursuant to Section 6.21.020(I), or by the multifamily residential tenant as part of their rental agreement.

6.21.120 Requirements for Self-Hauling

A. A covered generator may haul or transport designated recyclable materials generated and collected at its business or multi-family property to a recycling facility, rather than hiring a franchised waste hauler or authorized recycler, only if an owner, generator or employee of the entity completes this activity by utilizing a vehicle owned by either an employee or the entity.

B. A covered generator that hauls or transports designated recyclable materials generated and collected at its business or multi-family property to a recycling facility without the utilization of a franchised waste hauler or authorized recycler must complete and retain on-site a self-hauling form that certifies that all self-hauling activities will be completed in accordance with the provisions of all applicable laws or regulations. The self-hauling form shall be made available to the Public Works Director, and/or his or her designee, upon request. At a minimum, the covered generator shall provide the following information on the self-hauling form:

1. The name, address and telephone number of the covered generator that is signing the self-hauling form;
2. A list of the types of recyclable materials being self-hauled;
3. For each type of recyclable material, the amount that is being taken from the business and multi-family property to a recycling facility quarterly;
4. The name and address of the recycling facility(s).

C. The self-hauling form shall contain a written statement signed by the business or multi-family property, owner or generator, certifying that the owner or generator is in compliance with the requirements of this Chapter.

D. The Public Works Director, and/or his or her designee, may restrict or prohibit self-hauling by a person if the Public Works Director, and/or his or her designee, determines, after providing thirty (30) day written notice and an opportunity for a hearing, that the person's self-hauling activities violate the provisions of this Chapter or any other applicable law or regulation.

6.21.130 Appeal Upon Denial of Certificate of Operation or Self-Haul Certificate

A. Within thirty (30) days of written notification of denial, or within sixty (60) days of Public Works Director's and/or his or her designee's failure to act on the Certificate, applicant has the right to meet with the Public Works Director, and/or his or her designee, to review the items cited in the written notice and provide any additional evidence to support an approval. Within fifteen (15) days of such meeting, the Public Works Director, and/or his or her designee, will make a final, written determination of the application based on the reviews of additional evidence, together with the original application. The Public Works Director, and/or his or her designee, will send a copy of all final, written determinations, including reasons for denial, if any, to both applicant and the City Council.

B. Applicant may, within ten (10) days after receiving the final denial from the Public Works Director, and/or his or her designee's, request a public hearing before the City Council by submitting to the City Clerk a written petition for an appeal hearing. If a public hearing is requested, the City Clerk shall set the matter for hearing at the next possible regularly scheduled City Council meeting or any later date as agreed upon by the applicant and City

Clerk. At such hearing, applicant may present evidence in writing and through testimony of its employees and others relevant to the application. During such hearing, the Council may demand from the applicant such additional information as the Council may deem relevant and necessary. Standard rules of evidence are not in effect at such public hearing, and the applicant shall have the burden of proof to show facts demonstrating that the applicant does, in fact, meet the requirements of this Chapter. Any hearing may be continued or adjourned to a stated time and place without the giving of further notice. The City Council will provide applicant with a written explanation of its determination on the application within thirty (30) days of such hearing. The City Council's decision is final.

6.21.140 Reporting

A. Franchised waste haulers shall provide the following reports to the City, no later than the 15th day of each month for the preceding reporting period. Reporting shall occur on a monthly basis during the implementation period and quarterly thereafter, or as requested by the Public Works Director and/or his or her designee. Reports shall include, at a minimum, the following information:

1. The total number of covered generators in the City that are in compliance with this Chapter and for which a completed recycling plan is on-file;
2. The total number of covered generators that are customers of the franchised waste hauler in the City;
3. The total number of covered generators that have completed a recycling plan but remain in violation of this Chapter for any reason;
4. The total weekly yardage of solid waste collection service and designated recyclable materials collection service provided to covered generators during the reporting period.

Due dates for reporting during the implementation period:

Reporting Period	**Due Date**
January 2009	February 15, 2009
February 2009	March 15, 2009
March 2009	April 15, 2009
April 2009	May 15, 2009
May 2009	June 15, 2009
June 2009	July 15, 2009

Due dates for reporting subsequent to the implementation period (ongoing):

Reporting Period	**Due Date**
January 1 – March 31	May 1
April 1 – June 30	August 1
July 1 – September 30	November 1
October 1 – December 31	February 1

B. If the quarterly report is not filed by the due dates above, the report shall be deemed delinquent and the franchised waste hauler shall pay to the City a delinquent report charge in the amount of fifty dollars ($50.00) per day. If the report remains delinquent for more than fifteen (15) days, the franchised waste hauler shall pay to the City a delinquent report charge in the amount of one hundred dollars ($100.00) per day.

C. Franchised waste haulers' failure to file the reports required by this Chapter shall constitute cause for termination or suspension of its franchise pursuant to Chapter 6.20 of the City Code.

D. Self-haulers shall prepare quarterly reports to be kept on site identifying, at a minimum, the following:

1. The recyclable materials tonnage collected and removed within the City region during the previous quarter.

2. The location of the recycling facility(s) to which the recyclable materials were taken during the previous quarter.

E. The Public Works Director, and/or his or her designee, shall provide and establish guidelines, forms and other appropriate material to assist franchised waste haulers, authorized recyclers and self-haulers in preparing the reports required by this Chapter.

6.21.150 Exemptions from Recycling Standards

A. Notwithstanding any other provision herein, a business or multi-family property, owner or generator, shall be exempt from the requirements of this Chapter if the owner or generator subscribes to less than four (4) cubic yards of solid waste collection service per week.

B. Notwithstanding any other provision herein, a covered generator shall not be required to source separate recyclable materials if the business or multi-family property, owner or generator, demonstrates to the Public Works Director and/or his or her designee that there is no collection service or other system available for recycling such material.

C. Notwithstanding any other provision herein, a covered generator shall be exempt from the requirements in section 6.21.030 if all of the generators on the owner's business or multi-family property are exempt from or not required to comply with the provisions of section 6.21.030, or if designated recyclable materials are not being generated by any activities occurring on the covered generator's property.

D. Covered generators may be exempted by the Public Works Director, and/or his or her designee, if it is determined through a site visit requested by the covered generator: 1) that there is not adequate storage space for automatic lift containers, rolling carts, bins or roll-off bins for designated recyclable materials on site and that it is infeasible for the covered generator to share automatic lift containers, rolling carts, bins or roll-off bins for designated recyclable materials with another covered generator on an adjoining property; or 2) that compliance with this Chapter results in a violation of the City's Zoning Code, including City zoning regulations for minimum parking spaces. If the Public Works Director, and/or his or her designee, determines that it is feasible for recycling containers to be placed on site or shared with an adjoining generator, the covered generator will be responsible for compliance with this Chapter.

E. An application for an exemption shall be submitted to the Public Works Director, and/or his or her designee, on a form prescribed by the Public Works Director, and/or his or her designee. After reviewing the request, the Public Works Director, and/or his or her designee, shall either approve or disapprove the exemption request.

F. The following persons shall automatically be exempt from the requirements of this Chapter:

1. The United States, State of California, a City, the County, a special district or other local public agency, or any employee or member of the Armed Forces thereof, when collecting or transporting designated recyclable materials produced by operation of the public entity under a system of recyclable materials' collection and transportation operated and maintained by the public agency within the City region as specified herein and in Chapter 6.20 of this Code.

2. Municipal corporations and other governmental agencies using their own vehicles and employees engaged in the collection, transportation or disposal of designated recyclable materials within the City.

6.21.160 City Rules and Regulations

A. The Public Works Director, and/or his or her designee, is authorized to make and enforce administrative rules and regulations governing recycling at businesses and multi-family residential properties, and all related activities including recycling and commercial solid waste generation, storage, recovery, accumulation, collection, removal, transportation and disposal; the manner in which commercial solid waste and recycling services are provided; types of commercial solid waste and recycling containers and vehicles used for the operation and maintenance of sanitary methods of commercial solid waste and recycling disposal; reporting requirements for franchised waste haulers, franchised waste haulers and Self-Haulers; and for the effective administration of this Chapter. All such rules and regulations shall be consistent with the provisions of the City Code and shall be effective on the thirtieth (30th) day following the filing of any such rules and regulations with the City Clerk.

B. The City Council may, and is hereby empowered to, grant to a qualified applicant a non-exclusive franchise to engage in the business of collecting, transporting or disposing of commercial solid waste or recyclable materials kept, accumulated or generated in the City region.

C. The City Council may grant a franchise based on compliance with this Chapter. Any grant of a franchise by the City Council may be subject to such terms, conditions, rules, regulations, restrictions, and limitations, as the City Council deems necessary to protect the public health, safety, or welfare.

D. The City Council hereby empowers and grants to the Public Works Director, and/or his or her designee, the authority to grant Certificates of Operation to franchised waste haulers, to make administrative and non-substantive changes to Certificates of Operation forms, to specify Designate Recyclable Materials, and make administrative rules and regulations governing covered generators.

E. The City Council hereby empowers and grants to the Public Works Director, and/or his or her designee, the authority to administer, implement and enforce this Chapter and administrative rules and regulations governing business and multi-family property recycling thereafter.

F. It shall be unlawful and constitute a violation of this Chapter for any person to violate or otherwise fail to comply with any rule or regulation issued pursuant to this Chapter.

6.21.170 Rights Reserved to City

In addition to all other rights reserved to the City, the following shall apply:

A. There is hereby reserved to the City every right and power, and the exercise thereof, which is reserved or authorized by any provision of any lawful Code, title or resolution of the City, whether enacted before or after the effective date of this Chapter.

B. Neither the granting of any franchise or authorization, nor any provision of any franchise or authorization, shall constitute a waiver of or a bar to exercise of any governmental right or power of the City.

C. The grantee receiving any type of franchise agreement, license or certificate to collect recyclable materials shall have no recourse whatsoever against the City, its officers, employees or agents, or any of the City member entities, their officers, employees, or agents for any loss, cost, expense or damage arising out of any provision or requirement of this Chapter,

or of any franchised waste hauler or franchised waste hauler's Certificate of Operation issued under this Chapter or because of the enforcement of this Chapter.

D. There is hereby expressly reserved to the City the power and authority to amend any section of this Chapter so as to require additional or greater standards on the part of the franchised waste hauler, commercial hauler or covered generator.

6.21.180 Administration and Costs

A. The administration of this Chapter is the duty of the Public Works Director, and/or his or her designee. The Public Works Director, and/or his or her designee, is authorized and directed by the City Council to administer this Chapter.

B. Commercial franchise fees will fund administration, implementation and enforcement costs.

6.21.190 Unlawful Acts

A. It shall be unlawful to combine designated recyclable materials with other solid waste. Failure of covered generators to source separate designated recyclable materials for recycling is a violation of this Chapter.

B. It shall be unlawful for franchised waste haulers or authorized recyclers to commingle materials in solid waste bins or carts with materials in recycling bins or carts in one collection vehicle.

C. It shall be the responsibility of the covered generator whose solid waste was not removed because it contained designated recyclable materials to properly separate designated recyclable materials from the uncollected solid waste for proper recycling. Allowing such unseparated solid waste to accumulate will be considered a violation of this Chapter.

6.21.200 Implementation and Enforcement

The implementation and enforcement of Chapter 6.21 is the duty of the Public Works Director, and/or his or her designee, of the City's Department of Public Works. The Public Works Director, and/or his or her designee, is authorized and directed by the City Council to implement and enforce this Chapter.

6.21.210 Posting of Notices

A. The Public Works Director, and/or his or her designee, may post notices on automatic lift containers, bins and roll-off bins that are used for solid waste collection and the collection of designated recyclable materials within the City if the owner of the automatic lift containers, bins and roll-off bins is in violation of this Chapter, including, but not limited to, any regulation, franchise requirement, permit, information request, order, variance, or other requirement that the Public Works Director, and/or his or her designee, is authorized to enforce or implement pursuant to this Chapter.

B. A notice shall remain on automatic lift containers, bins and roll-off bins that are used for solid waste collection within the City so long as the owner of the automatic lift containers, bins and roll-off bins is in violation of this Chapter. The notice shall be posted on the automatic lift container, bin, and/or roll-off bin so as to be clearly visible to the general public and include all of the following information:

1. The date the notice was posted on the container.
2. The address or location of the property, including the identification of any dwelling unit, room number, apartment number, business or multi-family property.

3. The name and contact telephone number of the agency posting the notice on the property.

4. The City Code section that has been violated.

5. A statement that it is unlawful for any person to engage in the business of collecting, transporting or disposing of commercial solid waste kept, accumulated or generated in the City, or to engage in the business of soliciting accounts or invoicing customers for Commercial solid waste service in the City unless a Franchise has first been granted pursuant to the provisions of this Chapter and such a Franchise is in full force and effect.

C. A statement that a person violating the posted notice is subject to criminal penalties pursuant to City Code and administrative civil penalties in an amount of up to one thousand dollars ($1,000) per day for each violation.

D. A statement that a person disturbing or destroying the posted notice is subject to administrative civil penalties in an amount of up to one thousand dollars ($1,000), in addition to any other remedies provided by this Chapter.

6.21.220 Notice of Violation

The Public Works Director, and/or his or her designee, may issue a Notice of Violation to any person found to be in violation of a provision of this Chapter, including, but not limited to, any regulation, franchise requirement, permit, information request, order, variance, or other requirement that the Public Works Director, and/or his or her designee, is authorized to enforce or implement pursuant to this Chapter. Issuance of a Notice of Violation may also result in the issuance of a Notice of Administrative Enforcement Order pursuant to this Chapter.

6.21.230 Notice of Violation—Content

A. In addition to any other content, a Notice of Violation shall contain the following elements:

1. A statement of the Public Works Director, and/or his or her designee, that indicates a violation has occurred.

2. A citation of the provision of this Chapter, including any regulation, franchise requirement, permit, information request, order, variance, or other requirement that has been violated.

3. A date by which any person must be in compliance with this Chapter including any regulation, franchise requirement, permit, information request, order, variance, or other requirement, or a date by which an action plan must be submitted by the person to propose a means and time frame by which to correct violations. The Public Works Director, and/or his or her designee, may extend the compliance date when good cause exists for such an extension.

4. Notification that continued non-compliance may result in additional enforcement action being taken against the business, facility, or any responsible persons.

5. Notification that the City may recover any costs incurred by the City as a result of the violation.

6. Notification that a violation of this Chapter may result in an administrative civil penalty or in criminal penalties.

7. Notification that the correction of any alleged violation(s) within the specified deadline date(s) will not necessarily prevent the Public Works Director, and/or his or her designee, from issuing an Administrative Enforcement Order and imposing administrative civil penalties relating to the alleged violation(s).

B. In addition to any other content, a Notice of Violation may establish required corrective actions, including the following:

1. Terms, conditions, and requirements reasonably related to the provisions of this Chapter, including the following:

a. Cessation of prohibited actions.

b. Correction of prohibited conditions.

c. A requirement for submittal of a written action plan for achieving and maintaining compliance with this Chapter.

d. Reporting requirements to demonstrate ongoing compliance.

2. A requirement that the person receiving same shall submit written certification to the Public Works Director, and/or his or her designee, that the necessary corrective actions have been completed. As appropriate for the type of correction action taken, the Notice of Violation may require documentation that substantiates the certification, including but not limited to, receipts, contracts, or photographs.

3. Any other terms or conditions reasonably calculated to prevent additional violations of this Chapter.

C. An Administrative Enforcement Order may be issued separately, but only after issuance of a Notice of Violation, or in combination with a Notice and Order, for the same violations or set of related violations.

6.21.240 Administrative Enforcement Order

A. If the Public Works Director, and/or his or her designee, determines that a person, covered generator, franchised waste hauler or authorized recycler, has committed or is committing, a violation of any provision of this Chapter, the Public Works Director, and/or his or her designee, may issue an Administrative Enforcement Order, after issuing a Notice of Violation or in combination with a Notice of Violation, requiring that the violation be corrected and imposing an administrative penalty.

B. Pursuant to this Chapter, the violator shall be liable for a penalty of not more than one thousand dollars ($1,000) for each day on which each violation occurs and/or continues.

6.21.250 Administrative Enforcement Order—Content

A. In addition to any other content, an Administrative Enforcement Order shall contain the following elements:

1. A statement of the Public Works Director, and/or his or her designee's, that indicates a violation has occurred.

2. A citation of the provision of this Chapter including any regulation, franchise requirement, permit, information request, order, variance, or other requirement that has been violated.

3. A date by which any person must be in compliance with this Chapter, or a date by which an action plan must be submitted by the person to propose a means and time frame by which to correct violations. The Public Works Director, and/or his or designee, may extend the compliance date when good cause exists for such an extension.

4. Notification that continued non-compliance may result in additional enforcement action being taken against the business, facility, or any responsible persons.

5. Notification that the City may recover any costs incurred by the City as a result of the violation.

6. Notification as to whether an administrative civil penalty is imposed and the terms and conditions of payment, if any. In establishing the penalty amount, the Public Works Director, and/or his or her designee, shall take into consideration:

a. The nature, circumstances, extent, and gravity of the violation;

b. The violator's past and present efforts towards compliant behavior;

c. The violator's ability to pay the penalty

d. The deterrent effect that the imposition of the penalty would have on both the violator and the regulated community.

7. Notification that the correction of any alleged violation(s) within the specified deadline date(s) will not necessarily prevent the Public Works Director, and/or his or her designee, from issuing an Administrative Enforcement Order and imposing administrative civil penalties relating to the alleged violation(s).

8. Notification that the recipient has a right to a hearing on the matter as set forth in section 6.21.260 of this Chapter to appeal any findings or required corrective actions established by the Public Works Director, and/or his or her designee, .

9. Notification of procedures for requesting a hearing established according to section 6.21.260 of this Chapter.

B. In addition to any other content, an Administrative Enforcement Order may establish required corrective actions, including the following:

1. Terms, conditions, and requirements reasonably related to the provisions of this Chapter, including the following:

a. Cessation of prohibited actions.

b. Correction of prohibited conditions.

c. A requirement for submittal of a written action plan for achieving and maintaining compliance with this Chapter.

d. Reporting requirements to demonstrate ongoing compliance.

2. A requirement that the person receiving same shall submit written certification to the Public Works Director, and/or his or her designee, that the necessary corrective actions have been completed. As appropriate for the type of correction action taken, the Notice of Violation may require documentation that substantiates the certification, including, but not limited to, receipts, contracts, or photographs.

3. Any other terms or conditions reasonably calculated to prevent additional or on-going violations of this Chapter.

C. A Notice of Violation or an Administrative Enforcement Order may be issued separately or in combination with another notice or order for the same violations or set of related violations.

6.21.260 Delivery of Notice or Order

Any Notice of Violation, permit revocation, Administrative Enforcement Order or other enforcement action pursuant to the requirements of this Chapter shall be subject to the following requirements:

A. Delivery shall be deemed complete upon either personal delivery to the recipient or by certified mail.

B. Where the recipient of the notice or order is the owner of the premises, the address for notice or order shall be the address from the most recently issued equalized assessment roll for the premises.

C. Where the owner or occupant of any premises cannot be located after reasonable efforts of the Public Works Director, and/or his or her designee, the notice or order shall be deemed delivered after posting on the premises for a period of ten (10) business days.

6.21.270 Administrative Appeals

A. Hearing Request. Any person, owner or operator served with an Administrative Enforcement Order issued pursuant to this Chapter may contest the Order on the basis that there was no violation of this Chapter or that he or she is not the responsible party. To contest the Order, the person shall submit a request for hearing form to the City within fifteen (15) days from the date of the Administrative Enforcement Order. Directions on how to obtain the request form will be provided on the Order.

B. Filing Fee. The completed request must be submitted together with a filing fee, established and amended from time to time by the Public Works Director, and/or his or her designee, based on actual expense to conduct the hearing by the Hearing Officer.

C. Notice of Hearing. The person, owner or operator requesting the hearing shall be notified of the time and place set for the hearing at least ten (10) days before the date of the hearing.

D. Additional Reports. If the Public Works Director, and/or his or her designee, submits an additional written report concerning the Administrative Enforcement Order to the Hearing Officer for consideration at the hearing, then a copy of this report also shall be provided to the person requesting the hearing at least five (5) days before the date of the hearing.

6.21.280 Hearing Officer

Pursuant to RCMC 1.05.200, a Hearing Officer will be assigned the responsibility of conducting a hearing by the City Manager. The City Manager shall be authorized to assign hearing responsibilities from time to time to any person or persons, qualified by training or experience, whom the City Manager may appoint, employ or who are retained by contract to conduct such hearings.

6.21.290 Hearing Procedure

A. Setting the Hearing. A hearing before the hearing officer shall be set for a date that is not less than fifteen (15) days nor more than sixty (60) days from the date that the request for hearing is filed. The person requesting the hearing shall be notified of the time and place set for the hearing as soon as it is set, and at least ten (10) days before the hearing. If the Public Works Director, and/or his or her designee, submits a written report concerning the citation to the hearing officer for consideration at the hearing, then a copy of the report shall be served on the person requesting the hearing at least five days before the hearing. No hearing shall be held unless the filing fee has been paid in advance, under section 6.21.260(B) of this Chapter.

B. Failure to Appear. The failure of the person requesting the hearing to appear at the hearing shall constitute a forfeiture of the fine and a failure to exhaust his or her administrative remedies.

C. At the Hearing. The Administrative Enforcement Order and any additional report submitted by the Public Works Director, and/or his or her designee, shall constitute prima facie evidence of the respective facts contained in those documents. At the hearing, the party contesting the citation shall be given the opportunity to testify and to present evidence concerning the citation.

D. Continuances. The Hearing Officer may continue the hearing and may request additional information from the Public Works Director, and/or his or her designee, or the person receiving the Administrative Enforcement Order before issuing the decision.

6.21.300 Form and Contents of Decision—Finality of Decision

A. Following the hearing, the Hearing Officer shall issue an order in writing no later than thirty (30) days from the date of the hearing, unless the time is waived by the parties. The order shall contain findings of fact and rationale appropriate to the violation and result, and a resolution of the essential issues raised, including the following:

1. Confirmation or denial of the occurrence of violations of this Chapter that are alleged by the Public Works Director, and/or his or her designee;

2. Confirmation or rejection of any administrative civil penalty sought by the Public Works Director, and/or his or her designee, and establishment of the monetary amount of any administrative civil penalty to be enforced; and

3. Confirmation, amendment, or rejection of required corrective actions related to compliance with this Chapter that are imposed by the Public Works Director, and/or his or her designee, but only if those requirements are appealed by the person.

B. The Hearing Officer's order shall uphold required corrective actions if the person fails to show clear and convincing evidence that the required corrective actions are unreasonable or unnecessary for achieving or demonstrating ongoing compliance with this Chapter. The Hearing Officer's order may amend or reject required corrective actions provided that compliance with this Chapter will be achieved.

C. The Hearing Officer's order shall inform the person that failure to comply with the Hearing Officer's order shall constitute a misdemeanor and is subject to additional enforcement action, including criminal penalties and additional civil and administrative penalties.

D. The Hearing Officer's order shall inform the person that the time and manner by which a person may file a challenge to the Hearing Officer's order is governed by Government Code section 53069.4, or any successor provision thereto.

E. The order issued by the Hearing Officer pursuant to this Chapter shall be effective upon issuance. The decision of the Hearing Officer is final and may not be appealed.

6.21.310 Procedures for Collection of Administrative Civil Penalty

A. Any administrative penalty due shall be paid to the City within thirty (30) days after the Hearing Officer's decision is issued. If the penalty is not timely paid, the Public Works Director, and/or his or her designee, may pursue all reasonable and legal means in collecting those sums authorized and due.

B. All administrative civil penalties collected from actions brought pursuant to this Chapter shall be paid to the Public Works Director, and/or his or her designee, enforcing this Chapter, and shall be deposited into a special account that shall be expended to fund the activities of the department to implement the applicable provisions of this Chapter.

6.21.320 Actions Not Prohibited

This Chapter does not do any of the following:

A. Otherwise affect the authority of the Public Works Director, and/or his or her designee, to take any other action authorized by any other provision of law.

B. Restrict the power of a city attorney, district attorney, or the Attorney General to bring, in the name of the people of California, any criminal proceeding otherwise authorized by law.

C. Prevent the Public Works Director, and/or his or her designee, from cooperating with, or participating in, proceeding specified in subsection 6.21.310(B) above.

6.21.330 Penalties

In addition to the administrative penalties imposed by section 6.21.230 of this Chapter, the City may seek all other legal remedies available under State law and under this Code, including, but not limited to, criminal sanctions.

Section 2. Severability

If any section, subsection, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of a court of competent jurisdiction, it shall not affect the remaining portions of this Ordinance that can be given effect without the invalid provision 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 3. Effective Date

Within fifteen (15) days after adoption, a Summary of this Ordinance shall be published once in the Grapevine Independent or the Sacramento Bee, a newspaper of general circulation printed and published in Sacramento County and circulated in the City of Rancho Cordova, in accordance with Government Code section 36933. This Ordinance shall take effect and be enforced thirty (30) days after its inception.

ADOPTED, THIS 20th day of October 2008, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Linda Budge, Mayor

ATTEST:

_____
Mindy Cuppy, City Clerk

ATTACHMENT 2

CITY OF RANCHO CORDOVA

RESOLUTION NO. 125-2008

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, CALIFORNIA IN SUPPORT OF THE CITY'S GRANT APPLICATION TO THE CALIFORNIA DEPARTMENT OF CONSERVATION FOR FUNDS TO SUPPORT MULTI-FAMILY RECYLCING PROGRAMS

WHEREAS, the Rancho Cordova City Council confirms the City's commitment to implementing progressive, customer friendly and efficient waste reduction and recycling programs in order to help achieve the beverage container recycling rates specified in AB 2020, and to ensure compliance with AB 939; and

WHEREAS, on October 20, 2008 the City Council adopted Ordinance No. 20-2008, which requires approximately 70% of the business and multi-family properties in the City to implement on-site recycling programs; and

WHEREAS, the City Council acknowledges that multi-family complexes require significant equipment and educational resources in order to operate effective on-site recycling programs; and

WHEREAS, the City will submit a grant application on or before October 24, 2008 to the California Department of Conservation to receive funding for equipment, staffing and educational resources to support the City's multi-family recycling program; and

WHEREAS, the City will administer the grant and coordinate closely with the Rental Housing Association of Sacramento, individual multi-family properties, and the City's permitted commercial solid waste haulers on the implementation of the grant.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does hereby support the City's grant application to the California Department of Conservation to receive funding for the City's multi-family recycling programs.

PASSED AND ADOPTED by the City Council of the city of Rancho Cordova on the 20th day of October, 2008 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Linda Budge, Mayor

ATTEST:

_____
Mindy Cuppy, City Clerk

MEMORANDUM

DATE: October 20, 2008

TO: Honorable Mayor and Council Members

FROM: Mark Thomas, Senior Engineer
William Campbell, Principal Planner

SUBJECT: **TEICHERT QUARRY PROPOSAL AND INFORMATION ON SACRAMENTO COUNTY ENTITLEMENTS**

RECOMMENDATION

Receive and file information presented by staff on the mining applications filed with Sacramento County.

BACKGROUND

Sacramento County is currently processing three applications for hard rock quarries in east Sacramento County submitted by Teichert Aggregates (initiated in 2002, 25 year operation), Granite Construction (2005, 100 year operation) and DeSilva-Gates Construction (2006, 100 year operation). They are located adjacent to, or east of, Scott Road, and range from one to three miles south of White Rock Road. These properties are approximately 3 miles east of Grant Line Road (see attached map).

Staff has reviewed the Draft Environmental Impact Report (DEIR) prepared by the County in regards to the first of the environmental impact reports to be prepared for the three projects. The Teichert Aggregate DEIR is currently out for public comment and those comments are due by November 6, 2008. Staff will be providing comment on those environmental issues that will have a direct and indirect impact on the City.

Areas of Concern

Significant and Unavoidable impacts identified in the Teichert EIR include:

- Traffic
- Land Use
- Air Quality
- Aesthetics
- Agricultural Resources
- Biological Resources

Transportation - These projects will impact the transportation system and future land uses. Transportation Impacts include mixing of a large number of trucks accessing the roadway network requiring intersection upgrades and roadway widenings throughout the area. Truck operations will increase congestion and will significantly impact the

condition of roadway pavements. The EIR anticipates significant increase of truck trips throughout the east county area. Within the City of Rancho Cordova significant truck trips are anticipated on Highway 50, White Rock Road, Sunrise Boulevard, Grant Line Road and Jackson Highway.

Peak Day Trips Generated

- Teichert Quarry 2,548 vehicles per day
- Desilva Gates Quarry 5,896 vehicles per day
- Granite (Walltown) Quarry 4,826 vehicles per day

Land Use - Impacts to future development in the area focus around livability issues associated with blasting noise and vibration, and air quality issues. The quarry operator will be required to hire a blasting consultant to develop a blasting program that provides for minimum off-site noise and vibration levels (65 Vdb at the nearest off-site receptor).

- *Air conditioning unit at 100 ft . . . 60 dB*
- *Radio or TV-audio. vacuum cleaner . . . 70 dB*

Air Quality - Air quality standards that will be exceeded:

- ROG Reactive Organic Gases
- NOx Nitrous Oxides
- PM10 Particulate Matter (10 microns in size)

The applicant will be required to submit an Air Quality Mitigation Plan to SMAQMD. Air quality mitigation measures will include vehicle maintenance, watering of haul routes to control dust, covering and watering of haul material off-site, limiting speed on unpaved roads to 15 mph, minimized idling, etc.

Aesthetics – The DEIR has identified significant impacts to the visual operation of the mining operation from the surrounding areas and scenic corridors. New sources of light and glare have also been identified as a significant impact that cannot be mitigated.

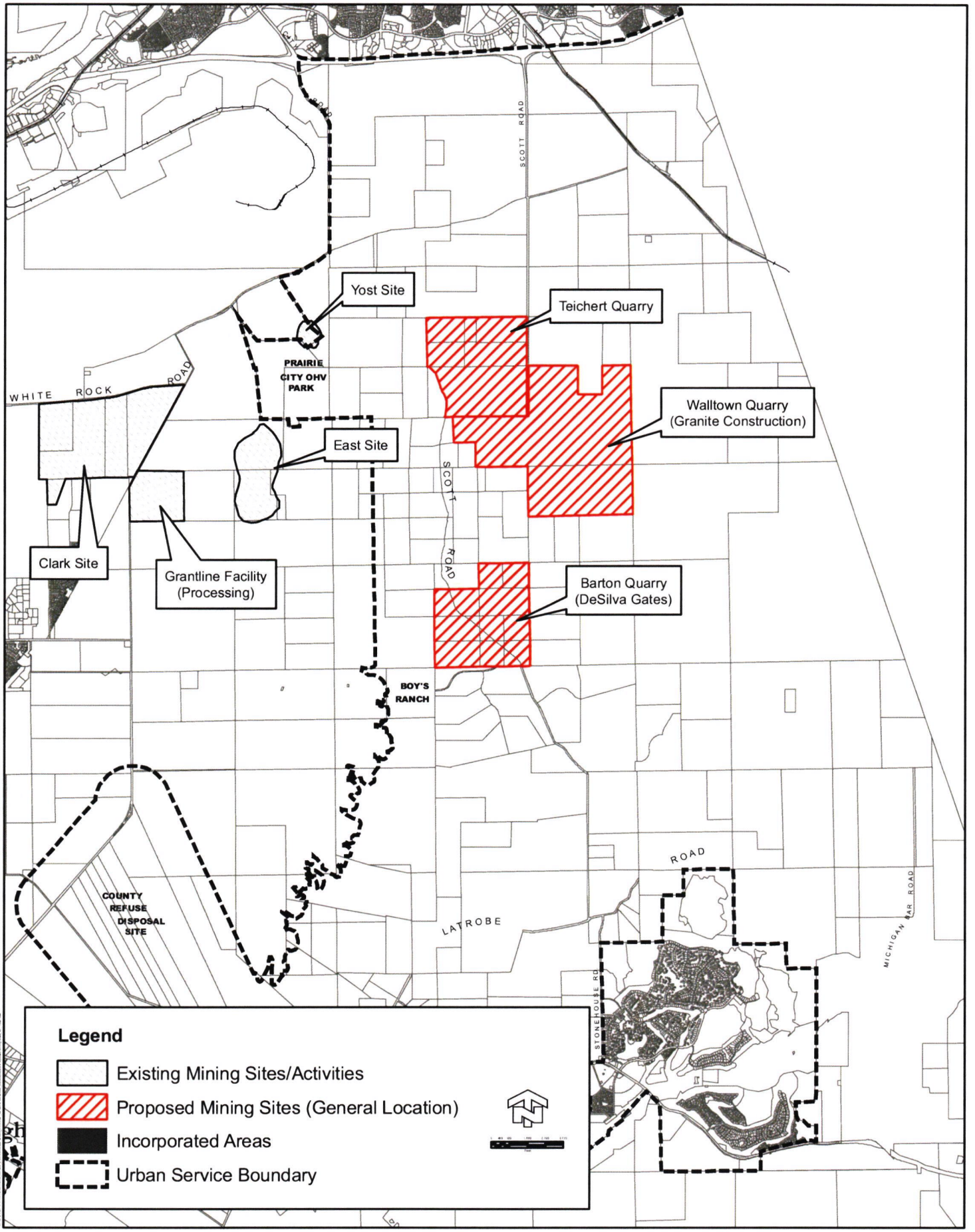
Agricultural Resources – Applicant will be required to protect 380 acres of grazing land to offset the acreage lost to the mining operation. Even with the replacement acreage the mining operation would still present a significant and unavoidable impact.

Biological Resources – Although the DEIR has identified individual mitigation measures that reduce many of the natural resource issues to less than significant, the cumulative impacts of this and the other two mining operations along with future build-out potential in the East County area is significant.

City staff will be in contact with County staff to coordinate our concerns through the environmental process and will again offer the County the opportunity to make a formal presentation on the overall magnitude of the three mining operations.

ATTACHMENT

Area map of the proposed mine operations



Existing and Proposed Aggregate Mining Sites in the Eastern Portion of Sacramento County

Planning & Community Development Department

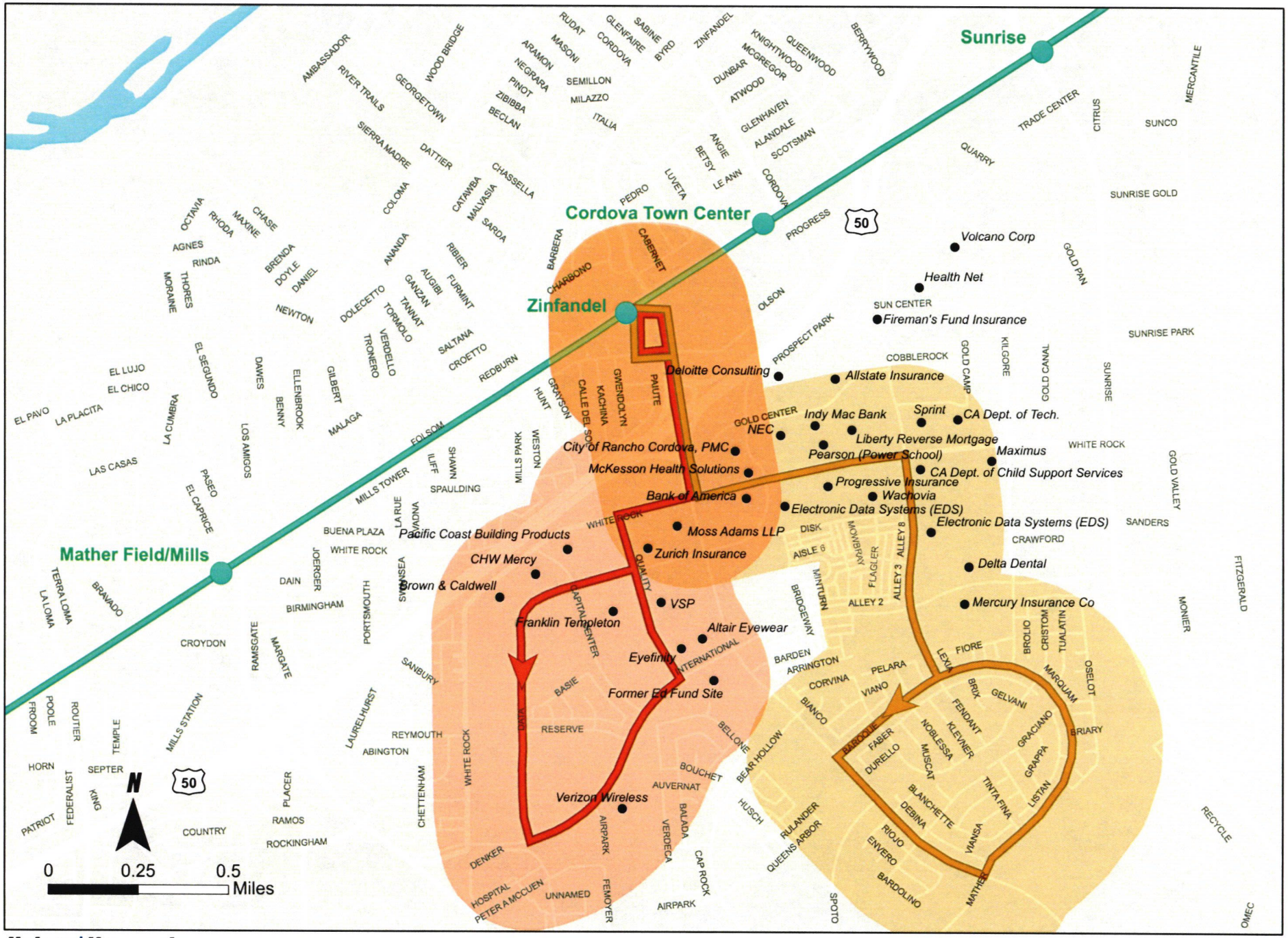
Agenda Item C
Supplemental Report 1

Alternative 1 - 2 buses in service

Nelson | Nygaard
consulting associates

GIS Data Source: SACOG
Location: City of Rancho Cordova, Sacramento County

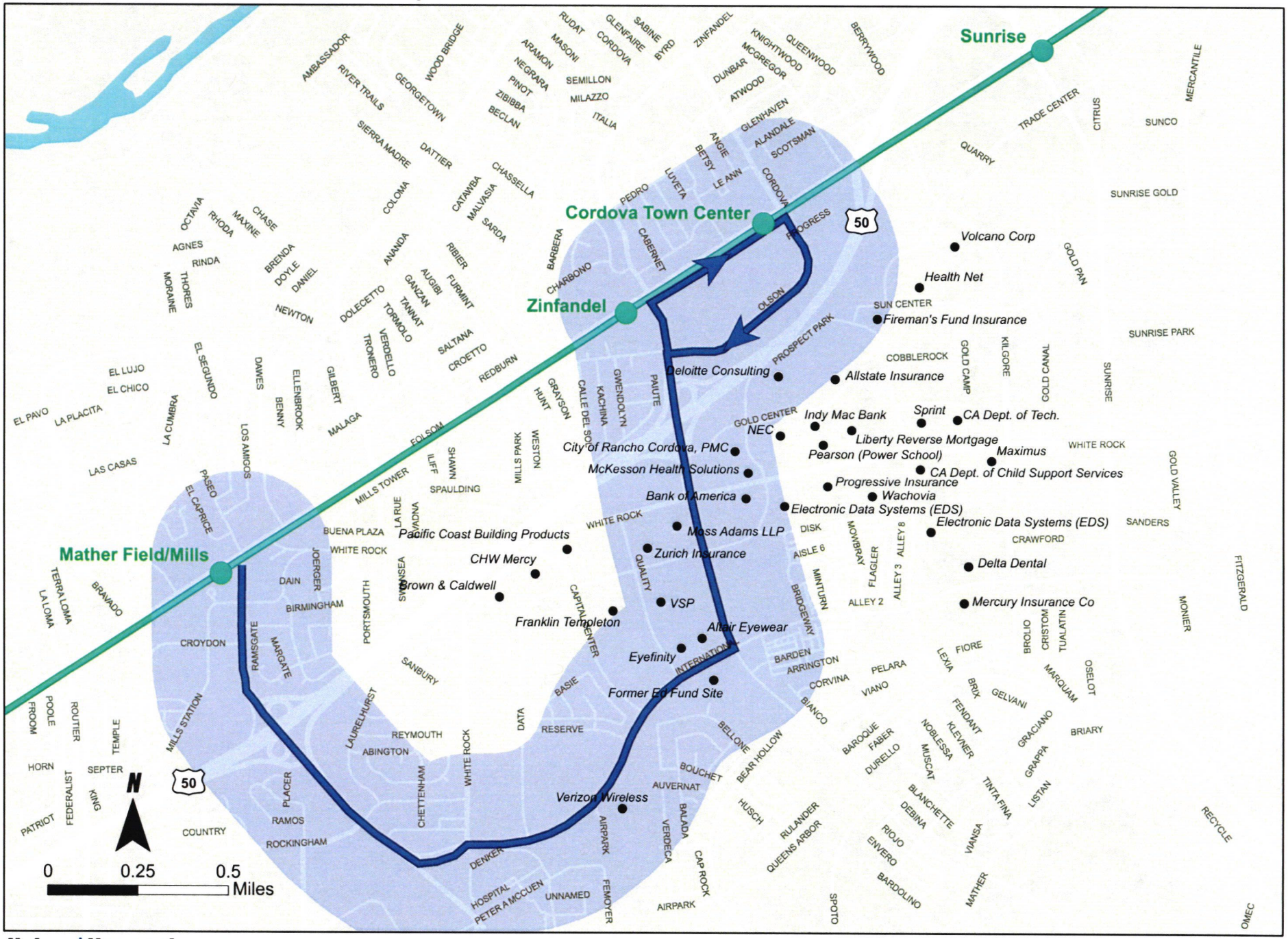
Alternative 2 - 4 buses in service



Nelson|Nygaard
consulting associates

GIS Data Source: SACOG
Location: City of Rancho Cordova, Sacramento County

Sacramento RT Route 73 - Proposed



Nelson|Nygaard
consulting associates

GIS Data Source: SACOG
Location: City of Rancho Cordova, Sacramento County

Washington D.C.

Bryce Everett

&

Connor Nishio

Please enjoy looking at our lanyards that contain pins of the various Washington D.C. landmarks.

THANK YOU!

WE APPRECIATE EVERYTHING YOU HAVE DONE TO MAKE OUR EXPERIENCE IN WASHINGTON D.C. A REALITY!

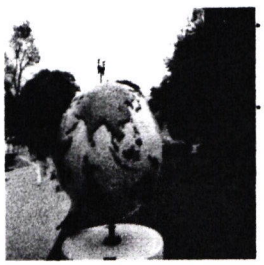
HOW WE GOT STARTED

- MR. MAHONEY BELIEVED IN US AND SAW A LEADER IN US BOTH!

BRYCE EVERETT, MR. MAHONEY (OUR 5TH GRADE TEACHER) AND CONNOR NISHIO *(left to right)*

Memorable Flight to D.C.

PEOPLE TO PEOPLE WORLD LEADERSHIP FORUM D.C. 2008

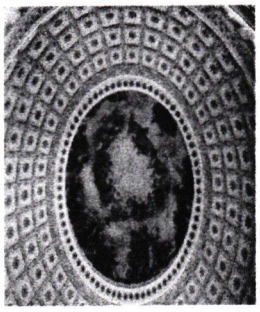


- PEOPLE TO PEOPLE WAS FOUNDED BY DWIGHT D. EISENHOWER IN 1956.
- HE STARTED THE ORGANIZATION IN AN ATTEMPT TO FOSTER POSITIVE RELATIONSHIPS AMONG ALL PEOPLE AND TO BEGIN TRAINING TODAY'S YOUTH TO BECOME TOMORROW'S LEADERS.

WELCOME TO OUR NATION'S CAPITOL

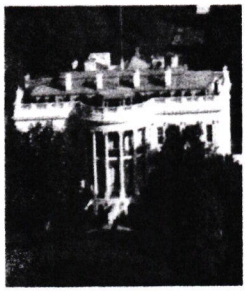
- WASHINGTON D.C. (THE DISTRICT OF COLUMBIA) IS THE CAPITOL OF THE UNITED STATES OF AMERICA

INSIDE AND UP HIGH



- THIS IS THE DOME AT THE TOP OF THE U.S. CAPITOL.

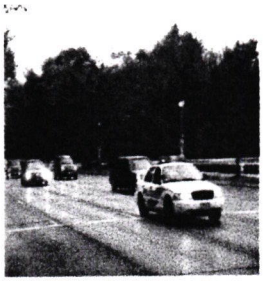
THE WHITE HOUSE



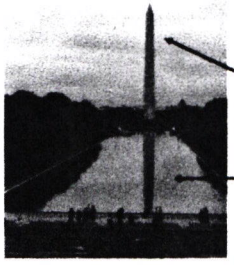
- THE WHITE HOUSE IS THE HOME OF OUR PRESIDENT, GEORGE W. BUSH, AND HIS FAMILY.
- GOVERNMENT BUSINESS FOR OUR COUNTRY IS CONDUCTED HERE.

THE PRESIDENT OF THE UNITED STATES

- THE PRESIDENT IS HEAVILY PROTECTED BY ARMED MEN CALLED THE SECRET SERVICE.
- HE CAN'T GO ANYWHERE ALONE, EVER!
- HE IS ALWAYS PART OF A MOTORCADE TO KEEP HIM SAFE.



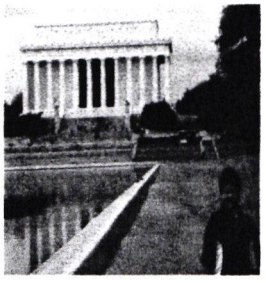
OUR FIRST PRESIDENT



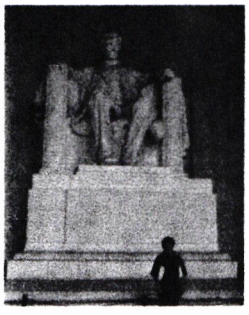
- GEORGE WASHINGTON WAS THE FIRST PRESIDENT OF THE UNITED STATES.
- THIS IS THE WASHINGTON MONUMENT.
- IT STANDS IN FRONT OF A REFELECTING POOL LOOKING ACROSS AT LINCOLN MEMORIAL

THE LINCOLN MEMORIAL

- ABRAHAM LINCOLN WAS ANOTHER ONE OF OUR GREAT PRESIDENTS.
- HIS MEMORIAL LOOKS STRAIGHT AHEAD TO PRESIDENT WASHINGTON'S MEMORIAL THROUGH THE REFLECTING POOL.



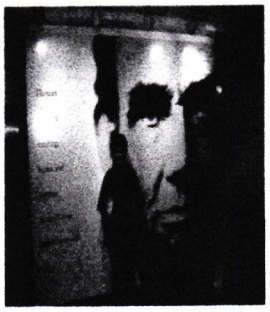
PRESIDENT LINCOLN



- PRESIDENT LINCOLN WAS THE FIRST PRESIDENT TO STAND UP FOR EQUALIZATION (CIVIL RIGHTS) AND THE FREEING OF SLAVES.
- HE WAS ASSASINATED ON APRIL 14, 1865.

LINCOLN LIVES ON

- HIS FACE IS ON THE FRONT OF THE U.S. PENNY AND HIS MEMORIAL IS ON THE BACK.



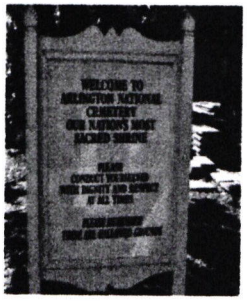
JOHN F. KENNEDY

- PRESIDENT JOHN F. KENNEDY IS BEST REMEMBERED FOR HIS ATTEMPTS TO MAKE EVERYONE EQUAL.
- LIKE PRESIDENT LINCOLN, PRESIDENT KENNEDY WAS ASSASINATED IN 1963.

J.F.K.

- AT ARLINGTON NATIONAL CEMETERY, THERE IS AN "ETERNAL FLAME" BURNING IN HONOR OF PRESIDENT JOHN FITZGERALD KENNEDY.

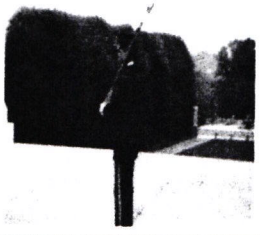
ARLINGTON CEMETERY



- ARLINGTON NATIONAL CEMETERY IS WHERE A LOT OF FAMOUS PEOPLE, MOSTLY MILITARY ARE BURIED, INCLUDING PRESIDENT JOHN F. KENNEDY.

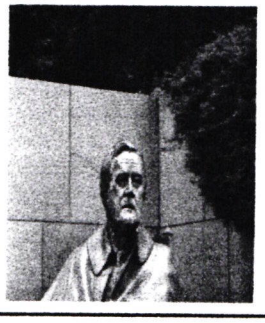
GUARDS

- THIS IS A SOLDIER APPOINTED TO PROTECT THE TOMB OF THE UNKNOWN SOLDIER.



PRESIDENT FRANKLIN D. ROOSEVELT

- PRESIDENT FRANKLIN D. ROOSEVELT WAS ANOTHER PRESIDENT THAT BELIEVED IN CIVIL RIGHTS AND EQUALITY FOR ALL.
- HE SERVED AS PRESIDENT FOR NEARLY FOUR TERMS (THAT'S ALMOST SIXTEEN YEARS).

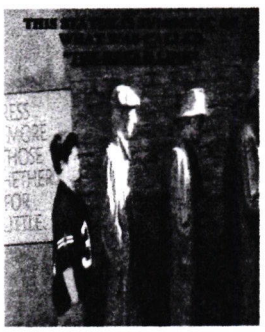


F.D.R.

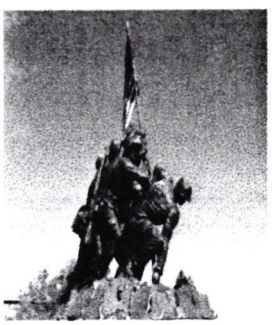
- F.D.R HAD A DOG THAT BECAME THE NATIONS "FIRST DOG".
- HER NAME WAS FALA.

CIVIL RIGHTS

- F.D.R. CARED ABOUT THE AMERICAN PEOPLE AND THEIR WELL-BEING.
- HE CREATED SOCIAL SERVICES TO HELP FEED THE POOR AND HUNGRY.
- HE ALSO HOPED FOR AN END TO THE BEGINNING OF ALL WARS.
- F.D.R. IS FAMOUS FOR HIS QUOTE, "THERE'S NOTHING TO FEAR, BUT FEAR ITSELF"



IWO JIMA



- THE UNITED STATES MARINES REMEMBER ALL THOSE WHO LOST THEIR LIVES IN EVERY WAR SINCE NOVEMBER 10, 1775.
- THIS STATUE IS A REPLICA OF THE ACTUAL EVENT THAT OCCURRED WHEN THE UNITED STATES HAD VICTORY OVER JAPAN IN WORLD WAR II.

THE HOLOCAUST MUSEUM

- THIS MUSEUM HOUSES THE HISTORY OF THE HOLOCAUST.
- THE HOLOCUAST WAS WHEN THE NAZI'S, UNDER HITLER'S REIGN PERSECUTED JEWISH PEOPLE AND MANY OTHERS AS WELL.
- IT IS A VERY SAD MUSEUM.

REMEMBER THE CHILDREN DANIEL'S STORY

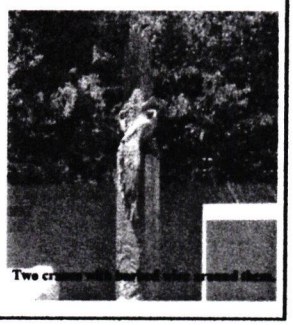
- DANIEL WAS A BOY THAT LIVED DURING THE HOLOCAUST.
- HIS STORY TELLS THE STORY OF MANY CHILDREN IMPACTED BY THIS TERRIBLE EVENT.

LOST IDENTITIES

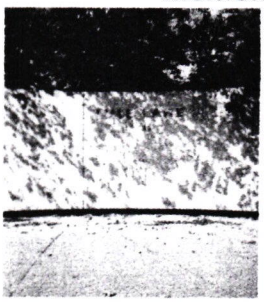
- THE CHILDREN HAD TO HAVE THIS STAR SEWN ON THEIR CLOTHES TO IDENTIFY THEM AS JEWISH.
- THEY NO LONGER HAD THEIR OWN IDENTITIES.

JAPANESE MEMORIAL

- THIS MEMORIAL IS TO REMEMBER THE AMERICAN CITIZENS OF JAPANESE DESCENT THAT WERE WRONGLY IMPRISONED AT THE START OF WW II.



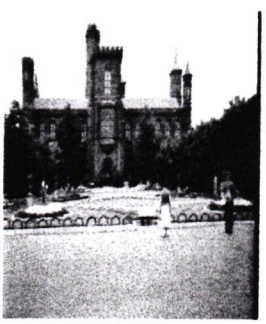
Tule Lake Internment Camp Memorial



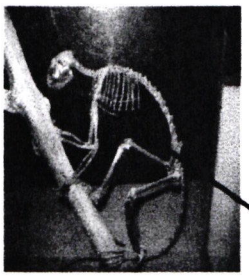
•One of several internment camps.
•18,789 Japanese Americans were sent to Tule Lake Camp.
•Connor's grandma, grandpa, uncle and dad all lived at Tule Lake.

SMITHSONIAN INSTITUTE

- THE SMITHSONIAN INSTITUTE MUSEUMS ARE MANY IN NUMBER AND WERE ESTABLISHED TO BRING HISTORY TO LIFE.
- THIS IS THE SMITHSONIAN CASTLE.



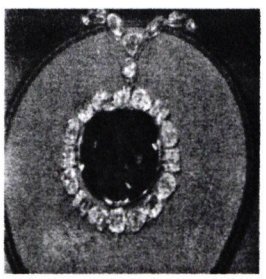
THE NATURAL HISTORY MUSEUM



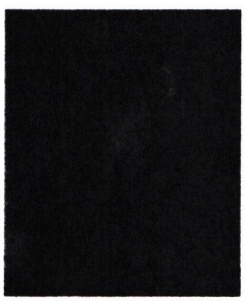
- THE NATURAL HISTORY MUSEUM CONTAINS ARTIFACTS DATING BACK TO BEFORE THE DINOSAURS RIGHT UP UNTIL TODAY.
- THIS IS A PREHISTORIC PRIMATE.

THE HOPE DIAMOND

- THE HOPE DIAMOND IS A LITTLE OVER 45 CARATS AND HAS EXISTED FOR MORE THAN A BILLION YEARS.
- IT FIRST CAME FROM INDIA.



DINOSAURS

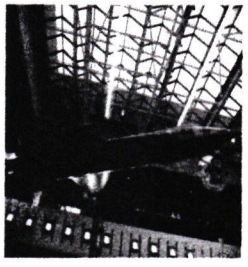


- THE NATURAL HISTORY MUSEUM IS HOME TO MANY PREHISTORIC ARTIFACTS INCLUDING THIS T-REX.

MAMMALS

- THE NATURAL HISTORY MUSEUM ALSO FEATURES MANY MAMMALS COMMON TO US TODAY.

THE NATIONAL AIR AND SPACE MUSEUM



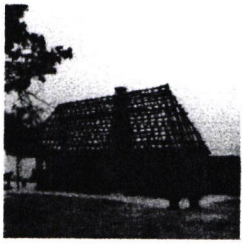
- THIS MUSEUM EXPLAINS THE HISTORY OF FLIGHT.

THE SPY MUSEUM

- THE SPY MUSEUM IS A FUN PLACE THAT ILLUSTRATES THE LIVES OF SPIES AND SECRET AGENTS.

WELCOME TO JAMESTOWN

- DISCOVERED ON MAY 13, 1607.
- THE UNITED STATES FORMED FROM THIS SMALL FORT ON THE JAMES RIVER.
- SETTLERS CAME FROM ENGLAND.



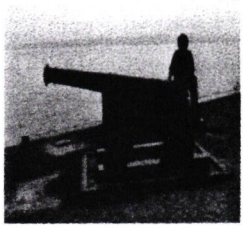
CAPTAIN JOHN SMITH

- CAPTAIN JOHN SMITH WAS THE GOVERNOR IN 1608.
- HE BECAME FRIENDS WITH POCAHONTAS AND CREDITED HER WITH SAVING THE COLONY FROM FAMINE AND DEATH.

POCAHONTAS

- POCAHONTAS WAS AN INDIAN GIRL, BORN IN 1595.
- SHE WAS FROM THE ALGONQUIAN TRIBES OF VIRGINIA.
- SHE WAS CAPTURED BY THE BRITISH AND MOVED TO ENGLAND WHERE SHE DIED IN 1617 OF DISEASE.

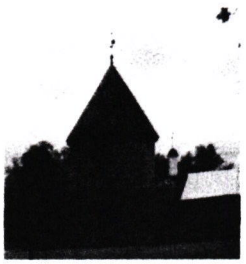
CANNONS



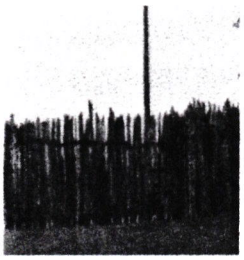
- THE SETTLERS USED CANONS TO PROTECT THEMSELVES.
- THEY LIVED ALONG THE JAMES RIVER IN A BAY FOR PROTECTION FROM THE VIRGINIA WINDS.

ARSENAL

- THEY STORED THEIR WEAPONS IN AN ARSENAL INSIDE THE COLONY.



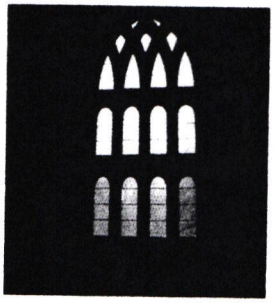
PROTECTION FROM THE WINDS



- THEY BUILT FENCES TO FURTHER PROTECT THEMSELVES FROM THE VIRGINIA WINDS AND INTRUDERS.

CHURCH

- PRACTICING THEIR CHRISTIAN RELIGION WAS VERY IMPORTANT.
- THEY TRIED TO LIVE BY THE TEN COMMANDMENTS OF THE HOLY BIBLE.

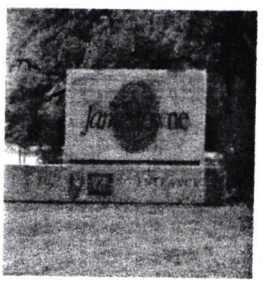


RESPECTING THE DEAD

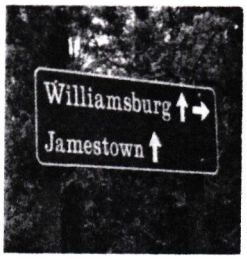
- TOMBSTONES HAD TO BE SENT FROM ENGLAND BECAUSE THERE IS VERY LITTLE NATURAL STONE IN THE TIDEWATER OF VIRGINIA.
- IT COST A LOT, BUT THEY RESPECTED THEIR DEAD.

JAMESTOWNE TODAY

- JAMESTOWNE TODAY IS SET UP FOR VISITORS.
- IT IS A LOT LIKE IT WAS IN 1607.
- IT IS REALLY BEAUTIFUL SET ALONG THE BANKS OF THE JAMES RIVER.



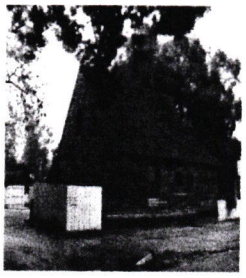
WELCOME TO WILLIAMSBURG



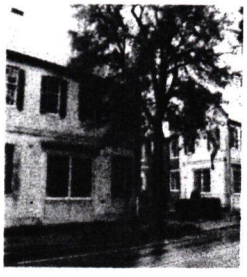
- WILLIAMSBURG WAS THE CAPITOL OF 18TH CENTURY VIRGINIA.

A WILLIAMSBURG HOME

- THIS IS ONE OF THE MANY HOMES STILL STANDING IN WILLIAMSBURG.



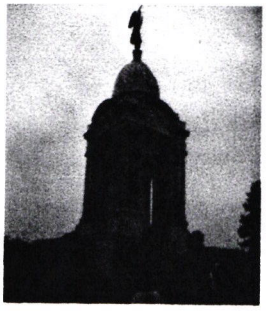
WILLIAMSBURG WAS SELF-SUFFICIENT



- WILLIAMSBURG WAS A COLONY THAT RELIED ON IT'S OWN GOODS AND SERVICES TO SURVIVE.
- THEY SEWED, GARDENED, MADE SHOES AND OTHER GOODS TO SELL.

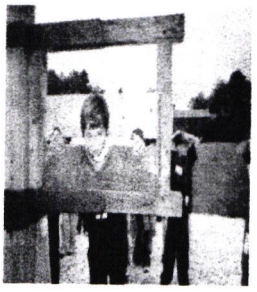
GETTYSBURG

- THE MOST FAMOUS BATTLE OF THE CIVIL WAR TOOK PLACE IN GETTYSBURG, PA. IN 1863.
- PRESIDENT LINCOLN DELIVERED THE GETTYSBURG ADDRESS HERE TOO.
- APPROXIMATELY 51,000 SOLDIERS WERE INJURED, MISSING OR LOST THEIR LIVES HERE.



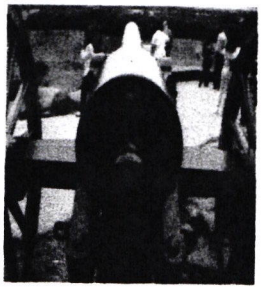
THE STOCKADE

- THE STOCKADE WAS USED TO PUNISH CRIMINALS.
- THEY KEPT THEM FROM ESCAPING AND ALSO SERVED TO HUMILIATE THE CRIMINAL.



CANNONS

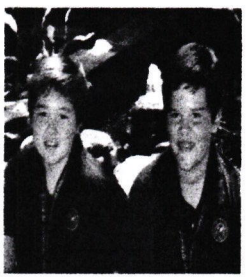
- CANNONS WERE USED DURING THE CIVIL WAR TO ATTACK MORE THAN ONE ENEMY AT A TIME.



PEOPLE TO PEOPLE WORLD LEADERSHIP FORUM

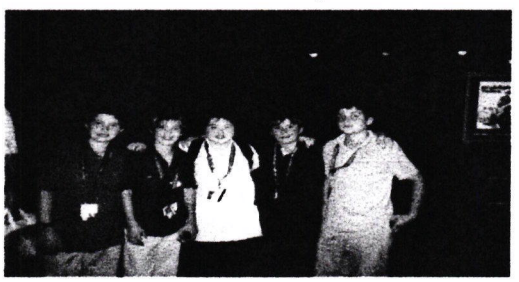
- THE PEOPLE TO PEOPLE ORGANIZATION IS BUILDING NEW LEADERS FOR FUTURE GENERATIONS.

LEADERS IN TRAINING

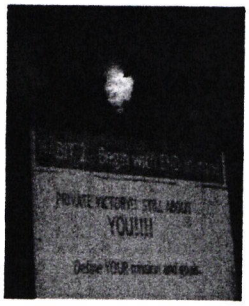


- WE ARE YOUR FUTURE LEADERS!

Leaders in friendship and in training...



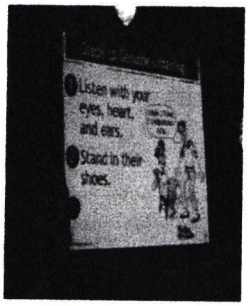
KEY NOTE SPEAKER



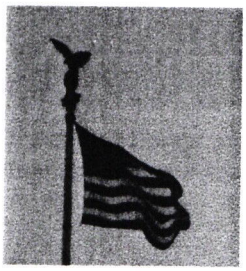
- SEAN COVEY, AUTHOR OF "THE 7 HABITS OF HIGHLY EFFECTIVE TEENS" GAVE US GREAT ADVICE ON GROWING UP STRONG, HEALTHY AND IN CONTROL OF OUR OWN LIVES!

LISTENING SKILLS

- WE LEARNED HOW TO BE EFFECTIVE LISTENERS.
- SOMETIMES ALL YOU NEED TO DO TO LEAD OTHERS IS LISTEN TO THEM AND THEIR NEEDS.



PROUD TO BE AN AMERICAN



- THIS IS ONE OF THE MANY FLAGS THAT FLY PROUDLY IN WASHINGTON, D.C.

I WOULD LIKE TO PERSONALLY THANK...

- THE RANCHO CORDOVA CITY COUNCIL,
- THE RANCHO CORDOVA OPTIMIST CLUB,
- THE RANCHO CORDOVA VFW,
- CALLEN POOL SUPPLY,
- JUDY HICKEY,
- CHRIS WEBER,
- PAT AND ANNA LUBY,
- THE MACIAS FAMILY,
- MARYJANE PARKER,
- MARY STROUBE,
- THE BORSH FAMILY,
- GIL AND SUSAN,
- DEBRA BARRELL,
- BONNIE GENTRY,
- THE HINTON FAMILY,
- JULIE MAGOWEN,
- ANGIE MIKULA,
- RENE MARTINEZ,
- REVA,
- THE HARDER FAMILY,
- GINA LEVERONI,
- PENNY SMITH,
- FRANK SMITH,
- MR. MAHONEY,
- PATTY MCKEOUGH,
- MS. ENGLAND,
- THE BUCK FAMILY,
- THE MORGERA FAMILY,
- THE JACKSON FAMILY,
- MS. GABERMAN,
- MS. MITCHUM,
- JIM AND KAYLAH,
- NANCY LESTER,
- ROBIN HOWARD,
- MARK FRANKS, KARA FRANKS,
- THE ALVES FAMILY,
- TONYA KEYSER,
- CINDY EVERETT,
- THE COTE FAMILY

•ALL OF THE SUPPORTERS AT OUR SPAGHETTI FEED, ALL OF OUR FRIENDS AND OF COURSE MY FAMILY.

•WITHOUT YOUR SUPPORT THIS EXPERIENCE WOULD NOT HAVE BEEN POSSIBLE. I NEED ALL OF YOU TO GROW UP STRONG AND I APPRECIATE EACH OF YOU.

•REMEMBER, "TRAIN UP A CHILD IN THE WAY HE SHOULD GO, AND WHEN HE IS OLD, HE WILL NOT DEPART FROM IT. " PROVERBS 22.6

THANK YOU!!!!!

Thank you...

- Mr. Mahoney for planting the seeds of greater learning,
- My family for always believing I am important and what I do now and in the future will make a difference in the lives of others,
- My friends for helping me continually work on being the best person I can be,
- My community for having the faith and wisdom to invest in young people like me to enrich our communities now and in the future.

Additionally, I would like to thank the following for their financial support:

- Linda Budge
- The Rancho Cordova City Council Members
- The Rancho Cordova Optimist Club
- The Rancho Cordova VFW
- Dr. Holms of American River Dental
- Julie MacGowen
- Mr. Mahoney
- Ms. Goberman
- Margie Nombo
- The CA Dept. of Social Services, Community Care Licensing Division, Technical Assistance and Policy Branch
- Ben Partington
- The Nitz's
- The Stoltzmans
- All of those who generously attended our spaghetti feed!

Both Connor and I plan to continue with the People to People World Leadership Forums.

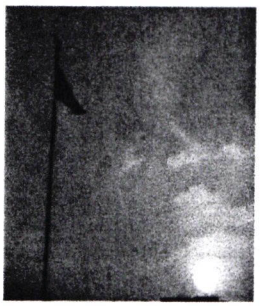
Connor is planning on attending the 2009 forum in Japan,
and
I will attend the Australia forum in 2010.

We are both excited about new opportunities to learn more about our global neighbors and sister cities and share it with our community as your youth ambassadors!

"The only limit to our realization of tomorrow will be our doubts of today. Let us move forward with strong and active faith."
Franklin Delano Roosevelt Memorial

D.C. SUNSET

- GOOD NIGHT AND THANK YOU AGAIN!



THE END

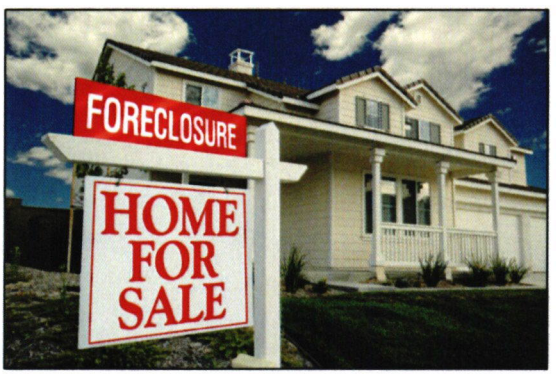
"Keeping Our Heads Above Water"

Foreclosure Update

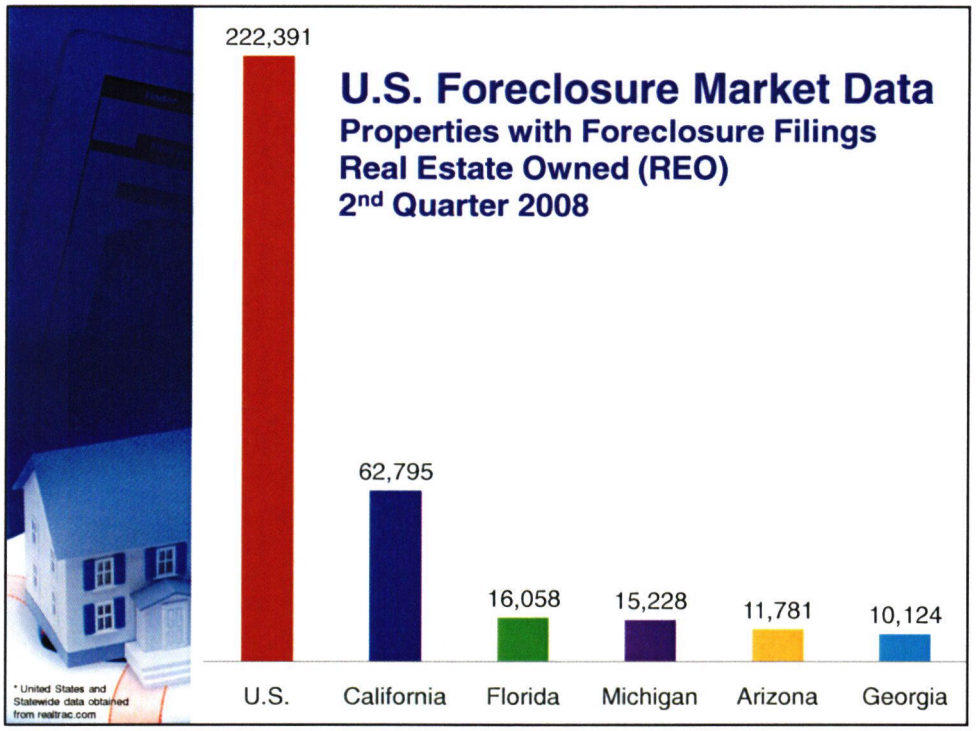
Monday, October 20, 2008

Department of Economic Development & Neighborhood Services

Terms to Know



- **Notice of Default (NOD)** – An NOD is typically recorded on a property when the property owner has missed several payments and is in danger of foreclosure.
- **Real Estate Owned (REO)** – An REO property is one on which the lender has foreclosed, and the property was not sold to a new owner at auction (aka Trustee Sale).



U.S. Foreclosure Market Data

Properties with Foreclosure Filings
Real Estate Owned (REO)
2nd Quarter 2008

Mortgage Foreclosure Rate

As of June 2008

STATEWIDE	-	**6.7%**
City of Stockton (City with the highest foreclosure rate in the nation)	-	12.3%
City of Sacramento	-	8.9%
County of Sacramento	-	7.3%
City of Elk Grove	-	6.7%

*Determined by HUD

Foreclosure Workshop

What are your Options?

- Homeowner Mortgage Clinic
- City Council Chambers - December 12, 2007
- Coordinator - Councilman Ken Cooley
- Over 125 people in attendance

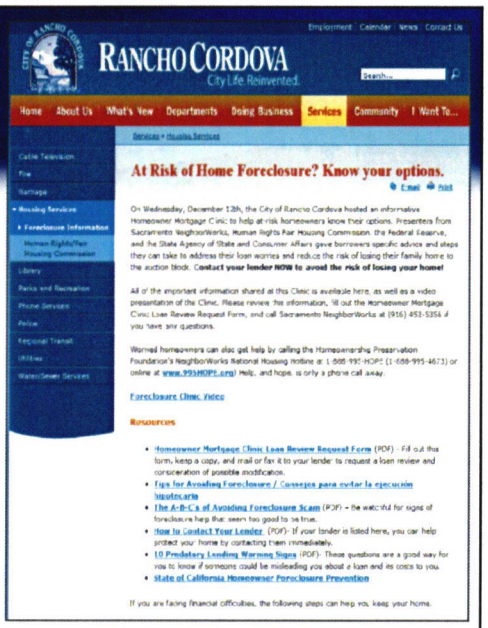
Presenters included:

- Sacramento NeighborWorks
- Human Rights Fair Housing Commission
- The Federal Reserve
- The State Agency of State and Consumer Affairs

Online Resources

- Homeowner Mortgage Clinic Loan Review Request Forms
- Tips for Avoiding Foreclosures
- Contacting your Lender

Documents also available in Spanish and Russian



Also available in hardcopy at the RCNC and in the City Hall lobby.

Vacant, Unsecured Building Ordinance

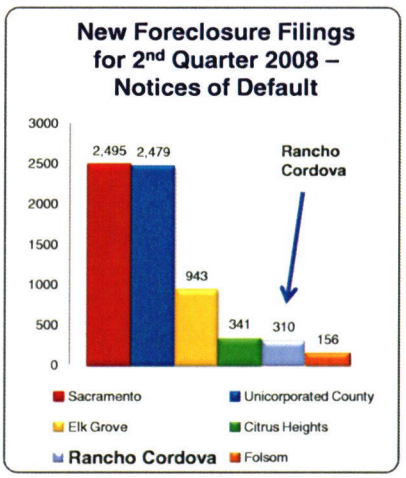
Mortgage Foreclosure Rate

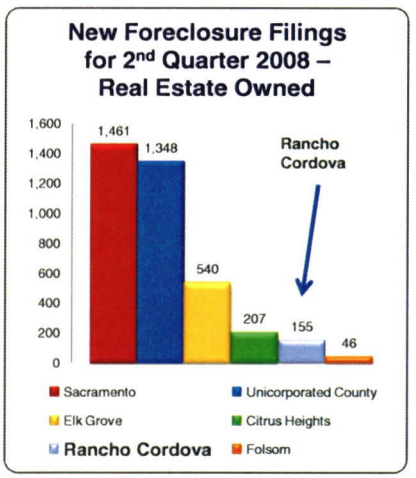
As of June 2008

STATEWIDE	-	**6.7%**
City of Stockton (City with the highest foreclosure rate in the nation)	-	12.3%
City of Sacramento	-	8.9%
County of Sacramento	-	7.3%
City of Elk Grove	-	6.7%
City of Rancho Cordova	-	**< 3%**

*Determined by HUD

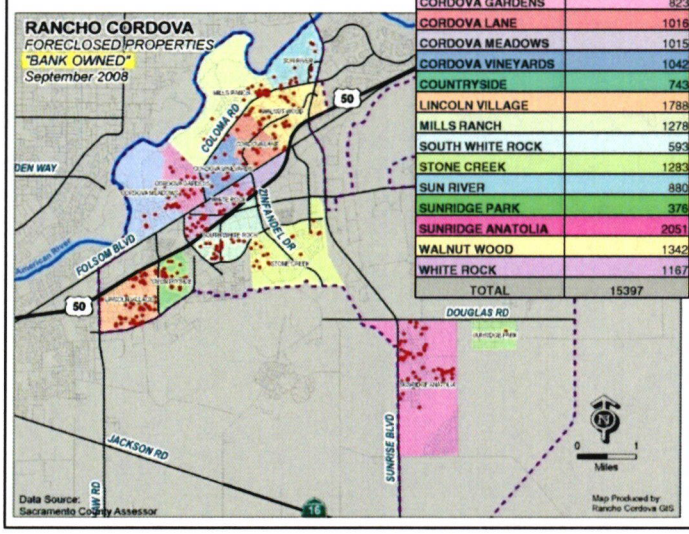
Local Foreclosure Trends





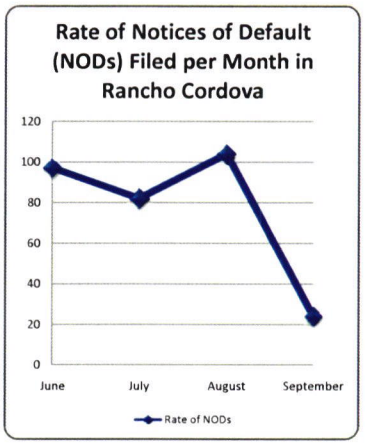
*** Numbers based on Sacramento Housing & Redevelopment Agency (SHRA) Foreclosure Tracking Report

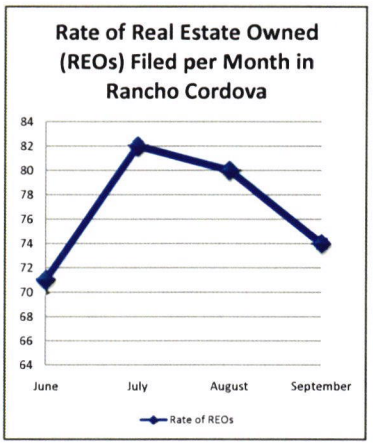
Rancho Cordova Foreclosures as of September 2008



NEIGHBORHOODS	SINGLE FAMILY PROPERTIES	FORECLOSED PROPERTIES	FORECLOSED RATE
CORDOVA GARDENS	823	16	1.94%
CORDOVA LANE	1016	15	1.48%
CORDOVA MEADOWS	1015	17	1.67%
CORDOVA VINEYARDS	1042	15	1.44%
COUNTRYSIDE	743	22	2.96%
LINCOLN VILLAGE	1788	54	3.02%
MILLS RANCH	1278	22	1.72%
SOUTH WHITE ROCK	593	22	3.71%
STONE CREEK	1283	19	1.48%
SUN RIVER	880	13	1.48%
SUNRIDGE PARK	376	1	0.27%
SUNRIDGE ANATOLIA	2051	57	2.78%
WALNUT WOOD	1342	33	2.46%
WHITE ROCK	1167	35	3.00%
TOTAL	15397	341	2.21%

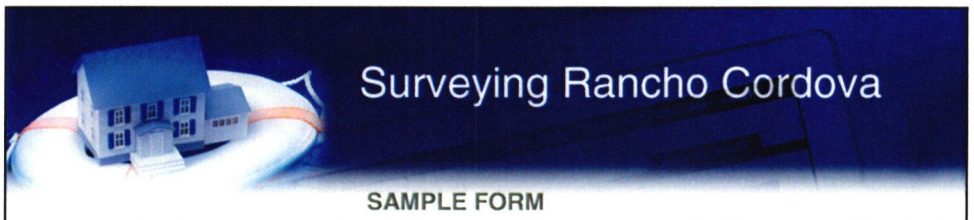
Current Data & Foreclosure Trends in Rancho Cordova





Unable to identify total number of existing NODs, only new ones filed.

Total Real Estate Owned (REOs) existing as of September - 341



Surveying Rancho Cordova

SAMPLE FORM

FORECLOSURE CONDITION SURVEY & REPORT

	Property Information
Street	
Address	
Parcel Number	

Site Component	Good	Fair	Poor
Site Grounds/LDA			
Exterior Siding/Paint			
Accessory Structures			

Note: Refer to key at bottom of page

Site Security	Yes	No
Windows		
Doors		
Perimeter Fencing		

Note: Indicate "YES" if item in question is damaged Or if item is open and in condition which it cannot be secured.

Site Observation:

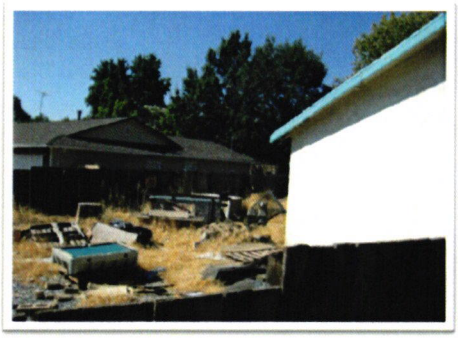
Key -

1 - (Well Maintained) - Site components identified as being in "well maintained" condition may be noted with a value of (1). Typical conditions may include: Well maintained and watered vegetation, no defects in paint or siding, maintained pools and accesssory structures.

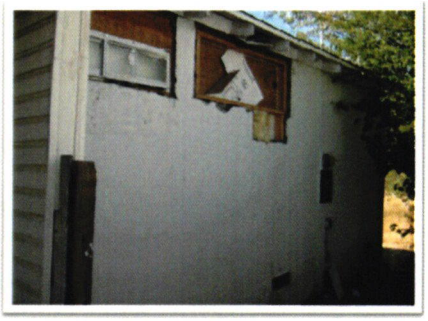
2- (Fair) - Site components identified as being in "fair" condition may by noted with a value of (2). These conditions will provide visual evidence that site conditions are maintained but may have minor defects. Typical conditions may include - Trimmed but brown vegetation, minor pealing in paint on siding.

3 - (Poor) - Site components identified as being in "poor" condition may be noted with a value of (3). These conditions will provide visual evidence that site conditions are not maintained or secure. Typical conditions may include - Dead vegetation and high weeds, damages to stucco/siding. Non-maintained pool or accessory structure and graffiti.

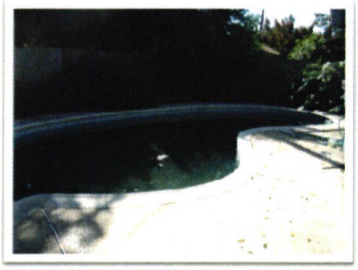
Site and Landscape Conditions

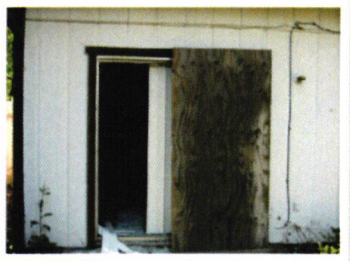


Exterior Siding Conditions

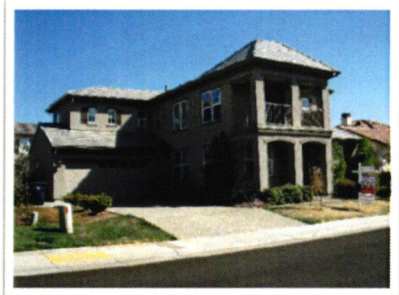


Site Safety and Security





Good Conditions

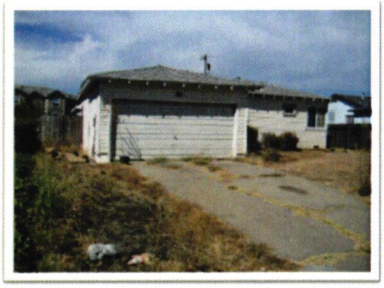


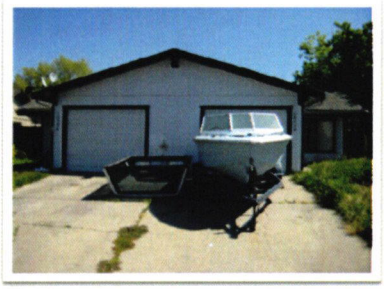
Foreclosed home in Sunridge Anatolia area

Foreclosed home in Riverside area

Typical or Fair Conditions

Poor Conditions





FORECLOSURE CONDITIONS

Properties ranked "fair" (By Neighborhood)	
Cordova Gardens	2
Cordova Lane	12
Cordova Meadows	8
Cordova Vineyards	10
Countryside	10
Lincoln Village	36
Mills Ranch	4
South White Rock	11
Stone Creek	5
Sun River	5
Sunridge	7
Walnut Wood	16
White Rock	20
TOTAL	146

Properties ranked "poor" (By Neighborhood)	
Cordova Gardens	0
Cordova Lane	3
Cordova Meadows	5
Cordova Vineyards	2
Countryside	2
Lincoln Village	1
Mills Ranch	4
South White Rock	1
Stone Creek	0
Sun River	1
Sunridge	1
Walnut Wood	3
White Rock	6
TOTAL	29

* Rankings based on Foreclosure Condition Survey & Report

How do we reduce foreclosures?

Possible Strategies

- Continue to monitor
- Partner with a third-party-HUD approved Housing firm
  - Provide information
  - Provide counseling services
- Development of a comprehensive Existing Neighborhood Rehabilitation program
- Focus current attention on grant applications
  - Neighborhood Stabilization Program
  - Tax Credit/HOME subsidy effort

Proposed Foreclosure Ordinance

- How it differs from Vacant Building Ordinance
- SB 1137
- Benefits from Ordinance

Comments or Questions?

Rancho Cordova Foreclosed Properties
(As of September)

NEIGHBORHOODS	SINGLE FAMILY PROPERTIES	FORECLOSED PROPERTIES	FORECLOSED RATE
CORDOVA GARDENS	823	16	1.94%
CORDOVA LANE	1016	15	1.48%
CORDOVA MEADOWS	1015	17	1.67%
CORDOVA VINEYARDS	1042	15	1.44%
COUNTRYSIDE	743	22	2.96%
LINCOLN VILLAGE	1788	54	3.02%
MILLS RANCH	1278	22	1.72%
SOUTH WHITE ROCK	593	22	3.71%
STONE CREEK	1283	19	1.48%
SUN RIVER	880	13	1.48%
SUNRIDGE PARK	376	1	0.27%
SUNRIDGE ANATOLIA	2051	57	2.78%
WALNUT WOOD	1342	33	2.46%
WHITE ROCK	1167	35	3.00%
TOTAL	15397	341	2.21%

MEMORANDUM

DATE: October 20, 2008

TO: Honorable Mayor and Council Members

FROM: Shannan Loveless, Planning Department

SUBJECT: **SUPPLEMENTAL STAFF REPORT**
EMBASSY SUITES AND CANDLEWOOD SUITES – DESIGN REVIEW AND SPECIAL REVIEW OF PARKING

REVISION TO CONDITION OF APPROVAL #12

Since the City Council packet was printed and distributed, the applicant and the applicant's attorney requested revisions to Condition of Approval #12 and its supplemental Attachment 7. This is the condition which requires the applicant and the City to enter into a binding agreement for the construction, operation, and maintenance of the storm water vault associated with this project.

The City Attorney and the Public Works Department have reviewed the proposed changes and agree to the condition, as revised. The attached revision replaces the Attachment 7 to the original staff report. A copy is provided with the changes tracked for ease of review; deletions are red strikethroughs and additions are blue underlines.

ATTACHMENTS

1. Revised Attachment 7
2. Track changes to Attachment 7

ATTACHMENT 1

EMBASSY SUITES CONDITION OF APPROVAL #12

The Applicant and City shall enter into a binding agreement for the construction, operation, and maintenance, up to and including replacement when necessary, of a storm water vault associated with RC-07-321. In addition, the Applicant shall be required to list the City as an additional insured on a Commercial General Liability policy of insurance with coverage minimums of $1,000,000. The agreement shall obligate the Applicant to indemnify, defend with counsel reasonably approved by the City, and hold harmless the City from any and all claims, causes of actions, allegations and/or liability which may arise or is in any way related to the design, construction, operation and/or maintenance of the subject storm water vault. Said duty to defend, indemnify and hold harmless shall expressly include, without limitation, the obligation to pay any and all sums necessary or required to resolve all claims against City, its agents, employees, representatives or the like which are in any way related to the storm water vault, including without limitation, any claims for nuisance, dangerous condition of public property, inverse condemnation, negligence or any other theory of recovery. The Agreement shall include a mechanism for the Applicant to replace the storm water vault at the end of the useful life of the facility. Applicant shall be solely responsible for full operation, maintenance, repairs and replacement of the storm water vault. All provisions of the agreement must be approved to the satisfaction of the City and the agreement must be signed by both the Applicant and the City and recorded in the chain of title prior to the approval of any improvement plans, with the obligations of Applicant being binding upon any successors in interest to Application's real property. As an alternative to this agreement, this condition of approval may be satisfied by a lease agreement between the City and Applicant which includes as a minimum, the foregoing conditions as terms.

The obligation to indemnify the City shall expressly include a requirement that Applicant shall defend, indemnify and hold the City, its officials, its officers, employees, volunteers and agents free and harmless from any and all past, present or future claims, demands, Causes of Action, costs, expenses, liability, losses, damage or injury, in law or in equity, to property or persons, including wrongful death, tort, civil rights and/or constitutional or statutory violations of any type, and including, without limitation, the payment of all consequential damages and attorneys fees and other related costs and expenses, whether based on strict liability, active or passive, negligence, gross negligence, contractual liability, or otherwise related to the storm water vault in any way. "Causes of Action," as defined above, includes, but is not limited to, actions brought under the Government Claims Act (including, but not limited to, known dangerous conditions, nuisances, or the like); and actions brought under the Takings Section of the State Constitution and the Takings Clause of the Federal Constitution (including, but not limited to, eminent domain and inverse condemnation). For purposes of the indemnification provision, it shall make no difference whether the Causes of Action are based on strict liability, active or passive, negligence, gross negligence or contractual liability.

The Applicant and the City agree that this condition of approval shall not be construed as evidence or as an admission that any facts or circumstances exist giving rise to any of the above named Causes of Action.

Applicant shall defend the City, with counsel reasonably approved by the City, and at Applicant's sole expense and risk, against any and all aforementioned claims, suits, actions or other legal proceedings. Applicant shall pay and satisfy any judgment, award or decree that may be rendered against City, in any such suit, action or other legal proceeding. Applicant shall also reimburse City for any and all legal expenses and costs incurred to enforce the indemnity herein provided. Applicant's obligation to indemnify shall not be reduced by insurance proceeds, if any, received by the City.

ATTACHMENT 2

EMBASSY SUITES CONDITION OF APPROVAL #12

The Applicant and City shall enter into a binding agreement for the construction, operation, and maintenance, up to and including replacement when necessary, of a storm water vault associated with RC-07-321. In addition, the Applicant shall be required to list the City as an additional insured on a Commercial General Liability policy of insurance with coverage minimums of $1,000,000. The agreement shall obligate the Applicant ~~as well as with Counsel selectec by the City~~ to indemnify, defend with counsel reasonably approved by the City, ~~indemnify~~ and hold harmless the City from any and all claims, causes of actions, allegations and/or liability which may arise or is in any way related to the design, construction, operation and/or maintenance of the subject storm water vault. Said duty to defend, indemnify and hold harmless shall expressly include, without limitation, the obligation to pay any and all sums ~~reasonably~~ necessary ~~or required~~ or required to resolve all claims against City, its agents, employees, representatives or the like which are in any way related to the storm water vault, including without limitation, any claims for nuisance, dangerous condition of public property, inverse condemnation, negligence or any other theory of recovery. ~~The agreement shall include a provision requiring the Applicant to establish a reserve account for funds that will be used to replace the storm water vault at the end of the useful life of the facility.~~ The Agreement shall include a mechanism for the Applicant to replace the storm water vault at the end of the useful life of the facility. Applicant shall be solely responsible for full operation, maintenance, repairs and replacement~~operations~~ of the storm water vault. All provisions of the agreement must be approved to the satisfaction of the City and the agreement must be signed by both the Applicant and the City and recorded in the chain of title prior to the approval of any improvement plans, with the obligations of Applicant being binding upon any successors in interest to Application's real property. As an alternative to this agreement, this condition of approval may be satisfied by a lease agreement between the City and Applicant which includes as a minimum, the foregoing conditions as terms.

The obligation to indemnify the City shall expressly include a requirement that Applicant shall defend, indemnify and hold the City, its officials, its officers, employees, volunteers and agents ~~(hereinafter "City")~~ free and harmless from any and all past, present or future claims, demands, Causes of Action, costs, expenses, liability, losses, damage or injury, in law or in equity, to property or persons, including wrongful death, tort, civil rights and/or constitutional or statutory violations of any type, and including, without limitation, the payment of all consequential damages and attorneys fees and other related costs and expenses, whether based on strict liability, active or passive, negligence, gross negligence, contractual liability, or otherwise related to the storm water vault in any way. "Causes of Action," as defined above, includes, but is not limited to, actions brought under the Government Claims Act (including, but not limited to, known dangerous conditions, nuisances, or the like); and actions brought under the Takings Section of the State Constitution and the Takings Clause of the Federal Constitution (including, but not limited to, eminent domain and inverse condemnation). For purposes of the indemnification provision, it shall make no difference whether the Causes of Action are based on strict liability, active or passive, negligence, gross negligence or contractual liability.

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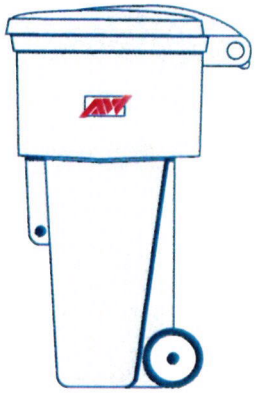
Applicant shall defend the City, with counsel ~~selected by the Applicant but~~ reasonably approved by the City, ~~which approval shall not be unreasonably withheld.with counsel selected by the City~~ and at Applicant's sole expense and risk, against any and all aforementioned claims, suits, actions or other legal proceedings.~~and at Applicant's own cost, expense and risk, any and all such aforementioned claims, suits, actions or other legal proceedings of any and every kind that may be brought or instituted against City.~~ Applicant shall pay and satisfy any judgment, award or decree that may be rendered against City, in any such suit, action or other legal proceeding. Applicant shall also reimburse City for any and all legal expenses and costs incurred to enforce~~in connection therewith or in enforcing~~ the indemnity herein provided. Applicant's obligation to indemnify shall not be reduced by insurance proceeds, if any, received by the City.

AGENDA ITEM 10.1
STAFF REPORT SUPPLEMENTAL 1

ALLIED WASTE

CO-MINGLED RECYCLING

ACCEPTABLE RECYCLABLE MATERIALS



Paper Products

Brown Bags
Business Cards
Calendars
Catalogues
Computer
Construction
Craft/ Colored
Envelopes
File Folders
Graph Paper
Greeting Cards
Junk Mail
Magazines
Newspaper (Inserts & Coupons)
Office Paper
Paperback Books
Post Cards
Poster
Post-It-Note
Telephone Books
Writing Paper

Cans

Aluminum

- Beverage Cans
- Tuna Cans
- Foil Wrap

Metal/Bi-Metal (Tin/Steel)

- Bean Cans
- Fruit Cans
- Gravy/Sauce Cans
- Milk Cans
- Soup Cans
- Vegetable Cans

Plastic (#'s 1-7)

Jars

- Fruit
- Juices
- Sauces
- Grocery Bags #2 (Tie in knot)

Bottles

- Juices
- Sauces
- Water

Cardboard

Appliance Boxes (Small)
Empty Pizza Boxes
Federal Express Boxes
Moving Boxes
Storage Boxes
US Mail Express/Priority Boxes

Chipboard

Battery Boxes/Packaging
Brownie Mix Boxes
Cake Mix Boxes
Candy Boxes (Not Bags)
Cereal Boxes (Hot and Cold)
Cigarette Boxes
Cracker Boxes (Ritz/Saltines/Graham)
Egg Cartons (Paper)
File Folder Boxes
Notebook Pads
Rice Boxes
Paper Towel/Toilet Paper Cores
Pasta Boxes
Shoe Boxes
Tissue Boxes
Toy Packaging (Backing)

Glass Products

Jars

- Fruit
- Gravy/Sauces
- Vegetables

Bottles

- Beverages
- Juices
- Sauces

Aseptic Packaging

Milk, Soy and Juice Cartons
Frozen Food Boxes

Small Scrap Metal

Scrap Metal (Weighing Under 10 pounds)

ALLIED WASTE

UNACCEPTABLE MATERIALS

- Antifreeze
- Appliances (Broken or Working)
- Candy Bags
- Candy Wrappers
- Cat Litter
- Chip Bags
- Clothing (Old or New)
- Drinking Straws
- Foul Materials of Any Sort
- Kitchen Dishes/Glasses/Flatware
- Medical Waste (Syringe, Needles, Bags)
- Mirrors
- Motor Oil
- Paper Cups
- Paper Plates
- Paper Towels (Clean or Dirty)
- Picture Glass
- Plastic Cups
- Plastic Plates/Bowls
- Plastic Bubble Wrap
- Plastic or Rubber Hoses
- Plastic or Metal Toys
- Purses or Wallets (Old or New)
- Ribbons/Bows
- Rubber Bands
- Styrofoam (Cups/Plates/Containers)
- Styrofoam (Peanuts/Packaging)
- Tape
- Textiles
- Tissues
- Toilet Paper
- Waxed Paper
- Windows

2008 Rancho Cordova Tonnage/NCU Report

Rancho Cordova

Month	Total Residential Recycling Collected (Tons)	Total Residential Waste Disposed (Tons)	Residential Greenwaste Collected (Tons)	Bulky Cleanup White Goods Diversion (Tons)	Bulky Cleanup Wood/GW Diversion (Tons)	Bulky Cleanup Disposal (Tons)	Used Oil (gals)	Oil Filters	CRT's
JAN	566.01	1,233.06	504.75	14.90	3.36	388.81	167	183	32
FEB	401.66	1,072.02	388.64	16.62	-	358.61	201	121	34
MAR	371.82	1,062.90	568.08	17.31	-	364.69	229	167	64
APR	350.19	1,073.48	791.04	14.57	-	320.29	178	203	58
MAY									
JUN									
JUL									
AUG									
SEP									
OCT									
NOV									
DEC									
TOTALS	1,689.68	4,441.46	2,252.51	63.40	3.36	1,432.40	775	674	188

Month	Bulky Cleanup Participants	Month	Bulky Cleanup Participants
JAN	1,060	JUL	-
FEB	933	AUG	-
MAR	1,078	SEP	-
APR	1,037	OCT	-
MAY	-	NOV	-
JUN	-	DEC	-
	TOTAL:	4108	

Tons Disposed	5,873.86
Tons Diverted	4,013.65
Total Tons	9,887.51

Diversion Rate	40.59%

Illegal Dumping Yds.	
YTD	312

5/22/2008

AGENDA ITEM 10.1
STAFF REPORT SUPPLEMENTAL 2

Rancho Cordova

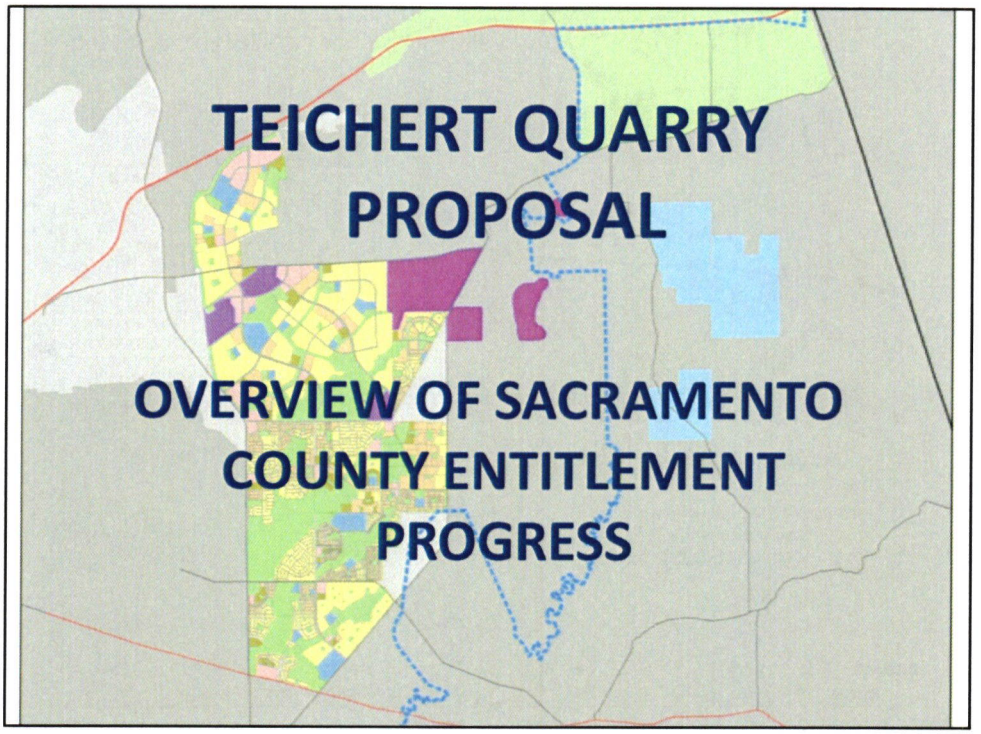
Bulky Item Clean Up Statistics

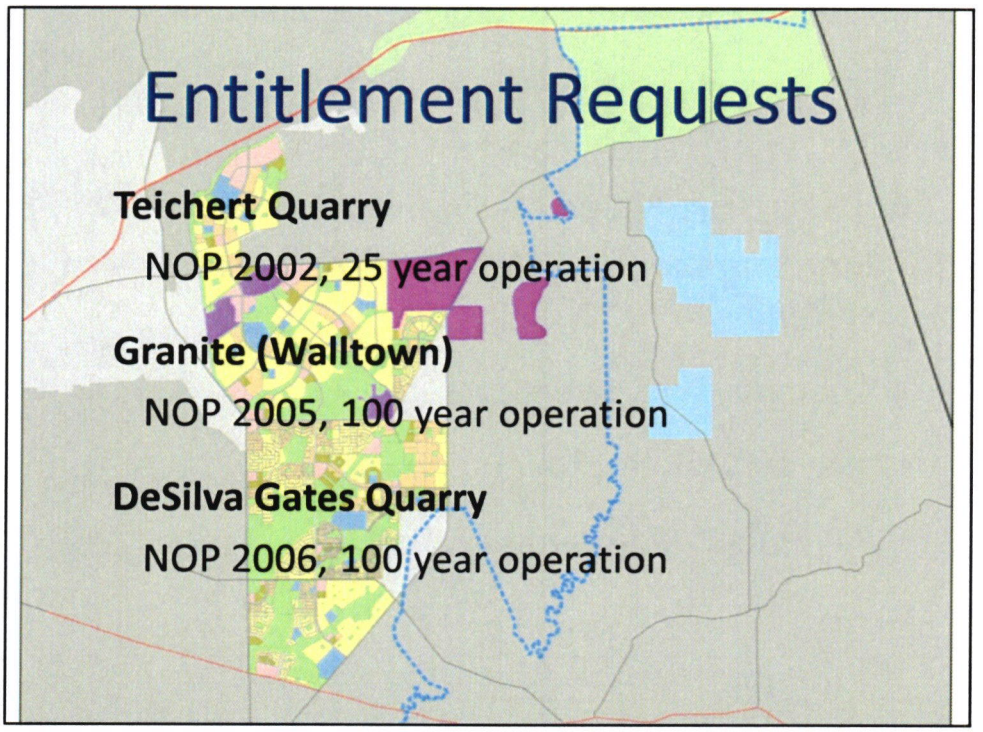
Material	Jan-07	Feb-07	Mar-07	Apr-07	May-07	Jun-07	Jul-07	Aug-07	Sep-07	Oct-07	Nov-07	Dec-07	Totals
Trash	388.81	358.61	364.69	320.29	-	-	-	-	-	-	-	-	1,432.40
Appliances	14.90	16.62	17.31	14.57	-	-	-	-	-	-	-	-	63.40
Green Waste	3.36	-	-	-	-	-	-	-	-	-	-	-	3.36
Inerts	-	-	-	-	-	-	-	-	-	-			-
Total Tons	407.07	375.23	382.00	334.86	0	0	0	0	0	0	0	0	1,499.16
# Clean-ups	1060	933	1078	1037	0	0	0	0	0	0	0	0	4,108
Scheduled	1036	896	1036	984									3,952
Unscheduled	24	37	42	53									156
Illegal Dumping Yds.	41	94	105	72									312

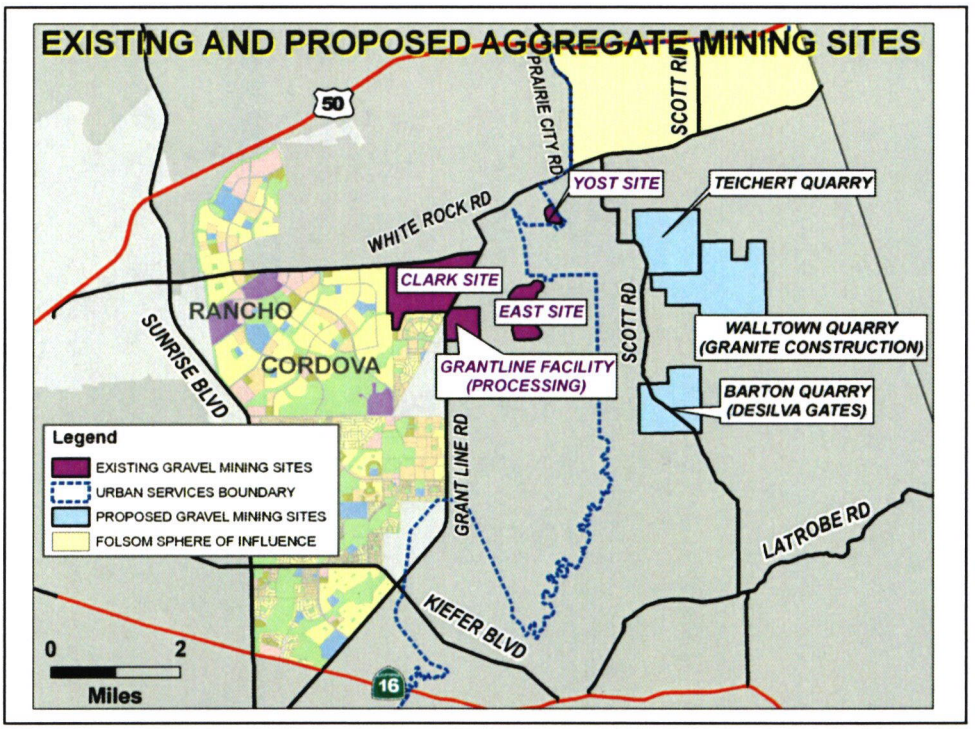
Summary Comment Report
Rancho Cordova
(3B/7B)
April 2008

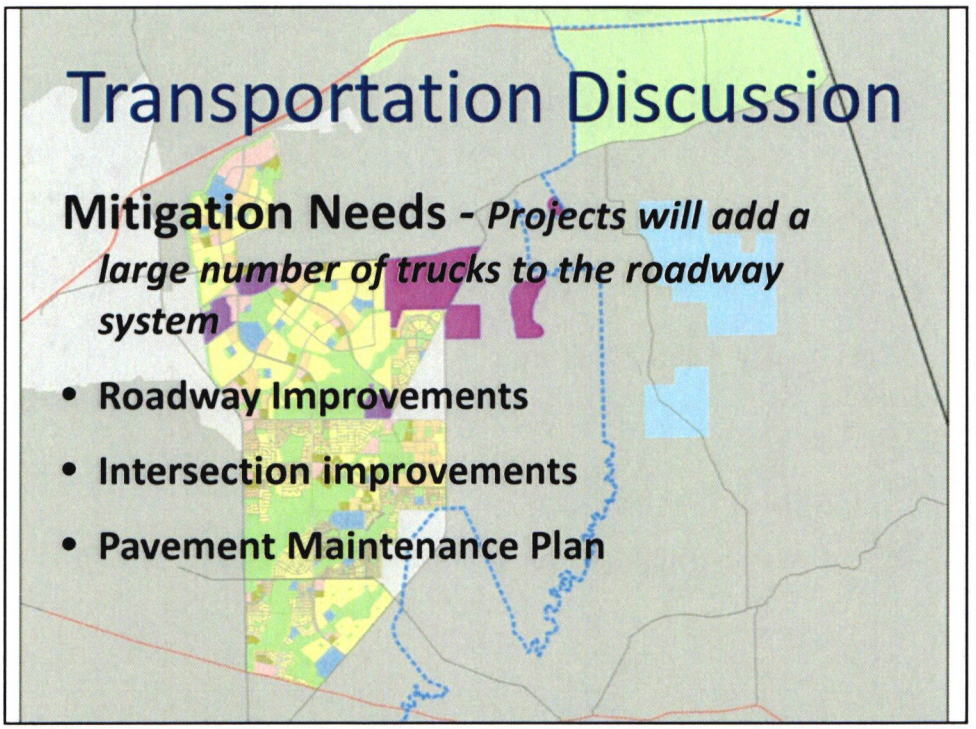
Services Performed		Number of Requests	
BU5	Non-scheduled Chargeable Bulk Pickups	53	(billable)
BUL	Scheduled Bulk Pickups-Regular	984	
APP	Scheduled Bulk Pickups-White Goods	174	
EP3/EP4	Chargeable Extra/Missed Pickups	10	(billable)
RTM/TM2/TM3	Missed Trash Pickups	66	
RRM/RM2/RM3	Missed Recycle Pickups	16	
RYM/YM2/YM3	Missed Greenwaste Pickup	25	
RUN	Courtesy Pickups	25	

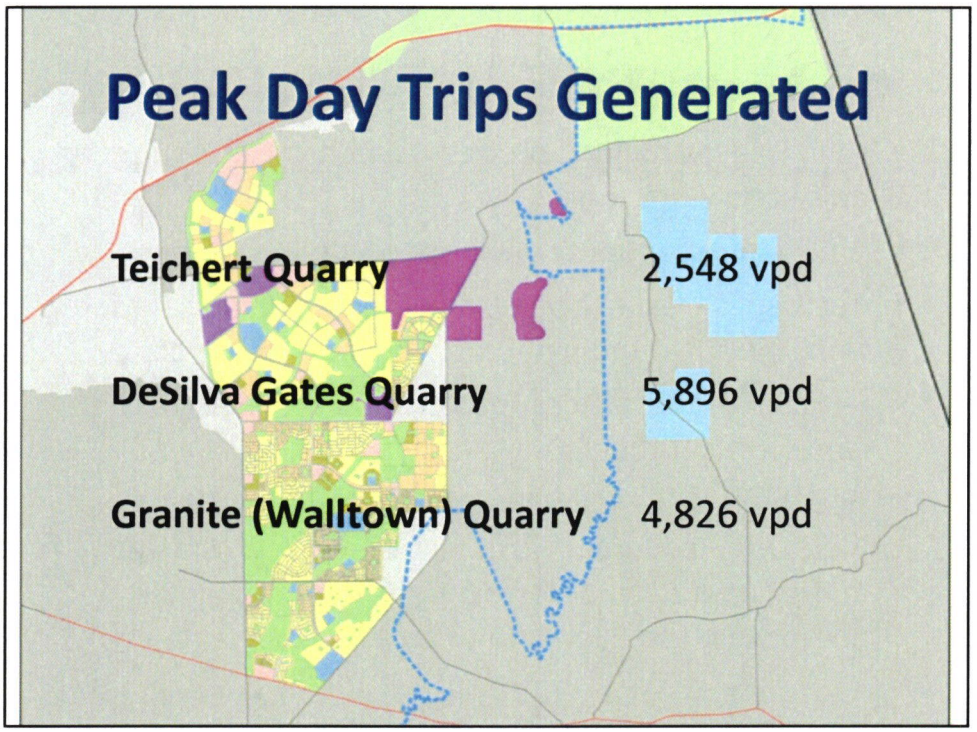
Comments or Call-Ins		Number of Comments
CSNC	Non-Billable Cart Change	48
CSBC	Change in Billing Cart Change	130
CSRC	Recycling Info/Complaints	0
CSTN	Tagged-No Service	70
CSTY	Tagged-Still Serviced	117
ARTX/CSTX/OPTX	Thank you/Compliments	1
OPDC	Driver Concerns	4
OPOV	Overload/Spilled Trash	0

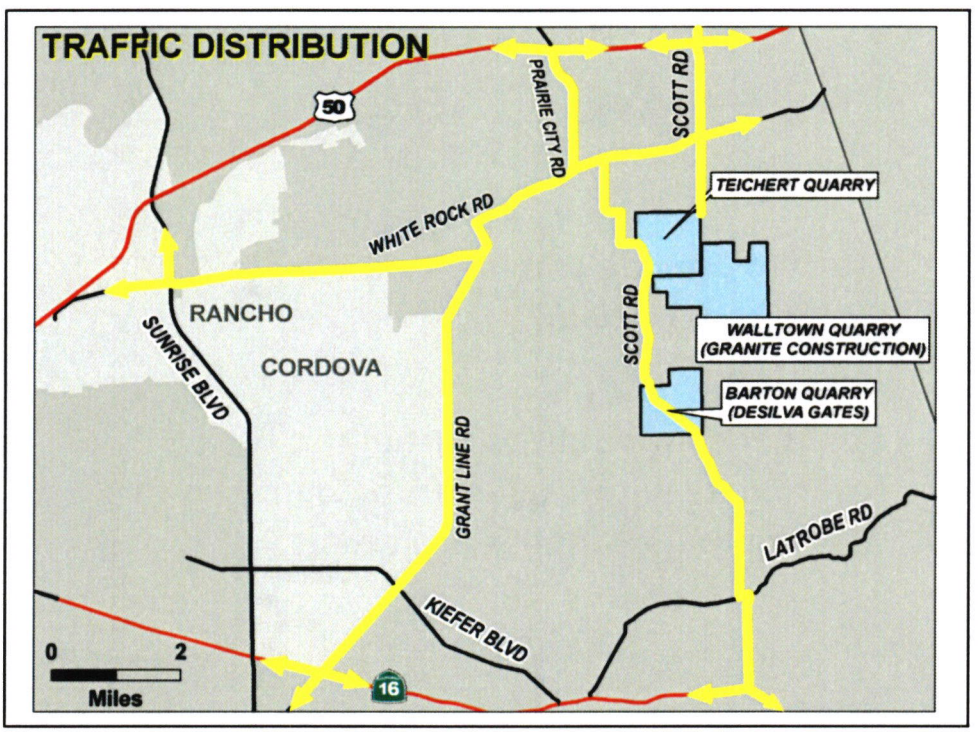

TEICHERT QUARRY
PROPOSAL
OVERVIEW OF SACRAMENTO
COUNTY ENTITLEMENT
PROGRESS

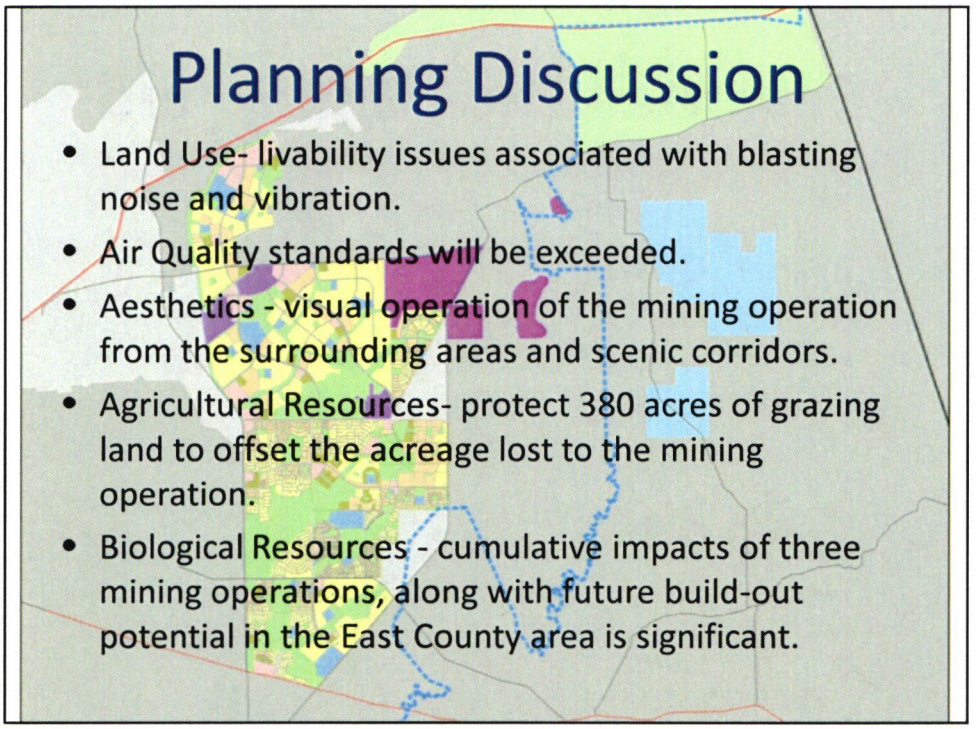

Entitlement Requests
Teichert Quarry
NOP 2002, 25 year operation
Granite (Walltown)
NOP 2005, 100 year operation
DeSilva Gates Quarry
NOP 2006, 100 year operation

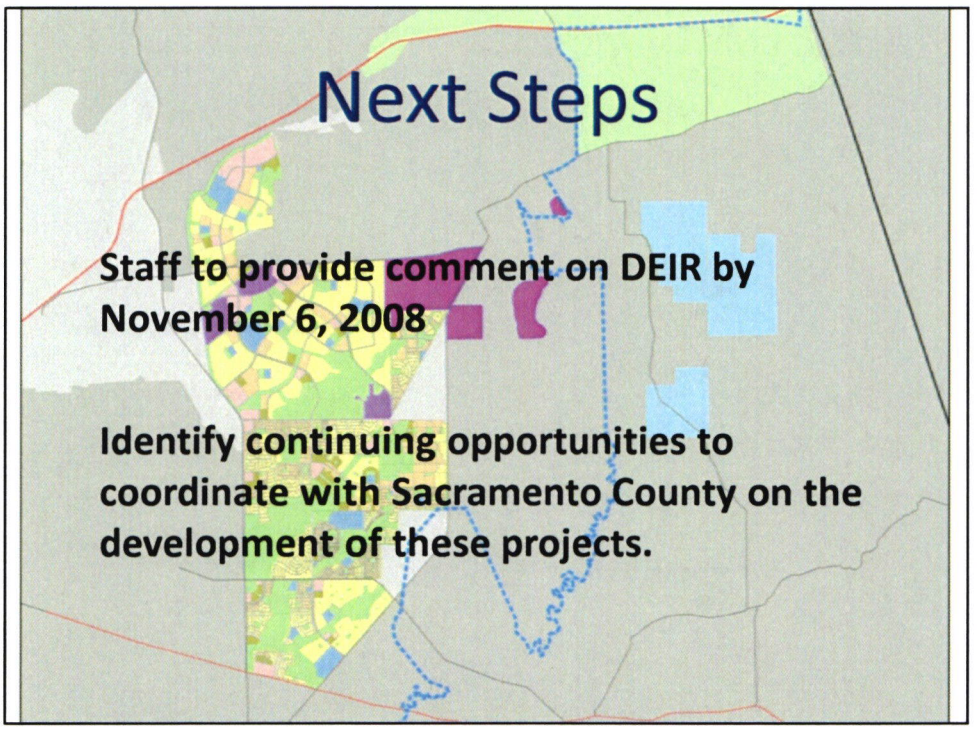

EXISTING AND PROPOSED AGGREGATE MINING SITES
50
PRAIRIE CITY RD
SCOTT RD
YOST SITE
TEICHERT QUARRY
WHITE ROCK RD
CLARK SITE
EAST SITE
RANCHO
CORDOVA
SUNRISE BLVD
GRANTLINE FACILITY (PROCESSING)
SCOTT RD
WALLTOWN QUARRY (GRANITE CONSTRUCTION)
BARTON QUARRY (DESILVA GATES)
GRANT LINE RD
LATROBE RD
KIEFER BLVD
Legend
EXISTING GRAVEL MINING SITES
URBAN SERVICES BOUNDARY
PROPOSED GRAVEL MINING SITES
FOLSOM SPHERE OF INFLUENCE
0
2
Miles
16


Transportation Discussion
Mitigation Needs - Projects will add a large number of trucks to the roadway system
• Roadway Improvements
• Intersection improvements
• Pavement Maintenance Plan


Peak Day Trips Generated
Teichert Quarry
2,548 vpd
DeSilva Gates Quarry
5,896 vpd
Granite (Walltown) Quarry
4,826 vpd

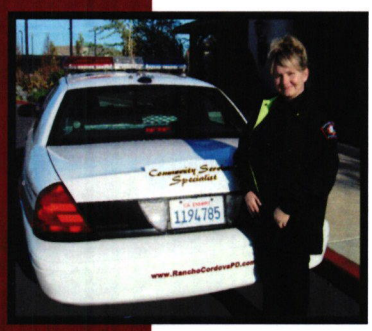

TRAFFIC DISTRIBUTION
50
PRAIRIE CITY RD
SCOTT RD
TEICHERT QUARRY
WHITE ROCK RD
RANCHO
CORDOVA
SUNRISE BLVD
SCOTT RD
WALLTOWN QUARRY
(GRANITE CONSTRUCTION)
BARTON QUARRY
(DESILVA GATES)
GRANT LINE RD
LATROBE RD
KIEFER BLVD
0
2
Miles
16


Planning Discussion
• Land Use- livability issues associated with blasting noise and vibration.
• Air Quality standards will be exceeded.
• Aesthetics - visual operation of the mining operation from the surrounding areas and scenic corridors.
• Agricultural Resources- protect 380 acres of grazing land to offset the acreage lost to the mining operation.
• Biological Resources - cumulative impacts of three mining operations, along with future build-out potential in the East County area is significant.


Next Steps
Staff to provide comment on DEIR by November 6, 2008
Identify continuing opportunities to coordinate with Sacramento County on the development of these projects.

Manager's Report
Police Update
Staff Report Supplemental

Rancho Cordova Police Department



"Moving into The Future"

Reuben Meeks
Chief of Police

October 20, 2008

RCPD has received Awards from:

- ASIS
- Optimist Club
- Rotary Club
- MADD
- Elks Lodge
- CA Law Enforcement Challenge Award-- **ranked #3 in California for 26-50 Officers**. Focus of challenge: Officer Training, Impaired driving enforcement, public information and education, Enforcement Activities, and the effectiveness of our efforts.

- The **Trading Card Program** is designed to foster a strong relationship with the community, especially our youth, by encouraging the public to learn more about their Police Department Officers. The trading cards were funded with private donations at no additional cost to the City or Police Department.

Youth Programs—(PAL)

Its goal is to promote positive relationships with the community and law enforcement, to build self esteem and deter crime. With a broad range of social, educational, recreational and leadership activities, the PAL Programs offer the community's youth a valuable resource.

- Friday & Saturday Night Out Events
- The Youth Academy
- The "Kick It" Soccer Program
- After-School Program
- The Oakland Raider Experience
- Vacaville State Youth Diversion Program.

Future projects include:

- Off-Road PALS, an ATV and motorcycle training class
- First 'Tee' Program, a learning Golf Clinic
- Junior Giants, a non-competitive baseball team
- Three-on-Three basketball, which law enforcement, adults team up with youth
- Outdoor Recreation, featuring boating, hiking, and biking
- Youth boxing, teaching discipline, respect and how to tunnel aggression in a positive outlet
- The Cadet Program, for youth ages 11-14
- "Use Your Head Program", in partnership with Mercy Hospital to promote helmet safety
- Youth Leadership, partnered with CAL PAL, providing seminars and camps to mentor youth.

ALSO PLANNED:
Adult Academy and Senior Citizen Academy, which will teach self defense, crime reporting and prevention, give tours and officer ride-alongs.

Community programs and events:

- The Air Show
- 4th of July Community Celebration Event
- City's 5-year Celebration
- Shriner's Hospital 'Cops for Kids' event.
- City Orientation-- helpful to understand other departments such as **planning department and code enforcement.**

Town Hall & Zone Meetings--Our POP officers (Shannon Ludington & Sgt. Jeff Hattersley) have remarked changes have occurred in which more citizens are stepping up to participate in fighting crime.

The 'Weed and Seed' crime prevention program-- The Weed and Seed grant also pays for special proactive patrols for warrant sweeps, controlling gangs, prostitution and narcotics. A reduction in crime in the Mills Park area (Sgt. Hattersley noticed less frequent calls).

Comparing year-end 2006 and year-to-date (October 3, 2008) **Reduced**:

- **37% in aggravated assaults** (**327** in **2006**, **154** in **2008**, or 27.25 per month in 2006, compared to 17.11 per month to October 2008)

- **8% in robbery** (**166** in **2006**, **115** in **2008**, or 13.83 per month in 2006, compared to 12.7 per month to October 2008)

- **14% in destruction / vandalism of property** (**392** in **2006**, **251** in **2008**, or 32.66 per month in 2006, compared to 27.88 per month to October 2008)

2006 and year-to-date June 2008 Reduction:

- **39% in burglaries** (878 in 2006 or 73 a month, compared to 263 YTD in June 2008, or 43.83 per month)

Narcotics Suppression Unit (Info from Officer Mark Baxter):

- 'Buy –bust' Operation about every 5 weeks
- September 22, 2008-- 47 total were arrested
- 11 of those were felony arrests
- 8 were fresh felony arrest
- CSU directly responsible for 20 of those arrests

Crime Suppression Unit (formed 11/25/07) (Info from Sgt Ken Rickett):

- Flexible hours to be on demand
- 2 recent operations worked with ABC and ICE
- September 18, 2008—worked with ABC in an undercover minor alcohol sting
- August 16, 2008-- warrant sweep with ICE, for gang activities / illegal immigrants, 15 Sureño gang members were arrested and deported.

License Plate Recognition System—(Info online at RCPD website):

- Integrated with the patrol car's onboard computer
- Automatically takes pictures of license plates, compares to a statewide database containing
  - On the first day of deployment, it read over 4,000 plates, ID'd a vehicle that had been stolen in a carjacking, and ID'd two more that were reported as lost or stolen.
  - On patrol daily –swing shift schedule

Traffic Officer Ronald Brazell:
We are proud to report we are the ONLY city in the county that did not have a fatal collision due to street racing.
Stepped up enforcement on **modified vehicles**

- Modified vehicles pollute @ 75 times more than average vehicle built in Conducted 4 operations in the last 5 months for street racing
- Inspected 35 vehicles, gave 75 citations, had 12 cars impounded and made 9 arrests

Speed Reduction Campaign (Officer Jerry Lane):

- 9 enforcement operations in the last 5 months
- Resulting in 268 speeding citations
- 131 other violation citations
- Towed 31 vehicles.
- 5 new LIDARS, (laser speed detectors), and 2 new Radar trailers.

A 13% increase in positive performance ratings for enforcing traffic laws, according to a 2008 residential poll when compared with 2006 (2006—50% approval rating, 2008—60 % approval).

Transient Enforcement Detail :

- Works every month / 2 shifts a week
- From March to August 2008
- 282 contacts
- 5 felony arrests, 71 misdemeanor arrests
- 99 probation searches
- Carry 'Notice of Trespass', help business owners
- Hand out Social Services flyer

Video Cameras (Info from Kristi Meeks):

- Lincoln village area which had daily drug activity
- No calls for drug activity in 3 weeks
- Camera footage also helped identify a shooting suspect

Canine Units (Officer **Kari Bloss** on video)

- ATF specialty explosive detecting canine unit without additional costs to the city

Volunteers:

- Neighborhood Crime Watch
- Business Crime Watch
- Special Events
- Community Emergency Response Teams
- Volunteer Patrol
- In our offices: reports, clerical, computer data, walk in and phone contact

Website:

- Improved access to public
- Plans for kiosk in RCPD, RCNC and City Hall

FUTURE

- Expand victim outreach letters
- Low power AM station
- Reverse 9-1-1 system to notify the public of emergencies
- Teen center
- Anti-graffiti
- Red-light camera enforcement tool (Redflex)
- Traffic/speed enforcement displays
- Receive MORE GRANTS (Citizen Option for Public Safety Grant: Provided digital cameras, portable radios for communication to code enforcement, and upgraded safety helmets)

Chief Advisory Board:
Solutions from those who work directly in the field