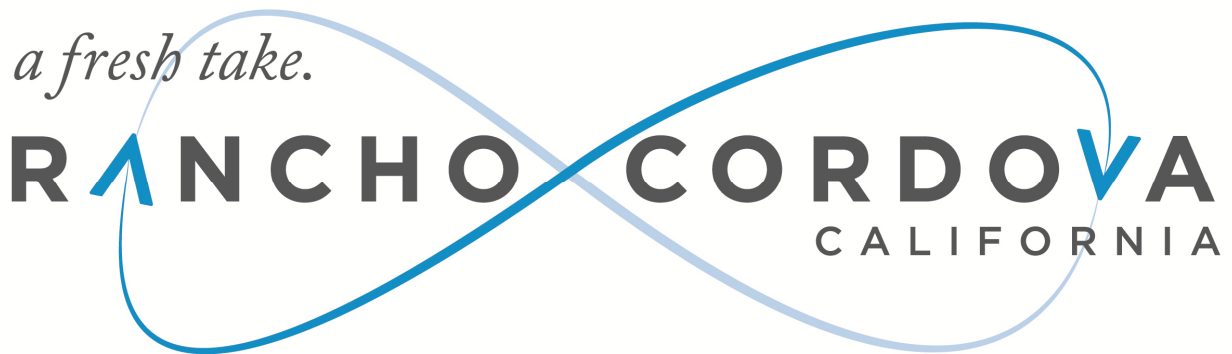


CITY OF RANCHO CORDOVA



CONCURRENT MEETING CITY COUNCIL/SUCCESSOR AGENCY TO THE CRA/RCFC

Monday, March 19, 2018

5:30 PM – Regular Meeting

AGENDA

Linda Budge, Mayor

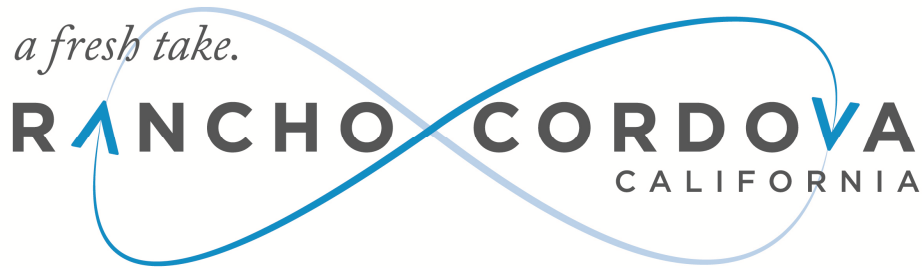
Robert J. McGarvey, Vice Mayor

David Sander, Council Member

Garrett Gatewood, Council Member

Donald Terry, Council Member

CITY OF RANCHO CORDOVA



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

City Hall
2729 Prospect Park Drive, Rancho Cordova

Monday, March 19, 2018

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

AGENDA

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Council Members Gatewood, McGarvey, Sander, Terry and Mayor Budge.

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The Clerk 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

The Mayor will call on someone in attendance to give the invocation.

5. PRESENTATIONS

- 5.1 Paul Shane, Chief Executive Officer of the California Council of the Blind, to Receive a Proclamation in Recognition of Blind and Low Vision Awareness Week.
- 5.2 Presentation to Brennen Milton and Carlos McMillan Fuentes for their performance at Carnegie Hall.

- 5.3 2017 Fire and Weed Abatement Season Information and an Update of the City's Enhanced 2018 Weed Control Program.
- 5.4 Introduction of Rancho Cordova Police Department Lieutenant Orrlando Mayes by Assistant Chief of Police Lieutenant Chad Lewis.

6. PUBLIC COMMENT

Citizens wishing to address the Council for any matter not on the agenda may do so at this time by completing and submitting a 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.

Under the provisions of the California Government Code, the City Council is prohibited from discussing or taking immediate action on any item not on the agenda 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. CITY MANAGER'S REPORT

9. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

- 9.1 **Subject:** Meeting Minutes from March 5, 2018 Regular City Council Meeting.
Recommendation: Adopt Minutes.
- 9.2 **Subject:** 2017 General Plan Annual Report.
Recommendation: Receive the 2017 General Plan Annual Report as required by State law.
Result of Recommended Action: By receiving this report, the City Council is satisfying its obligation under State law. No further action is required on the part of the City Council. The purpose of the report is to provide an annual accounting of implementation of the City's General Plan.
Staff Report: Elizabeth Sparkman, Interim Community Development Director.
Advances Goals: 1, 2, and 6.
- 9.3 **Subject:** Resolution Authorizing The City Manager To Execute Construction Contract No. 01-2018 In An Amount Not To Exceed \$5,180,440 with Robert A. Bothman Construction For The Folsom Boulevard Streetscape Improvement Project - Phase 4.
Recommendation: Adopt Resolution No. 32-2018.
Result of Recommended Action: Adoption of Resolution 32-2018 will authorize the City Manager to execute construction Contract No. 01-2018 with Robert A. Bothman Construction in an amount not to exceed \$5,180,440 for the Folsom Boulevard Streetscape Improvement Project - Phase 4.
Staff Report: Albert Stricker, Public Works Director and Chris Boyer, Associate Civil Engineer.
Advances Goals: 1, 2, and 5.
- 9.4 **Subject:** Approval of Council Member Appointments to Regional Boards,

Commissions, and Committees.

Recommendation: That Council confirms commitments to serve on other agency boards, commissions, and committees.

Result of Recommended Action: The City Council will continue to serve in leadership roles throughout the region. The City Clerk will notify each agency board, commission, or committees of any changes or reappointments and will ensure that any necessary Fair Political Practices Commission (FPPC) filings are completed.

Staff Report: Stacy Leitner, City Clerk.

Advances Goals: 1 and 5.

- 9.5 **Subject:** Resolution Increasing the Annual Stormwater Utility Fee for Fiscal Year 2018-19.

Recommendation: Adopt Resolution No. 33-2018.

Result of Recommended Action: Adoption of this Resolution will apply an inflationary adjustment to the Annual Stormwater Utility Fee increasing the rates by 2.9%. This fee is applied in the new development areas of the City.

Staff Report: Elizabeth Sparkman, Interim Community Development Director.

Advances Goal: 5.

10. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

- 10.1 **Subject:** Transition of Collection of Sacramento Regional Transit District Development Impact Fee from the County to the City.

Recommendation: 1) Introduce and waive the first reading of Ordinance No. 5-2018; 2) Adopt Resolution No. 38-2018.

Result of Recommended Action: The recommended actions will result in the collection of an existing Transit Fee by the City of Rancho Cordova upon the effective date of the Ordinance. This is not a new fee, rather it is an existing development impact fee that is currently collected on new development by the County of Sacramento on behalf of Sacramento Regional Transit (SacRT) and will transition to be collected by the City on behalf of SacRT instead. There is no financial impact to existing residents.

Staff Report: Elizabeth Sparkman, Interim Community Development Director.

Advances Goals: 2 and 5.

11. PUBLIC HEARING ITEMS

- 11.1 **Subject:** Introduction and First Reading of Ordinance 7-2018, an Ordinance Amending Title 23 (Zoning Code) of the Rancho Cordova Municipal Code regarding Chapter 23.719 Parking and Loading and discussion and direction on a RV, boat and trailer subcommittee.

Recommendation: 1) Introduce and waive first reading of Ordinance 7-2018; 2) Provide direction to staff on a subcommittee to address issues identified with RVs, boats and trailers parking in residential neighborhoods.

Result of Recommended Action: The Ordinance would return for a second reading and adoption at the next regular City Council meeting. Approval of Ordinance 7-2018 would amend Title 23 (Zoning Code) of the Rancho Cordova Municipal Code regarding Chapter 23.719 Parking and Loading. Specifically, the amendment would delete language stating that an RV, boat or trailer could not be parked within the front and street side yard setbacks. If they are directed to do so, staff will move forward with formation of a subcommittee to address issues identified with RVs, boats and trailers parked in residential neighborhoods.

Staff Report: Darcy Goulart, Principal Planner and Kerry Simpson, Neighborhood

Services Manager.

Advances Goals: 1 and 2.

12. REGULAR CALENDAR ITEMS

12.1 **Subject:** City of Rancho Cordova 2018 Communications Update.

Recommendation: Receive City communications update and discuss plans for 2018.

Result of Recommended Action: Council will receive an update regarding the 2017 City communications activities, as well as a high-level overview of what is planned for 2018. This will provide Council with an understanding of 2017 successes/insights and an opportunity to discuss plans for 2018.

Staff Report: Maria Kniestedt, Communications & Public Affairs Director.

Advances Goals: 1, 2, 3, and 6.

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

14. ADJOURNMENT

ADDITIONAL INFORMATION

UNLESS THE COUNCIL ADOPTS A MOTION TO EXTEND THE MEETING, ANY ITEM THAT IS NOT INITIATED BEFORE 11:00 PM WILL BE CONTINUED TO THE NEXT DAY AT 5:30 PM 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.

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

CITYWIDE GOALS - (Adopted March 27, 2012)	
1.	Promote the Positive Image of Rancho Cordova
2.	Ensure a Safe, Inviting and Livable Community
3.	Empower Responsible Citizenship
4.	Establish Logical City Boundaries that Provide Regional Leadership and Address Financial Challenges
5.	Ensure the Availability of the Best Public Services in the Region while Practicing Sound Fiscal Management
6.	Drive Diverse Economic Opportunities

UPCOMING MEETINGS	
Tuesday, March 27	5:30 PM Special Meeting/Work Session
Monday, April 2	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Monday, April 16	CANCEL REGULAR MEETING
Tuesday, April 24	5:30 PM Special Meeting/Work Session
Monday, May 7	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, May 15	5:30 PM Special Meeting/Work Session
Monday, May 21	5:30 PM Regular Meeting
Tuesday, May 29	5:30 PM Special Meeting/Work Session - ONLY IF NEEDED
Monday, June 4	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Monday, June 18	5:30 PM Regular Meeting
Tuesday, June 26	5:30 PM Special Meeting/Work Session
Monday, July 2	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Monday, July 16	CANCEL REGULAR MEETING
Tuesday, July 31	CANCEL REGULAR MEETING
Monday, August 6	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, August 14	5:30 PM Special Meeting/Work Session
Monday, August 20	5:30 PM Regular Meeting
Tuesday, August 28	CANCEL WORK SESSION

UPCOMING MEETINGS	
Tuesday, September 4	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting (Tuesday due to Holiday)
Tuesday, September 11	5:30 PM Special Meeting/Work Session
Monday, September 17	5:30 PM Regular Meeting
Tuesday, September 25	CANCEL WORK SESSION
Monday, October 1	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, October 9	5:30 PM Special Meeting/Closed Session for City Manager Evaluation
Monday, October 15	5:30 PM Regular Meeting
Tuesday, October 23	5:30 PM Special Meeting/Closed Session for City Manager Evaluation – ONLY IF NEEDED
Tuesday, October 30	CANCEL WORK SESSION
Monday, November 5	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Monday, November 19	5:30 PM Regular Meeting
Tuesday, November 27	5:30 PM Special Meeting/Work Session
Monday, December 3	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, December 11	5:30 PM Special Meeting/Work Session
Monday, December 17	5:30 PM 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 and Safety Division	(916) 851-8760
City Attorney's Office	(916) 556-1531
City Clerk's Department	(916) 851-8720
City Manager's Office	(916) 851-8800
Communications Department	(916) 851-8791
Economic Development Department	(916) 851-8780
Finance Department	(916) 851-8730
Housing Division	(916) 851-8784
Human Resources Department	(916) 851-8740
IT Department	(916) 851-8700
Neighborhood Services – Animal Services	(916) 851-8770
Parks & Recreation (Cordova Recreation & Park District)	(916) 362-1841
Planning Department	(916) 851-8750
Public Works Department	(916) 851-8710
Rancho Cordova Police Department	(916) 875-9600
Redevelopment Department	(916) 851-8780
Sac Metro Fire District	(916) 859-4300

The Rancho Cordova City Council/Successor Agency to the 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, Consolidated Communications and AT&T U-Verse Systems. Closed Captioning will be available on the playback cablecast. A VHS copy is available for check out from any library branch, a DVD copy is available from the City Clerk's Department, and a webcast of this meeting will be available for viewing via video streaming from the City's website within 48 hours of adjournment of this meeting.

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, Stacy Leitner, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the Monday, March 19, 2018 Regular Meeting of the Rancho Cordova City Council/Successor Agency to the CRA/RCFC was posted and available for review on March 15, 2018 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 website at www.cityofranhocordova.org.

Signed at Rancho Cordova, California.



Stacy Leitner, City Clerk

Congratulations to Carlos & Brennen

In Recognition of Musical
Excellence and Outstanding
Performance at Weill Recital
Hall at Carnegie Hall on
Tuesday, March 13, 2018



**03-19-18 City Council Meeting
Item 5.2 Supplemental
PowerPoint Presentation**

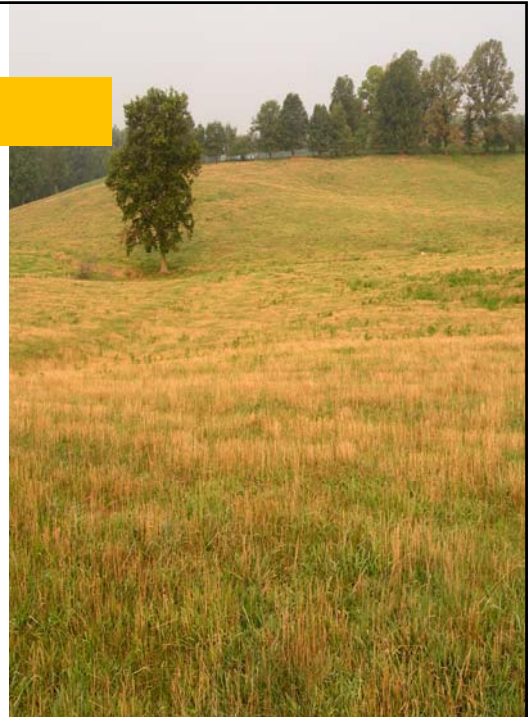


03-19-18 City Council Meeting
Item 5.3 Supplemental
PowerPoint Presentation



Tonight's Goals

- Update from Metro Fire on previous fire seasons
- Overview of 2017 successes
- Present enhanced 2018 Weed Control Program and monitoring information



Sac Metro Fire Historic Data

Assistant Chief Maurice Johnson



2017 Education and Outcomes

Process done in collaboration with Sacramento Metro Fire

- Educational letters mailed to 254 vacant lot property owners
- No Hearings requested
- Five Abatements performed

Follow up meetings with Sacramento Metro Fire to discuss 2018 Weed Control Program enhancements



2018 Program Enhancements

PARCELS GREATER THAN ONE ACRE

1 ACRE = 43,560 SQUARE FEET

A firebreak thirty (30) feet in width shall be maintained around the perimeter of the property. (Perimeter shall be disc or graded to mineral and maintained)

Intersecting firebreaks sixty (60) feet in width shall divide the parcel into four (4) approximately equal sections.



Weed Control Partners

- Neighborhood Services
- Sacramento Metro Fire
- Public Works (Streets and Drainage)
- Facilities/City Staff for City-owned property
- Cordova Recreation and Parks District (CRPD)
- Regional Transit (RT)



03-19-18 City Council Meeting Item 5.3 Supplemental PowerPoint Presentation

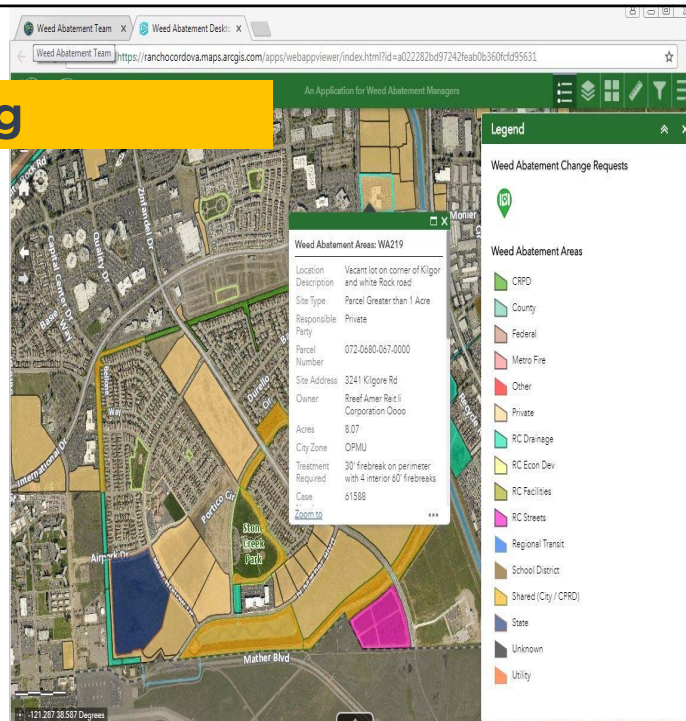
Improved GIS Tracking

Mark Dumford Geographic Information System (GIS) Manager

Problem ~ Numerous lots, right of ways, drainage ditches etc. to manage

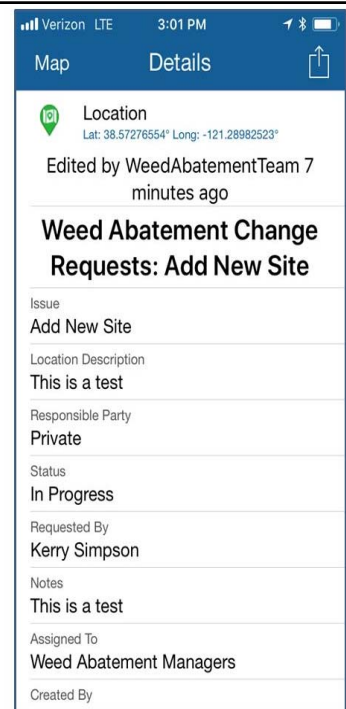
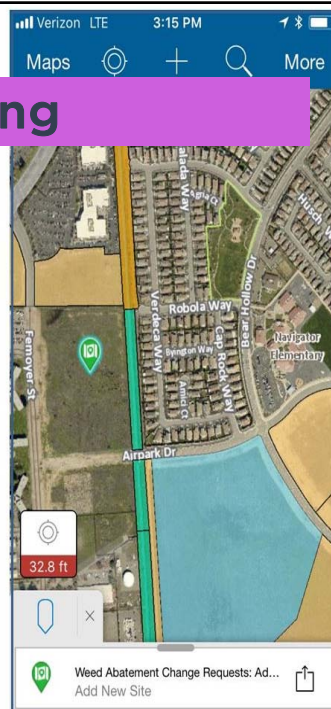
Solution ~ New Application for improved Weed Control Management

Office Version



Improved GIS Tracking

Mobile Version for Field Staff



2018 Weed Control Update

Questions?

**The Weed
Control Team
Thanks You!**

9

**03-19-18 City Council Meeting
Item 5.3 Supplemental
Flyer**

Dear Property Owner,

In Spring 2018, the City will be visiting neighborhoods to ensure that weeds on properties do not pose a fire threat and are in compliance with City ordinances. The purpose of this letter and information packet is to educate you about the ordinance requirements, so you will be in compliance when we visit parcels this spring.

Chapter 17.12 of the City of Rancho Cordova Municipal Code (RCMC) covers weed control and, specifically, that every land owner is required to maintain a firebreak. While all lots are required to be maintained throughout the year, the RCMC requires a firebreak during the fire season that runs May through November of each year. Examples of required firebreaks and a copy of RCMC Chapter 17.12 are enclosed.

The Following Summarizes the Process and Key Dates:

- An initial inspection of the parcels will be performed in mid-April 2018.
- For parcels not in compliance, an official Notice to Remove Weeds will be issued.
- Owners of parcels not in compliance will have an opportunity to correct any issues before follow-up inspections occur in May 2018.
- If you need assistance locating a weed abatement contractor, options are on the Sacramento Metropolitan Fire District's website at www.metrofire.ca.gov.
- If a parcel is not in compliance after the follow-up inspection, owners may be subject to an infraction.

Thank you for maintaining your land, so it does not constitute a fire hazard. Please contact us if you have any questions regarding this process.

Sincerely,
The Neighborhood Services Division
(916) 851-8770



03-19-18 City Council Meeting

Item 5.3 Supplemental
Flyer

Any parcel adjacent to a residential or commercial development shall ensure weeds are removed from fencing or property line with 30ft. firebreak.

PARCELS ONE ACRE OR LESS

1 ACRE = 43,560 SQUARE FEET

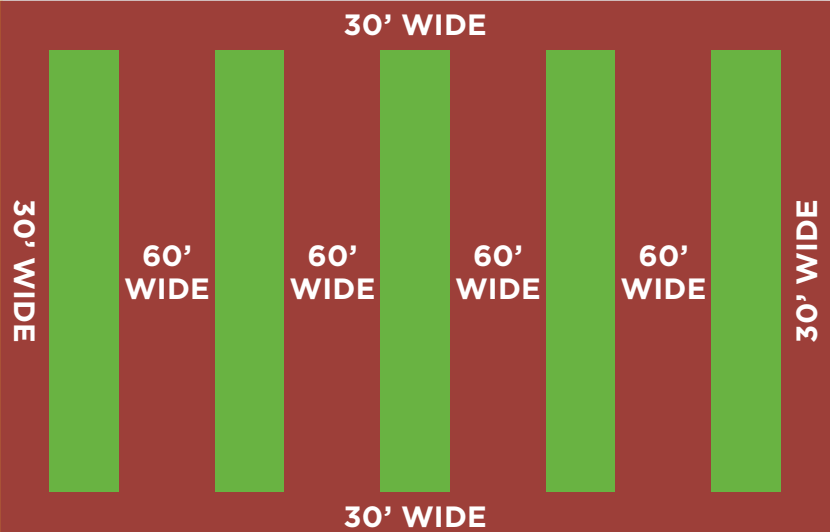
Total Weed Abatement of
The Parcel Is Required

PARCELS GREATER THAN ONE ACRE

1 ACRE = 43,560 SQUARE FEET

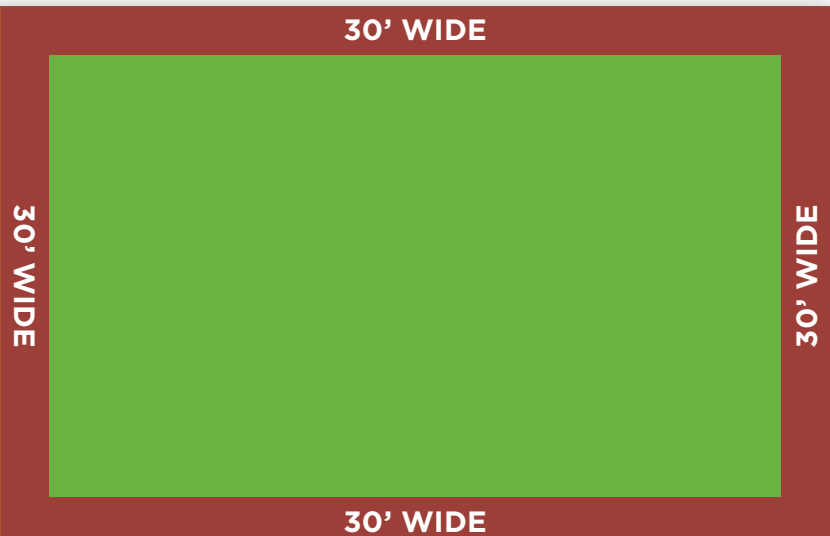
A firebreak thirty (30) feet in width shall be maintained around the perimeter of the property. (Perimeter shall be disc or graded to mineral and maintained)

Intersecting firebreaks sixty (60) feet in width shall divide the parcel into four (4) approximately equal sections.



PROPERTY ZONED FOR AGRICULTURAL USE

A firebreak thirty (30) feet in width shall be maintained on agricultural land that abuts structures, wooden fences, roads, etc.





2017 Rancho Cordova Vegetation Fire Review

ASSISTANT CHIEF MO JOHNSON

March 19, 2018

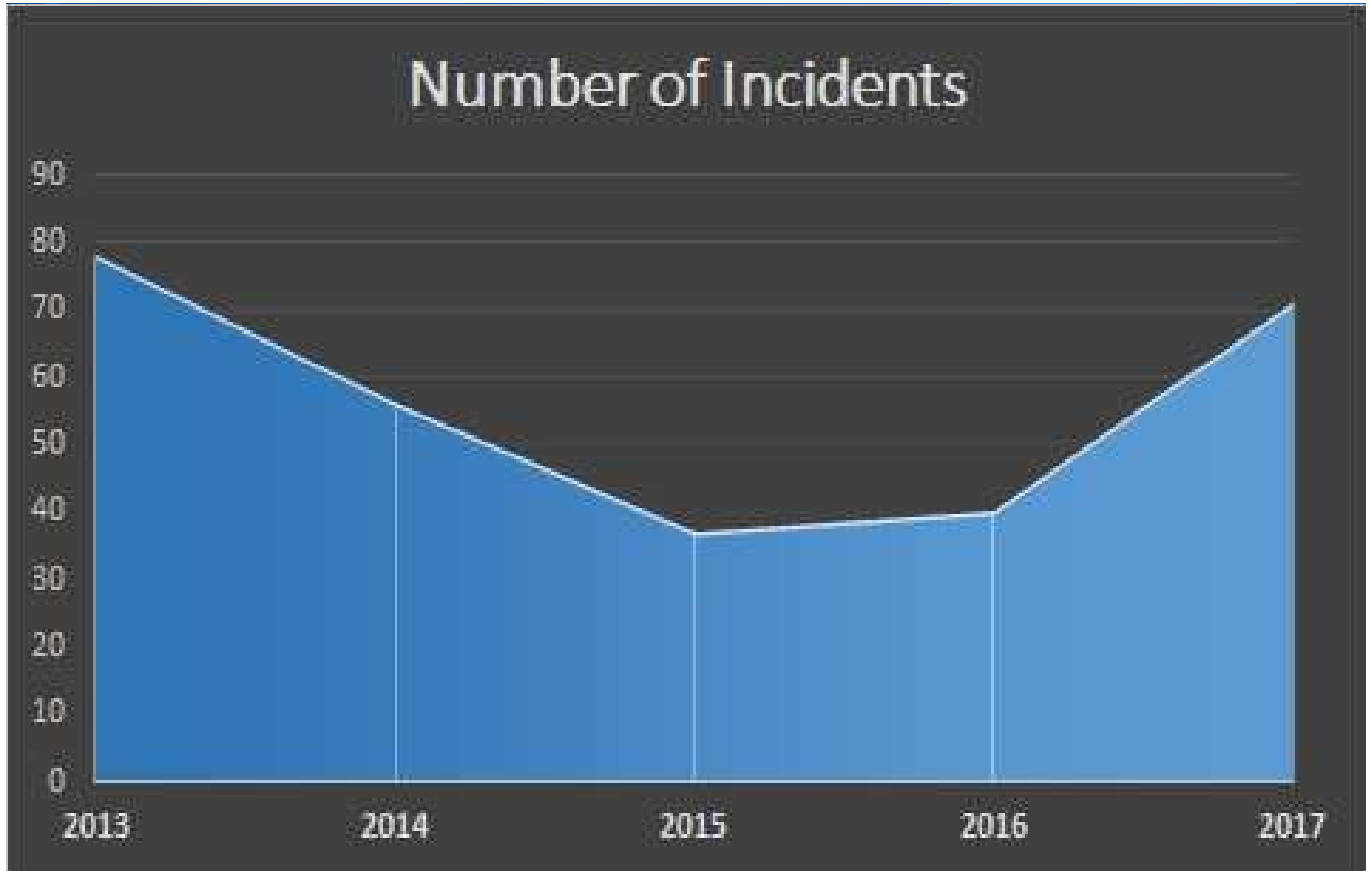


Your Fire Department





5 Year Summary



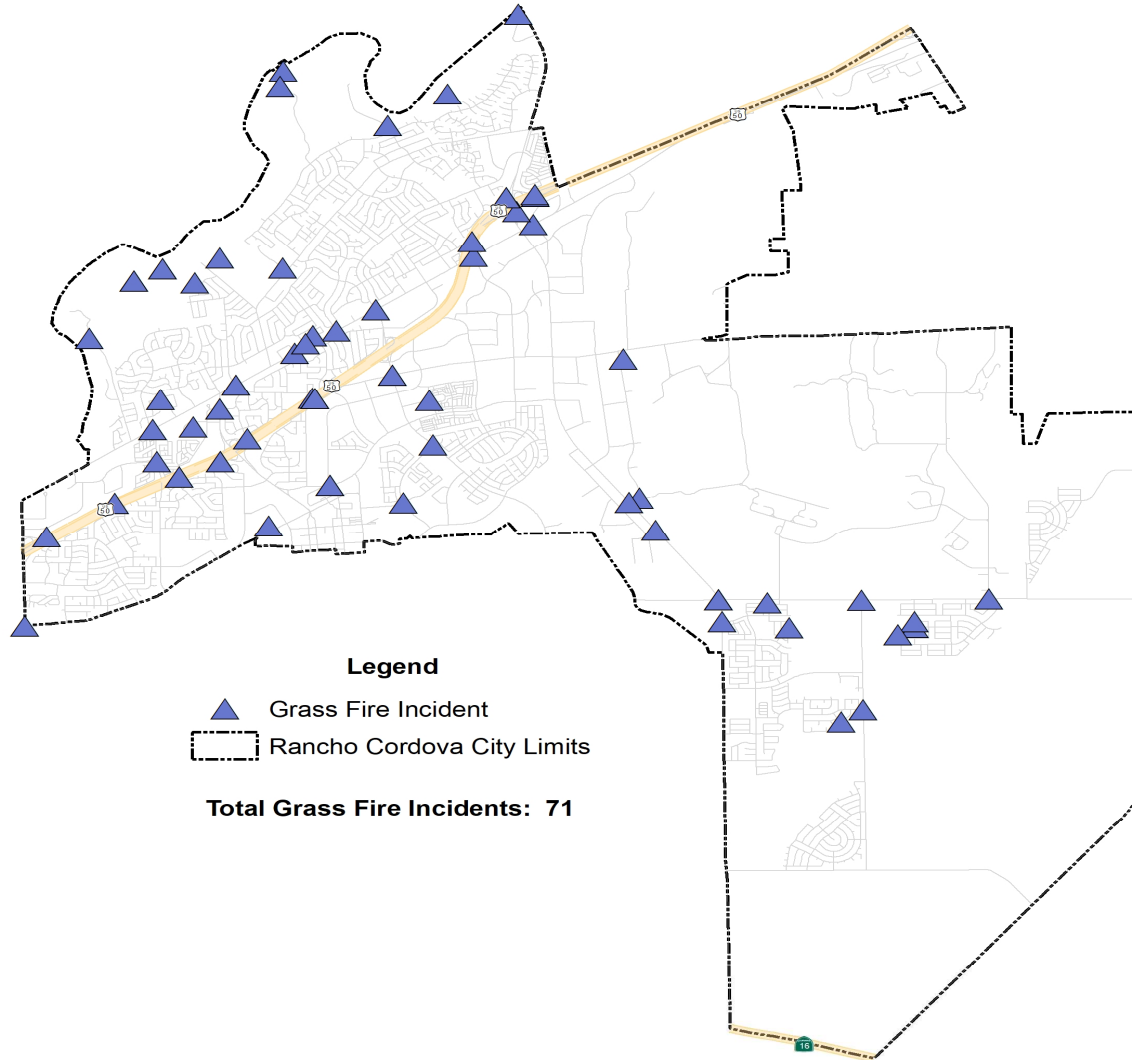


2016/2017 Comparison

2016	2017
40 Incidents	71 Incidents
17 Actual Fires	29 Actual Fires
12 Acres Burned	114 Acres
3 Between 1-5 Acres	58 Acre Fire
14 were less than 1 Acre	26 Acre Fire
	6 fires between 1 an 7 Acres

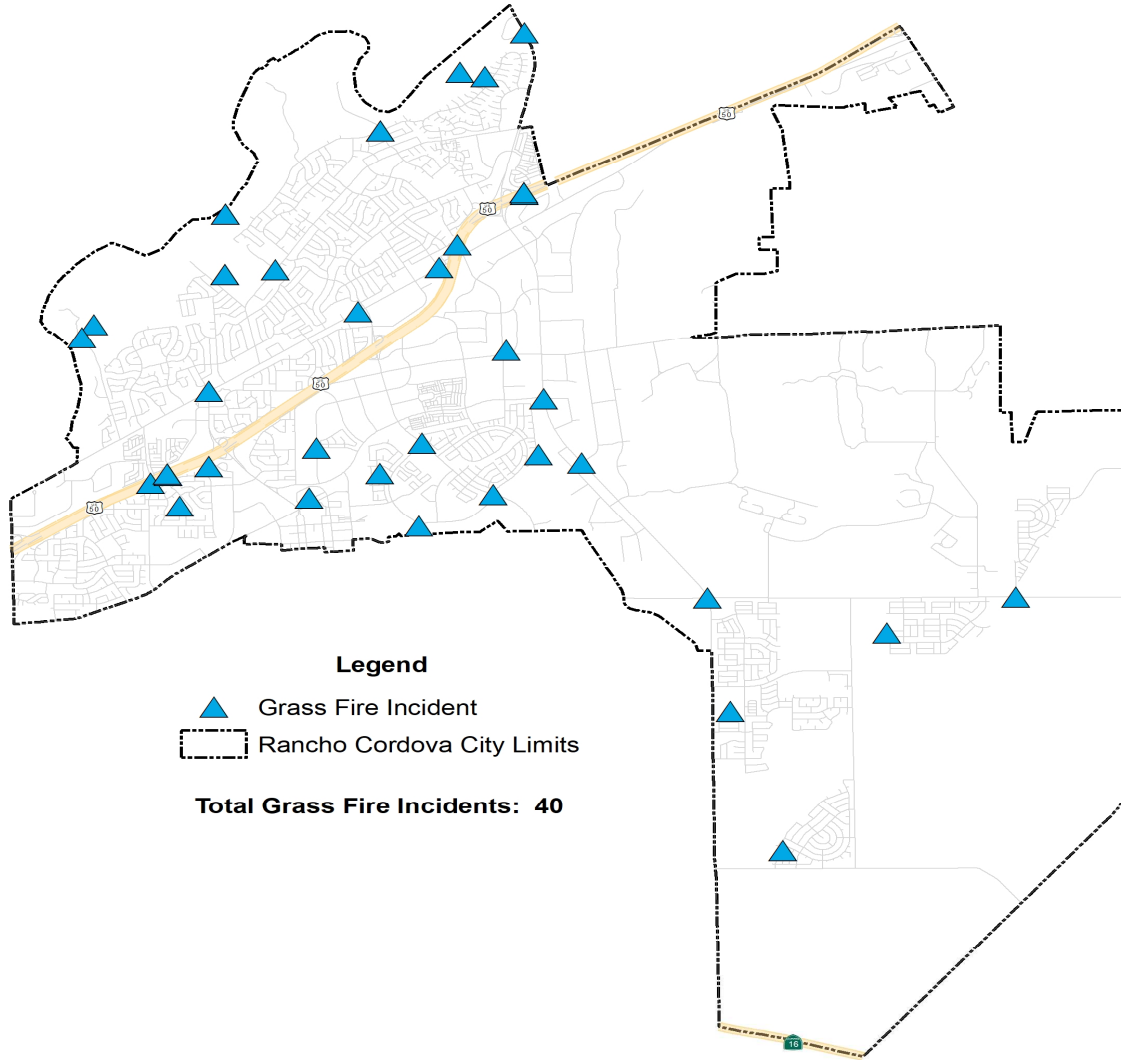


2017





2016





5 Year District Wide

2017 - 1798 Acres Burned
2016 - 1634 Acres Burned
2015 - 1469 Acres Burned
2014 - 436 Acres Burned
2013 - 797 Acres Burned



Metro Fire

- Q 192 On Duty Personnel serve the District's communities - 24 / 365
- Q Routine and Emergency Operations are managed with five (5) Battalion Chiefs
- Q Oversight through an Assistant Chief who serves as the Shift Commander
- Q Callback of Staff or Personnel as needed





Station Profiles

✓ Station 61- Folsom Blvd Station

- § Engine
- § Medic
- § Wildland Engine





Station Profiles

✓ Station 62- Bradshaw Station

- Engine
- Medic
- Wildland Engine
- Rescue Boat
- Foam Unit





Station Profiles

✓ Station 63- Nimbus Station

- § Engine
- § Wildland Engine
- § ISRM



12



Station Profiles

▽ Station 65- Coloma Station

- Engine
- Truck
- Medic
- Wildland Engine
- Rescue Boat





Station Profiles

▽ Station 66- Kilgore Station

- Engine
- Wildland Engine
- Water Tender
- Battalion Chief





Station Profiles

▽ Station 68- Anatolia Station

§ Engine

§ Wildland Engine





Engine Company-Wildland





Air Operations



- § 360 gallon water tank
- § 250' hoist line
- § Fire/Search and Rescue/EMS/Recon missions



Dozer





Community Programs

Community Services

- ✓ Establish CERT Team
 - § Community Emergency Response Team
- ✓ Disaster Preparedness
- ✓ Defensible Space Check List/Wildland Safety Tips
- ✓ Community CPR Program
- ✓ Smoke Alarm Program
- ✓ Community message signs
- ✓ Kids Fire Camp Program



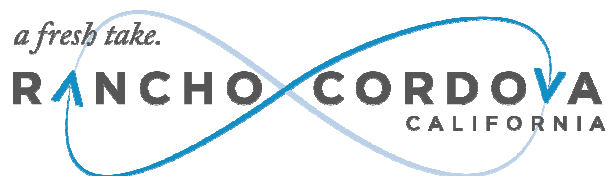
FINANCING/ADMIN

- 1 The Finance Section is established when the agencies involved in incident management activities require(s) finance and other administrative support services. The Finance Section responsibilities include:
 - 1 the coordination of payment for emergency supplies and services,
 - 1 maintenance of disaster expenditure financial records, and tracking of response staff time sheets.
 - 1 negotiating and administering vendor, supply, and service contracts or formal agreements.



Questions & Comments





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

**City Hall
2729 Prospect Park Drive, Rancho Cordova**

Monday, March 05, 2018

4:00 PM – Special Meeting

**5:30 PM – Regular Meeting
David B. Roberts Council Chambers**

Special Meeting/Work Session to Follow the Regular Meeting

DRAFT MINUTES

1. SPECIAL MEETING - CALL TO ORDER/ROLL CALL

Mayor Budge called the special meeting to order in the American River Community Room at 4:09 PM.

Council Members Present: Gatewood, McGarvey, Sander, Terry, Budge.

Council Members Absent: None.

Staff Members Present: Abhar, Haven, Juran Leitner, Leonardich, Lindgren, Siren, Sparkman, Stricker, Weber.

Mayor Budge adjourned the meeting to the David B. Roberts Council Chambers at 5:23 PM.

2. PUBLIC COMMENT

Mayor Budge opened the public comment period. There were no speakers. Mayor Budge closed the public comment period.

3. SPECIAL MEETING ITEM

- 3.1 **Subject:** Discussion of Rancho Cordova Arts and Culture Programs.
Recommendation: Provide comment and direction to staff.

Result of Recommended Action: City Council comment and direction will allow staff to evaluate current City of Rancho Cordova programs that support the arts within the community and develop options for new programs as directed by the City Council.

Staff Report: Megan Siren, Management Analyst and Paul Junker, Senior Project Manager.

Advances Goals: 1, 2, and 6.

ACTION: Discussion item only, no action taken.

4. ADJOURNMENT OF SPECIAL MEETING

5. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Mayor Budge called the regular meeting to order in the David B. Roberts Council Chambers at 5:42 PM.

Council Members Present: Gatewood, McGarvey, Sander, Terry, Budge.

Council Members Absent: None.

Staff Members Present: Abhar, Goulart, Haven, Heisler, Juran, Kniestedt, Leitner, Leonardich, Lindgren, McCoy, Pittman, Simpson, Stricker, Weber.

6. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedules.

7. PLEDGE OF ALLEGIANCE

Paul T. Schubert, General Manager of Golden State Water Company led the pledge.

8. INVOCATION

Jeff Koons from River City Christian Church gave the invocation.

9. PRESENTATIONS

9.1 Water Purveyor Presentation Provided by Paul T. Schubert, General Manager of Golden State Water Company and Evan Jacobs, Director of Regulatory Policy and Case Management with California American Water.

9.2 Presentation of Proclamation to members of the Sacramento Regional Builders Exchange and Women in Construction Committee recognizing March 4-10, 2018 as Women in Construction (WIC) week, which is an annual celebration highlighting women as a visible and critical component of the construction industry.

10. PUBLIC COMMENT

Mayor Budge opened the public comment period. There were no speakers. Mayor Budge closed the public comment period.

11. COUNCIL REPORTS

Council reported on events since the last meeting.

12. CITY MANAGER'S REPORT

City Manager Cyrus Abhar gave his report.

13. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

Item 13.7 was pulled by Council Member Gatewood for separate discussion.

Council approved item 13.1 with the changes provided in the supplemental packet.

ACTION: Motion to approve items 13.1-13.6, 13.8, and 13.9 by Terry second by Sander; Motion passed with a 5-0 vote.

ACTION: Motion to approve items 13.7 by Gatewood second by Sander; Motion passed with a 5-0 vote.

13.1 **Subject:** Meeting Minutes from the February 20, 2018 and February 27, 2018 Regular and Special Meetings.

Recommendation: Adopt Minutes.

13.2 **Subject:** Employee Home Loan/Down Payment Assistance Program.

Recommendation: Adopt Resolution 35-2018 establishing an employee home loan program for the purchase of a primary residence in the City of Rancho Cordova.

Result of Recommended Action: Adoption of Resolution 35-2018 will enable staff to roll out the employee home loan program as a benefit to full time City employees.

Staff Report: Kim Juran-Karageorgiou, Administrative Services Director.

Advances Goals: 3 and 5.

13.3 **Subject:** Second Amendment to the Mather Veterans Village Phase 3 Disposition and Development Agreement.

Recommendation: Adopt Resolution 34-2018.

Result of Recommended Action: Adoption of Resolution 34-2018 will allow the City Manager to execute the Second Amendment to the Disposition and Development Agreement ("DDA") with Mercy Housing California ("Developer") for the Mather Veterans Village Phase 3 permanent supportive housing project ("Project") revising the timing of the reimbursement of City costs and updating the Approved Design Review and Finance Plan exhibits.

Staff Report: Stefan Heisler, Reinvestment Analyst.

Advances Goals: 1, 2, 5, and 6.

13.4 **Subject:** Resolution Authorizing the City Manager to Execute a Contract with De Novo Planning Group in an Amount Not to Exceed \$170,954 for a Term of March 5, 2018 to June 30, 2019, for the Preparation of an Environmental Impact Report for the Ranch Development Project.

Recommendation: Adopt Resolution 36-2018.

Result of Recommended Action: Adoption of this Resolution will authorize the City manager to execute a contract with De Novo Planning Group in an amount not to exceed \$170,954 for a term of March 5, 2018 to June 30, 2019, for the preparation of

an Environmental Impact Report for The Ranch development project.

Staff Report: Darcy Goulart, Principal Planner.

Advances Goal: 2.

- 13.5 **Subject:** Douglas Road 105, LLC Development Agreement Amendment.
Recommendation: Waive the second reading and adopt Ordinance 2-2018.
Result of Recommended Action: Adoption of Ordinance No. 2-2018 approves the Second Amendment to the Development Agreement for the Douglas 98 Project.
Staff Report: Elizabeth Sparkman, Interim Community Development Director.
Advances Goals: 1, 2, and 6.
- 13.6 **Subject:** Rancho Cordova Zoning Map Amendment.
Recommendation: Waive the second reading and adopt Ordinance No. 3-2018.
Result of Recommended Action: Approval of Ordinance 3-2018 would amend the Zoning Map to change the existing zoning of M-1 (Light Industrial/Manufacturing) to GC (General Commercial) for consistency with the General Plan land use designation of Commercial Mixed Use (CMU).
Staff Report: Darcy Goulart, Principal Planner.
Advances Goals: 1 and 6.
- 13.7 **Subject:** Ordinance 4-2018, an Ordinance Amending Title 23 (Zoning Code) of the Rancho Cordova Municipal Code Regarding Specific Allowed Uses, Select Site Planning and Development Standards, Specific Use Provisions, Parking, Signs and Updated Definitions.
Recommendation: Waive the second reading and adopt Ordinance 4-2018.
Result of Recommended Action: Approval of Ordinance 4-2018 would amend Rancho Cordova Municipal Code (RCMC) Title 23 Zoning Code, Articles 1 (Administration), 3 (Zoning Districts, Allowable Uses, and General Development Standards), 7 (Site Planning and Development Standards), 9 (Specific Use Provisions), and 11 (Definitions).
Staff Report: Darcy Goulart, Principal Planner.
Advances Goals: 1, 2, and 6.
- 13.8 **Subject:** Ordinance Amending Sections 10.50.010 and 10.50.020 of the Rancho Cordova Municipal Code to Establish Radar Enforceable Speed Limits on the Roads Listed in Ordinance 1-2018.
Recommendation: Waive the second reading and adopt Ordinance 1-2018.
Result of Recommended Action: Adoption of Ordinance No. 1-2018 will allow the City of Rancho Cordova to establish radar enforceable speed limits on the roads listed in the Ordinance.
Staff Report: Albert Stricker, Public Works Director and Zach Bosch, Associate Civil Engineer.
Advances Goals: 1, 2, and 5.
- 13.9 **Subject:** A Resolution of the City Council of the City of Rancho Cordova Establishing a Depository Relationship with American River Bank.
Recommendation: Adopt Resolution 39-2018.
Result of Recommended Action: Adoption of Resolution 39-2018 authorizes the City Manager to execute the contract and any associated agreements between the City and American River Bank to provide banking services consistent with the local banking preference program.
Staff Report: Kim Juran-Karageorgiou, Administrative Services Director.

Advances Goals: 5.

14. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

NONE.

15. PUBLIC HEARING ITEMS

NONE.

16. REGULAR CALENDAR ITEMS

16.1 **Subject:** Community Enhancement Fund Citizen Oversight Board Appointments.

Recommendation: The City Council interview, discuss, and select, by a majority vote of the full City Council, five two-year term Board members and two one-year term at-large student appointees to fill the new Community Enhancement Fund Citizen Oversight Board.

Result of Recommended Action: The five Oversight Board members and up to two at-large student appointees will be appointed to provide a review and audit of how tax revenues from Measure H are spent by the City.

Staff Report: Kim Juran-Karageorgiou, Administrative Services Director and Stacy Delaney, Community Enhancement Analyst.

Advances Goals: 3 and 5.

Council appointed the following applicants to the Community Enhancement Fund Citizen Oversight Board:

- Mayor Budge appointed Nica Gauff
- Vice Mayor McGarvey appointed Lee Frechette
- Council Member Gatewood appointed Eunie Linden
- Council Member Sander appointed Patricia Medina
- Council Member Terry appointed Andrew Carhart
- Council also appointed Mason Trujillo as the at large student employee

ACTION: Motion to approve by Terry second by Sander; Motion passed with a 5-0 vote.

16.2 **Subject:** Discussion and Direction on potential development projects in the Bradshaw Village Center and Villages of Zinfandel.

Recommendation: Receive report and direct staff on the proposed development projects in the Bradshaw Village Center and Villages of Zinfandel.

Result of Recommended Action: No formal action is requested of Council at this time. Council insight and/or direction to City staff on the proposed development projects will assist the perspective applicants with a future submittal.

Staff Report: Darcy Goulart, Principal Planner

Advances Goals: 2 and 5.

Mayor Budge recused herself during the Bradshaw Village Center Discussion due to a financial conflict of interest.

Bradshaw Village Center - Council is open being provided more information at a later date.

Mayor Budge returned to the dias.

Villages of Zinfandel - Council is open being provided more information at a later date.

ACTION: Discussion item only, no action taken.

- 16.3 **Subject:** Receive Technology Update Presentation and Adopt Resolution Authorizing the City Manager to Execute a Contract with Tyler EnerGov Land Management and Permitting System in an Amount Not to Exceed \$1,555,435.

Recommendation: Receive Technology Update Presentation and Adopt Resolution 37-2018.

Result of Recommended Action: Adoption of Resolution 37-2018 will authorize the City Manager to execute a contract with Tyler Technologies EnerGov Land Management/Permitting System in an amount not to exceed \$1,555,435 through June 30, 2022.

Staff Report: Kim Juran-Karageorgiou, Administrative Services Director and Rod Van Buskirk, Business Systems Analyst.

Advances Goals: 1 and 5.

ACTION: Motion to approve by Gatewood second by Terry; Motion passed with a 5-0 vote.

- 16.4 **Subject:** Fiscal Year 2017-18 Mid-Year Financial Report.

Recommendation: Receive the 2017-18 Mid-Year Financial Report.

Result of Recommended Action: The Fiscal Year 2017-18 Mid-Year Financial Report provides the City Council with the City's financial performance as of the mid-year point for the current fiscal year.

Staff Report: Kim Juran-Karageorgiou, Administrative Services Director.

Advances Goal: 5.

ACTION: Receive and file only, no action taken.

17. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

Mayor Budge provided a chart of current boards and commissions appointments. Requested that Council Members review and provide feedback to the City Clerk or herself to discuss at a future meeting.

18. ADJOURNMENT

Mayor Budge adjourned the meeting at 8:24 PM in memory of Tom Rosenberg.

Stacy Leitner, City Clerk

MEMORANDUM

DATE: March 19, 2018

TO: Honorable Mayor and Council Members

FROM: Elizabeth Sparkman, Interim Community Development Director

SUBJECT: 2017 GENERAL PLAN ANNUAL REPORT



RECOMMENDATION

Receive the 2017 General Plan Annual Report as required by State law.

RESULT OF RECOMMENDED ACTION

By receiving this report, the City Council is satisfying its obligation under State law. No further action is required on the part of the City Council. The purpose of the report is to provide an annual accounting of implementation of the City's General Plan.

BACKGROUND

State law requires that the City complete an annual review of the General Plan by April 1st of each year, covering the previous calendar year. The purpose of the review is to:

- Identify compliance with the State General Plan Guidelines;
- Identify status of the General Plan and the process towards its implementation;
- Describe the City's progress in meeting its Regional Housing Needs Allocation (related to areas zoned to allow for affordable housing); and
- Describe progress in addressing/removing governmental constraints to the maintenance, improvement, and development of housing.

Further, State law requires that the City submit the report to the Office of Planning and Research (OPR) and the department of Housing and Community Development (HCD). Completion of the report may make the City eligible for various State grants and other programs.

The 2017 annual report covers the calendar year (Planning Year) 2017 (January 1 to December 31). As in previous reports, staff has included a summary outlining the major accomplishments of the City in 2017 related to General Plan implementation. The Report also includes information on the status of residential construction compared to the City's obligation under the current Regional Housing Needs Plan/Regional Housing Needs Assessment. The tables are used to collect and report this data are required by HCD.

The annual report can be used as a guide for development of the 2018-2019 fiscal budget for the City, helping departments plan their budgets with General Plan implementation in mind.

FISCAL IMPACTS

The City anticipates that this annual update will result in a minimal fiscal impact as the accomplishments are a balance of quality of living improvements, internal infrastructure improvements, staff training, and revenue generating projects.

ANALYSIS

As indicated in previous reports, staff identified a concern that the actions of the General Plan may not be accurately programmed as they relate to implementation. In an effort to keep the General Plan current and ensure it remains a useful document that sets the policy direction for the City, staff had previously recommended that a more detailed analysis of the General Plan actions be undertaken. This analysis would re-program, as appropriate, some of the General Plan action items to (1) departments that are more appropriate for leading the work effort and (2) realign the timing of the actions in keeping with Council-identified priorities. This effort could also serve as an opportunity to drop actions that are no longer necessary or appropriate for Rancho Cordova and create new ones that are. Completion of this task would result in a General Plan amendment to the Implementation Element. This effort was not programmed into previous year's work plans for budget reasons. Following completion of the 2017 review, staff is again recommending that this effort be undertaken.

ATTACHMENTS

1. 2017 General Plan and Housing Element Annual Report.
2. General Plan Implementation Action Table 2017.
3. Housing Element Status Update 2017.

2017 GENERAL PLAN ANNUAL REPORT

CITY OF RANCHO CORDOVA 2017 GENERAL PLAN ANNUAL REPORT

PREPARED BY THE PLANNING DEPARTMENT
COMPLETED MARCH 2018

CITY COUNCIL

Linda Budge, Mayor
Robert McGarvey, Vice-Mayor
Garrett Gatewood, Council Member
David Sander, Council Member
Donald Terry, Council Member

2017 GENERAL PLAN ANNUAL REPORT

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2017 GENERAL PLAN ANNUAL REPORT

INTRODUCTION

PURPOSE OF THE ANNUAL REPORT

California law requires each city to adopt a comprehensive, long-term General Plan to guide the physical development of the incorporated city and land outside city boundaries that bears a relationship to its planning activities. The General Plan serves as a blueprint for future growth and development; the blueprint to “Build a City.” As such, the plan contains policies and programs designed to provide decision makers with a solid foundation for land use and development decisions.

State law further requires the City to complete an Annual Report by April of each calendar year and submit the report to the Office of Planning and Research and the Department of Housing and Community Development. This report must:

- Identify compliance with the State General Plan Guidelines;
- Identify status of the General Plan and the process towards its implementation;
- Describe the City’s progress in meeting its Regional Housings Needs Allocation; and
- Describe progress in addressing/removing governmental constraints to the maintenance, improvement, and development of housing.

State law requires that the General Plan Annual Report be complete and submitted to the State by April 1st of each year. The report covers the previous calendar year for which it is being completed. This Annual Report looks at the City’s progress towards implementing its General Plan during the 2017 planning period.

RECOMMENDATIONS

It is recommended that the City update the Implementation Matrix in the General Plan by adjusting timing, responsible parties, and establishing new action items, as appropriate, during the 2018 Planning Year. This action will require amendment of the General Plan and will help ensure that the goals and policies of the Plan are being achieved by keeping the Plan current. Funding for this task should be included in the 2018-2019 fiscal year budget for all departments.

Tracking the implementation of the General Plan is paramount in achieving the vision of the City that the General Plan establishes, and providing this information in a transparent report holds the City accountable to the public for the promises and goals it has set.

This document will provide a status update for major City accomplishments and housing element action items for the 2017 Calendar year. This document will be reviewed for adoption by the City of Rancho Cordova City Council on March 19, 2018 to adhere to the state required due date of April 1, 2018 (Government Code Section 65400(a)(2)).

2017 GENERAL PLAN ANNUAL REPORT

A copy of the current Implementation Element has been included with this report to indicate the status of all General Plan policies. This included the Implementation plan for the 2013-2021 Housing Element Update.

ADMINISTRATION AND STATUS OF THE GENERAL PLAN

Upon incorporation in July 2003, the City adopted the Sacramento County General Plan. Soon thereafter, the City embarked on an intensive process of crafting the first General Plan for the City. The resulting plan was adopted on June 26, 2006. More than 50 workshops, stakeholder meetings, study sessions, and public hearings were held to understand the vision and desires for Rancho Cordova and to develop the blueprint to build the future City.

The General Plan for Rancho Cordova includes not only the seven mandated elements of a General Plan as required by State law (land use, circulation, housing, noise, safety, conservation, and open space) but additional topics of special and unique concern to the community, including urban design, economic development, air quality, historic and cultural resources, and infrastructure, services, and finance. As the basis for local government decision-making, the plan includes goals and policies by which projects are analyzed against and actions to be taken by the City necessary to achieving the overall vision for the community.

DEPARTMENTAL RESPONSIBILITIES

Implementation of the General Plan is the responsibility of the numerous departments and teams in the City. Each action item identified in the General Plan has been tasked to one or more City departments. The General Plan includes an Implementation Matrix that lists each of the action items in the plan and identifies the responsible agency, timing, and funding source for each action. City departments responsible for implementation of the General Plan include the:

- City Manager's Office;
- Planning Department;
- Building Department;
- Public Works Department;
- Finance Department;
- Economic Development Department;
- Redevelopment Agency;
- Housing and Neighborhood Services Department;
- City Public Information Officer; and
- Police Department.
- Public Information Office
- Other Agencies/Committees to be established by the Council

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There are several other governmental agencies that provide services within the City's corporate boundary. While these agencies are not part of the City's operational structure and not directly responsible for implementation of the General Plan, the City does coordinate its activities with these other agencies and relies upon their assistance for full implementation of the General Plan. These additional agencies include, but are not limited to, the:

Sacramento Metropolitan Fire District;
 Cordova Recreation and Parks District;
 Folsom-Cordova Unified School District; and
 Elk Grove Unified School District.'

AMENDMENTS TO THE GENERAL PLAN

State law allows the City to amend any of its mandated elements of General Plan up to than four times per calendar year. Amendments may be proposed and acted upon at any time during the year and one action may include multiple amendments. Any changes to the General Plan require public hearings by the City Council and evaluation of the environmental impacts as required by the California Environmental Quality Act.

As of March 2018, there were no General Plan Amendments that occurred in 2017. The Housing Element was updated and adopted by the City of Rancho Cordova City Council at the end of 2013 and certified by the State of California Department of Housing and Community Development (HCD) in the beginning of 2014. This 2014 update satisfies the legally mandated update to reflect the 2014-2022 Regional Housing Needs Allocation.

This annual report includes the General Plan and Housing Element reports as required by State law.

2017 GENERAL PLAN ANNUAL REPORT

GENERAL PLAN ELEMENTS AND
IMPLEMENTATION PROGRESS

ELEMENT SUMMARY

The General Plan for Rancho Cordova includes twelve elements that cover a variety of topics as provided for in State law. Table 1 lists these elements and shows how they relate to the State requirements (State General Plan Guidelines). The contents of these elements are summarized below. The contents of the General Plan are consistent with the latest edition of the State General Plan Guidelines for content and scope.

TABLE 1
ELEMENTS OF THE GENERAL PLAN AND RELATIONSHIP TO
STATE LAW

		Topics Required by State Law							Optional Topic
		Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	
Elements of the Rancho Cordova General Plan	Land Use	X			O	O			
	Urban Design	O							X
	Economic Development	O							X
	Housing			X					
	Circulation		X						
	Open Space, Parks, and Trails		O			X			
	Infrastructure, Services, and Finance		O						X
	Natural Resources	O			X				
	Cultural and Historic Resources	O							X
	Safety	O						X	
	Air Quality	O	O						X
	Noise	O	O				X		

Notes:

X - Indicates that this element directly addresses the State required topic

O - Indicates that information in this element is related to the State required topic

Section 1-Introduction

This section contains general history and background into the City, but does not contain action programs that require annual monitoring.

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Section 2-Land Use Element

The Land Use Element provides the central framework for the General Plan and serves as a compass to guide planners, the general public, and decision makers on the desired pattern of development in Rancho Cordova. It describes both existing and future land use activity, the latter of which was designed to achieve the City's long-range goals for physical development. This Element also identifies the distribution, location, and intensity of all land uses types throughout the City. Text, maps, and diagrams establish the blueprint for future land uses within the City and describe how these uses are integrated with the other General Plan elements and policies.

Section 3-Urban Design Element

The Urban Design Element provides policies and design concepts relating to the form and character of new private development and public improvements, along with focused plans for areas of the City in need of special design attention. The Element also includes policies and implementation programs aimed at creating Rancho Cordova as a unique place with a strong, memorable character.

Section 4-Economic Development Element

The Economic Development Element attempts to identify the City's strengths and weaknesses as it seeks to provide a full range of employment, housing, retail/service, and entertainment option to residents. The Element establishes goals, policies, and actions to improve the City's prosperity, maintain regional competitiveness, ensure accessibility to assets, market the City, and, perhaps most importantly, set fair and equitable rules for development. This Element is also intended to create wealth for the citizens of Rancho Cordova by providing opportunities to increase property values, fully utilize their properties, offer continuing education opportunities, and support entrepreneurship.

Section 5-Housing Element

The purpose of the Housing Element is to identify housing solutions that solve local housing problems and to meet or exceed the regional housing needs allocation. The City recognizes that housing is a need that is met through many resources and interest groups. This Element establishes the local goals, policies, and actions (programs) the City will implement and/or facilitate to solve our identified housing issues.

Section 6-Circulation Element

The Circulation Element describes existing and future transportation conditions and systems. The Element establishes goals, policies, and actions that will guide the City's circulation system, including the roadway network, transit facilities and services, and bicycle and pedestrian facilities. The text, maps, and diagrams are a basis for the development of the City's transportation network.

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Section 7-Open Space, Parks, and Trails Element

The Open Space, Parks, and Trails Element identifies the need to maintain existing open space and natural recreational areas, as well as to create additional areas for the enjoyment of residents and the protection of the environment. The goals, policies, and actions provided are intended to achieve the City's vision of open spaces that are accessible to all members of the community. This Element establishes a policy framework and action program for the improvement, expansion, and maintenance of the City's open space.

Section 8-Infrastructure, Services, and Finance Element

This Element seeks to identify the ideal level and type of infrastructure and service provision necessary to achieving the goal of becoming a first-rate city. It also explores possible mechanisms to finance infrastructure and service improvements. The goals, policies, and actions contained in the Element set forth methods for ensuring that Rancho Cordova provide the highest service levels possible.

Section 9-Natural Resources Element

The Natural Resources Element identifies the ways in which Rancho Cordova will protect, maintain, and enhance its natural resources for the betterment of current residents and future generations. It also attempts to balance the present needs of resource users with the need for resource conservation for the common good. The goals, policies, and actions in this Element will foster the preservation of Rancho Cordova's many valuable natural resources, including wildlife, habitat, water resources, soils, and mineral resources.

Section 10-Cultural and Historic Resources Element

The Cultural and Historic Resources Element seeks to identify and protect locally important sites, buildings, and memorabilia that reflect the history of the community. It also seeks to honor the people of Rancho Cordova by promoting the inclusion of cultural arts into the fabric of the community as a component that contributes to the overall quality of life for residents, workers, and visitors. The Element provides goals, policies, and actions designed recognize and preserve the history of the area and celebrate the diversity of the City's population.

Section 11-Safety Element

The Safety Element seeks to recognize and remedy both present and anticipated concerns about the on-going well being of City residents, employees, and visitors. The goals, policies, and actions identify viable solutions to minimize the potential risk of death, injuries, property damage, and economic hardship and social displacement resulting from fires, floods, earthquakes, landslides, and other hazards. Additionally, this Element addresses safety and hazards related to airport land use, groundwater contamination, traffic and pedestrian accidents at interfaces with rail lines, the potential release of hazardous materials into the community, and general issues related to police and fire protection services.

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Section 12-Air Quality Element

The Air Quality Element establishes a framework for how the City will improve air quality in the Planning Area and work with other communities in the region and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to improve air quality in the Sacramento Valley Air Basin. This Element also underscores the effects that land use patterns and the resulting transportation behavior have on air quality. The goals, policies, and actions outlined in this Element focus on improving air quality through embracing regional coordination, “smart growth” land use concepts, transportation demand management, energy conservation, cleaner industries and vehicles, and public education.

Section 13-Noise Element

The goal of the Noise Element is to identify the major sources of noise within the City and discuss the City’s role in ensuring comfortable and safe noise levels throughout the community. The goals, policies, and actions provided will, when implemented, improve the noise environment in the Planning Area.

Section 14-Implementation Element

This section contains a complete list of the action programs contained within each element. The implementation element was intending to assist staff in the monitoring the progress of those programs.

STATUS OF IMPLEMENTATION ACTIONS OF THE GENERAL PLAN

Attached with this report is the 2017 Implementation Element progress assessment. While some of the programs have been complete or remain incomplete, a majority of the programs within the General Plan remain active and ongoing.

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REGIONAL HOUSING NEEDS AND REMOVAL OF GOVERNMENTAL CONSTRAINTS TO HOUSING

In an effort to address state-wide housing needs, the State of California requires regions to address housing issues and needs based on future growth projections for the area. The Department of Housing and Community Development (HCD) allocates regional housing needs numbers to regional councils of governments throughout the state. The Regional Housing Needs Plan (RHNP) for the Sacramento area is developed by the Sacramento Area Council of Governments (SACOG), and allocates to cities and the unincorporated counties their “fair share” of the region’s projected housing needs, or the Regional Housing Needs Allocation (RHNA). The needs plan allocation is based on household income groupings over the planning period.

The intent of the RHNP is to ensure that local jurisdictions address not only the needs of their immediate areas but also fill the housing needs for the entire region. Additionally, a major goal of the RHNP is to assure that every community provides an opportunity for a mix of affordable housing to all economic segments of its population. State law requires that the City identify its progress in meeting its share of the regional housing needs allocation and identify local efforts to remove governmental constraints to housing. The City’s General Plan Housing Element identifies solutions to meeting these objectives and reflects the 2014-2022 Regional Needs Plan and Regional Housing Needs Allocation for the Sacramento region.

2014-2022 REGIONAL HOUSING NEEDS PLAN

The Sacramento Area Council of Governments (SACOG), along with the City and the other jurisdictions in the region, has prepared a new Regional Housing Needs Plan (RHNP) for the 2014-2022 planning period. The 2014-2022 RHNP for the Sacramento region identified a total of dwelling units as the City’s “fair share” of the regional needs total. Table 2 identifies the breakdown of this number for each of the four income categories covered by the RHNP for the City.

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TABLE 2
CITY OF RANCHO CORDOVA
SHARE OF THE REGIONAL NEEDS ALLOCATION
FOR 2014-2022

Income Group	2014-2022 RHNA
Extremely Low	770 units
Very Low	770 units
Low	1,079 units
Moderate	1,303 units
Above Moderate	3,087 units
Total	7,008 units

Source: SACOG, Regional Housing Needs Plan for Sacramento County; City of Rancho Cordova.

The RHNP and RHNA only require the City to provide a suitable amount of land needed to build the number of units allocated to the City under the RHNA. The Housing Element was updated and certified by HCD at the beginning of 2014 to reflect the 2014-2022 RHNA.

Table 3 summarizes the number of units permitted in the City in 2017 by income category and dwelling type. Table 4 summarizes the cumulative total number of units permitted in the City during the current RHNP planning period. All numbers are based on issuance of building permits from January 1 to December 31 of the given year.

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TABLE 3
ANNUAL BUILDING ACTIVITY REPORT SUMMARY
NEW CONSTRUCTION
VERY LOW-, LOW-, AND MIXED-INCOME MULTIFAMILY
PROJECTS

Housing Development Information									Housing with Financial Assistance and/or Deed Restrictions	Housing without Financial Assistance or Deed Restrictions
Project Identifier	Unit Category	Tenure R=Renter O=Owner	Affordability by Household Incomes				Total Units per Project	Est. # Infill Units*	Assistance Programs for Each Development	Deed Restricted Units
North Douglas	SF	O			36	94	130	0		Sale Price
Anatolia	SF	O			1	13	14	0		Sale Price
										Sale Price
Capital Village	SF	O			73	0	73	0		
Bridgeway Square Apts	5+	R				199	199	199		
Mather Veterans Village Phase 3	5+	R	50				50	20	TCAC, MHP, HTF	
					0	0	0			
Total of Moderate and Above Moderate from Table 5										
Total by income			50		110	306	466	249		
Total Extremely Low-Income Units										

*Building permits issued from January 1, 2017 to December 31, 2017. New permits include 216 single family detached homes.

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TABLE 4
ANNUAL BUILDING ACTIVITY REPORT SUMMARY - UNITS
REHABILITATED, PRESERVED AND ACQUIRED PURSUANT TO GC
§65583.1(c)(1)

Activity Type	Affordability by Household Incomes				Description of Activity Including Housing Element Program Reference
	Extremely Low Income	Very Low Income	Low Income	Total Units	
Rehabilitation Activity	0	0	0	0	
Preservation of Units At-Risk	0	0	0	0	
Acquisition	0	0	0	0	
Total Units by Income	0	0	0	0	

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TABLE 5
ANNUAL BUILDING ACTIVITY REPORT SUMMARY FOR ABOVE
MODERATE-INCOME UNITS (NOT INCLUDING THOSE REPORTED
IN TABLE 3)

	Single Family	2-4 Units	5+ Units	Second Unit	Mobile Homes	Total	Number of Infill Units
No. of Units Permitted for Moderate		0	0	0	0		0
No. of Units Permitted for Above Moderate		0	0	0	0		0

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TABLE 6
REGIONAL HOUSING NEEDS ALLOCATION PROGRESS

Income Level		RHNA Allocation by Income Level	2014 Year 1	2015 Year 2	2016 Year 3	2017 Year 4	2018 Year 5	2019 Year 6	2020 Year 7	2021 Year 8	2022 Year 9	Total Units to Date (All Years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	1,540				50						50	1,490
	Non-Deed Restricted												
Low	Deed Restricted	1,079											1,079
	Non-Deed Restricted												
Moderate	Deed Restricted	1,303											1,193
	Non-Deed Restricted					110						110	
Above Moderate		3,087	331	402	330	306						1170	1718
Total RHNA by COG		7,009											
Total Units			331	402	330	466						1330	
Remaining Need for RHNA Period													5480

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TABLE 7
RHNA ANALYSIS

RHNA	EL/VL/L	M	AM
	2,618	1,303	3,087
Vacant Infill			
Sunrise North		20	
Mather RDA	241	45	
Folsom Boulevard	357		
Countryside/Lincoln Village		95	
Williamson Ranch		34	
Annexation Sites	425	101	
Bradshaw and Highway 50		29	
Under-Utilized Infill			
Town Center TOD	218		
Folsom Boulevard New Markets		124	
Mather RDA	160		
Greenfield			
Capitol Village SPA		461	
Villages of Zinfandel SPA	368	275	
SunCreek SP	725	82	581
Rio Del Oro SP	312	648	816
The Ranch @ Sunridge		80	120
Sunridge Park		78	
Anatolia II	66	170	
Anatolia III			286
Anatolia IV		203	
Montelena		66	655
Sunridge Lot J		35	179
Douglas 103		43	51
Douglas 98			280
North Douglas		62	603
Pending Projects			
Horizons @ New Rancho	48		
Total	2,920	2,573	3,649
Surplus/(Shortfall)	302	1,270	562

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TABLE 8
QUANTIFIED OBJECTIVES

Action Item	Extremely Low-Income	Very Low-Income	Low-Income	Moderate-Income	Total
New Construction Units					
City's RHNA	770	770	1,079	1,303	3,921
	770	770	1,079	1,303	3,921
Rehabilitation Units					
Owner Occupied Housing Rehabilitation		40	40	0	80
Subtotal		40	40	0	80¹
Preservation Units					
		71	--		71
Subtotal		71	--		71
Total	770	881	1,119	1,303	4,072

Source: City of Rancho Cordova

¹ This number includes Housing Rehabilitation Loans and Emergency Repair Loans.

REMOVAL OF GOVERNMENTAL CONSTRAINTS TO HOUSING

The Housing Needs Assessment of the General Plan states that the development standards for residential development in the City do not constrain the development of new housing or affordable housing. It identifies significant constraints as generally being non-governmental, including high land and construction costs, lack of gap funding for affordable projects, and a variety of other market factors. The Citywide Zoning Code includes land use districts, regulations, and standards that allow for alternative housing products at higher densities and facilitate the provision of live-work units and mixed use developments. Further, the Citywide Design Guidelines, adopted in 2005, do not pose a constraint on the development of housing, as they represent the City's guiding policies and expectations for quality development.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Rancho Cordova
Reporting Period 1/1/2017 - Dec 31. 2017

Table A

Annual Building Activity Report Summary - New Construction
Very Low-, Low-, and Mixed-Income Multifamily Projects

Housing Development Information								Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions	
1	2	3	4				5	5a	6	7	8
Project Identifier (may be APN No., project name or address)	Unit Category	Tenure R=Renter O=Owner	Affordability by Household Incomes				Total Units per Project	Est. # Infill Units*	Assistance Programs for Each Development	Deed Restricted Units	Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions.
			Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income			See Instructions	See Instructions	
North Douglas	SF	O			36	94	130	0			Sale Price
Anatolia	SF	O			1	13	14	0			Sale Price
Capital Village	SF	O			73	0	73	0			Sale Price
Bridgeway Square Apts	5+	R				199	199	199			
Mather Veterans Village Phase 3	5+	R	50				50	50	TCAC, MHP, HTF		
(9) Total of Moderate and Above Moderate from Table A3 ▶ ▶			0	0	0						
(10) Total by income Table A/A3 ▶ ▶			50		110	306	466	249			
(11) Total Extremely Low-Income Units*											

* Note: These fields are voluntary

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Rancho Cordova
Reporting Period 1/1/2017 - Dec 31. 2017

Table A2

Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)

Please note: Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in GC Section 65583.1(c)(1)

Activity Type	Affordability by Household Incomes				(4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1
	Extremely Low-Income*	Very Low-Income	Low-Income	TOTAL UNITS	
(1) Rehabilitation Activity				0	
(2) Preservation of Units At-Risk				0	
(3) Acquisition of Units				0	
(5) Total Units by Income	0	0	0	0	

* Note: This field is voluntary

Table A3

**Annual building Activity Report Summary for Above Moderate-Income Units
(not including those units reported on Table A)**

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of infill units*
No. of Units Permitted for Moderate						0	
No. of Units Permitted for Above Moderate						0	

* Note: This field is voluntary

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Housing Element Implementation
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Jurisdiction City of Rancho Cordova
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Table B
Regional Housing Needs Allocation Progress
Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.			2014	2015	2016	2017	2018	2019	2020	2021	2022	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level		RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Very Low	Deed Restricted	1,540				50						50	1,490
	Non-deed restricted												
Low	Deed Restricted	1,079											1,079
	Non-deed restricted												
Moderate	Deed Restricted	1,303											1,193
	Non-deed restricted					110					110		
Above Moderate		3,087	331	402	330	306						1,170	1,718
Total RHNA by COG. Enter allocation number:		7,009	331	402	330	466						1,330	5,480
Total Units ▶▶▶													
Remaining Need for RHNA Period ▶▶▶▶▶													

Note: units serving extremely low-income households are included in the very low-income permitted units totals.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
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Jurisdiction City of Rancho Cordova
Reporting Period 1/1/2017 - Dec 31. 2017

General Comments:

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
II – LAND USE ELEMENT					
LU 1.1.1	Regularly evaluate the mix of land uses as the City grows to analyze build out conditions, market conditions, etc.	PL	Ongoing	GF	Completed comprehensive zoning code update in 2017. Ongoing in 2018.
LU 1.1.2	Utilize the PLACE ³ S land use model to track General Plan implementation with respect to Land Use and analyze the impact of new development on existing uses and the City roadway network. Update the model on a quarterly basis with newly constructed development projects to maintain accuracy of the model.	PL	Ongoing	GF	Completed, but other resources are also under consideration to determine proper land use and their impacts.
LU 1.1.3	Regularly update the General Plan Land Use Map and other related maps in the General Plan with the latest parcel information from the County's Assessor's Office, regardless of General Plan Amendment activity. Updates to the parcel lines, when no adjustments have been made with respect to land uses.	PL	Ongoing	GF	The parcel and zoning maps have been updated, the maps within the General Plan have been relatively unchanged. Proposed in 2018-2019 the City will review the land use map to look at possible LU changes.
LU 1.1.4	Amend the Zoning Code text to include the appropriate findings required for General Plan land use and text amendment requests.	PL	2006 / 2007	GF	Completed. ZC 23.155.040
LU 1.2.2	Designate adequate commercial, office, and industrial land uses throughout the City during project review and as part of annual review of the General Plan.	PL	Ongoing	GF	Ongoing. However, not part of the annual GP reporting. Zoning amendments will continue through the 2018-2019 zoning code updates.
LU 1.2.2	Establish a comprehensive plan for an economically viable mix of land uses in and around Mother Airport.	PL / ED	2007	GF	Improvements have been completed to the Mother area and new projects have been approved to improve vitality in the region. A comprehensive plan has not been established that reviews the economic viability of the land uses included in the Mother SPA approved by Sacramento County.
LU 1.3.1	Identify target businesses and industries that diversify the City's employment base and create incentives to locate in Rancho Cordova.	ED	Ongoing	GF	Ongoing and will be included in 2017-2018 Work plan.
LU 1.3.2	Designate new and existing office developments as mixed-use to encourage the compatible integration of residential and commercial, retail and service uses in proximity to jobs.	PL	2006 / 2007	AF	Office uses are included within a mixed use zone with some of these MU zones allowing residential and/or light industrial and retail uses.
LU 1.4.1	Establish performance and development standards in the Zoning Code and guidelines in the Citywide Design Guidelines to address compatibility between existing and proposed development and within proposed mixed-use development (vertical and horizontal).	PL	2006 / 2007	GF	Ongoing and completed.
LU 1.4.2	Create development standards and design guidelines to specifically address the compatibility of high-rise development in the Downtown Planning Area. Give special consideration to those issues unique to high-rise development, including the following: visual intrusion, distant view shed, shadowing of adjacent properties, glare, wind tunnel effects, emergency service, interruption of electronic transmissions,	PL / FD	2007 / 2008	GF	Not completed. Planning staff will continue to work with the Fire, Public Works, and Building departments to assess existing standards as a proactive solution.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	traffic and parking, and noise and vibration. Recognize that urban (higher intensity) developments increase transit opportunities, increase walkability, and efficient land use, which lead to reduced automobile emissions.				
LU 1.4.3	Promote the disclosure of potential land use compatibility issues in all parts of the City, such as noise, dust, odors, etc., in order to provide potential purchasers with the information necessary to make informed decisions about the property and its future land uses.	PL	2006 / 2007	GF	The City offers and encourages pre-application meetings with developers and business owners in order to improve communication and potential disclosure.
LU 1.4.4	Develop guidelines for the buffering of incompatible land uses in ways that retain community character but do not consume large land area, create pedestrian barriers, or result in unsafe conditions.	PL / PD	2006 / 2007	GF	Completed.
LU 1.4.5	Minimize impacts between urban and agricultural uses through the use of buffers, increased setbacks, roadways, barriers, landscaping, and/or other appropriate methods to avoid conflicts.	PL	2007 / 2008	GF	Completed and implemented as part of entitlement review.
LU 1.4.6	Work with utility providers to coordinate location of transmission lines and substations during development review.	PW / PL	Ongoing	GF	Ongoing. The City coordinates with the utility providers.
LU 1.5.1	Update the Zoning Code Text and Map to reflect new land use designations and distributions throughout the City as established in this General Plan.	PL	2006 / 2007	GF	Completed in 2017 and ongoing.
LU 1.5.2	Regularly audit, and update as necessary, any provisions of the Code that may be inconsistent with the General Plan and its subsequent amendments.	PL	Annual	GF	Ongoing.
LU 1.6.1	Ensure masterplanned communities include the provision of public/quasi-public land preserved for civic uses.	PL	Ongoing	AF / GF	Completed and ongoing as part of entitlement review.
LU 1.6.2	Create a site inventory identifying desired locations for a full-service hospital.	CM / ED / PL	2006 / 2007 / 2008	GF	Not completed.
LU 1.7.1	When siting new transit-oriented developments: the development must be within one-quarter mile of a major transit stop; emphasize street-level neighborhood commercial services that serve many residents in surrounding areas; encourage employment in the urban transit-oriented development created along the transit route; create a pleasant walking environment through good land use design, short distances, amenities, and streetscape features; and provide direct, multiple linkages, especially for bicycles and pedestrians, to surrounding areas.	PL	Ongoing	GF	Ongoing. The zoning code encourages higher densities and more intense uses within these corridors.
LU 2.1.1	Amend the Zoning Code and Citywide Design Guidelines to include the City's smart growth principles as appropriate.	PL	2006 / 2007	GF	DG adopted and Article 6 of ZC includes Form Base regulations for all Village zoning districts.
LU 2.2.1	Identify the building block components of neighborhoods, villages, and districts in the existing areas of the City and encourage redevelopment using the building blocks principles.	PL	Ongoing	GF / AF	Not Completed. Requires coordination with Public Works Street system to identify these areas.
LU 2.4.1	Establish, as a part of design review, a system or mechanism that evaluates the effectiveness of a proposed project in meeting these requirements (listed in LU 2.4).	PL	2006	AF	Achieved but not complete. LU 2.4 involves project designs that ensure safe pedestrian routes both on and off site. Reviewed during project entitlement.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
LU 2.5.1	Require market studies, financing plans, phasing plans, and other associated studies as needed as part of all new major development applications in order to evaluate the need for these projects, their compliance with established City policy, and the impact of the development on the City and service providers.	PL / F	Ongoing	AF	Phasing plans and financing plans are required for master plans and specific plans.. Since 2014, Planning staff includes a "Fiscal Impact" section within the staff report that indicates the potential benefit of a project taken before the City Council.
LU 2.6.1	As part of neighborhood project review, ensure that village centers are strategically located for accessibility to surrounding neighborhoods and retail viability. Village town center should ensure that neighborhood-serving commercial uses adjacent to residential areas provide quality, convenience, and community-serving retail choices in a manner that does not adversely impact neighborhood character.	PL / F	Ongoing	AF	Ongoing and completed.
LU 2.7.1	Develop and adopt energy conservation performance standards that apply to new construction and focus on cost-effective measures that exceed minimum federal and state requirements, in recognition and support of the Sacramento Municipal Utility District's "Conservation Power" goals.	PL / B	2007	GF	There are some policies for energy conservation (especially in UBC). There are no specific RCMC codes/regulations. Currently, the City enforces the provisions of the California Energy Code, and the Building Energy Efficiency Standards that are referenced within.
LU 2.7.2	Create programs that educate developers and property owners about the advantages of "green design" on their property and within the City, and inform them on how they can incorporate such design elements into their projects. Develop incentives, such as grants, financing programs, or other mechanisms that help make "green design" realistic.	PL / B / PIO	2007	GF	Building & Safety website page directs developers and property owners to the State Green Code website for the requirements of the Green Building Standards (CALGreen).
LU 2.8.1	Amend the Zoning Code to include flexible parking standards and parking reductions to encourage compact development, shared parking, and higher density projects in specified locations throughout the City.	PL / PW	2006 / 2007	GF	Completed. ZC 23.719.090 includes reductions.
LU 3.1.1	Identify and map target attractions and establish economic development policies and programs to attract these uses to the City.	ED	2007	RAF	Developed a revolving loan fund and business incentive program.
LU 3.2.1	Establish specific policies, standards, and guidelines for quality design of all public and quasi-public uses.	PL	2007	GF	Contained within the DG and ZC for Article 5 and 23.722
LU 3.6.1	All applications for annexations shall include a comprehensive land use plan for the affected territory, including pre-zoning and a plan for infrastructure financing and phasing. In considering applications for annexation, the City shall consider whether the annexation will accomplish all of the following: -Constitute fiscally sound additions to the existing City; -Be consistent with state law and Local Agency Formation Commission policies, standards, and criteria; -Preserve neighborhood identities; -Ensure the provision of adequate municipal services; -Be consistent with General Plan and Community Plan land use policies; -Incorporate smart growth principles for sustainable economic growth while maintaining environmental integrity and providing for social equity; and	CM / PL	Ongoing	GF	The City did not receive an annexation application in 2016. All proposed annexations will meet LU 3.6.1

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	- Promote fiscally sound, efficient service boundaries.				
LU 4.1.1	Establish and maintain agreements or working relationships with SACOG, Sacramento County, and the cities of Folsom, Sacramento, and Elk Grove to facilitate a coordinated approach to land use decisions that affect each jurisdiction.	CM	Ongoing	GF	Ongoing and completed.
LU 4.1.2	Facilitate agreements (ie. memorandum of understanding) for critical planning topics and activities with neighboring jurisdictions and SACOG and allow for shared responsibility and an equal voice for all participants.	CM	Ongoing	GF	Ongoing and complete.
LU 4.1.3	Partner with other jurisdictions and agencies to create joint powers authorities that address issues of mutual concern (ie. the American River Parkway) but still allow the City to maintain its voice and decision making authority throughout the process.	CM	Ongoing	GF	Ongoing and complete.
LU 4.1.4	Encourage neighboring jurisdictions to adopt and collect infrastructure in pact fees (eg. roadway in pact fees) for all new development that will have an impact on the City infrastructure (eg. roads).	CM	Ongoing	GF	Ongoing and complete.
LU 5.1.1	Encourage the upgrading, beautification, revitalization, infill development, and appropriate reuse of existing commercial areas and shopping centers.	ED / PL	Ongoing	GF	Established the sign and facade program to assist businesses in making facade and other onsite improvements.
LU 5.1.2	Study, create, and implement streetscape enhancement plans that become catalyst projects for the revitalization of existing development.	PW / PL	Ongoing	CIP / Grants	Ongoing. Folsom Boulevard improvements have improved the corridor and encourage new development to the area.
LU 5.1.3	Seek improvement to existing infrastructure within residential areas of the City developed prior to incorporation that are not consistent with the City's current standards.	PW	2006 / 2007 / 2008 / 2009	CIP / Grants	Staff has identified the magnitude of this extensive need and is making great progress with complete streets including bike and pedestrian facilities. 2017 examples include the following: Rails to Trails project, overlay of streets in existing residential, ADA ramps and storm drainage improvements.
LU 5.2.1	Conduct the studies and community input process necessary to determine the location and extent of needed redevelopment districts within the City.	ED / PL	2006	GF / RAF	Complete and ongoing. RA for the city no longer exists. New studies are being prepared to address areas that require revitalization and rehab.
LU 5.4.1	Conduct infrastructure surveys and, where necessary, coordinate with utility providers to create infrastructure enhancement plans, which determine shortcomings in infrastructure that could inhibit the development of mixed-use projects in already developed areas of the City.	PW / PL / ED	Ongoing	GF / CIP	Complete and ongoing.
LU 5.5.1	Conduct a survey of property within the Downtown to determine where potential land assembly issues may occur and work with property owners to actively solve the problem together, with mutual benefit.	ED / PL	2007	GF / RAF	Progress; however not complete as the surveys have been completed on a case by case basis, but not of all properties to define the DTPA vision.
LU 5.5.2	Survey property designated as a Transit-Oriented Development to determine where potential land assembly issues may occur and work with property owners to solve the problem. Coordinate access and right-of-way issues with the transit provider early in the process.	ED / PL	2007	GF / RAF	Not completed.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
LU 6.1.1	For lands within the Countryside/Lincoln Village, Sunrise Boulevard North, and Sunrise Boulevard South Planning Areas, require consistency between proposed development projects and the corresponding Planning Area descriptions and Land Plans.	PL	Ongoing	GF / AF	Ongoing.
LU 6.2.1	Require the development and approval of Specific Plans or Special Planning Areas for the Aerojet, East, Glenborough, Grant Line North, Grant Line South, Grant Line West, Jackson, Mather, Rio del Oro, Sun Creek/ Preserve, and Westborough Planning Areas to create parcel-specific land use plans for those areas. Subsequent land use plans shall be consistent with relevant General Plan provisions and shall reflect the ideas communicated in the Conceptual Land Plans and associated planning area descriptions.	PL	Ongoing	GF / AF	Plans have been adopted with new construction. Current market demands have delayed the submission of new plans in some areas.
LU 6.3.1	Consistent with the Downtown Planning Area, create a Downtown Specific Plan that fosters the creation and success of a Downtown Rancho Cordova.	PL	2006 / 2007 / 2008	GF	Incomplete. The GP adopted a Downtown Planning Area (DTPA) Boundary, but a Specific Plan has not been achieved. The DTPA lacks detail and contains multiple overlays (transit, FBSP).
LU 6.4.1	Develop, adopt, and implement a Folsom Boulevard Specific Plan that refines the vision and creates a detailed land plan with action steps for revitalization of the corridor. The Specific Plan shall include a land plan consistent with the vision and development envelope in the General Plan as well as the Planning Area description.	PL	2006	GF	Completed.
LU 6.4.2	Analyze development projects proposed for the Folsom Boulevard Planning Area for consistency with the planning area description for the corridor.	PL	Ongoing	AF	Ongoing and complete.
III – URBAN DESIGN ELEMENT					
UD 1.1.1	Amend the Zoning Code and Design Guidelines to be consistent with the urban vision. Select areas where a "form based" approach to zoning is appropriate.	PL	2006 / 2007	GF	Completed per DG and Article 5 of the ZC.
UD 1.1.2	Prepare and adopt guidelines and standards for residential dwellings in higher density development. Focus on maintaining livability through sensitive design that maintains privacy and minimizes conflicts between adjacent homes.	PL	2006 / 2007	GF	Completed. The adopted design guidelines include standards for high density development.
UD 1.2.1	Develop neighborhood street standards that promote walking and cycling to improve quality of life and transportation choices for residents.	PW / PL	2006	GF	Completed and ongoing. Includes PW standards, master plan review, design guidelines, and the zoning code.
UD 1.2.2	Establish residential development design standards and guidelines that enhance the character and quality of projects.	PL	2006	GF	Complete as part of the Citywide Design Guidelines.
UD 1.3.1	Require the design of all residential projects with a grid or modified grid street system.	PL / PW	Ongoing	AF	Complete. However, not applicable to all projects that may have onsite constraints that prohibit this design.
UD 1.3.2	Allow for flexibility in the implementation of residential densities in a mixed density project.	PL	Ongoing	GF	Complete and ongoing. The GP and zoning includes density range.
UD 1.3.	Discourage the use of fences/walls/gates between compatible uses.	PL	Ongoing	AF	Complete and ongoing as part of the

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
3					entitlement review process.
UD 15.1	Continue to use, and update as necessary, the Citywide Design Guidelines as a starting point for encouraging developments that are interconnected and relate to one another.	PL	Ongoing	GF / AF	Complete and ongoing.
UD 15.2	Revise the Zoning Code provisions to identify appropriate solutions to create compatibility between developments. The use of walls and fences to segregate uses does not inherently create compatibility.	PL	2006 / 2007	GF	Complete as part of our design guidelines and integrated developments (shopping centers).
UD 16.1	Create development standards and update the Design Guidelines as necessary to ensure pedestrian-friendly village and local town center designs.	PL	2006 / 2007	GF	Complete and ongoing.
UD 22.1	Amend the Zoning Code text and map to implement the new mixed-use designations in this General Plan.	PL	2006 / 2007	GF	Completed and ongoing.
UD 23.1	Land uses along the eastern and southern boundaries of the City shall transition down the intensity and density of development from urban to rural at the City edge.	PL	Ongoing	AF	Completed. Uses consist of low density housing and open space preserve.
UD 23.2	Establish a gateway program to create a sense of entry at key locations throughout the City and promote wayfinding throughout the community. Use creative designs that respond to the character and history of the City to establish a sense of place, including gateway signage, streetscape design, site landscaping, and other features. Users should feel a sense of arrival and be welcomed to the City.	PL / ED / PW	2007	GF / RAF / CIP	Gateway program Phase 1 complete; Wayfinding signs. Phase 2 Ongoing as an extension of Phase 1
UD 23.3	Prepare and adopt design standards for pedestrian overcrossings of major roads that contribute to district character and defined gateways and promote wayfinding.	PL / PW	2006 / 2007	GF	Standards for at grade, above grade, and under-crossing exist.
UD 24.1	As part of the Design Review process, encourage the development of unified district themes with integrated streetscapes (including streetscape furniture), district-wide signage programs, unified architectural styles, and / or themes for a concentration of uses or open space programs.	PL / PW	Ongoing	AF	Part of the Entitlement Process.
UD 25.1	Prepare and adopt a Downtown Specific Plan that addresses the future uses, design standards, street design, and other characteristics of the built form.	PL	2006 / 2007 / 2008	GF / RAF	Not Completed
UD 25.2	Work with businesses, property owners, and other stakeholders to create a vital Downtown with pedestrian- and cyclist-oriented activities and design features.	ED / PL	Ongoing	RAF	Not Completed. The ZC includes standards, but nothing specifically for the DTPA.
UD 26.1	Develop streetscape standards that define the character of the street and promote pedestrian mobility between individual uses.	PW / PL	2006 / 2007	GF	Complete.
UD 26.2	Create standards for the type, spacing, etc. of trees along the street. Require development to include street trees along all frontages of the project.	PW / PL	2006 / 2007	GF	Specific Plan... Complete. Landscaping is located under 23.716 with plant and irrigation standards under 22.180.
UD 26.3	Establish standards for the use of street furniture, such as benches, light fixtures, and planters, as inviting and usable accent pieces along the street.	PW / PL	2006 / 2007	GF	Complete per DG and 23.722. Lighting is within 23.725.
UD 26.4	Define standards for the use and dimensions of separated sidewalks.	PW	2006 / 2007	GF	Complete.
UD 26.5	Create enhanced medians with landscaping and lighting along corridors to promote district identity and unify individual developments.	PW	Ongoing	CIP / Grants	Ongoing

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
UD 2.6.7	Promote the use of on-street parking as an alternative to large parking lots. Establish standards for size, location, and frequency of on-street parking spaces.	PW	Ongoing	AF	Ongoing
UD 2.6.8	Develop and implement streetscape enhancement plans for Folsom Boulevard, Colma Road, Sunrise Boulevard, Mather Field Road, and other roadways of community importance.	PW	2006 / 2007 / 2008	CIP / Grants	Streetscape enhancements are nearly complete on Folsom Boulevard.
UD 3.1.1	Develop provisions in the Citywide Design Guidelines that illustrate how projects with architectural styles and / or themes can be designed successfully.	PL	2006	GF	Completed and Ongoing.
UD 3.1.2	Require projects to include features and attributes that positively contribute to the image of the City.	PL	Ongoing	AF	Completed and Ongoing.
UD 3.1.3	Require development projects to use quality materials that are long-lasting to ensure a sense of permanence for each project.	PL	Ongoing	GF	Completed and Ongoing.
UD 3.2.1	Prepare and adopt standards and guidelines for the development of interconnected walkways, pedestrian amenities (e.g. seating, lighting, signage, landscaping), plaza areas, outdoor spaces, and commuter amenities (e.g. covered bus stops) oriented toward the pedestrian user.	PL / PW	2006 / 2007	GF	Completed and Ongoing. Design guidelines and zoning code outlines examples.
UD 3.2.2	Amend the City's Street Design Standards to include design elements that establish priority for pedestrians at road and drive aisle crossings through pavement markings, differentiation in the pavement surface, and/or signage.	PW / PL	2006	GF	Complete per the Design Guidelines, zoning code, and public works standards.
UD 3.2.3	Prepare and adopt standards and guidelines for the orientation of commercial and mixed-use buildings, which should be close to the street with parking behind or on the side of the development and easily connected to the pedestrian- and cyclist-oriented public streetscape. Consider incorporating such provisions within a "form-based" code in appropriate locations around the City.	PL	2006	GF	Completed and ongoing. Per the pedestrian master plan and pedestrian gathering space standards in zoning code 23.722
UD 3.2.4	Prepare and adopt standards for cyclist-triggered lights that allow cyclists to move about the community efficiently.	PW	2006	GF / CIP	The City received a grant and built bicycle detection systems at traffic signals city-wide.
UD 3.3.1	Prepare and adopt guidelines for the design and integration of meaningful public spaces within commercial and mixed-use projects.	PL	2006 / 2007	GF	Included within the specific plan and zoning code, with examples in the Design Guidelines.
UD 3.3.2	Require landscaping to be meaningful in nature, relating to the style and scale of the development and contributing to the look and feel of the City and district. Give consideration to how landscaping will mature over time.	PL	Ongoing	AF	Completed and ongoing as part of the entitlement and building review process.
UD 3.3.3	Require site furniture that is uniform across the development and encourage furniture that is consistent across entire districts.	PL / PW	Ongoing	AF	Not complete. However, design examples exist within the specific plan and design/open space guidelines.
UD 3.3.4	Prepare and adopt standards for project signage that promote the creation of a unique character for the project while respecting the impact of signage on neighboring properties and uses.	PL	2006 / 2007	AF	Not complete. However, standards exist for sign design review.
UD 3.4.1	Develop a Citywide public art program that directs the inclusion of art in private projects and coordinates the use of art in public projects.	ED	2007	GF	Working on during 2017, expect completion of Ordinance in 2018.
UD 4.2.1	Develop standards and guidelines that require and illustrate compatibility between new and existing development.	PL	2006	GF	Completed and ongoing. Per the pedestrian master plan and pedestrian gathering space

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
					standards in zoning code 23.722
UD 4.3.1	Remove barriers to infill projects by improving existing infrastructure to accommodate new development and increases in service demands.	PL / PW / B	Ongoing	CIP / Grants	Complete and ongoing.
UD 4.3.2	Provide incentives that allow for higher density and intensity of development, including how to streamline the permitting process.	PL / PW / B	Ongoing	GF	Complete and ongoing.
UD 4.3.3	Require infill projects to comply with the City's smart growth principles and building blocks concept.	PL	Ongoing	AF	Complete and ongoing.
UD 4.3.4	Review how proposed projects interface with existing development and ensure that the interface is positive and meaningful.	PL	Ongoing	AF	Complete and ongoing. Part of the entitlement process.
UD 4.3.5	Work with property owners of existing development on potential remodel/reuse of their sites so that they may become catalysts projects for development and redevelopment in the City.	ED / PL	Ongoing	GF	Complete and ongoing.
UD 4.3.6	Consider the development and adoption of pattern books/building prototypes of desired development and design solutions. These patterns/prototypes would be pre-approved for expedited permit review and building permit issuance.	PL	2006 / 2007	GF	Not complete.
UD 4.4.1	Promote streetscape enhancement projects, as described in UD 2.4.6, as catalysts for change.	PW / ED	Ongoing	CIP / Grants	Complete and ongoing.
UD 4.4.2	Work with property owners to coordinate development activities over multiple sites to help create integrated projects with common design features.	ED / PL	Ongoing	AF	Ongoing.
UD 4.5.1	Encourage the development of major streets, trails, and significantly sized public spaces that preserve and take advantage of vistas.	PW / PL	Ongoing	GF / CIP	Ongoing.
UD 4.5.2	Update the Citywide Design Guidelines to address view sheds and vistas.	PL	2006	GF	References are included in the DG . .
IV - E D E L E M E N T					
ED 1.1.1	Identify key locations for transformation of existing office and retail uses to mixed-use projects that incorporate other supportive uses within large employment areas, at pulse points along Folsom Boulevard and within one-quarter mile of a major transit stop.	ED / PL	2006	GF	Completed and ongoing.
ED 1.1.2	Target underutilized and vacant sites throughout the City that may be more adequately suited for other uses or a combination of uses that would be vibrant and successful.	ED / PL	Ongoing	GF	Completed and ongoing.
ED 1.1.3	Continue annexing land within the Planning Area to secure an adequate supply of land for future development, consistent with LAFCO proceedings.	CM / PL	Ongoing	GF	Completed with new land along Folsom boulevard. Nothing has been annexed since 2012.
ED 1.2.1	Offer incentives to business owners and property owners for improving the appearance of aging shopping centers and retail space.	ED / PL	Ongoing	GF / RDA / private / CDBG	Completed and ongoing as the sign and facade program was approved in 2017

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
ED 1.2.2	Work with the owners of Class B and large floor-plate office buildings to update their office space to attract new businesses.	ED	Ongoing	RDA / private	Ongoing and included in 2016 Strategic Plan Update.
ED 1.2.3	Actively promote new Class A office development that serves high-end office users and provides signature building office users.	ED	Ongoing	GF / RDA funds	Ongoing and included in 2016 Strategic Plan Update.
ED 1.2.4	Actively promote new office development with smaller individual and cooperative spaces to provide new opportunities for an expanding demand and currently unused in the City.	ED	Ongoing	RDA / CDBG / private	Ongoing and included in 2016 Strategic Plan Update.
ED 1.2.5	Offer incentives for new office development or redevelopment that provides on-site amenities to employees.	ED / PL	Ongoing / PR	RDA / CDBG / private	Completed and ongoing.
ED 1.3.1	Work with local brokers, developers, and the Chamber of Commerce to establish clusters and districts of similar uses for home improvement centers, specialty building materials showrooms, furniture retail, manufacturing and high-tech industries to further diversify the economy.	ED	Ongoing	GF / RDA	Ongoing and included in 2016 Strategic Plan Update.
ED 1.3.2	Develop an attraction and retention program for companies that provide business-to-business (B2B) sales tax revenue to the City (e.g., business services, electronic equipment, light industrial, etc.). These companies are best suited to business parks and areas of the City with heavy industrial and light industrial designations.	ED	2007 / 2008	GF / RDA / Chamber	Ongoing and included in 2016 Strategic Plan Update.
ED 1.6.1	Collaborate with local business, merchant associations, and the Chamber of Commerce to promote and advertise local events.	ED	Ongoing	GF / RDA / Chamber	Ongoing and included in 2016 Strategic Plan Update.
ED 1.6.2	Establish permanent information kiosks and event sign structures in strategic locations throughout the community to promote and advertise local events.	ED / CM	2006 / 2007 / Ongoing	GF / RDA / Grants	Waiting on final locations
ED 1.6.3	Work with the Rancho Cordova Chamber of Commerce to identify potential tourism-oriented market opportunities and to develop stronger links to regional and national tourism markets.	ED / CM	Ongoing	GF / RDA / BIDs	Complete and ongoing.
ED 1.7.1	Create and maintain an economic development web page on the City's Web Site with pertinent economic and demographic information, as well as profiles of key development sites and vacant buildings available for new businesses.	ED / PIO	Ongoing	GF / RDA	Complete and ongoing.
ED 1.7.2	Create a Community Data Book with up-to-date information on available sites to attract businesses to Rancho Cordova.	ED / PIO	2006 / 2007 / Ongoing	GF / RDA	Information on ED Website and RCTT website
ED 1.7.3	Institute a zoning incentive program that may include flexible development standards, fast track processing, etc. for target uses and infill development.	PL	2006 / 2007	GF	Completed and ongoing for flexibility in code. Planning will work with ED formore incentives.
ED 1.7.4	Establish a Development Review Committee or Technical Advisory Committee to provide expedited review of development applications for targeted projects.	PL / PW / ED	2006	GF / AF	Completed
ED 1.7.5	Continually monitor the redevelopment and economic development strategies to determine their effectiveness in encouraging economic diversity, and adjust policies and incentives when necessary.	ED / PL	Ongoing	GF / RDA	Ongoing and included in 2016 Strategic Plan Update.
ED 1.7.	Offer incentives as part of the Rancho Cordova ED Strategy and Action Plan (e.g.,	ED	Ongoing	GF	Included in 2016 Strategic Plan Update,

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
6	fee waivers and deferrals, low interest loans, façade improvements, assembling properties, etc.) that can be used to attract businesses.				programs developed
ED 1.9.1	Work with the Sacramento Sports Commission and Cordova Recreation and Parks District to identify opportunities for new sports facilities in Rancho Cordova that will be capable of hosting major sports events.	ED / CM	2007 / 2008 / Ongoing	GF	Partner with RCTT
ED 1.9.2	Evaluate the economic return and investment by the City for a major sports center or arena.	ED	2007 / 2008 / Ongoing	GF	Will conduct when project arises.
ED 1.9.3	Collaborate with the Sacramento Sports Commission and Cordova Recreation and Parks District to program existing and new parks and recreational facilities to their maximum potential (e.g., Mather Field Park, Sacramento Sports complex on Folsom Boulevard, etc.).	ED / CM	2006 / 2007 / Ongoing	GF	Ongoing
ED 1.9.4	Work with the Chamber of Commerce's Visitor and Tourist Bureau to develop a strategy for attracting sports events to Rancho Cordova.	ED / CM	2007 / 2008 / Ongoing	GF	Responsibility of RCTT
ED 2.1.1	Work with project proponents to locate retail uses within residential projects in appropriate locations and at the appropriate scale to serve local and community retail needs.	PL / ED	Ongoing / PR	AF	Complete and ongoing.
ED 2.1.2	Work with the Chamber of Commerce, Rancho Cordova Regional Economic Development Corporation, the City's Economic Development Committee, local brokers and developers to attract companies that will serve Rancho Cordova's specialty retail, regional and super regional needs (e.g., electronics, home décor, crafts and art, fashion-oriented department stores, children's stores, beauty and spa, auto dealers, shopping and entertainment centers, and specialty building materials, big-box home improvement), and other amenities to serve the community (e.g., restaurants, coffee shops, specialty businesses, ethnically diverse enterprises, and services).	PL / CM	Ongoing	GF / RDA	Complete and ongoing.
ED 2.1.3	Promote and support specialty businesses and ethnically diverse enterprises throughout the City.	ED	Ongoing	GF / RDA	Complete and ongoing. KP International plaza is an example.
ED 2.2.1	Amend the Zoning Code to include flexible zoning standards for the redevelopment of office and industrial sites with supportive services (e.g., allowed uses, setbacks, parking).	PL	2006 / 2007	GF	Completed per MU zoning standards. These standards contain setbacks, FAR, and by right allowance form office uses.
ED 2.3.1	Review development proposals to determine if the proposed uses are consistent with the Rancho Cordova Retail Strategy in terms of type of retail, access, visibility and benefit to Rancho Cordova.	PL / ED	Ongoing	AF	Ongoing
ED 2.3.2	Work with businesses, Regional Transit and other transit providers to locate appropriate uses near transit.	PL / PW	Ongoing	GF	Ongoing.
ED 2.5.1	Improve and expand the shopping opportunities in Rancho Cordova by taking the following steps: - Conduct a survey of existing shopping centers to identify problem stores and centers. - Work with store owners to clean up the existing stores and shopping centers. - Attract new retail to Rancho Cordova through marketing and economic	ED	2006 / 2007 / Ongoing	GF / RDA	Sunridge Plaza center nearly complete. Improvements continue to be made to the Rivergate and Zinfandel Village shopping centers. Capital Village also near completion.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	development efforts - Provide assistance to small merchants through merchandizing training. - Encourage cooperative marketing of Rancho Cordova shops (e.g., Secret Shopper).				
ED 3.1.1	Locate government offices, compatible public services, and public gathering places in Downtown Rancho Cordova.	PL / CM	Ongoing	GF / RDA / taxes	The new City Hall is within the downtown planning area and improvements have been made to both sides of Hwy 50 within the planning area.
ED 3.1.2	Prepare a Downtown Marketing Plan that targets potential new businesses, including restaurants, upscale retail, high quality commercial, and entertainment venues.	ED / F	2006 / 2007	GF / RDA	Not Completed.
ED 3.1.3	Work with local businesses and property owners to create a Business Improvement District (BID) in Downtown Rancho Cordova.	ED / F	2008 / 2009	GF	Not Completed.
ED 3.1.4	Adopt a Rancho Cordova Downtown Implementation Plan or Downtown Specific Plan that identifies appropriate land uses, incentives, development standards, and design provisions.	ED / PL	2007 / 2008	GF	Not Completed.
ED 3.1.5	Identify specific factors for measuring Downtown's economic diversity and financial success (e.g., tax increment growth, new square footage, number of new businesses, new infrastructure projects, etc.).	ED	Ongoing	GF	On hold until downtown location is determined
ED 3.1.6	Offer incentives that attract targeted uses and high quality buildings and architecture in Downtown Rancho Cordova.	ED / PL / PW	Ongoing	GF / RDA / sewer credit program / CDBG / bans	Included in 2016 Strategic Plan Update
ED 3.1.7	Support the development of specialty food stores and restaurants in the Downtown to serve Rancho Cordova employees and to meet the needs of the region's diverse population, as well as the needs of the growing number of visitors to the area.	ED / PL	Ongoing	GF	Included in 2016 Strategic Plan Update
ED 3.1.8	Encourage the development of new retail services in Downtown Rancho Cordova for which an unmet demand clearly exists.	ED / PL	Ongoing	GF	Included in 2016 Strategic Plan Update
ED 3.1.9	Foster mixed-use development with multi-family residential and commercial uses in Downtown to provide alternative housing opportunities for the community.	ED / PL / H	Ongoing	GF	Working with developers on potential projects
ED 3.1.10	Enhance Rancho Cordova's in age and quality of life through investment in the Downtown, neighborhoods, commercial districts, parks, open spaces, community facilities, and services, and creating a high level of perceived safety and a business-friendly government.	ED / PL	Ongoing	GF	Included in 2016 Strategic Plan Update
ED 3.1.11	Create economic development strategies to support the Downtown vision including, but not limited to: -Evaluating infill opportunities for underutilized parking lots. -Encouraging increased lot coverage, density and intensity. -Encouraging structured parking and increased lot coverage.	ED / PL	2007 / 2008	GF	On hold until project location is determined
ED 3.2.1	Work with business and property owners in the Downtown to redevelop and improve their properties, update their architecture and facades, landscaping, parking	ED	Ongoing	RDA / grant / CDBG	Ongoing for entitlement and building permit review. 2016-2017 façade grants will assist

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	and pedestrian amenities				owners in making improvements
ED 3.2.2	Create incentives for new development and redevelopment in the Downtown with increased density and intensity of development.	ED / PL	Ongoing	GF / RDA	Incentives have been created citywide
ED 3.2.3	Pursue the development of shared parking structures within the Downtown.	ED / PL	Ongoing	GF	Ongoing
ED 3.2.4	Coordinate with the Public Works Department to complete an assessment of infrastructure deficiencies in the Downtown and along Folsom Boulevard and ensure that infrastructure is adequate to support planned intensity and density of land uses.	ED / PW	Ongoing	GF / CIP	Ongoing. There is no DTSPA; however Public Works has completed improvements to Folsom Blvd.
ED 4.1.1	Determine the appropriate type and scale for a Rancho Cordova Convention Center, based on a sound market analysis and appropriate public and private investment.	ED	2006 / 2007	GF	Ongoing
ED 4.1.2	Work with the high-tech businesses in Rancho Cordova and the region, as well as convention center designers, to make sure the Rancho Cordova Convention Center has state-of-the-art technology and high-tech connectivity to serve the needs of future users.	CM / ED	2007 / 2008	GF	Will be completed once a project is imminent
ED 4.1.3	Attract new hotel development to Rancho Cordova that will support conferences and entertainment venues.	ED / CM	Ongoing	GF	Ongoing
ED 4.1.4	Review development proposals for land within the Convention Overlay for consistency with the City's desires for a convention center with conference and meeting spaces, hotels, and restaurants.	PL	Ongoing	AF	Ongoing.
ED 4.1.5	Promote a common architectural theme and other unifying elements within the Convention Overlay.	PL	Ongoing	GF	Defined within the Folsom Boulevard Specific Plan design standards for the area.
ED 4.1.6	Attract fine arts, cultural and performance venues to Rancho Cordova.	CAC / ED / PL	Ongoing	GF / Grants	Work completed by partnership with the Cordova Community Council
ED 4.1.7	Review development proposals for land within the western portion of the Convention Overlay designation to permit transitional uses from the Downtown Planning Area, such as research and development, retail, restaurant and professional office, as well as higher density residential to support primary uses in the Convention Overlay and Downtown areas and in keeping with the vision and subsequent planning efforts for those areas.	PL / ED	Ongoing	AF	Ongoing, work to be completed as proposals submitted
ED 4.1.8	Encourage residential development in appropriate locations in the Convention Overlay area to support convention, hotel, restaurant and other convention-related uses, including housing for all economic levels.	PL / ED	Ongoing	GF / AF	Not Completed; However, PW has completed numerous improvements to Folsom Boulevard.
ED 5.1.1	Adopt the Rancho Cordova Redevelopment Plan and realize the Agency's Five-Year Implementation Plan.	ED / RA	2006 / 2011	RDA / private / CDBG / Grants / EPA	The RC Redevelopment agency has been dissolved.
ED 5.1.2	Work with developers to attract private investment to redevelopment sites.	ED	Ongoing	GF / RDA	Included in 2016 Strategic Plan Update
ED 5.1.3	Supplement private and public funds through use of Community Development Block Grants and other outside funding mechanisms whenever possible to stimulate	ED	Ongoing	Private / CDBG /	To be utilized as needed

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	economic development in the City.			Grants / PW / EPA	
ED 51.4	Survey physical, social, and economic conditions on a regular basis to identify other potential redevelopment areas.	ED	Ongoing	GF / RDA / private / RDA / CDBG / Grants / PW / EPA	Included in 2016 Strategic Plan Update
ED 51.5	Use the Redevelopment Plan to upgrade infrastructure and the streetscape.	ED / RA	Ongoing	GF / RDA / CDBG	The RC Redevelopment Agency has been dissolved.
ED 61.1	Review development and redevelopment proposals for consistency with the Folsom Boulevard Specific Plan.	PL	Ongoing / PR	AF	Complete and ongoing.
ED 61.2	Work with property owners and business associations to improve commercial areas along Folsom Boulevard, including their viability, appearance, cleanliness, and accessibility.	ED	Ongoing	RDA / GF / RDA / private (BID) / CDBG / Grants / PW	Ongoing
ED 61.3	Discourage the underutilization of properties along Folsom Boulevard by offering incentives for redevelopment and intensification of uses and densities at key locations along the corridor to create the desired pulse points of activity and intensity.	ED	Ongoing	RDA / Grants / GF / RDA / private (BID) / CDBG	Included in 2016 Strategic Plan Update
ED 63.1	Coordinate with the development community and Redevelopment Agency to identify landowners willing to partner, sell, and / or redevelop their property to achieve greater economic and community benefit.	ED / PL / RA	Ongoing	GF	The RC Redevelopment Agency has been dissolved.
ED 63.2	Encourage the use of mixed-use zoning categories, land use designations, transit-oriented developments, and districts along Folsom Boulevard consistent with the Folsom Boulevard Specific Plan.	PL / ED	Ongoing / Specific Plan	RDA / AF	Complete – Folsom Blvd. Specific Plan created.
ED 63.3	Through land use planning and zoning, establish nodes of commercial activity with new residential, office, and support services.	PL	Ongoing	RDA GF	Outlined within the adopted zoning map.
ED 64.1	Use street corridor improvements as catalysts for economic revitalization along Folsom Boulevard.	ED / RA / PW	Ongoing / Specific Plan / RDA Plan	RDA / CDBG / PW / Grants	The City has completed over \$25m of improvements to Folsom Boulevard.
ED 71.1	Maintain an inventory of vacant and underutilized land designated for commercial, industrial, or residential uses and identify opportunities for infill development.	ED / PL	2006 / 2007 and Ongoing	GF / EPA Grants	Completed and ongoing as updates are required to assess development potential.
ED 71.2	Target key underutilized or vacant parcels and buildings for rapid development and / or redevelopment, consistent with the other policies in this General Plan.	ED	Ongoing	EPA Grants / GF	Included in 2016 Strategic Plan Update
ED 71.3	Develop guidelines for adaptive reuse of commercial, industrial, and office buildings on infill sites, including using these buildings as “live / work” studios.	PL / ED	2007 / 2008	GF	Not completed

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
ED 7.1.4	Adopt an infill policy.	PL / ED	Ongoing	GF	Some progress has been made, but will continue as new opportunities arise.
ED 7.2.1	Establish focused public investment areas, where the City will take a more proactive role in providing basic infrastructure and shaping growth for infill sites.	ED / F / RA	Ongoing	GF / CIP / CD BG / PW / Grants	Ongoing. Continue working with Public Works as projects arise
ED 7.2.2	Create a fiscal analysis to determine "Return On Investment" (ROI) for each project.	F	2006 / 2007 / Ongoing	GF / AF	Completed on new Specific Plans 2012 forward (Arboretum, Rio Del Oro)
ED 7.3.1	Prioritize and expedite the development review process for infill and redevelopment projects by streamlining the project evaluation and permitting to avoid unnecessary delays.	PL / PW / ED	2006 / 2007 and ongoing	GF and AF	Not completed, currently working on a case-by-case basis
ED 7.3.2	Within the Zoning Code establish provisions that provide flexibility for infill site development.	PL	2006 / 2007	GF	Complete as part of the zoning code and Folsom boulevard SPA updates.
ED 7.3.3	Use density bonuses and other incentives to stimulate infill development in target areas.	ED	Ongoing	GF / waivers / credits / bans / Grants / private (BID) / CD BG / PW	Utilized as needed
ED 8.1.1	Provide labor market information to local educational institutions and youth and adult training agencies for planning and curricula purposes on an annual basis.	ED	Ongoing / Annually	GF / education funds / Grants	Ongoing, as needed
ED 8.1.2	Work with local educational agencies to promote the value of education, especially among youth with limited family history of higher education, in support of vocational training programs.	ED	Ongoing	GF / education funds / Grants	Ongoing, as needed
ED 8.1.3	Facilitate catalyst projects by bringing together key organizations to expand vocational and technical programs in secondary schools.	ED	Ongoing	GF / education Grants / funds	Ongoing, as needed. Measure H Promise Program.
ED 8.1.4	Promote and expand business activities that support schools, such as school partnerships, City student internships, faculty internships, and job shadowing.	ED	Ongoing	GF / education Grants, funds	Ongoing, as needed
ED 8.1.5	Foster an on-going connection with existing industries to retain businesses by effectively responding to concerns.	ED	Ongoing	GF	Included in 2016 Strategic Plan Update
ED 8.2.1	Work with the Chamber of Commerce, Rancho Cordova Regional ED Corporation and local businesses to support "jobs first" and "first hire" programs to optimize hiring Rancho Cordova residents.	ED / RA	Ongoing	GF	Ongoing

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
ED 82.2	Attract higher educational facilities, post high school training, and medical facilities to Rancho Cordova.	CM / ED	Ongoing	GF / education Grants / funds	Ongoing
V - HOUSING ELEMENT					
December 16th, 2013, City Council adopted the 2013-2021 Housing Element Update of the City's General Plan. The policies and action items contained in that update supersede those of the original General Plan adopted in 2006. The summary of 2013-2021 Housing Element is discussed in the supplemental Housing Element Status Update 2015.					
VI - CIRCULATION ELEMENT					
C 1.1.1	Review and update the City's roadway cross-sections and design standards that implement the roadway types shown in the Circulation Plan.	PW	2006	GF	Complete Streets standards were completed in 2006
C 1.1.2	Require the dedication of right-of-way and the installation of roadway improvements as part of the review and approval of development projects. Require the dedication of major road rights-of-way (generally, form major roads and thoroughfares) at the earliest opportunity in the development process.	PW / PL	Ongoing	AF / GF	Complete and on-going.
C 1.1.3	Require the dedication of additional right-of-way for intersection improvements where features such as grade separations are planned, unless otherwise approved by the City Engineer.	PW / PL	Ongoing	AF / GF	Complete and on-going.
C 1.1.4	Require all development projects that must perform new roadway construction or road widening to complete the entire roadway to its planned width from curb-to-curb prior to the operation of the project for which the improvements were constructed, unless otherwise approved by the City Engineer. Such roadway construction must also provide facilities adequate to ensure pedestrian safety as determined by the City Engineer.	PW / PL	Ongoing	AF / GF	Roadway phasing will be required in the newly developing area. PW is requiring that any phased street is a complete street.
C 1.1.5	Require development projects to provide funding or to construct roadway / intersection improvements to implement the City's Circulation Plan. At the City's discretion, consider the payment of established traffic impact or similar fees to provide compliance with the requirements of this policy with regard to those facilities included in the fee program, provided that the City finds that the fee adequately funds all required roadway and intersection improvements. If payment of established fees is used to provide compliance with this policy, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in or fully funded by the fee program.	PW / PL	Ongoing	AF / GF	The Transportation Development Impact Fee is established and projects are monitored for additional fair share cost requirements.
C 1.1.6	Space major roadways approximately one mile apart and connector roads one-half mile apart to increase route choice and improve vehicular circulation.	PW	Ongoing	AF / GF	The city-wide Arterial Master Plan is completed.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
C 1.2.1	Adopt, and update as necessary, guidelines for the preparation of traffic impact analysis for proposed development projects. Items to be addressed may include the following: - Guidelines for determining when traffic analysis is required; - Guidelines for the preparation of traffic analysis; and - Significance criteria for use in CEQA analysis of proposed projects.	PW	2006 / 2007	GF	Traffic Impact Guidelines are in place along with CEQA significance criteria.
C 1.2.2	Adopt, and update as necessary, a list of circulation improvements, including roadway improvements, pedestrian and bicycle facilities, and transit-related improvements, which the City will accept as offsets for congestion in accordance with this policy.	PW	Annual	CIP	The roadway circulation plan is in place and Transit, Bicycle and Pedestrian Master Plans are completed.
C 1.3.1	On a regular basis, monitor existing traffic on roadways within and adjacent to the City.	PW	Ongoing	GF	The City has a traffic count monitoring program. The Traffic Management Center was completed in 2017.
C 1.3.2	Continue to update and refine the Citywide traffic model and use the model to project future traffic conditions based on existing and planned land uses within the City and in the region.	PW	Ongoing	GF	Several citywide modeling efforts have been completed. Currently updating the GP Circulation Model.
C 1.3.3	Adopt, and update as necessary, a list of roadways on which the City will not seek to achieve Level of Service D. This list may designate the Level of Service, which will be accepted on each roadway.	PW	2006 / Ongoing	CIP	The current list of roads that will not meet LOS standards includes Sunrise Boulevard and Folkson Boulevard. The list may be expanded with the GP update.
C 1.8.1	Implement, and update as necessary, the Neighborhood Traffic Management Plan and the tools for implementing traffic calming in neighborhoods.	PW	2006	GF	The NTP is in place and produces ongoing traffic calming projects. Phase 5 project will be constructed in 2018.
C 1.9.1	Consider the preparation and adoption of a Trip Reduction Program that identifies ways in which automobile traffic and congestion can be reduced as a way to improve mobility within the City.	PW	2006 / 2007	GF	The City partners with the 50 Corridor TMA to provide these services and the City has initiated the Cordova.
C 1.9.2	Encourage development projects, employers, and schools to incorporate/participate in trip reduction programs.	PW	Ongoing	GF	Participation with the 50 TMA is a standard condition of approval.
C 1.10.1	Incorporate maximum block length standards into the City's street design and/or improvement standards.	PW	2006	GF	Complete
C 1.10.2	When blocks are designed at lengths greater than 800 feet, design shall include mid-block pedestrian and emergency vehicle connections.	PW	Ongoing	AF / GF	Enforced during the small but tentative map improvement plan process.
C 1.11.1	Include funding in the City's Capital Improvement Plan (CIP) to construct the pedestrian and bicycle components of the roadway improvement.	PW	2006 / 2007	GF / CIP	Bike, Ped and Transit elements are included in the Transportation Fee Program.
C 2.3.1	Require pedestrian circulation routes to be designed into all land plans and subdivisions to ensure that access for the pedestrian is provided. Pedestrian routes shall be interconnected and may include open spaces, parks, and trails as otherwise required by the City.	PW / PL	Ongoing	AF	Completed and ongoing as part of the entitlement review process.
C 2.3.2	Require and site pedestrian crossings of major roads at key intersections and at locations that provide priority and efficiency to the pedestrian, even at the expense of improved vehicular circulation.	PW / PL	2006 / Ongoing	AF / CIP / GF	Completed when project must adhere to a designated crossing per the Bike and Pedestrian Master Plan.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
C 2.3.3	Ensure safe, efficient pedestrian connections are made between the sidewalk, parking areas, and entrances to stores, offices, and other uses as part of development design review.	PW / PL	Ongoing	AF / GF	Completed and ongoing as part of the entitlement review process.
C 2.4.1	Prepare and adopt a Pedestrian Master Plan that sets forth a comprehensive pedestrian system and support facilities, as well as plans education, marketing, and enforcement programs. Identify detailed and ranked improvements in the Master Plan, and update the plan every three to five years. Include minimum sidewalk widths based on development type.	PW / PL	2006 / 2007	GF	Completed March 2011. However, the update was not completed.
C 2.4.2	Coordinate the Pedestrian Master Plan and the circulation-related components of the City Open Space Standards.	PW / PL / CRPD	2006 / 2007	GF	Completed November 2013.
C 2.5.1	Prepare and adopt a Bikeway Master Plan that sets forth a comprehensive bicycle system and support facilities over the next 20 years, as well as plans education, marketing, and enforcement programs. Identify detailed and ranked circulation improvements in the Master Plan, and update the plan every three to five years.	PW / PL	2006 / 2007	GF	Completed March 2011.
C 2.5.2	Coordinate the Bikeway Master Plan with the circulation-related components of the City Open Space Standards.	PW / PL	2006 / 2007	GF	Completed November 2013
C 2.5.3	Pursue all available sources of funding for the development and improvement of bicycle facilities. Develop projects and secure funding to improve pedestrian and bicycle safety and access around schools and transit stations.	PW	Ongoing	CIP / Grants	Ongoing. Obtained grants for alternate modes.
C 2.5.4	Establish a Bicycle Advisory Committee to oversee creation and implementation of the Bicycle Master Plan and ensure consistency with existing policy documents, such as the General Plan.	PW	2006	GF	The Bicycling Advocates for Rancho Cordova has been established.
C 2.5.5	Coordinate City departments with stakeholders such as the County of Sacramento, Sacramento Area Council of Governments, Bureau of Reclamation, American River Parkway Committee, Cordova Recreation and Park District, Sacramento City / County Bicycle Advisory Committee, air quality agencies, Sacramento Regional Transit District, 50 Corridor Transportation Management Association, employers, residents, and cyclists in order to design, implement, and maintain the proposed bikeway system.	PW	Ongoing	GF	Staff is working with all agencies to build an integrated trail system.
C 2.5.6	Provide staff resources focused on review of proposed bicycle and related facilities and their implementation and operation.	PW / PL	2006 / 2007	GF	Completed.
C 2.7.1	Include grade-separated crossings in the City's Capital Improvement Plan, and collect fees to assist in the construction of these facilities.	PW	2006	CIP / GF	Grade Separations for Bikes and Peds are included in the Fee Program.
C 2.7.2	Develop standards for grade separated pedestrian and bicycle crossings that take the pedestrian / bicycle crossing either above or below the road. When the crossing goes under the road, development standards should specify that a change in elevation is required of both the crossing and roadway, thereby splitting the necessary vertical clearance. Doing so will make the crossing safer and more attractive to users by allowing them to see the horizon as they make the crossing.	PW	2006 / 2007	CIP	Developed a standard for bicycle under-crossings and continue to expand standard options.
C 2.7.3	Identify grade separated crossings and enhanced intersection improvements for bikeways and trails as part of the Bicycle Master Plan, Trails Master Plan, Pedestrian Master Plan, and in conjunction with development review.	PW / PL	2006 / 2007	GF	Completed as part of the Bike and Pedestrian Master Plan in 2011 and 2013.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
C 2.8.1	Develop programs to encourage bicycle use in communities where significant segments of the population do not drive and where short trips are most common (e.g., through Safe Routes to Schools programs).	PW	Ongoing	GF / Grants	Working with 50 Corridor TMA and advocacy groups to expand City programs.
C 2.8.2	Maintain roadways and bicycle-related facilities so they provide safe and comfortable conditions for the bike rider, including establishing a routine street sweeping program and maintaining lane striping for bike lanes and routes.	PW	Ongoing	CIP	Street sweeping maintenance programs in place.
C 2.8.3	Minimize road construction impacts by coordinating bike, and pedestrian facilities with roadway construction whenever feasible.	PW	Ongoing	CIP	Included in project delivery requirements.
C 2.8.4	Ensure traffic-calming projects are appropriate for bicycle and pedestrian users (e.g., address bulb-out or roundabout designs that push cyclists into traffic).	PW	Ongoing	GF / Grants	Bike Ped access is a key element in the NTMP
C 2.8.5	Provide signage, alternative routes, etc. during construction activities affecting bikeways to ensure the safety of cyclists.	PW	Ongoing	CIP	Included in Construction Standards
C 2.8.6	Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle / bicycle crashes.	PD	Ongoing	GF	Ongoing.
C 2.8.7	Use available accident data to monitor bicycle-related accident levels annually and focus on a reduction of fifty percent on a per capita basis over the next 20 years.	PD	Annual	GF	Ongoing.
C 2.8.8	Improve pedestrian crossings in areas of high pedestrian activity where safety is an issue.	PW	Ongoing	CIP	Addressed in the Bicycle and Pedestrian Master Plans.
C 2.8.9	Adopt a target level of bicycle use (e.g. percent of trips) and safety to be achieved within a specific timeframe, and improve data collection necessary to monitor progress.	PW / PD	Ongoing	GF	Mode split goals are established in the Bicycle Master Plan
C 2.8.10	Identify a funding source that will provide at least one crossing guard for each elementary and middle school in the City. Work with school districts to identify joint funding solutions and other partnership opportunities that facilitate pedestrian safety around schools	PD / PW	Ongoing	GF / Grants	Not Completed
C 2.10.1	As part of the Pedestrian Master Plan, Bicycle Master Plan, and/or City Street Standards, develop improved standards for at-grade pedestrian crossings (e.g., pedestrian bulb outs, markings, special paving, lighting, signage) with performance standards for location and frequency.	PW	2006 / 2007	GF	These standards are included in the NTMP and the BMP and PM P.
C 3.1.1	Create, implement, and update regularly a Transit Master Plan for Rancho Cordova that identifies the type of system desired for the City. Transit routes should coincide with major destinations for employment and shopping, the location of major institutions, concentrations of multi-family housing, and other land uses likely to attract public transit ridership. Bus routes should follow major roads with service to residential neighborhoods from connector streets. Figure C-3 identifies the City's preferred transit system.	PW / PL	2006	GF	The Transit Master Plan was completed in 2006 and is currently being updated.
C 3.1.2	Work with transit providers to develop and implement the Transit Master Plan and any additional transit services within the City that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.	PW	Ongoing	GF / IF / UF / Grants	Initiated with the Rancho Cordova and is continuing.
C 3.1.3	Pursue all available sources of funding for transit services.	PW	Ongoing	GF	Obtained a demonstration grant for the Cordova

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
C 3.1.4	Ensure that transit service is provided in accordance with regional plans and policies, including identified transit in proven areas developed as part of the Sacramento County Mobility Study.	PW	Ongoing	GF / Grants	Transit planning is integrated with other transit agencies.
C 3.1.5	Review the need for additional transit lines / service in new development and require installation of needed stops through the project review process.	PW	Ongoing	AF / GF	Performed as part of the City's transit in plan efforts.
C 3.2.1	Encourage paratransit service within the City by working with service providers to better identify service gaps and resources, and to improve response times.	PW	Ongoing	GF	Recently expanded the Paratransit service area and will continue to look for expansion opportunities.
C 3.3.1	Require new development and redevelopment to include public transit stations, especially light rail stations, and to promote pedestrian activity and connection between public transit and retail, office, and residential uses.	PW / PL	Ongoing	AF	The City currently has 4 light rail stations. New development is required to provide their fair share of transit in proven areas (i.e. additional ROW, funding) as part of the entitlement review process.
C 3.3.2	Consistent with the Transit section of the Circulation Plan and the Transit Master Plan, require development to dedicate the necessary right-of-way needed to accommodate planned transit services.	PW	Ongoing	AF	Right-of-way needs are verified in the in proven area plan process.
C 3.4.1	Encourage and accept employee shuttles as a viable mitigation measure for trip reduction when proposed development cannot otherwise mitigate potential impacts to City streets.	PW / PL	Ongoing	AF / GF / IF	Efforts are being addressed by the 50 TMA.
C 4.1.1	Work with the Sacramento County Airport System and the Airport Land Use Commission to improve operations at Mather Airport, consistent with the City's vision.	ED / PL	Ongoing	GF	Staff continues to monitor airport planning efforts (EIRs). Staff met with the airport management in 2017 to discuss the Airport Land Use plan update.
C 5.3.1	Periodically undertake a detailed analysis of the in proven areas needed as growth occurs and the costs associated with those in proven areas. Update fees as necessary to ensure full funding of all required in proven areas.	PW	Ongoing	GF	The Transportation Impact Fee program currently reviewing into 2018
C 5.3.2	Establish a road maintenance assessment district to provide a funding source to maintain road in proven areas and new roads as a result of new development.	PW	2006	GF	Maintenance Districts have been established.
C 6.1.1	Develop and implement a comprehensive system to monitor and evaluate the conditions and maintenance needs of the existing transportation network. Inventory and categorize the City-maintained roads by road type and condition using a pavement management system.	PW	Ongoing	GF / CIP	The City has established a Pavement Management System using a pavement condition index.
C 6.1.2	Work with SACOG to ensure that the Metropolitan Transportation Plan is coordinated with the City's Capital Improvement Plan to facilitate access to federal and state funds for circulation maintenance and in proven areas.	PW	Ongoing	GF	City staff has an in-depth coordination process for SACOG MTP updates.
VII - OPEN SPACE, PARKS, AND TRAILS ELEMENT					
O SPT 1.1.1	Require developers of all new residential development to dedicate parkland at a rate of five acres of land per 1,000 population. When necessary, provide an in-lieu payment option, which allows the developer to fund the acquisition of acceptable	PL / CRPD	Ongoing	AF	Completed and ongoing as the City now has open space requirements.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	land equal to the dedication requirement. Calculate required parkland dedication exclusive of required open space.				
O SPT 1.12	Consult with the Cordova Recreation and Park District prior to determining the acceptability of lands proposed for dedication as public parkland.	PL	Ongoing	GF / AF	Completed and ongoing.
O SPT 1.13	Establish a procedure for determining an appropriate in lieu fee amount that ensures CRPD will have adequate funds to purchase required parkland for which in lieu fees are paid.	PL / F / CRPD	2006	GF	Not completed. However, outlined within Development Agreement and required in lieu fees prior to Final Map Approval.
O SPT 1.41	Ensure that sufficient funding for maintenance of parks is assured prior to approval of any Final Subdivision Map that includes public parks and / or related facilities.	PL / F / CRPD	Ongoing	GF	Completed and ongoing. This is enforced through the existing and proposed Development Agreement.
O SPT 1.42	Consider creating a fee and assessment program to provide increased funding for existing parks, in collaboration with the Cordova Recreation and Park District. This could include local or regional bond measures or assessment districts, public or private grants or partnerships, homeowners associations, or other methods deemed appropriate by the City.	PL / F / CRPD	Ongoing	GF	Ongoing.
O SPT 1.51	Continue to work with the Cordova Recreation and Park District on this issue, and implement funding mechanisms as part of the City's review and approval of new development projects.	PL / CRPD	Ongoing	GF	Ongoing.
O SPT 1.52	Explore the possibility of the Cordova Recreation and Park District constructing a community pool that is usable year-round.	PL / CRPD	2007	GP / PF	Ongoing. In 2017, CRPD contracted with consultants, LPA, to work on plans for the community pool. Workshops are scheduled in 2018.
O SPT 1.53	Expand the Cordova Senior Center at the Lincoln Village Community Park, and the construction of new senior community facilities as demand for such facilities increases.	PL / CRPD	2007 / 2008	GP / PF	Improvements have been made.
O SPT 1.61	Continue to work with the Cordova Recreation and Park District in the planning and execution of park and recreation facilities to accommodate a variety of regional sports venues.	PL	Ongoing	GF	Complete and ongoing.
O SPT 1.62	Work cooperatively with the Sacramento Sports Commission and Chamber of Commerce Visitor and Tourist Bureau to attract and host regional sporting activities.	PL / CRPD	Ongoing	GF	Complete and ongoing.
O SPT 2.11	Adopt City Open Space Standards as an action program to implement the open space policy framework in this Element. The standards will clearly define the City's requirements for the improvement, expansion, and maintenance of open space. Such standards shall include provisions for two types of open space: 1) Mandatory Open Space, and 2) Performance Based Open Space.	PL	2006	GF	Complete. 2017-2018 staff is reviewing funding and implementation of the standards for new development.
O SPT 2.12	Require developers of all new residential development to dedicate parkland at a rate of 1.75 acres of land per 1,000 population, generally comprised of: - Open Turf, Tree Canopy and Dog Parks; - Neighborhood Greens; and - Communitywide Open Space.	PL	Ongoing	AF	Complete; CRPD regulates the quality by parkland requirement while the City regulates the open space requirement per the open space standards.
O SPT 2.	Consider partial credit for mandatory open space within drainage facilities when	PL	Ongoing	AF	Ongoing.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
1.3	certain criteria are met				
O SPT 2.14	Exempt from the minimum open space requirements residential subdivisions of ten acres or less which are not part of a master-planned development meeting the minimum open space requirement, at the City's discretion.	PL	Ongoing	GF	Under consideration for smaller projects.
O SPT 2.15	Require all new development projects to provide a system of connected open space that includes greenway, trails, nodes, and green infrastructure (see City Open Space Standards), in proximity to all new residents.	PL	Ongoing	AF	Complete and ongoing per entitlement review.
O SPT 2.16	Ensure that funding for maintenance of open space is sufficient prior to approval of any Final Subdivision Map of development that includes open space facilities or amenities.	PL / F	Ongoing	AF	Ongoing.
O SPT 2.17	Consider including encumbered land (such as a power line easement) that meets all other requirements for open space for inclusion in the open space system on a case-by-case basis.	PL	Ongoing	AF	Ongoing as part of the entitlement review process.
O SPT 2.21	Adopt a comprehensive Open Space Preservation Plan as the action program that clearly in places the City's open space policy framework and provides clear direction for the maintenance of open space lands.	PL / CRPD	2006 / 2007	GF	Completed. Open Space Design Guidelines.
O SPT 2.31	Encourage projects to accomplish the following: - Align roads and public spaces to take advantage of vistas over mitigation lands; - Site publicly accessible trails adjacent to the boundaries of mitigation lands to take advantage of the open character and uninterrupted edge of the mitigation lands; and - Consider locating public parks adjacent to mitigation lands to create a greater sense of open space and to take advantage of opportunities for vistas and trail connections.	PL / PW / CRPD	Ongoing	AF	Complete and ongoing
O SPT 2.32	Through the development review process, incorporate design features that increase visual access to natural resource mitigation lands.	PL	Ongoing	AF	Complete and ongoing.
O SPT 3.11	Create and adopt a comprehensive Trails Master Plan that includes information on current resources and plans for future development, including designating locations and types of trails.	PL / PW	2006 / 2007	GF	Completed in 2016. Bicycle Trails Master Plan.
O SPT 3.12	Review all new development projects and public works projects and require compliance with the Trails Master Plan prior to approval.	PL / PW	Ongoing	GF	Completed during entitlement review.
O SPT 3.13	Provide appropriate pedestrian and bicycle linkages to existing facilities, particularly to those facilities within the American River Parkway and the Folsom South Canal.	PL / PW	Ongoing	GF / AF	Ongoing.
O SPT 3.14	Develop and implement a capital improvement plan to construct new bridges, grade-separated crossings, and ramps at key intersections of major trails and roadways.	PW	Ongoing	GF	Grade separated crossings are included in the BMP and in the Fee Program.
O SPT 3.21	Work cooperatively with Sacramento County to fund enhancements within the American River Parkway, consistent with the American River Parkway Plan.	PL / PW / CRPD	Ongoing	GF / Grants	Ongoing
O SPT 3.31	Include funding for grade-separated and enhanced at-grade pedestrian crossings through the development review and entitlement process and pursue grants and other funding for trails.	PL / PW	Ongoing	AF	Infrastructure needs are included in development efforts.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
O SPT 4.1.1	Provide staff support and / or funding to facilitate updates to the American River Parkway Plan.	PL / PW / CRPD	Ongoing	GF	Ongoing.
O SPT 4.1.2	Identify and support programs, which serve the special recreational and open space needs of seniors, youth, and other special needs groups that may be underserved within the community.	PL / CRPD	Ongoing	GF / Grants	Ongoing.
O SPT 4.1.3	Identify and support programs which serve the special recreational and open space needs of seniors, youth, and other special needs groups that may be underserved within the community.	PL / CRPD	Ongoing	GF / Grants	Ongoing; Multiple departments have been included to facilitate this outreach.
O SPT 4.1.4	Determine the need for special facilities for seniors (e.g., more benches and flat paved walking areas near the river).	PL / CRPD	Ongoing	GF / Grants	Ongoing and part of the building permit and in provenent plan review.
O SPT 4.1.5	Determine the need for special facilities for youths consistent with natural resource protection.	PL / CRPD	Ongoing	GF / Grants	Ongoing.
O SPT 4.2.1	Encourage the use of volunteers and community groups to provide maintenance and safety patrols on trails through the provision of funding and staff assistance to leverage volunteer efforts.	PL / PW / CRPD / PD	Ongoing	GF / Grants	Ongoing. City engages in events such as Creek Week and Community Clean Up events to help maintain Open Space areas.
O SPT 4.2.2	Promote the City's world-class system of parks, trails, and open space to all users through education, marketing, and community activities.	PL / PW / CRPD / PIO	Ongoing	GF / Grants	Working to improve prominence of the American River Parkway.
O SPT 4.2.3	Support trails events and trail use through publicity, proclamations, participation, and funding, community events (e.g., Eppie's Great Race, Fourth of July Celebration, Kid's Day, Soil Born Farms, Anatolia-Kavala Rancho Trail) that cross community and neighborhood boundaries, and help bring together various segments of the population.	PL / PW / CRPD / PIO	Ongoing	GF / Grants	These events are promoted and supported in our city bicycle program.
VIII – INFRASTRUCTURE AND FINANCE ELEMENT					
ISF 1.1.1	Utilize the City's Fiscal Impact of New Development (FIN D) Model within the review of proposed development projects to ensure revenues associated with the project will fully fund City expenses associated with the project.	PL / F	Ongoing	AF	Not Completed.
ISF 1.1.2	Annually review the Fiscal Impact of New Development (FIN D) Model and update as needed to reflect actual costs of City Services.	PL / F	Annual	GF	Not Completed.
ISF 1.1.3	Periodically evaluate the City's office and retail density and based on changing demographics and market conditions to ensure an adequate supply of land for non-residential use.	PL / ED / RA	Ongoing	GF / RDA	Included in 2016 Strategic Plan Update and Economic Development Strategic Plan
ISF 2.1.1	Except when prohibited by state law, require sufficient capacity in all public facilities to maintain desired service levels and avoid capacity shortages, traffic congestion, or other negative effects on safety and quality of life.	PL / PW	Ongoing	AF	Ongoing.
ISF 2.1.2	Adopt a phasing plan for the development of public facilities in a logical manner that encourages the orderly development of roadways, water and sewer, and other public facilities.	PW	2007	GF / AF	Ongoing
ISF 2.1.	Withhold public financing or assistance from projects that do not comply with the	PW / ED / RA	Ongoing	AF	Ongoing

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
3	planned phasing of public facilities, and approve interim facilities only in special circumstances.				
ISF 2.1.4	Work with utility providers to coordinate the installation or upgrading or relocation of utilities to minimize multiple trenching of city streets.	PW	Ongoing	AF	Ongoing.
ISF 2.2.1	Establish a Technical Review Committee for continued coordination with outside service agencies, including water and sewer providers, the Cordova Recreation and Park District, and the school districts, during the review of plans and development projects.	PL / PW / B	2006 / Ongoing	GF / AF	Ongoing as the Development Service Team (DST) fills this role in pre-application and application review. Meetings take place weekly on Thursdays at 10am.
ISF 2.3.1	Require secure financing for all components of the transportation system through the use of special taxes, assessment districts, developer dedications, or other appropriate mechanisms. Financing should be sufficient to complete required major public facilities at their full planned capacities in a single phase. Major facilities include roadways of collector size or larger; all wells, water transmission lines, treatment facilities, and storage tanks needed to serve the project; and all sewer trunk and interceptor lines and treatment plants or treatment plant capacity. - Design, engineering, environmental compliance, and construction of roadway lanes, traffic signals, and bridges. - Right of way acquisition, design, engineering, environmental compliance, and construction costs. - Drainage and other facilities related to new roadway construction. - Installation of landscaped medians, sidewalks, and streetscaping where appropriate.	PW / F	Ongoing	GF / AF / IF	Ongoing for new development projects.
ISF 2.3.2	Require new development to fund its fair share portion of its impacts to all public infrastructure and facilities.	PL / PW / B / F	Ongoing	AF	Ongoing.
ISF 2.3.3	Include sufficient funding in fee programs and / or other financing mechanisms to cover the costs of each of the following roadway items:	PW / F	Ongoing	GF / AF	Ongoing
ISF 2.4.1	The following shall be required for all legislative-level development projects, including community plans, general plan amendments, specific plans, rezonings, and other plan-level discretionary entitlements, but excluding tentative subdivisions maps, parcel maps, use permits, and other project-specific discretionary land-use entitlements or approvals: - Proposed water supplies and delivery systems shall be identified at the time of development project approval to the satisfaction of the City. The water agency or company proposing to provide service (collectively referred to as "water provider") to the project may provide several alternative methods of supply and/or delivery, provided that each is capable individually of providing water to the project. The project applicant or water provider shall make a factual showing prior to project approval that the water provider or providers proposing to serve the development project has or have legal entitlements to the identified water supplies or that such entitlements are reasonably foreseeable by the time of subsequent, project-specific discretionary land-use entitlements or approvals. This factual showing shall also demonstrate that the water provider's identified water supply is reasonably reliable over the long term (at least 20 years) under	PW / PL	Ongoing	AF	Ongoing per the entitlement review process through Conditions of Approval, Water Agency Review, and Improvement Plan Review.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	normal, single-dry and multiple-dry years. - All required water treatment and delivery infrastructure for the project shall be in place at the time of subsequent, project-specific discretionary land-use entitlements or approvals, or shall be assured prior to occupancy through the use of bonds or other sureties to the City's satisfaction. Water infrastructure may be phased to coincide with the phased development of large-scale projects. - Action service area, and other projects, which have received commitments for, water service. - Offsite and onsite water infrastructure sufficient to provide adequate water to the subdivision shall be in place prior to the approval of the Final Map or their financing shall be assured to the satisfaction of the City, consistent with the requirements of the Subdivision Map Act. - Offsite and onsite water distribution systems required to serve the subdivision shall be in place and contain water at sufficient quantity and pressure prior to the issuance of any building permits. Modelhome may be exempted from this policy as determined appropriate by the City, and subject to approval by the City.				
ISF 2A.2	The following shall be required for project-specific discretionary land-use entitlements and approvals, including but not limited to, all tentative subdivision maps, parcel maps, or use permits: - An assured water supply and delivery system shall be available or reasonably foreseeable at the time of project approval. The water agency providing service to the project may provide several alternative methods of supply and/or delivery, provided that each is capable individually of providing water to the project. - The project applicant, water agency (or agencies), or water company (or companies) providing water service to the project site shall make a factual showing consistent with, or the City shall impose conditions similar to, those required by Government Code section 66473.7 in order to ensure an adequate water supply for development authorized by the project. Prior to recordation of any final subdivision map, or prior to City approval of any similar project-specific discretionary land use approval or entitlement required for nonresidential uses, the project applicant or water provider shall demonstrate the availability of a long-term, reliable water supply for the amount of development that would be authorized by the final subdivision map or project-specific discretionary non-residential approval or entitlement. This assurance of water supply shall identify that the water provider has legal entitlement to the water source and that the water source is reasonably reliable (at least 20 years) under normal, dry and multiple dry years. Such demonstration shall consist of a written certification from the water provider that either existing sources are available or that needed improvements will be in place prior to occupancy. - Offsite and onsite water infrastructure sufficient to provide adequate water to the subdivision shall be in place prior to the issuance of building permits or their financing shall be assured to the satisfaction of the City prior to the approval of the Final Map, consistent with the requirements of the Subdivision Map Act, or prior to the issuance of a similar, project-level entitlement for non-residential land uses.	PW / PL	Ongoing	AF	Complete and ongoing per the entitlement review process, Conditions of Approval, Water Agency Review and Improvement Plans,

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	Offsite and onsite water distribution systems required to serve the subdivision shall be in place and contain water at sufficient quantity and pressure prior to the issuance of any building permits. Model home may be exempted from this policy as determined appropriate by the City, and subject to approval by the City.				
ISF 2.6.1	Require all subdivision developments to adhere to the following provisions, to the extent permitted by state law: - Sewage / wastewater treatment capacity shall be available at the time of tentative map approval. - The agency providing sewer service to the subdivision shall demonstrate prior to the approval of the Final Map by the City that sufficient capacity shall be available to accommodate the subdivision plus existing development, and other proposed or approved projects which have received sewage treatment capacity commitment. - Onsite and offsite sewage conveyance systems required to serve the subdivision shall be in place prior to the approval of the Final Map, or their financing shall be assured to the satisfaction of the City, consistent with the requirements of the Subdivision Map Act. - Sewage conveyance systems within the subdivision shall be in place and connected to the sewage disposal system prior to the issuance of any building permits. Model home may be exempted from this policy as determined appropriate by the City, and subject to approval by the City.	PW / PL	Ongoing	AF	Complete and ongoing per the entitlement review process, Conditions of Approval, Improvement Plans, and Sacramento Area Sewer District Review.
ISF 2.6.2	Generally, the City shall not allow construction of independent community sewer systems to serve new development.	PL / PW	Ongoing	AF	Ongoing per the entitlement review process.
ISF 2.6.3	Require all commercial or industrial development, as well as all residential development with lots smaller than two acres, to connect to a public sewer system.	PL / PW	Ongoing	AF	Ongoing per the entitlement review process.
ISF 2.7.1	Coordinate with utility agencies to underground, strategically place, and screen equipment to the maximum extent feasible.	PL / PW	Ongoing	AF	Ongoing per the entitlement review process.
ISF 2.7.2	Require complete visual screening of all utility sites, facilities, and equipment, with special emphasis on screening in proximity to residential property or in view shed.	PL	Ongoing	AF	Ongoing as a zoning code requirement section 23.731.080.
ISF 2.8.1	Develop an Information Technology Strategic Plan with input from community stakeholders and experts.	F	2006 / 2007	GF	Completed and Ongoing.
ISF 2.8.2	Explore ways to improve the City's website to provide service in new ways.	CM	2006 and ongoing	GF	Ongoing in 2017 to incorporate new branding, open counter, and storyboards for PW and PL.
ISF 3.1.1	City Staff shall actively work with other agencies and jurisdictions in the development / expansion and funding of a wide range of public services including, but not limited to neighborhood services, social and cultural services, special needs services, housing services, educational and community services, and recreational services.	PL / ED / H / CRPD	Ongoing	GF / Grants	Ongoing – as needed
ISF 3.1.2	Regularly survey or otherwise identify the service needs and priorities of Rancho Cordova residents.	CM / H	Ongoing	GF	Ongoing.
ISF 3.1.3	Pursue grants and other funding opportunities to create new services or expand existing services targeted to meet the needs of Rancho Cordova residents and	CM / PL / PW / B / ED / H	Ongoing	GF	Ongoing.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	employees.				
ISF 3.1.4	Encourage the co-location of public service providers into commercial, office, and mixed-use sites that are accessible to persons in need of services.	PL / ED / RA	Ongoing	GF	Ongoing – as needed
ISF 3.2.1	Provide financial support to the existing library system to improve services for local residents and employees (e.g., extended hours).	CM / F	Ongoing	GF / Grants	Not Completed. CF fees are currently collected for new facilities.
ISF 3.2.2	Encourage the County to locate new libraries within Rancho Cordova accessible to pedestrians, bicycles, and public transit riders, in a highly visible location that is accessible to unaccompanied children.	CM / PL / PW / ED	Ongoing	GF / Grants	Ongoing
ISF 3.2.3	Consider the establishment of a fee for public library financing based on projected employment for new non-residential development.	CM / F	2006 / 2007	GF	Not Completed.
ISF 3.2.1	Market the City's strengths and desires for development of a full-service hospital to national hospitals and medical service providers.	CM / ED / PL	2006 / Ongoing	GF	Ongoing.
ISF 3.2.2	Consider the creation of economic development or redevelopment incentives to encourage the development of a full-service hospital in Rancho Cordova (e.g., assembly and / or dedication of land, reduction of fees).	ED	2006 / 2007	GF	Ongoing discussion
ISF 3.4.1	Create an organization of community volunteers at City hall by contacting local volunteer groups, coordinating activities, and facilitating the sharing of information and resources.	NS / H / PIO	2006 / Ongoing	GF	Complete for 2016 and ongoing for 2017
ISF 3.4.2	Create local neighborhood advisory committees and empower leaders to enhance their community.	NS / H / PL	2006 / Ongoing	GF	Complete and ongoing for events in 2017 (e.g. TTLV).
ISF 3.4.3	Create a neighborhood services education program to increase awareness about City standards and property maintenance.	NS	2007 / Ongoing	GF	Complete and Ongoing (e.g. Blight Busters, Mayor's Walk)
ISF 4.1.1	Convene a focused design effort with the School Districts to establish design guidelines for schools. Key issues include: - Proper sizing of school campuses and consideration of urban school design. - Design solutions that enhance, rather than impact neighborhoods. - Address shared use of school facilities, including continued park/school combined facilities and community use of school campus libraries.	PL / School Districts / CRPD	2006 / 2007	GF	Ongoing.
ISF 4.1.2	Support the Folsom Cordova and Elk Grove Unified School Districts in siting new school facilities according to the following criteria: - Schools should be within walking distance of most residences, and should connect with trails, bikeways, and pedestrian paths. - Schools should serve as a focal point of neighborhood activity and be interconnected with churches, parks, greenways, and off-street paths whenever possible. - New schools should be placed adjacent to neighborhood and community parks whenever possible and be designed to promote joint use of appropriate facilities.	PL / School Districts	Ongoing	AF / GF	Ongoing as part of the entitlement review process.
ISF 4.1.3	Conduct focused discussion with local school districts to discuss design of pedestrian and bicycle facilities adjacent to and within the school sites	CM	2006 / 2007 / Ongoing	GF	Completed and ongoing.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
ISF 4.2.1	Continue to pursue a single unified school district for the City's K-12 children.	CM	2006 / 2007 / Ongoing	GF	Not complete.
ISF 4.3.1	Create economic development and / or redevelopment incentives for the location and development of educational institutions in proximity to light rail and / or visible from Highway 50.	PL / ED / RA	2006 / 2007	GF	New educational facilities have been located in proximity to light and highway 50 (eg. Folsom Lake College)
ISF 4.3.2	Require Community Plans, Specific Plans, and Special Planning Areas to consider the needs of community colleges and address the feasibility and appropriateness of off-campus facilities, particularly in town centers and transit-oriented developments.	PL / ED / RA	Ongoing	AF	All aspects of a project are taken into consideration during entitlement review.
IX - NATURAL RESOURCES ELEMENT					
NR 1.1.1	Incorporate large habitat preserves and interconnected wildlife corridors in new development areas to provide ample space for animal movement.	PL	Ongoing	AF / GF	Ongoing as part of the entitlement review process and CEQA Analysis.
NR 1.1.2	Review projects through the entitlement process and CEQA analysis to ensure that they comply with this policy if the site contains unique habitat, creeks and / or wooded corridors.	PL	Ongoing	AF	Ongoing.
NR 1.1.3	As part of the consideration of development applications for individual Planning Areas containing habitats that support special-status plant and animal species that are planned to be preserved, the City shall require that these preserved habitats have interconnections with other habitat areas in order to maintain the viability of the preserved habitat to support the special-status species identified. The determination of the design and size of the "interconnections" shall be made by the City, as recommended by a qualified professional, and will include consultation with the California Department of Fish and Game and U.S. Fish and Wildlife Service.	PL	Ongoing	AF	Ongoing.
NR 1.1.4	Prior to the approval of any public or private development project in areas containing trees, the City shall require that a determine survey be conducted during the nesting season (March 1 and August 31) to identify if active nesting by birds protected under the Migratory Bird Treaty Act (MBTA) is taking place. If all site disturbance is to occur outside this time, the actions described in this mitigation measure are not required. If nesting activity is observed, consultation with the City of Rancho Cordova Planning Department shall be conducted in order to determine the appropriate mitigation, if any, required to minimize impacts to nesting birds. No activity may occur within 100 feet of any nesting activity or as otherwise required following consultation with the California Department of Fish and Game.	PL	Ongoing	AF	Ongoing.
NR 1.2.1	Establish a Swainson's Hawk Ordinance in coordination with the California Department of Fish and Game to establish the process of mitigating for the loss of Swainson's hawk foraging habitat based on habitat value lost to development. The ordinance will set forth a process where habitat lost to development will be mitigated through the permanent protection of equivalent or better existing habitat conditions (referred to hereafter as "mitigation lands"). The specific required mitigation ratios (habitat acreage lost versus mitigation lands) and any other provisions to mitigation process shall be established through technical studies as part of the development of	PL	2006 / 2007	GF	Completed.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	the ordinance and will take into account value of habitat to be converted in relation to habitat value of them mitigation lands (e.g., relation to nesting sites), proximity of them mitigation lands to adjacent conditions affecting habitat (e.g., nearby land uses and already permanently protected lands), and other relevant factors. The ordinance will also establish standards ensuring that mitigation land will be adequately protected and managed in perpetuity (e.g., via conservation easement, deed restriction or other appropriate method), and setting forth the timing of the required provision of mitigation lands in relation with the timing of the loss of habitat in the City (as its boundaries may be changed through subsequent annexations), such that mitigation lands shall be provided no later than prior to ground disturbance.				
NR 1.3.1	Coordinate with non-profit groups, educational institutions, and other agencies to provide environmental education programs that inform the public about the City's natural resources, existing preserve sites, and cohabitation with common urban wildlife populations.	PIO / PL	Ongoing	GF	Completed and ongoing. This included information on storm water and in parts to sensitive habitats/species (e.g. Creek Week)
NR 1.4.1	Create an educational leaflet that identifies common invasive species and recommends the planting of non-invasive species.	PIO	2006 / 2007	GF	Not Complete.
NR 1.4.2	The City shall adopt and maintain a Noxious Weed Ordinance. The Noxious Weed Ordinance shall include regulatory standards for construction activities that occur adjacent to natural areas to inhibit the establishment of noxious weeds through accidental seed import.	NS	2006 / 2007	GF	Complete per 1712.
NR 1.7.1	For those areas in which special status species are found or likely to occur or where the presence of species can be reasonably inferred, the City shall require mitigation of in parts to those species that ensure that the project does not contribute to the decline of the affected species populations in the region to the extent that their decline would impact the viability of the regional population. Mitigation shall be designed by the City in coordination with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG), and shall emphasize a multi-species approach to the maximum extent feasible. This may include development or participation in a habitat conservation plan.	PL	Ongoing	AF	Ongoing.
NR 2.1.1	During the environmental review process, evaluate feasible on-site alternatives that will reduce in parts to wetland resources and effectively preserve these resources.	PL	Ongoing	AF	Ongoing.
NR 2.4.1	Develop trails and associated educational facilities (e.g., information kiosks, signage) around wetland and vernal pool preserves where possible while maintaining the integrity of sensitive natural resources.	PL / PIO	Ongoing	GF / AF	Ongoing with new development.
NR 2.4.2	Consider constructing elevated boardwalks and other low impact trails interior to preserves, in coordination with the U.S. Fish and Wildlife Service and U.S. Army Corps of Engineers.	PL	Ongoing	GF / AF	Ongoing (e.g. Grand Opening of Anatolia-Kavala Ranch Trail)
NR 3.2.1	Develop guidelines for channel creation or modification that will ensure channel meander, naturalized side slope, and varied channel bottom elevation are considered in design.	PW / PL	2006 / 2007	GF	The Open Space Guidelines provide guidance for development along the perimeter of the open space. In addition, review for water quality treatment is part of the entitlement review process.
NR 3.2.	Adopt and implement improved standards for soft bottom channels.	PW / PL	2006 /	GF	Not Completed

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
2			2007		
NR 33.1	Work with affected local, state and federal agencies, including SACOG, the California Department of Water Resources, Delta Keepers and the U.S. Army Corps of Engineers, to determine when natural creek corridors can and should accommodate storm flows or if separate storm water conveyance structures are necessary.	PL / PW	2006 / 2007 / Ongoing	GF / CF	Part of the Environmental permitting process.
NR 34.1	Establish performance standards for natural resource preserves that accomplish the following: - Provide sufficient width for a mowed firebreak (where necessary), adjacent passive recreation uses, and access for channel maintenance and flood control. - Offer sufficient width in and / or adjacent to preserves to allow for existing and created wildlife habitat, species sensitive to human disturbance, vegetative filtration for water quality, corridor for wildlife habitat linkage, protection from runoff, and other impacts of urban uses adjacent to the corridor. - Allow for sufficient width adjacent to natural resource preserves to allow for trails and greenbelts. - Prohibit the placement of water quality treatment structures designed to meet pollutant discharge requirements within mitigation preserves.	PL	2006 / 2007 / Ongoing	GF / CF	The Open Space Guidelines provide guidance for development along the perimeter of the open space. In addition, review for water quality treatment is part of the entitlement review process.
NR 34.2	Establish standards that allow public access in the floodplain and buffers along creek corridors and preserves. Mitigation measures shall be incorporated into environmental documents and conditions of approval that require open-view fencing adjacent to preserves.	PL	2006 / 2007	GF / CF	Ongoing.
NR 34.3	Establish standards and/or guidelines for development adjoining wetland preserves or creeks to maximize visibility by designing the land plan with public streets on at least one side of the corridor or preserve with vertical curbs, gutters, footpath(s), street lighting, and post and cable barriers to prevent unauthorized vehicular entry into creek corridors and preserves.	PL	2006 / 2007	GF	Specific guidelines have not been created; however this is part of the entitlement review process (eg. Open Space Design Guidelines and screening requirements).
NR 41.1	Implement the City's Tree Preservation and Protection Ordinance (and update as necessary) to establish minimum requirements for preserving native trees and landmark trees in the City, including a definition of the size, species, and age requirements of landmark, oak, and other trees to be protected and/or replaced.	PL	Ongoing	GF	A revised Tree Preservation Ordinance was adopted in 2017. The revised ordinance increased the number of protected trees and includes restrictions on trimming trees.
NR 41.2	Where feasible, require underground utility lines that are in close proximity to oaks and other landmark trees to be designed and installed to minimize impacts to trees. Work with the utility provider(s) to coordinate transmission line location and other potential impacts associated with the undergrounding of the utilities.	PW / PL	Ongoing	CF	Ongoing.
NR 41.3	Establish development guidelines that require all oak habitat to be avoided to the maximum extent feasible. When avoidance is not possible, require mitigation efforts that result in preservation of in-kind habitat in the Planning Area.	PL	2006 / 2007 / Ongoing	GF	Ongoing. A City arborist has been hired. Working on standards.
NR 42.1	Create development guidelines to establish minimum planting standards and require appropriate tree species and planting densities within newly landscaped areas that are visible to or shared by the public. An adopted Tree List should be used as a guideline for all tree plantings within the City.	PL	2007 / 2008	GF	Ongoing. A City arborist has been hired. Working on standards. Tree List has been updated and adopted.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
NR 42.2	Create development guidelines that address landscaping standards and that require appropriate tree species and densities in buffer areas. The guidelines should also ensure that medians will include native plantings and trees, and will be wide enough to support the long-term viability of the plantings.	PL	2007 / 2008	GF	Ongoing. A City arborist has been hired. Working on standards.
NR 42.3	Provide leaflets and planting guides that promote the use of drought-tolerant native vegetation in home landscaping.	PIO / PL	2006 / 2007	GF	Not completed.
NR 42.4	Discourage the use of invasive non-native species.	PL	Ongoing	GF	Ongoing as part of the entitlement review process (e.g. required landscape plans for new developments).
NR 42.5	Establish a mistletoe abatement and remediation program.	NS	2006 / 2007	GF	Not Completed.
NR 42.6	Establish guidelines to require planting of trees to reduce "heat island" effects, in order to reduce the need for air conditioning and thus conserve energy.	PL	2007 / 2008	GF	Not completed.
NR 43.1	Achieve "Tree City USA" status. This will require the City to continue to implement the City's Tree Preservation and Protection Ordinance (and update as necessary), appoint a board, department or commission to advise the city on tree issues, spend two dollars per capita on community forestry activities, and hold an Arbor Day celebration.	PL / PW	2007 / 2008	GF	Completed in 2016-2017, City of Rancho Cordova listed Tree City USA.
NR 43.2	Designate local funds to educate the public on tree planting and preservation.	F / PIO	Ongoing	GF	Ongoing. (e.g. program to plant 1 tree a day, City Arbor Day Celebration)
NR 43.3	Coordinate with SMUD to offer programs or other resources to provide property owners with information on proper tree selection, proper location to reduce heat transfer effects, planting and maintenance.	PIO / PL	Ongoing	GF	Ongoing (e.g. 100 trees in Lincoln Village, etc.)
NR 43.4	Actively participate in the Sacramento County Greenprint Program.	PL / PW	Ongoing	GF	Ongoing.
NR 51.1	Install water-conserving landscaping and irrigation on City-owned and operated facilities.	CM	Ongoing	GF	Ongoing.
NR 51.2	Require development project approvals to include a finding that all feasible and cost-effective options for conservation and water reuse are incorporated into project design.	PW / PL	Ongoing	AF	Not Complete. However, new entitlements are required to comply with the water conservation city requirements.
NR 51.3	Establish a program that requires per capita water consumption to be reduced by at least 20 percent by 2030 from 2006 baseline conditions consistent with State law. The program shall include the following measures: - Restrict water usage through metering or establishing designated watering days for the City's residences and businesses. - Promote water conservation efforts through education. - Implement standards that require low-flow appliances and fixtures in all new development. - Work with water providers and water conservation agencies to create an incentive program that encourages retrofitting existing development with low-flow water fixtures.	PW / PL	2008 / 2009	GF	Ongoing.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	- Require new development and landscaped public areas to utilize state-of-the-art irrigation systems that reduce water consumption (e.g., gray-water systems, etc). - Encourage drought-tolerant and native vegetation.				
NR 51.4	Require water purveyors to include a provision for water supply monitoring and reporting in the franchise agreements.	PW	Ongoing	GF	Ongoing.
NR 52.1	Establish a Large-Scale Recycled Water Program and Citywide Recycled Water Distribution System Ordinance.	PW	2006 / 2007	GF	Determined not feasible
NR 52.2	Coordinate with the City's water purveyors to establish a connected "purple pipe" system throughout the City's new development areas that uses recycled water.	PW	2007 / 2008 / Ongoing	GF	Not Complete
NR 53.1	Restrict hazardous materials storage in the 100-year floodplain to prevent surface water contamination.	PW / PL	Ongoing	GF	Ongoing. Is required by law, but City process has not been established.
NR 53.2	Educate the community on laws governing the proper handling of hazardous materials, especially those laws which pertain to discharging materials into creeks.	PW / PIO	Ongoing	GF	Ongoing. Part of the NPDES permit S4
NR 53.3	Install appropriate signage to deter the discharge of hazardous materials into storm drains.	PW	Ongoing	GF / AF	Complete and Ongoing
NR 53.4	Future land uses that are anticipated to utilize hazardous materials or waste shall be required to provide adequate containment facilities to ensure that surface water and groundwater resources are protected from accidental releases. This shall include double-containment, levees to contain spills, and monitoring wells for underground storage tanks, as required by local, state and federal standards. Future land uses that include on-site storage of hazardous materials and waste comply with all applicable local, state and federal regulations, including those regulating the use, storage, handling and disposal of hazardous materials.	PW / B	Ongoing	GF / AF	Public Works has expanded enforcement and education for the City's Storm Water Quality Program. Building & Safety and Code Enforcement are assisting with enforcement.
NR 54.1	Provide information on pollution prevention, disposal of hazardous waste and chemicals, liability and clean-up on the City's website and in educational materials and brochures.	PIO / PW	Ongoing	GF	Ongoing and included on the City's website.
NR 54.2	Require clean-up of contaminated ground and surface water by current and / or past owners or polluters.	PW / PL	Ongoing	AF	Ongoing.
NR 54.3	Encourage pollutant cleansing companies to use the latest technologies available in order to expedite the cleansing process and do the least harm to the environment.	PW / PL	Ongoing	AF	Ongoing and included on the City's website.
NR 55.1	Require development projects to contain urban runoff control strategies and requirements that are consistent with Master Drainage Plans and the City's urban runoff management program.	PL / PW	Ongoing	GF	Ongoing, part of the entitlement review.
NR 55.2	Require development within newly urbanizing areas to incorporate runoff control measures into their site design or to participate in an area-wide runoff control management effort consistent with standards developed by the Public Works Department.	PW / PL	Ongoing	AF	Ongoing per entitlement review.
NR 55.3	Encourage new development to incorporate features such as grassy swales, multi-use retention or detention basins, and integrated drainage systems to enhance water quality. Work with the Cordova Recreation and Park District to establish standards	PW / PL	Ongoing	AF	Ongoing per entitlement review.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	for integrating retention/detention basins into park sites and create examples of desirable and innovative natural drainage features.				
NR 55.4	Require the use of best management practices to protect receiving waters from the adverse effects of construction activities, sediment and urban runoff consistent with current state law.	PL / PW	Ongoing	AF	Ongoing permit review.
NR 61.1	Regulate surface mining operations as required by California's Surface Mining and Reclamation Act of 1975 ("SMARA"), Public Resources Code Section 2207 (relating to annual reporting requirements), and State Mining and Geology Board regulations for surface mining and reclamation practice.	PL	Ongoing	GF / AF	Ongoing permit review.
NR 61.2	Coordinate mining operations and urban development to minimize conflicts between residents and mining, particularly where mining is required before urbanization.	PL	Ongoing	AF	Ongoing as part of the specific plan and master plan review.
NR 61.3	Require inactive mined lands to be reclaimed to a usable condition that is readily adaptable to the future, anticipated land uses.	PL	Ongoing	GF / AF	Ongoing.
NR 62.1	Establish and require minimum setbacks of future and reauthorized surface mining from adjoining residential land uses.	PL	Ongoing	GF	Ongoing with entitlement and development permit process.
NR 62.2	Prohibit the use of cyanide-leaching systems for gold extraction.	B / PW	Ongoing	GF / AF	Ongoing.
NR 71.1	Develop educational programs to increase energy conservation at the household and business levels.	PIO / B / PL	2008 / 2009	GF	Building & Safety website directs developers and property owners to the State website regarding Energy Code requirements, and incentive programs that may help defer costs.
NR 71.2	Develop a comprehensive program to conserve energy resources at City-operated facilities.	B / PL	2006 / 2007	GF	Ongoing with the Facilities Department.
NR 73.1	Offer incentives (e.g., reduced fees, expedited entitlement processing, density bonus) for plans/projects that exceed Title 24 energy efficiency requirements by ten percent.	PW / PL	Ongoing	GF / AF	Some financial incentives are given for energy efficiency. However, they not incentives that would allow the project to differ cost or deviate from development standards.
NR 74.1	Consider the following items as ways to implement this policy: - Fund a program that offers incentives for adding energy efficient systems into existing developments; - Work with local utility providers to make the public aware of energy rebate programs; and - Work with community organizations, such as SMUD, to encourage the inclusion of energy efficient systems in remodels and retrofits of existing development.	B / PL / PIO	2008 / 2009 / Ongoing	GF	Building & Safety website directs developers and property owners to the State website regarding Energy Code requirements, and incentive programs that may help defer costs.
NR 81.1	Continue providing curbside recycling and green waste service to all single-family and duplex residences in Rancho Cordova.	CM / PW	Ongoing	GF / UF	Ongoing. Private companies provide the service with different size containers. Information is on the City website.
NR 81.2	Create and facilitate a series of educational workshops for the public and businesses on composting and recycling. Provide at least one program to increase recycling by	PIO / B / PL / PW	2007 / 2008 /	GF	Ongoing and included on the City's website.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	occupants of multi-family housing.		Ongoing		
NR 8.1.3	Encourage all office, commercial, and multi-family complexes to provide recycling bins and collection service for paper, plastic, glass, and metal.	B / PL / PW	Ongoing	GF	Ongoing per the entitlement review. With coordination by Public Works.
NR 8.1.4	Provide recycling centers at City facilities (e.g., City Hall, libraries) that are available to the public free-of-charge.	CM / PW	2006 / 2007	GF	Ongoing and included on the City's website.
NR 8.1.5	Provide locations for household hazardous wastes to be recycled.	B / PW	2006 / 2007 / Ongoing	GF	Ongoing. Information provided on the City's website.
NR 8.1.6	Remove impediments to successful recycling.	CM / PW	2006 / 2007	GF	Ongoing.
NR 8.2.1	Encourage the school districts within the Planning Area to support recycling at school sites by placing easily accessible recycling bins, providing educational programs on recycling, and using recycled products.	B / PL	Ongoing	GF	Ongoing.
NR 8.4.1	Ensure that at least 50 percent of the City's office supply purchases are comprised of recycled or reusable products.	CM	Ongoing	GF	Ongoing.
NR 8.5.1	Implement the State's source reduction and recycling element (required by the California Integrated Waste Management Act) and the household hazardous waste element (required by PRC 41500-41510).	CM / PW	Ongoing	GF	Ongoing per current legislation.
X - CULTURAL AND HISTORIC RESOURCES ELEMENT					
CHR 1.1.1	Establish a permanent museum or cultural center to be used to display artifacts, documents, and public art relevant to the City's history and cultural diversity.	CM / HRC	2010	GF	There is an unofficial historical society for Rancho Cordova that meets at City Hall and keeps some of the historical items at City Hall.
CHR 1.1.2	Establish a Historic Resources Commission that is responsible for facilitating the collection, preservation, and display of the City's history.	CM	2007	GF	Not Complete
CHR 1.1.3	Commence and continue collection of the artifacts, photographs, memorabilia, and oral history of the community.	HRC	Ongoing	GF	Ongoing with different departments working with outside agencies.
CHR 1.1.4	Locate an interim facility to show and/or exhibit items of historic or cultural value. Establish exhibits for historic and cultural items at City Hall.	CM / HRC	2007	GF	This has been established at the City Hall office.
CHR 1.1.5	Compile a thorough record of the City's incorporation, including records, documents, photos, and artifacts.	HRC	2008	GF	Progress has been made and is still ongoing.
CHR 1.2.1	Develop and regularly update a comprehensive historic resources inventory, coordinating with other agencies as necessary. The inventory will contain a list of all locally historically significant properties, as well as historic archaeological and paleontological resources in the Planning Area and a map depicting their locations.	PL / HRC	2007 / Ongoing	GF	Not complete.
CHR 1.2.2	Pursue recognition of all eligible historic properties by the National Register of Historic Places and California Register of Historic Resources.	HRC	Ongoing	GF	Not complete.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
CHR 1.23	Improve and interpret K igore Cemetery. Interpreting the cemetery will include determining who is buried in the older portion of the site and increasing public awareness of the cemetery's significance.	CM / HRC	2008	GF	Ongoing.
CHR 1.24	Consider establishing review procedures for remodeling and reconstruction of buildings and other structures.	B / PL	2007 / 2008	GF	Complete per the entitlement and building permit review process. DST is also used to expedite reviews.
CHR 1.31	Require historic resources and paleontological studies (i.e., archaeological and historical investigations) for all applicable discretionary projects, in accordance with CEQA regulations. The studies should identify paleontological, historic, or cultural resources in the project area, determine their eligibility for inclusion in the California Register of Historical Resources, and provide mitigation measures for any resources in the project area that cannot be avoided.	PL	PR	AF	Ongoing per the entitlement review process and CEQA requirements.
CHR 1.32	Incorporate the following two conditions in applicable permits for all discretionary projects. - The Planning Department shall be notified immediately if any cultural resources (e.g., prehistoric or historic artifacts) or paleontological resources (e.g., fossils) are uncovered during construction. All construction must stop in vicinity of the find and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology or a paleontologist shall be retained to evaluate the finds and recommend appropriate action. - The Planning Department shall be notified immediately if any human remains are uncovered and all construction must stop in vicinity of the find. The Planning Division 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 CEQA Section 15064.5 (d) and (e) shall be followed.	PL	PR	AF	Completed per the standard conditions of approval and mitigation measures.
CHR 2.11	Establish a Cultural Arts Commission that will be responsible for coordinating cultural events, parades, festivals, coordinate and communicate with cultural and ethnic communities (with the City's Public Information Officer), and other activities as determined by the City Council.	CM / PIO	2007	GF	A Cultural Arts Commission has not been created, however, this is achieved by other means through partnership with the Cordova Community Council and community artists.
CHR 2.12	Encourage development projects to include design features that identify and celebrate the different cultures that make up Rancho Cordova by updating, as necessary, the Design Guidelines to include provisions for cultural identity in development projects.	PL / CAC	PR	GF	Completed, but could provide more specifics in the design guidelines.
CHR 2.13	Encourage and invite cultural groups and organizations to participate/plan/operate citywide events and to showcase the City's cultural diversity at these events	CAC / PIO	Ongoing	GF	Ongoing.
CHR 2.21	Provide City information (news, bulletins, application forms, etc) pursuant to programs designed to best capture the ethnic diversity of the community (i.e. in the four major languages used in the community and other languages on demand).	PIO / CM / CAC / PL / B / PW	Ongoing	GF	Complete and ongoing as part of our development service counter.
CHR 2.22	Reach out to all ethnic groups in the City and invite and encourage their participation in City government.	PIO / CAC / CM / PL / PW	Ongoing	GF	Complete and ongoing.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
CHR 3.1.1	Work with community groups to establish a performing arts center in Rancho Cordova, ideally within the Downtown or Convention Overlay.	CAC	2010	GF	Not complete.
CHR 3.1.2	Work with local schools and other educational and youth outlets to promote artistic performances by children and artistic education programs for children. Work with school districts to establish performing arts facilities in high school and junior high school campuses.	CAC	Ongoing	GF	Not complete under CAC, but works is done under the City's outreach programs under different departments.
CHR 3.1.3	Showcase youth artwork in public venues such as City Hall, public libraries, and other places throughout the community.	CAC	Ongoing	GF	Not complete under CAC, but works is done under the City's outreach programs under different departments.
CHR 3.1.4	As necessary, revise City ordinances to allow and promote on street visual art, dance, and theatrical performances in the Downtown. Include such provisions in the Downtown Specific Plan.	CAC / PL	2008	GF	Encouraged within the Folsom Boulevard SPA, open space and design guidelines, and the zoning code, but not required. Discussions regarding an Art Ordinance have been made for the City.
CHR 3.1.5	Work with existing theatre, music, arts, and other performing arts groups to help them find locations in Rancho Cordova.	CM / ED	Ongoing	GF	Ongoing as works is done under the City's outreach programs under different departments.
CHR 3.2.1	Establish a Cultural Arts Commission that is responsible for establishing a public art program, directing the use of public funds for art in public places, encouraging the use of art in private development projects, and administering other cultural and artistic programs for the City as deemed appropriate by the City Council.	CM / PL	2007	GF	Not complete under CAC, but works is done under the City's outreach programs under different departments.
CHR 3.2.2	Promote the incorporation of monuments, plaques, signs, or artwork identifying Rancho Cordova's diverse history into development projects and on pedestrian and bicycle trails. Possible highlights include the area's agricultural, mining, Pony Express, and aerospace and aviation activities.	CAC / PL	Ongoing	GF	Not complete under CAC, but is discussed as part of the entitlement review and internal city projects.
XI - SAFETY ELEMENT					
S1.1.1	Conduct an evaluation, as part of the CEQA process, of the potential safety hazards of proposed development within the City and mitigate impacts as appropriate and practical to ensure a reasonable level of safety for residents, workers, and property owners.	PL	Ongoing	AF	Ongoing as new regulations and processes evolve as part of CEQA updates and case law.
S1.2.1	Participate in State mutual aid agreements with neighboring cities and counties; State and federal emergency relief agencies; and private enterprises such as Red Cross, Salvation Army, and local medical institutions to assist in shelter, relief, and first aid operations. Encourage cooperation among adjacent communities to provide backup fire suppression and law enforcement assistance in emergency situations.	PD	2006 / 2007	GF	Complete and ongoing.
S1.2.2	Collaborate with Folsom Cordova and Elk Grove Unified School Districts, Cordova Park and Recreation District, the faith based community, and other public entities to continue to offer public safety education classes, including but not limited to personal safety, fire safety, traffic safety, and bicycle safety.	PD / F / PIO	Ongoing	GF	Ongoing.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
S.1.3.1	Create, adopt, and update, as needed, a local Emergency Management Plan identifying leadership, representatives, coordination, and action for responding to emergencies in a timely and efficient manner.	CM / PD / F	Ongoing	GF	Complete and ongoing.
S.1.3.2	Participate in the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS), and comply with the State of California Emergency Services Act.	PD / F	Ongoing	GF	Ongoing.
S.1.3.3	Develop and adopt a pre-disaster ordinance for post-disaster recovery and reconstruction that includes provisions for debris clearance, damage assessment, demolitions, re-occupancy and building moratorium criteria, fee waivers and deferrals, and expedited permitting procedures for repair and reconstruction.	CM / PD / F	Ongoing	GF	Ongoing per the emergency preparedness plan coordinated with the Facilities department. In addition, the Multi-Jurisdiction Hazard Mitigation Plan was adopted in 2017. This is a 5 year Plan for the region.
S.1.4.1	Develop and update as necessary risk assessments and emergency management provisions to maintain or improve the safety rating of Rancho Cordova as a community with low risk of disruption.	CM / PD / F	Ongoing	GF	Ongoing. The Multi-Jurisdiction Hazard Mitigation Plan was adopted in 2017. This is a 5 year Plan for the region.
S.2.1.1	Support the construction of flood control projects when clear dangers to life and property exist.	PW	Ongoing	GF / AF	Ongoing.
S.2.1.2	Participate in the National Flood Insurance Program by updating the floodplain management ordinance as necessary to help reduce future flood damage. Participation in the National Flood Insurance Program makes federally backed flood insurance available to homeowners, renters, and businesses owners in Rancho Cordova.	PW	Ongoing	GF / AF	Ongoing. The Multi-Jurisdiction Hazard Mitigation Plan was adopted in 2017. This is a 5 year Plan for the region.
S.2.1.3	Participate with the City of Sacramento, the Army Corps of Engineers, and other Federal, State, and local governments and agencies to develop policies to finance, construct, and plan flood improvements to eliminate flooding in the City.	PW	Ongoing	GF	Ongoing.
S.2.2.1	Disapprove new projects that would result in new or increased flooding in parcels on adjoining parcels or upstream and downstream areas, unless it can be shown that the existing drainage facilities are being improved to mitigate such impacts.	PL	Ongoing	AF	Complete and ongoing per the entitlement review.
S.2.2.2	Preclude development within the 100-year floodplain, as determined by the most recent floodplain mapping available from the Federal Emergency Management Agency (FEMA) or other acceptable source, unless otherwise approved by the City floodplain administrator based on site-specific mitigation.	PL	Ongoing	AF	Complete and ongoing per the entitlement review. Include within the zoning code overlay for development restrictions.
S.2.2.3	On flood-prone parcels, locate development on portions of the site that are not subject to flooding, consistent with other policies of this General Plan or provide an approved grading plan showing no net-loss of floodplain storage.	PW / PL	Ongoing	AF	Ongoing per the entitlement and development permit review process.
S.2.2.4	Require every residential lot to have buildable area sufficient to accommodate a residence and associated structures outside the 100-year floodplain. Discourage the use of fill to create buildable area within the 100-year floodplain, except in extreme circumstances consistent with all other applicable policies and regulations, and after review to determine potential impacts on wildlife, habitat, and flooding on other parcels.	PW / PL	Ongoing	AF	Ongoing per the entitlement and development permit review process.
S.2.2.5	Require vehicular access to the buildable area of all parcels to be at or above the ten-	PW / PL	Ongoing	AF	Ongoing per the entitlement and

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	year floodplain elevation.				development permit review process
S 2 2 6	Preclude the creation of lots whose access will be inundated by flows resulting from a ten-year or greater storm event. Bridges or similar structures may be used to provide access over creeks or inundated areas, subject to applicable local, state, and federal regulations.	PW / PL	Ongoing	AF	Ongoing.
S 2 2 7	Discourage additional crossings of natural creeks in order to reduce potential flooding and access problems, except as needed to provide roadway and trail connections and preserve natural resource areas.	PL / PW	Ongoing	AF	Ongoing per the entitlement and development permit review process.
S 2 2 8	Prohibit new and modified bridge structures that will cause an increase in water surface elevations of the 100-year floodplain, unless analysis clearly indicates that the physical and/or economic use of upstream property will not be adversely affected.	PL / PW	Ongoing	AF	Ongoing per the entitlement and development permit review process.
S 2 3 1	Require all new urban development projects to either incorporate runoff control measures to minimize peak flows of runoff or otherwise implement Comprehensive Drainage Plans.	PW	Ongoing	AF	Ongoing per the entitlement and development permit review process.
S 2 3 2	Maintain drainage facilities in order to ensure their proper operation during storms.	PW	Ongoing	AF	Ongoing.
S 2 3 3	Prepare a Comprehensive Drainage Plan for all streams and their tributaries prior to any development within the 100-year floodplain.	PW	Ongoing	GF	Ongoing.
S 3 1 1	Continue to implement the Uniform Building Code to ensure that structures meet all applicable seismic standards.	B	Ongoing	AF	Complete and ongoing per the building permit review process.
S 3 2 1	Continue to require that all new construction projects complete a geotechnical report or conduct other appropriate analysis to determine the soils characteristics and associated development constraints and impose appropriate measures for geologically sensitive areas. This would include necessary measures to address expansive soil conditions.	B	Ongoing	BPF	Complete and ongoing per the building permit review process.
S 3 2 2	Impose the appropriate mitigation measures for new development located in seismic and geologically sensitive areas.	B	Ongoing	BPF	Complete and ongoing per the building permit review process.
S 4 2 1	Coordinate with Regional Transit and companies with railways in the City to ensure that they implement all appropriate safety measures.	PW / PL	Ongoing	AF	Ongoing per the entitlement and development permit review process.
S 4 2 2	Investigate improvements in crossing gates and warning devices on a regular basis.	PW	2007 / Ongoing	GF	Ongoing.
S 4 2 3	Make information on railroad crossing safety available at City Hall and on the City's website to encourage safe practices by City residents and businesses.	PW	2007 / Ongoing	GF	Not Completed
S 4 3 1	Evaluate the potential for grade separations at Mayhew Road, Bradshaw Road, Routier Road, Mather Field Road, and Zinfandel Drive roadway crossings.	PW	2007 / Ongoing	GF	Ongoing.
S 4 3 2	Work with RT to design grade separations appropriate for each location.	PW	2006 / 2007	BPF	Completed and Ongoing.
S 4 3 3	Include the grade separations specified in Action S 3 3 1 in the Capital Improvement Plan, and collect fees to help fund their construction.	PW	2007 / Ongoing	GF	Ongoing.
S 5 2 1	Adopt, and update as necessary, local standards for maximum acceptable exposure for the evaluation of hazardous facilities for potential to create hazardous physical	PW	2007	GF	Ongoing. Part of the entitlement process

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	effects at offsite locations that could result in death, significant injury, or significant property damage.				
S531	Regularly review the City's codes to ensure that City regulations reflect the most up-to-date standards for the storage, handling, and use of hazardous and toxic materials.	B / F	Annually	GF	Building & Safety continues to work closely with Metro Fire and the Sacramento County Environmental Management Department to educate the public on hazardous material handling and storage. This is also accomplished through enforcement of the California Building Code, and other provisions of the Health and Safety Code.
S532	During the review and approval process for development plans and building permits, ensure that secondary containment is provided for hazardous and toxic materials.	PL / PW / B / F	Ongoing	AF	Complete and ongoing per the entitlement review. Building & Safety continues to work closely with Metro Fire and the Sacramento County Environmental Management Department to ensure hazardous material handling and storage policies are current with state and federal regulations. This is also accomplished through enforcement of the California Building Code, and other provisions of the Health and Safety Code.
S533	Require all sites that are suspected or known to contain hazardous materials and / or are identified in a hazardous material / waste search to be reviewed, tested, and remediate for potential hazardous materials in accordance with all local, state, and federal regulations.	B / F	Ongoing	GF	Building & Safety continues to work closely with Metro Fire and the Sacramento County Environmental Management Department to ensure hazardous material issues are dealt with expediently and are current with state and federal regulations. This is also accomplished through enforcement of the California Building Code, and other provisions of the Health and Safety Code.
S541	Support the continued enforcement of permitting requirements for radioactive materials.	Fire	Ongoing	GF	Ongoing.
S542	Enforce public safety standards for the use of radioactive materials, including the placarding of transport vehicles.	Fire	Ongoing	GF	Ongoing.
S551	Require industries which store and process hazardous or toxic materials to provide a buffer zone between the materials and the property boundaries; the buffer zone must be sufficient to protect public safety, as determined by the Planning Department.	Fire / PD	Ongoing	GF	Ongoing.
S552	Consider the impact of proposed industrial development projects with respect to transport of hazardous materials within the city. Locate uses requiring substantial transport of hazardous materials to direct such traffic away from the city's residential and commercial areas.	PL / F / PW	Ongoing	AF	Ongoing
S561	Continue to coordinate with the State Office of Emergency Services, the State Department of Toxic Substances Control, the State Highway Patrol, County of Sacramento, the Sacramento Metropolitan Fire District, the Rancho Cordova Police Department, and other appropriate agencies in hazardous materials route planning	CM / F / PD	Ongoing	GF	Ongoing.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	and incident response.				
S5.6.2	Request that state and federal agencies that regulate the transportation of hazardous materials review regulations and procedures, in cooperation with the City, to determine means of mitigating the public safety hazard in urbanized areas.	PD / F	Ongoing	GF	Ongoing.
S6.1.1	Limit the height of structures consistent with Federal Aviation Regulation (FAR) Part 77 regulations.	PL / B	Ongoing	GF / AF	Complete and ongoing per the entitlement review.
S6.1.2	Site new land uses consistent with the CLUP for noise impacts and safety restrictions.	PL / B	Ongoing	AF / GF	Complete and ongoing per the entitlement review.
S7.1.1	Adopt and periodically update development standards and design guidelines consistent with current Crime Prevention through Environmental Design (CPTED). Specifically, incorporate provisions to address the following: - Natural Surveillance. Intended to keep intruders easily observable, natural surveillance provisions maximize visibility of people, parking areas, and building entrances (e.g., doors and windows that look out on to streets and parking areas, pedestrian-friendly sidewalks and streets, front porches, adequate nighttime lighting). - Territorial Reinforcement. Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. This design concept is implemented by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and fences. - Natural Access Control. A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating a perception of risk for offenders. This design concept is achieved by designing streets, sidewalks, building entrances, and neighborhood gateways to clearly indicate public routes, and also by discouraging access to private areas with structural elements. - Target Hardening. This is accomplished by adding features that prohibit entry or access, including window locks, dead bolts for doors, and interior door hinges.	PD / PL	2007 / Ongoing	GF	Mentioned in the City's standards. The Police Dept reviews and comments on new development.
S7.1.2	Adopt and implement a City of Rancho Cordova Uniform Security Code to ensure all structures meet applicable security standards.	PD / PL	2006 / 2007 / Ongoing	GF	Not Completed.
S7.1.3	Adapt transit-oriented development guidelines to the needs of crime prevention to the extent possible.	PD / PL	2007 / Ongoing	GP / AF	Not Completed. However, the Police Dept reviews and comments on new development.
S8.1.1	Complete a review of police services in the City on an annual basis and provide funding for additional services as needed and in conjunction with increased development.	PD	2006 / 2007	GF	Ongoing.
S9.1.1	Continue to review new development for adequate water supply and pressure, fire hydrants, and access to structures by fire fighting equipment and personnel.	FD	Ongoing	GF	Ongoing per the entitlement and development permit review process.
S9.1.2	Continue to review projects for compliance with the Fire Code as part of the building permit process.	FD	Ongoing	AF	Ongoing.
S9.1.3	Work with SMFD to develop high visibility fire prevention programs, including those	B	Ongoing	BPF	Building & Safety continues to work closely

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	that provide voluntary home inspections and increase awareness of home fire prevention measures.				with Metro Fire to educate the public on fire safety issues. This is also accomplished through enforcement of the California Fire Code.
S91.4	Require on-site fire suppression systems for new commercial and industrial development, as well as multi-family residential development with five or more units, to reduce the dependence on fire department equipment and personnel.	FD	Ongoing	GF	Ongoing.
S91.5	Continue to maintain, periodically update, and test the effectiveness of the City's Emergency Management Plan.	FD	Ongoing	GF	Ongoing.
S91.6	Require the installation of earthquake-triggered automatic gas shut-off sensors in high-occupancy facilities and in industrial and commercial structures.	PD	Ongoing	GF	Ongoing.
S91.7	Continue to enforce all existing codes and ordinances regarding fire protection, including building inspection and vegetation management.	BFD / NS	Ongoing	BPF / GF	Complete and ongoing per the building inspection and code enforcement process. XII – Air Quality Element Complete and ongoing. All city facilities are held to the standards required for energy conservation and sustainable design, in accordance with state and federal guidelines and requirements.
S91.8	Coordinate the design and installation of traffic control and calming measures to minimize impacts on emergency vehicle responses.	PW / FD	Ongoing	GF	Ongoing per the entitlement and development permit review process.
S91.9	The City shall require that future projects are not initiated without assurance from the Sacramento Metropolitan Fire District that sufficient service capacity exists for fire protection and emergency medical services. Service capacity considers the proximity of fire stations, availability of personnel and equipment, water flow and pressure to the site, and adherence to Fire District construction and design requirements.	PW / PL / FD	Ongoing	GF	Ongoing.
XII – AIR QUALITY ELEMENT					
AQ 1.1.1	Use the emissions guidelines produced by the California Air Resources Board, SMOQMD, and SACOG to ensure that City facilities and operations comply with mandated measures.	PL	Ongoing	GF	Ongoing per the entitlement and development permit review process.
AQ 1.1.2	Support SMOQMD in the development of improved ambient air quality monitoring capabilities, as well as the establishment of standards that more adequately address the air quality impacts of proposed project plans and proposals.	PL	Ongoing	GF	Ongoing per the entitlement and development permit review process.
AQ 1.1.3	Support intergovernmental efforts directed at adopting stricter standards related to lowest emission technology vehicles, and more efficient burning engines and fuels (e.g., HVAC, generators, construction equipment, stricter tailpipe emissions standards, etc.).	CM	Ongoing	GF	Ongoing.
AQ 1.1.	Update the General Plan as necessary if updates to the Sacramento Area Regional	PL	Ongoing	GF	Ongoing.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
4	O zone A ttainm ent Plan would create inconsistencies between future buildout of the General Plan Planning Area and the A ttainm ent Plan.				
AQ 12.1	Coordinate with SM AQMD through the environmental review process to ensure that proposed projects would not significantly affect the region's ability to meet State and federal air quality standards.	PL	Ongoing	GF	Ongoing per the entitlement and development permit review process.
AQ 12.2	Require project proponents to coordinate with SM AQMD on appropriate methodologies for evaluating project emissions and air quality impacts (e.g., emissions modeling software, SM AQMD's thresholds of significance, etc.).	PL	Ongoing	AF	Ongoing per the entitlement and development permit review process.
AQ 12.3	Require all new development projects that exceed SM AQMD's thresholds of significance to incorporate design, construction material, and/or other operational features that will result in a 15 percent reduction in emissions when compared to an "unmitigated baseline" project.	PL	Ongoing	AF	Ongoing per the entitlement and development permit review process.
AQ 21.1	Support the location of ancillary employee services, including childcare, restaurants, banking facilities, and convenience markets, at major employment centers for the purpose of reducing mid-day vehicle trips.	PL / ED	Ongoing	GF	Ongoing per the entitlement and development permit review process.
AQ 22.1	Promote compact development within one-quarter to one-half mile of rail transit stations and transit stations along enhanced transit corridors.	PL	Ongoing	GF	Ongoing per the entitlement and development permit review process.
AQ 22.2	Require greenfield areas of the City to be developed in keeping with the City's Building Block Concept of livable, walkable neighborhoods with services and employment opportunities integrated within every Village of the community.	PL	Ongoing	GF	Ongoing per the entitlement and development permit review process; however specific "blocks" have not been defined.
AQ 23.1	Identify and adopt incentives for planning and implementing infill development projects within urbanized areas and near job centers and transportation nodes.	PL	2007 / 2008 / Ongoing	GF	Not completed.
AQ 24.1	Provide buffers and setbacks between sensitive land uses and sources of air pollution.	PL	Ongoing	AF	Completed and ongoing.
AQ 24.2	Continue to implement criteria for all new parking lots to include tree plantings that will result in 50 percent shading of parking lot surface areas within 15 years.	PL / PW	Ongoing	GF	Ongoing per the entitlement and development permit review process.
AQ 31.1	Facilitate street design that encourages biking and walking in both new and established areas.	PW / PL	Ongoing	GF / CIP	Ongoing per the entitlement and development permit review process.
AQ 31.2	Require all new development to be designed to enable easy pedestrian and bicycle access and circulation.	PW / PL	Ongoing	AF	Ongoing per the entitlement and development permit review process.
AQ 21.1	Develop and distribute user-friendly maps of the City's existing and planned pedestrian and bicycle facilities to businesses and post on the City's website.	PIO	Ongoing	GF	Ongoing per the entitlement and development permit review process. Maps are provided online and at City Hall.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
AQ 32.1	Provide and / or adequately advertise shuttles from local transit stations to special event and civic centers.	PW / PIO	Ongoing	GF	Maps are provided online and at City Hall.
AQ 32.2	Encourage employers to provide: direct shuttle service to light rail; transit subsidies; bicycle facilities; ridesharing; flex schedules and alternative work schedules, including telecommuting and work-at-home programs; and preferential parking for carpools.	PW / PL	Ongoing	GF	Part of TMA
AQ 32.3	Support the development of Transportation Demand Management services through the City's Transit-Related Services Tax Area that result in active marketing of transit services, ride sharing programs, bike and pedestrian facilities, transit facilities, and provision of transit subsidies that provide air quality benefits.	PW	Ongoing	Transit tax	Ongoing.
AQ 32.4	Require that new development pay its fair share of the cost of transit facilities and the operations and maintenance of transit services.	PW	Ongoing	AF	Ongoing.
AQ 33.1	Encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations.	PW	Ongoing	AF	Ongoing.
AQ 33.2	Recommend that business owners schedule deliveries at off-peak traffic periods.	PW	Ongoing	GF	Ongoing.
AQ 34.1	Require designated carpool and vanpool parking in all new office developments.	PW / PL	Ongoing	GF	Encouraged during entitlement review
AQ 34.2	Consider developing a model trip reduction and air quality improvement program for City employees. The program could include flexible or compressed work schedules, commuter matching services, telecommuting options, and preferential carpool / vanpool parking, transit subsidies.	PL / PW / PIO	2007 / 2008	GF / transit tax	City Hall location includes EV Stations. Flexible work schedules for employees are available
AQ 41.1	Require energy-conserving features in the design and construction of new development. Many options exist for reducing pollution from energy-producing systems, including the following: - Requiring the use of the best available technologies to reduce air pollution standards. - Using building materials and methods that reduce emissions and improve indoor air quality (e.g., LEED certification, LEED Green Buildings, EPA Green Building, etc.). - Requiring that development projects be located and designed in a way that minimizes direct and indirect emission of air contaminants. - Installing efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units. - Utilizing automated time clocks or occupant sensors to control heating systems.	B / PW	Ongoing	GF	Complete and ongoing. Currently the City enforces the provisions of the California Energy Code, the Green Building Standards and the Building Energy Efficiency Standards that are referenced within.
AQ 41.2	Encourage the use of cost-effective and innovative emission-reduction technologies in building components and design.	PW / PL	Ongoing	AF	Ongoing, future plans may involve work with economic development and sacog for funding opportunities and projects.
AQ 41.3	Support the use of building materials and methods that increase efficiency beyond State Title 24 standards.	B / PL	Ongoing	AF	Complete and ongoing per the entitlement and building permit process review.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
AQ 41.4	Encourage the use of "EPA Energy Star"-certified appliances.	B / PIO	Ongoing	GF	Ongoing.
AQ 41.5	Promote the implementation of sustainable design strategies for "cool communities," such as installing reflective roofing or light-colored pavement and planting urban shade trees.	B / PIO	Ongoing	GF	Complete and ongoing per the building permit process review.
AQ 41.6	Consider incorporating energy-conserving design and construction techniques in all City facilities.	B	Ongoing	GF	Complete and ongoing per the building inspection and code enforcement process. XII – Air Quality Element Complete and ongoing. All city facilities are held to the standards required for energy conservation and sustainable design, in accordance with state and federal guidelines and requirements.
AQ 42.1	Replace the City's fleet vehicles with new vehicles that utilize the lowest emission technology available, whenever economically feasible.	CM	Ongoing	GF / Grants	Completed and on-going
AQ 42.2	Consider adopting a policy that provides a preferential treatment to contractors using reduced emission equipment for City construction projects and for City contracts for services (e.g., garbage collection).	CM / B	2006 / 2007	GF	Not complete. The City can expedite the review for priority projects, but does not have a process for preferential treatment.
AQ 42.3	Encourage lowest emission technology buses in public transit fleets.	CM	Ongoing	GF	Complete and ongoing.
AQ 42.4	Promote developments and street systems that support the use of neighborhood electric vehicles.	PW / PL	Ongoing / PR	AF	Not Complete
AQ 42.5	Adopt an ordinance that limits the amount of time diesel-powered trucks, buses, and other heavy vehicles may idle in accordance with California Air Resources Control Board rules from mobile TAC sources, and that restricts placing new sensitive receptors within the proximity of known toxic air contaminant (TAC) producing facilities and land uses. Sensitive receptors shall be located a safe distance from TAC sources as described in California Air Resources Board guidelines and Sacramento Air Quality Management District requirements.	PW	2007 / 2008	GF	Ongoing. Included in the Air Quality District provisions and CEQA review.
AQ 44.1	Enforce construction-related air quality mitigation measures adopted through the CEQA process.	PL	Ongoing	AF	Complete and ongoing.
AQ 51.1	Provide air quality information on the City's website, including links to public information provided by SQAQMD and the California Air Resources Board.	PIO	Ongoing	AF	Ongoing.
AQ 51.2	Encourage employers to post flyers about carpools, vanpools, and other modes of transportation that contribute to improved air quality in locations that are easily visible to employees.	PIO	Ongoing	GF	Ongoing.
XIII – NOISE ELEMENT					
N 1.1.1	Adopt a Noise Ordinance with noise level performance standards, including maximum allowable noise exposure, ambient vs. nuisance noise, method of	PL / CM	2007	GF	Sound regulated per RCM C 6.68 (noise control). This standard is outdated and taken

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
	measuring noise, and enforcement procedures				from the County. Needs revision and guidelines for mitigation.
N 1.2.1	Require new development of noise-creating uses to conform to the City's maximum noise levels.	PL	Ongoing	AF	Completed and ongoing as part of the entitlement process.
N 1.2.2	Require an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas where current or projected exterior noise levels exceed the City's standards.	PL	Ongoing	AF	Completed and ongoing as part of the entitlement process.
N 1.2.3	Require any potential noise impacts identified during the acoustical analysis to be mitigated in the project design to the maximum extent feasible.	PL	Ongoing	AF	Completed and ongoing as part of the entitlement and building permit process. Is also required per CEQA analysis.
N 1.3.1	Require an acoustical analysis as part of the environmental review process when proposed non-residential land uses are likely to produce noise levels that exceed the City's noise standards. The acoustical analysis must be prepared by a qualified person experienced in environmental noise assessment and architectural acoustics, and must estimate existing and projected cumulative noise levels and compare those levels to the policies within this Element.	PL	Ongoing	AF	Completed and ongoing as part of the entitlement process.
N 1.3.2	Require any noise impacts identified in the acoustical analysis to be mitigated in conjunction with the project design.	PL	Ongoing	AF	Completed and ongoing as part of the entitlement and CEQA review process.
N 1.4.1	Limit construction activity to the hours of 7 a.m. to 7 p.m. weekdays and 8 a.m. to 6 p.m. weekends when construction is conducted in proximity to residential uses.	PL / PW / B	Ongoing	AF / BPF	Complete and ongoing per the noise element and municipal requirements.
N 1.4.2	Consider restricting the hours of operation of loading docks, trash compactors, and other noise-producing uses in commercial areas that are adjacent to residential uses.	PL	Ongoing	AF	Completed and ongoing as part of the entitlement and building permit process.
N 1.4.3	Require stationary construction equipment and construction staging areas to be set back from existing noise-sensitive land uses.	PL	Ongoing	AF	Completed and ongoing as part of the entitlement and building permit process.
N 1.6.1	Develop guidelines, strategies, and standards specifically related to maintaining acceptable noise levels in higher density development. Consider design and construction standards that minimize noise conflicts between residents with shared walls or floors / ceilings.	PL / B	2007	GF	There are indirect regulations and guidelines (i.e. sound wall, landscaping, UBC requirements), but nothing within the zoning code.
N 2.1.1	Encourage placement of light rail lines below the grade of the roadway in order to reduce noise impacts.	PW / PL	Ongoing	GF	This has not been achieved.
N 2.2.1	Assess the significance of the noise increase of all roadway in proven projects in existing areas according to the following criteria: - Where existing traffic noise levels are less than 60 dB Ldn at the outdoor activity areas of noise-sensitive uses, a + 5 dB Ldn increase in noise levels due to roadway in proven projects will be considered significant; and - Where existing traffic noise levels range between 60 and 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a + 3 dB Ldn increase in noise levels due to roadway in proven projects will be considered significant; and - Where existing traffic noise levels are greater than 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a + 1.5 dB Ldn increase in noise levels due to roadway in proven projects will be considered significant.	PL / B	Ongoing	AF / BPF	Complete and ongoing per the entitlement review.

	Action	Responsible Party	Time Frame	Funding Source	Status 2017
N 2.3.1	Adopt a Citywide noise reduction program to reduce traffic noise and other noise levels.	PL / PW	2007 / 2008	GF	This has not been achieved.

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	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/Steps Taken
Goal H 1	Seek a balance of housing opportunities appropriate for the range of jobs available and planned in the city.				
Policy H 1.1	Improve the City's jobs-housing balance through ensuring that housing development in Rancho Cordova provides opportunities for all income levels in order to serve the full range of available and projected jobs in the City.				
Action H 1.1.1	The City will work with the Economic Development Department to inquire with larger employers in the community to determine salary information and employee preference regarding housing type.	General Fund	Economic Development Department	Inquire with employers once every two years.	Economic Development receives EDD Data with salary information in relation to industries
Policy H 1.2	Maintain adequate sites that support a range of housing types appropriate for the City's housing needs, taking into account employment projections, household growth, and the City's share of regional housing needs.				

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	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/Steps Taken
Action H 1.2.1	Residential development projects of 100 gross acres or more shall include a minimum of 5 percent of the total project residential developable acreage (net) for residential uses of 30 units per acre or higher. This minimum high density acreage requirement is calculated to satisfy projected RHNA to the City. Additionally the City will require a minimum of 5 percent for residential uses of 10 units per acre or higher. Development projects with a requirement of less than 5 acres in either or both categories may opt to designate land off-site, if deemed appropriate for the project. If projects propose densities higher than the identified density, the required acreage shall be decreased accordingly. For example, if a project is required to provide 15 acres at 30 units per acre, that project could alternatively provide 11.25 acres at 40 units per acre. Similarly, if the project's requirement for land with density of 10 units per acre was 6 acres, the project could alternatively provide 4 acres at 15 units per acre. For the purpose of satisfying the 5 percent for land uses at or above 30 units per acre, sites must meet the following requirements:	General Fund, Local Housing Trust Fund	Planning Department, Housing Services Division	Ongoing, as residential applications are received.	The City has met the high density set-asides in all of the new Development Entitlements that have been recently approved or are currently under review. As part of the development review process all new housing projects are reviewed for their compliance to these housing standards.
	Sites must be zoned exclusively residential.				

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	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/Steps Taken
	Acre used to satisfy RHNA requirements will be required to maintain minimum densities. Sites must be of sufficient size to accommodate a minimum of 16 units per site. Sites must be proximate to public transportation routes which provide ready access to fixed rail.				
Policy H 1.3	Promote a broader range of housing options for executives.				
Action H 1.3.1	The City's Zoning Code accommodates and facilitates the development of executive housing options in Specific Plans and large subdivisions (500+ units) in the Rural Residential (RR) and the Estate Residential (ER) zones.	General Fund	Planning Department	Ongoing, as projects are possessed through the Planning Department.	Suncreek and Rio Del Oro are approved Specific Plans that include a variety of housing types and densities ranging from 6.1 du./acre to 40 du./acre. As addressed in the 2013-2021 housing element land use and sites inventory, the City's current zoning standards, accompanied with vacant land, has the capacity to meet the City's fair share of the housing needs within the current planning cycle.
Policy H 1.4	Promote higher density housing in close proximity to transit, employment, and appropriate services, such as transit-oriented development.				
Action H 1.4.1	As part of an ongoing effort to promote transit-oriented development the City will coordinate with regional partners to incentivize the production of housing for persons living and working in same community.	General Fund	Public Works, Housing Services Division, Planning, and Economic Development departments	The City will coordinate efforts to apply for funding for transit-oriented developments as Notices of Funding Available (NOFAs) are released and will create	The City is maintaining a commitment to TOD high-density residential in review of all projects to be located adjacent to RT access points. The Crossings at Woodberry Affordable Multifamily project was approved. However, the project is

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	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/ Steps Taken
	o SACOG – The City will continue to work with SACOG to identify and apply for grant opportunities aimed at planning and promoting TOD development along the Regional Transit Light Rail lines. o Regional Transit – The City will continue to cooperate with Regional Transit in identifying transit needs in the community and working to provide viable solutions. These may include negotiating new bus routes, partnering to provide special or commuter routes, creating and maintaining a discount RT pass program for low- and very low-income residents living in the City's affordable housing, and leveraging new infill development projects around existing mass transit infrastructure (Transit Oriented Development). o Local and Regional Complete Streets Advocate groups – The City will continue to work with local and regional Complete Streets Advocate groups to improve transportation options in the City, including bicycle lanes, improved pedestrian access, and better connectivity between existing alternative transportation options and local mass transit (such as dedicated pedestrian pathways), particularly in development projects located in immediately adjacent to transit services.			project requirements and incentives to encourage reduced auto use in transit nodes.	awaiting Federal and State funding. In addition, all new master plans and specific plans currently under review, contain a variety of multimodal transportation options that focus on linkages (ie. bike to bus, bus to light rail) to improve connectivity and usage of existing transit systems.

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	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/Steps Taken
Policy H 1.5	Developers of new residential projects within the newly developing areas of the City (generally in the large, vacant areas south of Highway 50) shall prepare an Affordable Housing Plan (Plan) for the project for City review and approval that identifies the project's plan for providing affordable housing.				
Action H 1.5.1	The City has established the following guidelines to provide direction for the review of Affordable Housing Plans associated with individual development projects and to provide direction for the preparation of an Affordable Housing Ordinance if one is to be developed.	General Fund	Community Development	The Affordable Housing Plan obligations will be implemented as projects are received by the Planning Department.	The City has negotiated Affordable Housing Plan (AHP) with the developers of the SunCreek Specific Planning Area and Rio del Oro, as per Housing Element standards. Future Specific Plans will include Affordable Housing Plans
	The Affordable Housing Plan shall be approved in conjunction with the earliest stage of project entitlement, typically with the City Council approval of the Specific Plan, Development Agreement, or other primary land use entitlement.				
	The Affordable Housing Plan shall specify and include the following:				
	1) A projection of the number of dwelling units that will be developed as affordable to extremely low-, very low-, low-, moderate-, and above moderate-income households				
	2) The number of affordable ownership and rental units to be produced. Such split shall be approved by the City Council based on housing needs, market conditions, and other relevant factors. The split of ownership and rental units shall be addressed within the Plan of each individual project.				
	3) Program options within project-specific Affordable Housing Plans may include but are not limited to the				

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	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/ Steps Taken
	following:				
	The timing for completion of affordable housing obligations includes the following considerations:				
	For projects proposing to construct affordable housing units or to renovate existing dwellings, the City generally supports construction/renovation of affordable dwellings concurrent with the construction of market-rate housing when feasible. - For projects providing alternative contributions (land dedication, funds, etc.), timing of such contributions shall be identified in the project specific Affordable Housing Plan, with the expectation that the City will pursue construction of affordable units generally concurrent with construction of project market-rate housing.				
	4) At the City Council's discretion, land or other contributions provided by developers as specified within project-specific Affordable Housing Plans may be utilized to augment City efforts and the efforts of its nonprofit partners to provide affordable housing opportunities to all income levels throughout the community. The City will pursue supplemental funding to allow affordability to households earning less than 50 percent of area median income.				

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	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/Steps Taken
	5) In order to ensure the production and preservation of housing affordable to the City's workforce, no productive, reasonable program or incentive option will be excluded from consideration within project-specific Affordable Housing Plans. Possible incentives may include, but are not limited to: - Density bonuses - Fee waivers or deferrals (as reasonably available) - Expedited processing/priority processing - Reduced parking standards - Technical assistance with accessing funding - Modifications to development standards (on a case-by-case basis) - Other incentives				
Action H 1.5.2	The City will annually monitor and revise as necessary, the Affordable Housing Plan negotiation and development process to ensure that the planning process does not pose a constraint on the development of housing.	General Fund	Housing Services Division	Annually monitor the Affordable Housing Plan.	Staff reviewed the current processes and applications, no constraints were identified.
Action H 1.5.3	Together with the developer and nonprofit partners, the City will use maximum efforts to seek available resources to support the construction of affordable housing production, including but not limited to state and federal housing programs and the City programs such as the City's non-residential linkage fee (Local Housing Trust Fund).	State and federal housing programs and the City programs such as the City's non-residential linkage fee (Local Housing Trust Fund)	Housing Services Division, Planning, and Economic Development	Apply for funding as available.	The City is partnered with two non-profit developers for 1 transitional and 2 permanent supportive housing development. The City also partnered with one for-profit developer for affordable family housing.

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	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/Steps Taken
GOAL H 2	ENCOURAGE THE IMPROVEMENT, REHABILITATION, AND REVITALIZATION / REINVESTMENT OF THE CITY'S EXISTING RESIDENTIAL NEIGHBORHOODS				
Policy H 2.1	Provide neighborhood revitalization in existing areas through housing rehabilitation (owner- and renter-occupied units).				
Action H 2.1.1	The City shall continue to apply for federal and state funds to fund the City's housing rehabilitation program to assist in the improvement of owner- and renter-occupied housing units in the City.	Community Development Block Grant (CDBG), or other funds (as funding becomes available to the City)	Housing Services Division, Neighborhood Services Division and Economic Development Department	Apply for funding as Notices of Funding Available (NOFAs) are released.	The City's first CalHOME funded rehabilitation program funded 1 loan to a low-income homeowner in need of health and safety repairs. The City will continue to strongly encourage rental housing owners and managers to re-invest and upgrade rental housing stock through the Rental Housing Inspection Program.
Action H 2.1.2	Continue the use of the City's Emergency Repair Program to provide health and safety repairs for households falling in the extremely low-, very low-, and low-income ranges. This is a grant formobile homeowners and single family homeowners to address immediate health and safety problems.	Community Development Block Grant (CDBG), or other funds (as funding becomes available to the City)	Housing Services Division, Neighborhood Services Division and Economic Development Department	The City will provide loans as funding becomes available each year.	In 2017 the program funded 7 roof repairs.
Action H 2.1.3	Support churches and service clubs who organize semi-annual community improvement days by providing information about the event at City Hall and on the City's website. Continue to make information available to the community about other revitalization programs including but not limited to BlightBusters, the Neighborhood Improvement Program, SMUD, and the Sacramento Tree Foundation.	Community Development Block Grant (CDBG), or other funds (as funding becomes available to the City)	Housing Services Division, Neighborhood Services Division and Economic Development Department	Ongoing, as community improvement days occur and new programs become available.	The City's Volunteer Program worked with local businesses, residents, and church organizations to provide residential improvement and revitalization programs to impacted neighborhoods. (Re-build Day, BlightBusters, Clean-up and Beautification Projects)

2017 Housing Element Annual Report

ATTACHMENT 3

	D e s c r i p t i o n	F u n d i n g S o u r c e:	R e s p o n s i b l e A g e n c y:	T i m e F r a m e:	S t a t u s / S t e p s T a k e n
Action H 2.1.4	Continue to identify the most troubled multi-family projects (in terms of law enforcement, code enforcement, and blight conditions) and aggressively pursue the transformation or conversion of such properties into uses that move the community into a more balanced housing market and that will not result in the loss of existing affordable housing units subsidized with federal, state, or local funds.	HOME Program and CDBG Program	Housing Services Division and Neighborhood Services Division	Ongoing.	The City's Rental Housing Inspection program has continued to strongly encourage rental housing property owners and managers to make necessary health and safety improvements and has been formulating ordinances that would include services of a community prosecutor and other fee based site review to continue to bolster that encouragement.
Action H 2.1.5	Continue to implement the Crime Prevention Through Environmental Design (CPTED) standards through the design review process.	General Fund	Planning and Building Departments	Implemented as part of the project processing and review of individual development applications.	The planning department continues to use CPTED standards as part of the design review process for new entitlements and continues to consult with the City's police department for further CPTED and other safety standards.
Policy H 2.2	Continue to implement the Folsom Boulevard Specific Plan.				
Action H 2.2.1	Continue to identify and implement opportunities on Folsom Boulevard for revitalization that will improve the Folsom Boulevard corridor, especially targeting the following	General Fund	Housing Services Division, Neighborhood Services Division, and Economic Development Department	Mixed-use and revitalization opportunities are currently being developed through the Folsom Boulevard Specific Plan.	The City is working with property owners and developers to identify development opportunities along Folsom BLVD on an ongoing basis. One affordable multi-family project was approved on Folsom Blvd. However, the project is awaiting Federal and State funding. The City continues to work with property owners and developers along Folsom Blvd.
	Underutilized, blighted, and/or vacant shopping centers on Folsom Boulevard to increase mixed use and reuse in that corridor.				
Policy H 2.3	Ensure that existing housing stock within the City is maintained and remains habitable in order to assist in meeting the housing needs of the community.				

2017 Housing Element Annual Report

ATTACHMENT 3

	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/ Steps Taken
Action H 2.3.1	Continue in planning the Housing Stock Conservation Fee which is an annual fee collected on business licenses for multi-family properties. This program supports general code enforcement aimed at ensuring code compliance and general housing habitability. Additional code enforcement activities include targeted inspections by the Neighborhood Services Division to enforce higher standards for building maintenance, parking requirements, and landscaping.	CDBG Funds, General Fund	Housing Services Division and Neighborhood Services Division	Annually	The City is continuing to collect the Housing Stock Conservation Fee on business licenses.
Policy H 2.4	Preserve housing units at risk of losing affordability status for units that are subsidized with federal, state, or local funds.				
Action H 2.4.1	The City will continue to undertake the following programs and activities during the planning period of the Housing Element. The Housing Services Division and Neighborhood Services Division will implement these efforts. The efforts listed below represent a varied strategy to mitigate potential loss of "at-risk" units due to conversion to market-rate units. These local efforts utilize existing City and local resources. They include efforts to secure additional resources from the public and private sector should they become available.	Local Housing Trust Fund, CDBG	Community Development	Annually	The City did not have an opportunity to develop a monitoring plan in 2017. The City will implement the monitoring plan in 2018.
	o Monitor owners of at-risk projects on an ongoing annual basis, in coordination with other public and private entities to determine their interest in selling, prepaying, terminating, or continuing participation in a subsidy program.				

2017 Housing Element Annual Report

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	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/ Steps Taken
	- o Maintain and annually update the inventory of "at-risk" projects through the use of existing databases (e.g., California Housing Partnership Corporation (CHPC), HUD, State HCD, and California Tax Credit Allocation Committee). - o Take all necessary steps to ensure that a project remains in or is transferred to an organization capable of maintaining affordability restrictions for the life of the project, including proactively ensuring notices to qualified entities, coordinating an action plan with qualified entities upon notice, and assisting with financial resources or supporting funding applications. - o Ensure projects are monitored to see if they are subject to other State or local requirements regarding the provision of assistance to displaced tenants. - o Annually monitor local investment in projects that have been acquired by non-profit or for-profit entities to ensure that properties are well managed and maintained and are being operated in accordance with the City's property rehabilitation standards. - o Work with owners, tenants, and nonprofit organizations to assist in the nonprofit acquisition of at-risk projects to ensure long-term affordability of the development. Annually contact property owners, gauge interest, and identify nonprofit partners and pursue funding and preservation strategy on a project				

2017 Housing Element Annual Report

ATTACHMENT 3

	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/Steps Taken
	basis. - o Annually meet with stakeholders and housing interests to participate and support, through letters and meetings and technical assistance, local legislators in federal, state, or local initiatives that address affordable housing preservation (e.g., support state or national legislation that addresses at-risk projects, support full funding of programs that provide resources for preservation activities). - o Use available financial resources to restructure federally assisted preservation projects, where feasible, in order to preserve and/or extend affordability. - o Annually identify funding sources for at-risk preservation and acquisition rehabilitation and pursue these funding sources at the federal, state, or local levels to preserve at-risk units on a project-by-project basis.				
Action H 2.4.2	Work with interested individuals, nonprofit housing corporations, and for-profit developers to acquire rental housing projects in need of rehabilitation, and transfer ownership, when necessary, to maintain the affordability of the units to low-income households.	General Fund, Local Housing Trust Fund and other subsidies as available	Housing Services Division	Ongoing	The City continues to work with non-profit and for-profit developers to identify potential rehabilitation projects.

2017 Housing Element Annual Report

ATTACHMENT 3

	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/Steps Taken
GOAL H 3	PROMOTE HOUSING DIVERSITY THROUGH PROVIDING A RANGE OF HIGH-QUALITY HOUSING CHOICES FOR THE COMMUNITY, INCLUDING SINGLE-FAMILY HOMES, DUPLEXES, TOWNHOMES/CONDOMINIUMS, LIVE-WORK UNITS, MIXED-USE, MULTI-FAMILY, EXECUTIVE HOUSING, AND MOBILE HOMES, THAT SERVE ALL HOUSEHOLDS, RANGING FROM THE WORKFORCE TO EXECUTIVES TO SENIORS AND OTHER SPECIAL NEEDS GROUPS.				
Policy H 3.1	Ensure that neighborhoods are developed in a balanced, sustainable manner, avoiding over-concentration of affordable housing or oversized rental complexes and providing a range of housing prices and rents.				
Action H 3.1.1	Continue to review other local jurisdictions' programs that spread a range of housing types throughout the jurisdiction.	General Fund	Housing Services Division	Ongoing	The City maintains contact with other jurisdictions' housing programs to encourage best practices.
Action H 3.1.2	The City has identified sites B-1, B-2, L-1, L-2, and L-3, in the Land Inventory (see Tables A-18, A-19, and A-20 in the Appendix) as appropriate to meet a portion of the City's RHNA. These sites are mixed use sites and require a Conditional Use Permit to allow for residential development. The CUP requirement ensures that the commercial uses are compatible with residential development. The sites already meet the location and environmental requirements of the CUP and therefore applications on these sites will be expedited. The City will monitor the development of these sites and upon consultation with developers should the CUP process pose a constraint to the development of	General Fund	Planning Department	Annually monitor the CUP process to ensure it doesn't pose a constraint to any of the sites listed above.	These sites are located throughout the city including Villages of Zinfandel and the Mather Special Plan Area. Discussion occurs when applicants approach the City. The Limited Use Permit was eliminated from the entitlement process in June 2017.

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ATTACHMENT 3

	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/Steps Taken
	Housing, the City will either change the CUP requirement to a Limited Use permit or find alternative sites.				
Policy H 3.2	Provide a range of senior housing opportunities, including senior developments with single-story homes, independent living, assisted living, skilled nursing, and shared housing, and pursue opportunities and funding to convert existing apartment complexes to senior housing facilities.				
Action H 3.2.1	Research feasibility of converting existing multi-family rental housing to senior housing facilities, such as a congregate care or assisted living facility.	General Fund	Planning Department, Housing Services Division, Building Department, and Sacramento Metro Fire District	Evaluate the feasibility of converting units as sites are identified and funding becomes available.	The City did not have an opportunity to identify a conversion facility in 2017.
Policy H 3.3	Provide housing for the special needs populations, including housing accessible for persons with disabilities (including veterans as a primary target group), large households, the homeless, and single-parent households.				

2017 Housing Element Annual Report

ATTACHMENT 3

	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/ Steps Taken
Action H 3.3.1	Provide accessibility in housing for persons with physical and developmental disabilities by implementing state and federal requirements by undertaking the following actions:	General Fund	Planning Department, Building Department, and Housing Services Division	Ongoing. Provide accessibility in housing for persons with disabilities as projects are processed through the Planning Department.	The City is currently sponsoring two supportive housing projects that are targeting groups that have a high percentage disabled population – homeless veterans, Mother's Veteran Village, which provides transitional and permanent supportive housing. Phase 2 and 3 have secured funding in 2017. Both buildings will be under construction in 2018.
	☐ Review regulations and procedures for City-funded or City-operated housing programs to ensure that housing needs for persons with physical and developmental disabilities are addressed. The City will continue to encourage and support housing for persons with physical and developmental disabilities, which will include assessing the need for elevator access, continued review of zoning standards, and implementation of the City's reasonable accommodation program.				
Action H 3.3.2	Provide incentives for the development of single-room occupancy (SRO) and supportive housing units for identified special needs groups. Incentives may include fee deferrals, reduced parking requirements, density bonus, priority permit processing, technical assistance in project processing, and accessing funding for the special needs. SROs are allowed with a conditional use permit in the RD-20, RD-25, RD-30, and high density residential (HDR) zones. To ensure development standards do not constrain the development of SROs, the City will evaluate adopting development	General Fund, Local Housing Trust Fund, CDBG	Housing Services Division and Planning Department	Implemented as part of project processing and review of individual development applications	The City has not received any SRO applications or inquiries during 2017.

2017 Housing Element Annual Report

ATTACHMENT 3

	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/ Steps Taken
	standards which may include:				
	☐ 24-hour on-site management				
	☐ Room limitation to single occupancy, with allowance for overnight guests				
	☐ Requirements for monthly tenancies				
	☐ Units must be 250–300 square feet in size and include kitchen or bathroom				
	☐ Parking ratio of one space per unit or less, and bicycle rack storage of one rack per 5 units				
	The Planning Department and Housing Services Division will review development standards to see if they act as a constraint as SRO applications are submitted.				
Action H 3.3.3	Participate in regional coordination for homeless services and facilities. The City will continue to support existing facilities and programs (including financial support when appropriate and necessary) and permit homeless facilities in the Office/Industrial/Mixed Use (OIMU) and the Light Industrial Business Park (LBP) zones. The City will permit and continue to allow transitional and supportive housing in all residential	General Fund, State Emergency Shelter Program, HUD, other specialized funding	Housing Services Division	Participate in regional coordination on an annual basis. Develop managerial standards for homeless facilities within one year of adoption of the Housing Element.	The City is currently participating in the Continuum of Care through Sacramento County. The City is also the physical location of the largest transitional housing facility in the County – the Mother Community Campus. Transitional housing facilities receive special consideration during the entitlement process, including parking reductions and density bonuses. All transitional

2017 Housing Element Annual Report

ATTACHMENT 3

	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/ Steps Taken
	zones subject to the same restrictions that apply to other residential uses of the same type in the same zone. The City will establish managerial standards for homeless facilities that will include the following: maximum number of beds; - o Off-street parking based upon demonstrated need; - o Size and location of on-site waiting and intake areas; - o Provision of on-site management; - o Proximity to other shelters; - o Length of stay; - o Lighting; and - o Security during hours when the shelter is open				facilities are required to have a management plan.
Policy H 3.4	The City will continue to promote equal housing opportunity for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, disability, familial status, source of income, or sexual orientation.				
Action H 3.4.1	The City will continue implementation of its Fair Housing Plan that works to affirmatively further fair housing. The Plan is part of a new fair housing effort that the City began in fiscal year 2012-2013, and includes:	General Fund, CDBG funds	Housing Services Division	Ongoing	The City in 2017 partnered with adjacent jurisdictions as a regional approach. The partnerships in 2017 included Project Sentinel and Sacramento Self-help Housing.
	o Production, marketing, and distribution of fair housing materials, and marketing in non-English languages				

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ATTACHMENT 3

	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/ Steps Taken
	- o Fairhousing case intake, and routing of fairhousing complaints through the City's Fair Housing Representative - o Routing of potential fairhousing cases to the appropriate entities, including Sacramento Self-Help Housing, HUD, California Department of Fair Employment and Housing, Legal Services of Northern California, and the California Department of Consumer Affairs, etc. - o Strategic implementation of activities and programs intended to address the impediments to fairhousing identified in the City's Analysis of Impediments to Fair Housing (AI) completed in 2010.				
Action H 3.4.2	Per Chapter 1.10 of the Zoning Code (Entitlements), the City will allow requests for reasonable accommodation in regard to relief from the various land use or zoning rules, policies, practices, and/or procedures that may be necessary to ensure equal access to housing designed for, intended for occupancy by, or with supportive services for individuals with disabilities as required in the Zoning Code.	General Fund	Planning Department	Ongoing	There has not been a formal reasonable application submitted in 2017. The City will continue to work to accommodate individuals that require reasonable accommodations consistent with the provision of the zoning code.
GOAL H 4	PURSUE SUSTAINABLE DEVELOPMENT AND ENERGY EFFICIENCY FOR NEW RESIDENTIAL DEVELOPMENT AND EXISTING HOUSING STOCK.				

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ATTACHMENT 3

	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/Steps Taken
Policy H 4.1	Require energy efficiency in the design and construction of housing developments through implementation of the State Energy Conservation Standards (Title 24). The long-term economic and environmental benefits of energy efficiency shall be weighed against any increased initial costs of energy saving measures. Encourage sustainable development by reducing energy use.				
Action H 4.1.1	Partner with SMUD and PG & E to develop model programs for energy efficiency in new development without increasing costs to the homebuyer, and post and distribute information on currently available weatherization and energy conservation programs to residents and property owners as well as encourage participation in SMUD's photovoltaic (solar), energy efficiency, peak reduction, and other comparable programs. The City will distribute information through the City's newsletter, annual mailings in City utility billings, distribution of program information to community organizations and at municipal offices, and postings on the City's website. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand.	General Fund	Planning and Building Departments	Ongoing	This program has not been completed since the 2013-2021 housing element was adopted in late 2013. The planning and building department continue to coordinate efforts to encourage energy efficiency in design. Currently, the City is cooperating with Grid Alternatives (Solar).
GOAL H 5	PURSUE PUBLIC AND PRIVATE RESOURCES AVAILABLE TO PROMOTE DIVERSE HOUSING OPPORTUNITIES, AND PARTICULARLY TO ASSIST IN THE CREATION OF WORKFORCE HOUSING AND SPECIAL NEEDS HOUSING.				
Policy H 5.1	Partner with private organizations to encourage housing investment in the City.				

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ATTACHMENT 3

	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/Steps Taken
Action H 5.1.1	Consider creating a local housing foundation/trust that may be funded by for-profit and non-profit partners as well as major employers as well as funding from potential in-lieu fees and land grants from new developments.	General Fund	Economic Development Department	Determine viability of creating a local housing trust fund by end of fiscal year 2014.	The City did not have the opportunity to consider a local housing trust. The Affordable Housing Plans include an in-lieu fee.
Policy H 5.2	Pursue state and federal funding sources needed to achieve the desired range of housing choice.				
Action H 5.2.1	Pursue available and appropriate state and federal funding sources to support efforts to meet new construction needs of extremely low-, very low-, low-, and moderate-income households. Appropriate sources of funding will be determined on a case-by-case basis. (See Program Timeframe and Potential Funding below.) The City will collaborate with nonprofit organizations and agencies such as Northern California Construction Training, Community Housing Opportunity Corporation. Potential funding sources for this program will include the CDBG, HOME, CalHOME, and BEG IN programs, the state Multi-Family Housing Program, California Housing Finance Agency programs (such as HELP), tax exempt bond financing, low-income housing tax credits, the Federal HOME Loan Bank Affordable Housing Program, and various other HUD programs for special needs groups.	Economic Development Initiations Grant (EDI) CDBG, HOME, CalHOME, BEG IN, Multi-Family Housing program, California Housing Finance Agency, HELP Program, HUD Program Section 221(d), Section 202 (elderly), Section 811 (persons with disabilities), Federal HOME Loan Bank, Tax Exempt Bonds, Low-Income Housing Tax Credits (state and federal), and Housing Tax Increment Funds, Workforce Housing Reward Program Funds	Housing Services Division	Ongoing. The City will apply for all of the above loans and grants as Notices of Funding Available (NOFAs) are released from HCD	The City continues to apply for any and all available and applicable grants and other funding for affordable housing. These include HOME and CALHOME grant applications, Infill grant applications, Affordable Housing Sustainable Communities, Urban Lift neighborhood applications, Tax Credits, and other assorted funding opportunities.

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ATTACHMENT 3

	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/Steps Taken
Action H 522	Work with financial institutions serving Rancho Cordova to solicit interest in providing financing for extremely low-, very low-, low-, and moderate-income housing as part of their responsibilities under the Federal Community Reinvestment Act (CRA). The City will seek specific lending commitments to be used in conjunction with state and federal funds. The City will work with interested lending institutions and developers to use existing CRA-funded programs through the Federal Home Loan Bank Board and the Federal Reserve Bank Board.	CDBG, HOME and other funds (as funding becomes available to the City)	Housing Services Division	Meet with financial institutions serving Rancho Cordova regularly to determine what funding is available for lower-income households.	The City explores opportunities to work with financial institutions to encourage CRA investment.
Policy H 53	Cooperate with affordable housing providers and provide regulatory and financial incentives to develop, acquire, rehabilitate, and/or manage housing affordable to extremely low-, very low-, low-, or moderate-income households.				
Action H 531	To promote the development of affordable housing, the City will market available incentives by advertising on the City's website, publishing brochures and making referrals. The incentives for developers may include:	General Fund	Housing Services Division and Planning Department	Offer incentives as projects are processed through the Planning Department.	The City is working to encourage development of affordable housing project as funds and resources become available.
	☐ Financial assistance (based on availability of housing funds)				
	☐ Expedited development review				
	☐ Streamlined processing				
	☐ Density bonuses				
	Given equal quality of design, priority will be given to projects containing units affordable to extremely low and very low-income households.				

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ATTACHMENT 3

	Description	Funding Source:	Responsible Agency:	Time Frame:	Status/Steps Taken
Policy H 5.4	Require non-residential development to provide for the affordable housing needs generated or contributed to by their development.				
Action H 5.4.1	The City will continue to explore the option of updating the existing Housing Trust Development Impact Fee (fee for non-residential development that funds the Local Housing Trust Fund) to better address the needs and desires of City. The update to the fee program shall include the following: ☐ An updated nexus study addressing the extremely low-, very low- and low-income housing needs generated by non-residential development, including the cost to provide a variety of lower-income housing types; ☐ A fee structure based on defined types of non-residential development that are consistent with uses identified in the Zoning Code; ☐ A fee component to cover administrative costs; ☐ An annual inflationary adjustment; ☐ Exempt uses; and ☐ Allowed uses of the fee, including its use to provide pre-development, construction, and permanent financing for affordable multi-family projects and provide a homebuyer assistance program.	General Fund	Community Development Department	Determine the viability of updating the Housing Trust Development Impact Fee by end of fiscal year 2016. Annually review fee to determine if additional updates are necessary to reflect changes in real estate market.	The City is did not consider updating the fee in 2017. Determined that the current impact fee meets the desires of the City at this time.

MEMORANDUM



DATE: March 19, 2018

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director and Chris Boyer, Associate Engineer

SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONSTRUCTION CONTRACT NO. 01-2018 IN AN AMOUNT NOT TO EXCEED \$5,180,440 WITH ROBERT A. BOTHMAN CONSTRUCTION FOR THE FOLSOM BOULEVARD STREETScape IMPROVEMENT PROJECT - PHASE 4**

RECOMMENDATION

Adopt Resolution No. 32-2018.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution 32-2018 will authorize the City Manager to execute construction Contract No. 01-2018 with Robert A. Bothman Construction in an amount not to exceed \$5,180,440 for the Folsom Boulevard Streetscape Improvement Project - Phase 4.

BACKGROUND

The Folsom Boulevard Streetscape Improvement Project - Phase 4 will enhance Folsom Boulevard between Horn Road and Tiffany Drive (**Attachment 2**). The work to be completed under this contract (**Attachment 3**) will improve both sides of Folsom Boulevard including the construction of a new 10-foot wide concrete multi-use bicycle and pedestrian path, on-street bicycle lanes and landscape along the street frontage. Additional improvements include construction of a landscaped median in the center of Folsom Boulevard.

The project will make important connections between the center of Rancho Cordova and destinations including the library and the future Horn Road light rail station. This phase of improvements will continue the existing theme of enhanced safety, bicycle and pedestrian facilities, and beautification of this historic corridor in the City of Rancho Cordova.

Bids for this work were solicited on the City's Website, CIPLIST.com and the Sacramento, Placer and El Dorado County Builders Exchanges on February 9, 2018. Bids for the project were publicly opened on March 8, 2018. A total of six bids were received and the lowest responsible base bid was \$5,180,440.00. The bid summary sheet is provided as **Attachment 4**.

This project was approved as part of the City's current Capital Improvement Program. The Environmental Mitigated Negative Declaration public hearing was completed April 18, 2018.

FISCAL IMPACT

There is no impact to the City's General Fund. Funding for this project will consist of Community Design Grant Funds and New Measure A Funds. This project is included in the 2017/2018 budget.

ATTACHMENTS

1. Resolution No. 32-2018.
2. Project Location Map.
3. Contract No. 01-2018.
4. Bid Summary Sheet.

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. 32-2018**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE
OF CALIFORNIA AUTHORIZING THE CITY MANAGER TO EXECUTE CONSTRUCTION
CONTRACT NO. 01-2018 IN AN AMOUNT NOT TO EXCEED \$5,180,440.00 WITH
ROBERT A. BOTHMAN CONSTRUCTION FOR THE FOLSOM BOULEVARD
STREETSCAPE IMPROVEMENT PROJECT - PHASE 4**

WHEREAS, the City solicited bids under the requirements of state law and publicly opened bids on March 8, 2018; and

WHEREAS, the lowest responsible bidder was Robert A Bothman Construction; and

WHEREAS, adoption of this Resolution will award construction Contract No. 01-2018 to Robert A. Bothman Construction in an amount not to exceed \$5,180,440.00 for the Folsom Boulevard Streetscape Improvement Project - Phase 4; and

WHEREAS, the project will improve both sides of Folsom Boulevard including the construction of a new 10-foot wide concrete multi-use bicycle and pedestrian path, on-street bicycle lanes and landscaping along the street frontage. Additional improvements include the construction of a landscaped median in the center of Folsom Boulevard; and

WHEREAS, the contract will be paid through Community Design Grant Funds and New Measure A Funds. The contract does not impact the general fund; and

WHEREAS, this project was reviewed under the requirements of the California Environmental Quality Act during a public hearing held on April 18, 2016 and is exempt from further review.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute Contract No. 01-2018 in an amount not to exceed \$5,180,440.00 with Robert A. Bothman Construction and in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 19th day of March, 2018 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda Budge, Mayor

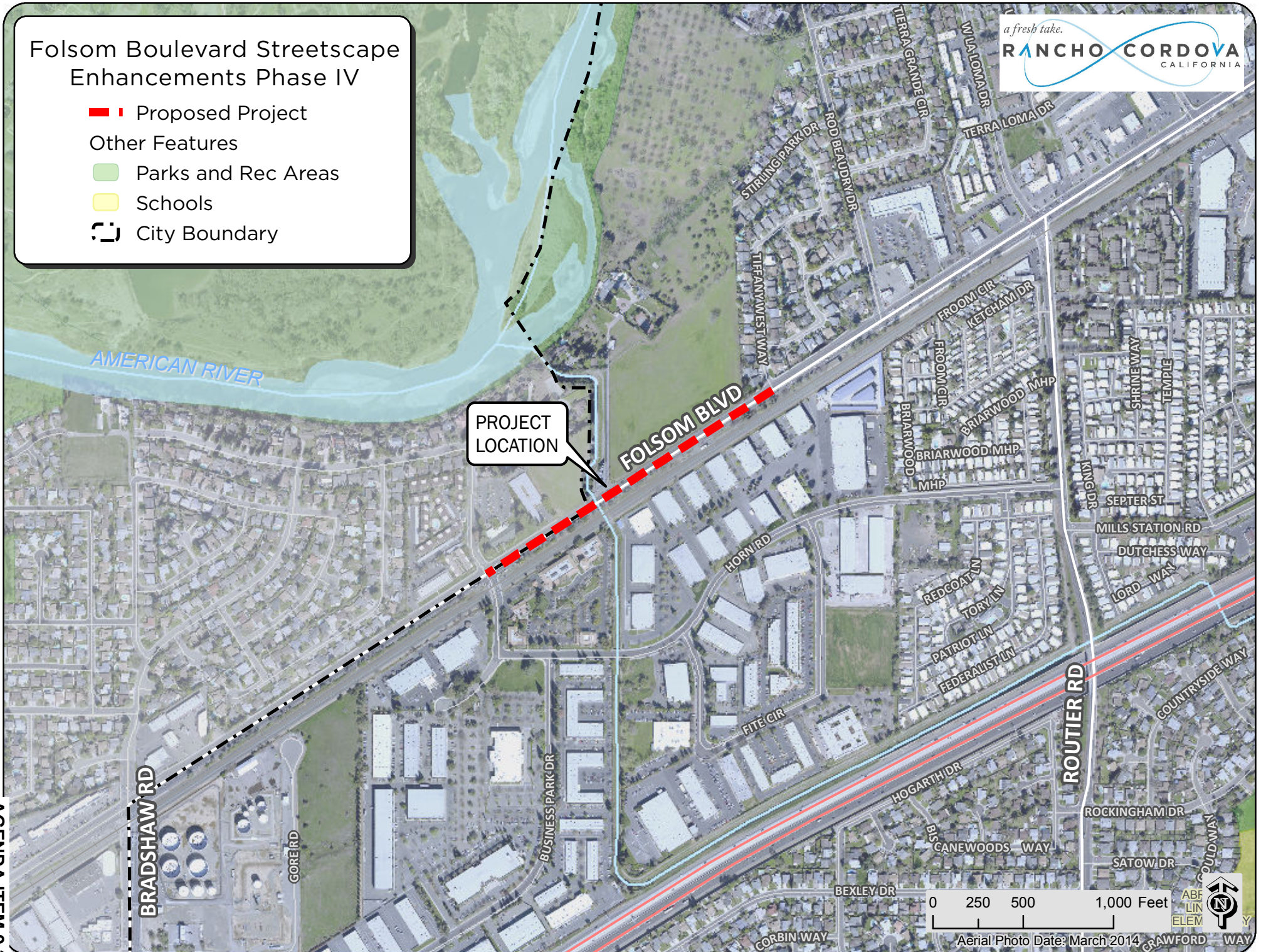
ATTACHMENT 1

ATTEST:

Stacy Leitner, City Clerk

Folsom Boulevard Streetscape Enhancements Phase IV

- Proposed Project
- Other Features
 - Parks and Rec Areas
 - Schools
 - City Boundary



ATTACHMENT 3
CONTRACT NO. 01-2018

**CONSTRUCTION SERVICES AGREEMENT BETWEEN
THE CITY OF RANCHO CORDOVA AND ROBERT A BOTHMAN CONSTRUCTION
FOR FOLSOM BOULEVARD STREETScape IMPROVEMENT PROJECT - PHASE 4**

THIS AGREEMENT made and entered into between the City of Rancho Cordova ("City") and Robert A. Bothman Construction ("Contractor") as of March 20, 2018.

W I T N E S S E T H:

WHEREAS, the City Council for the City heretofore caused plans and specifications for Folsom Boulevard Streetscape Improvement Project - Phase 4 ("Project") to be prepared, and therefore did approve and adopt said plans and specifications; and

WHEREAS, the City Council for 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 notice was published on February 9, 2018 on the City's Website, CIPList.com and the Sacramento, Placer and El Dorado County Builders Exchanges ("Notice"); and

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

WHEREAS, the Contractor was the lowest responsible bidder for the performance of said Project, and said City Council for the City as a result of the canvass of said bids, did determine and declare Contractor to be the lowest responsible bidder for said Project 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 January 2016; the Special Provisions; the contract 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 Plans and Specifications.

Section 2. SCOPE OF WORK. The Contractor will furnish all labor, materials, services, transportation, appliances, and mechanical workmanship required for Contract No.01-2018, as provided for and set forth in said Plans and Specifications, 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 Public Works Director of the City of

ATTACHMENT 3
CONTRACT NO. 01-2018

Rancho Cordova who shall have the right to reject any and all materials and supplies furnished by the Contractor which do not comply with the Plans and Specifications, together with the right to require the Contractor to replace any and all work furnished by the Contractor which shall not either in workmanship or material be in strict accordance with the Plans and Specifications.

Section 3. COMPLETION. Said work shall be completed and ready for acceptance.

Section 4. PAYMENT. Attached hereto as Exhibit "A" 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 said specifications, 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 for the Project 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: Five Million One Hundred Eighty Thousand Four Hundred Forty Dollars and No Cents (\$5,180,440.00). Said sum shall be paid in accordance with Section 8 of the Standard Specifications. 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 upon 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.

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 Project contemplated under this Agreement shall be paid to all workers, laborers and mechanics employed in the execution of said Project by Contractor, or by any subcontractor doing or contracting to do any part of said Project. 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, Rancho Cordova, CA 95670, 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, worker's compensation and builders' risk insurance as required by the 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 for the Project, 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

ATTACHMENT 3
CONTRACT NO. 01-2018

payment bond required by California Civil Code Section 3247 et seq., 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.

- 9.1 Contractor's Performance.** To the fullest extent permitted by law, Contractor shall indemnify, defend and hold harmless City, its governing Board, officers, directors, agents, employees and volunteers from and against any and all claims, demands, actions, losses, liabilities, damages, and all costs incidental thereto, including cost of defense, settlement, arbitration, and reasonable attorneys' fees arising out of, pertaining to, or resulting from the acts or omissions of anyone else directly or indirectly acting on behalf of the Contractor, or for which the Contractor is legally liable under law, regardless of whether caused in part by a party indemnified hereunder.
- 9.2 No Limitation of Liability for Indemnification.** The indemnities set forth in this Section shall not be limited by the insurance requirements set forth in the Contract.

Section 10. MISCELLANEOUS PROVISIONS.

- 10.1** This Agreement shall bind and inure to the heirs, devisees, assignees, and successors in interest of Contractor and to the successors in interest of Contractor in the same manner as if such parties had been expressly named herein. 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. This Agreement may create a possessory interest subject to property taxation, and Contractor may be subject to the payment of property taxes levied on such interest.
- 10.2 Contract Administration.** This Agreement shall be administered by Chris Boyer ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.
- 10.3 Notices.** Any written notice to Consultant shall be sent to:

James Moore, Vice President
Robert A Bothman Construction
7840 Madison Avenue #149
Fairoaks, CA 95628
(916) 671-3486

Any written notice to City shall be sent to:

Chris Boyer
City of Rancho Cordova
Department of Public Works

ATTACHMENT 3
CONTRACT NO. 01-2018

2729 Prospect Park Drive
 Rancho Cordova, CA 95670

- 10.4 IRS Form W-9.** Contractor shall complete and submit Internal Revenue Service Form W-9 to the City before execution of this Agreement. The City's Finance Director shall have authority to waive this requirement.

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:

CONTRACTOR:

Cyrus Abhar, City Manager

James Moore, Vice President

 Date

 Date

Attest:

Stacy Leitner, City Clerk

 Date

Approved as to Form:

Adam U. Lindgren, City Attorney

 Date



Folsom Blvd Streetscape Enhancement Phase 4 Project - CP14-2129 - Bid Summary
Rancho Cordova City Hall
2729 Prospect Park Drive, Rancho Cordova, CA 95670
March 8, 2018 at 2:00 p.m.

	Contractor	Total Bid Amount	Proposal Signed	Contractors License	DIR Registration	Equal Employment	Public Contract Code	Experience / Qualifications Statement	Bidder's Bond	Non-Collusion	Debarment & Suspension	Non-Lobbying Certification	Disclosure of Lobbying	Federal Minimum Wage Rates	Exhibit 15-G	Exhibit 15-H	Exhibit 12-B	Subcontractor List	Addendum 1	Addendum 2	Addendum 3	Addendum 4	Addendum 5
A	Bothman Construction	\$5,180,440.00	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X	X	X	X
B	Sierra National Construction	\$5,499,515.50	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X	X	X	X
C	Teichert Construction	\$5,593,888.00	X	X	X	X	X	X	X	X	X	X	X	X				X	X	X	X	X	X
D	Granite Construction	\$5,691,001.40	X	X	X	X	X	X	X	X	X	X	X	X				X	X	X	X	X	X
E	McGuire and Hester	\$6,319,770.10	X	X	X	X	X	X	X	X	X	X	X	X				X	X	X	X	X	X
F	Martin Brothers Construction	\$6,491,539.40	X	X	X	X	X	X	X	X	X	X	X	X				X	X	X	X	X	X
G																							
H																							
I																							
J																							
K																							
L																							

Attendees:
Marie Weber, Assistant City Clerk
Ben Chan, Public Works
Rupa Somavarapu, Public Works

Marie Weber
Marie Weber, Assistant City Clerk

3/9/18
Date

MEMORANDUM

DATE: March 19, 2018

TO: Honorable Mayor and Council Members

FROM: Stacy Leitner, City Clerk

SUBJECT: APPROVAL OF COUNCIL MEMBER APPOINTMENTS TO REGIONAL BOARDS, COMMISSIONS, AND COMMITTEES



RECOMMENDATION

That Council confirms commitments to serve on other agency boards, commissions, and committees.

RESULT OF RECOMMENDED ACTION

The City Council will continue to serve in leadership roles throughout the region. The City Clerk will notify each agency board, commission, or committee of any changes or reappointments and will ensure that any necessary Fair Political Practices Commission (FPPC) filings are completed.

BACKGROUND

Council Members serve on various advisory boards in the community to ensure that the City has representation within the region. By confirming their appointments annually, the members of the Council are committing their time to serve in these important leadership roles.

Currently there is a vacancy for the alternate position for the Lower American River Conservancy Program Advisory Committee. The appointment list needs to be amended.

ATTACHMENT

1. 2018 Proposed Amended - City of Rancho Cordova Council Member Appointments to Regional Boards, Commissions, and Committees.

2018 Proposed Amendments - City of Rancho Cordova
Council Member Appointments to Regional Agency Boards, Commissions and Committees

ATTACHMENT 1

Agency	Term	Typical Meeting Day and Time	Current Appointment
Local Appointments			
Capital Southeast Connector	Determined by appointing agency	2nd Friday @ 8:30 AM, Rancho Cordova Council Chambers	Sander Alt: Budge
Lower American River Conservancy Program Advisory Committee	Determined by appointing agency	No set schedule yet.	Terry Alt: Gatewood
Folsom Lake College/Rancho Cordova Promise Advisory Board			Terry and Abhar
City Selection Committee of Sacramento County	Mayor and Vice Mayor	As needed, Sacramento City Mayor may call County Mayors together	Budge (M)
Greater Sacramento Economic Council	City Manager	4 times per year, 9-11 AM	Sander Alt: Abhar
Folsom Lake College Foundation Board			Abhar/McGarvey
Sacramento Area Council of Governments (SACOG)/Capitol Valley Regional SAFE	Determined by appointing agency	3rd Thursday, 9-12:00 at SACOG offices	Sander Alt: Budge
Sacramento Area Sewer District (Meets with Regional Sanitation District)	Determined by appointing agency	see above	McGarvey Alt: Gatewood
Sacramento Regional Sanitation District (Meets with Sacramento Area Sewer District)	Determined by appointing agency	2nd and 4th Wednesday @ 9:30-11:30, 700 H Street, Room 1450	McGarvey Alt: Gatewood
Sacramento County Criminal Justice Cabinet	Mayor (usually designates Chief of Police)	Quarterly on the second Thursday of January, April, July, and October, beginning at 8:00 a.m. Gordon Schaber Courthouse 720 9th Street Department 46 (6th Floor) Mayor Appointment	Budge (M)

Agency	Term	Typical Meeting Day and Time	ATTACHMENT 1 Current Appointment
Sacramento Local Agency Formation Commission (LAFCo)	Per LAFCo action 12/5/07, Rancho Cordova to fill City Member seat Jan '09 to Dec '10		Will Hold Seat 1/1/21-12/31/22 (Alternate 1/1/19-12/31/20)
Sacramento Metro Cable Television Commission (Ex Officio Member)	Determined by appointing agency. Galt, Folsom and Rancho Cordova held shared	1st Thursday @ 2:30 PM, County Board of Supervisors Chambers	Gatewood Alt: McGarvey
Sacramento Metropolitan Air Quality Management District (SMAQMD)	Determined by appointing agency	4th Thursday @ 9:30 AM, County Board of Supervisors Chambers	Terry Alt: McGarvey
Sacramento Placerville Transportation Corridor Joint Powers Authority		Quarterly meetings at Folsom City Hall (staff attends monthly meetings)	Sander Alt: Budge
Sacramento Public Library Authority Governing Board		4th Thursday @ 3:00 PM, Sacramento County Board of Supervisors Chambers	Budge Alt: Gatewood
Sacramento Regional Transit (RT) District Board of Directors	No limit	2nd and 4th Monday @ 6:00 PM Closed Session @ 5PM	Budge Alt: Sander
Sacramento Transportation Authority (STA)	Determined by appointing agency	2nd Thursday @ 1:30 PM at County Board of Supervisors Chambers	Gatewood Alt: Terry
Sacramento-Yolo Mosquito & Vector Control District Board	2 yr term, Determined by appointing agency	3rd Tuesday @ 10-12, District Board Room Offices (Elk Grove)	McGarvey Alt: Sander
South Sacramento Habitat Conservation Plan (SSHCP) Elected Advisory Board		Appointed December 2010	Budge/Gatewood Alt: Terry/McGarvey
2 x 2 Meetings			
Cordova Recreation and Park District 2x2			Not Active
Elk Grove Unified School District 2x2			Gatewood, Terry
Folsom Cordova Unified School District 2x2			Sander, Terry
Golden State Water 2x2	Mayor/Vice Mayor		Budge, McGarvey (M/VM)
Sac Metro Fire 2x2			McGarvey, Budge
Sacramento City Unified School District 2x2			Gatewood, Terry
Sacramento County 2x2	Mayor/Vice Mayor		Budge, McGarvey (M/VM)
SMUD 2x2	Mayor/Vice Mayor		Budge, McGarvey (M/VM)

MEMORANDUM



DATE: March 19, 2018

TO: Honorable Mayor and Council Members

FROM: Elizabeth Sparkman, Interim Community Development Director

SUBJECT: **RESOLUTION INCREASING THE ANNUAL STORMWATER UTILITY FEE FOR FISCAL YEAR 2018-2019**

RECOMMENDATION

Adopt Resolution No. 33-2018.

RESULT OF RECOMMENDED ACTION

Adoption of this Resolution will apply an inflationary adjustment to the Annual Stormwater Utility Fee increasing the rates by 2.9%. This fee is applied in the new development areas of the City.

BACKGROUND

During the formation of the Stormwater Utility Fee, Council approved a written report entitled "Rate Analysis Report", dated August 7, 2014, (the "Written Report") prepared by Harris & Associates. The report is filed with the City Clerk and available for public inspection. On September 2, 2014, following a properly noticed public hearing, Council adopted Ordinance No. 7-2014 that established the Stormwater Utility Fee by adding Chapter 15.11 to the Rancho Cordova Municipal Code. The Annual Stormwater Utility Fee is applied to new development projects in the City which annex into the City's Stormwater Utility Fee area.

As established by the Written Report and Municipal Code section 15.11.040, "Levy of charge for storm drainage services," the Stormwater Utility Fee may be increased annually by the annual change in the Consumer Price Index (CPI). The change in CPI from December 2017 to December 2018 is 2.9%. By adoption of this Resolution, the Stormwater Utility Fee rates for Fiscal Year 2018-2019 are hereby increased by 2.9% from \$122.43 per Drainage Measurement Unit (DMU) to \$125.98 per DMU.

FISCAL IMPACT

There is no fiscal impact to the general fund. The annual stormwater utility fees collected are deposited into an enterprise fund specifically for the maintenance of the storm drainage and flood protection system.

ATTACHMENT

1. Resolution No. 33-2018.

ATTACHMENT 1**RESOLUTION NO. 33-2018****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, INCREASING THE ANNUAL STORMWATER UTILITY
FEE FOR FISCAL YEAR 2018-19**

WHEREAS, this Council approved a written report entitled, "Rate Analysis Report", dated August 7, 2014, (the "Written Report") prepared by Harris & Associates and filed with the City Clerk containing a description of each parcel of real property within the City to which the Stormwater Utility Fee is applicable (collectively, the "Identified Parcels"). The Written Report is on file in the office of the City Clerk and is available for public inspection; and

WHEREAS, on September 2, 2014, Council adopted Ordinance No. 7-2014, adding Chapter 15.11 to the Rancho Cordova Municipal Code entitled "Annual Storm Water Utility Fee," thereby establishing the Stormwater Utility Fee; and

WHEREAS, pursuant to Section 15.11.040 of the Municipal Code and the Written Report, the Stormwater Utility Fee may be increased annually by the annual change in the Consumer Price Index (CPI), during the preceding year, for All Urban Consumers, for the San Francisco-Oakland-San Jose areas, published by the United States Department of Labor, Bureau of Labor Statistics; and

WHEREAS, the change in CPI from December 2017 to December 2018 for All Urban Consumers, for the San Francisco-Oakland-San Jose areas, as published by the United States Department of Labor, Bureau of Labor Statistics, is two and nine-tenths percent (2.9%).

**NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY
OF RANCHO CORDOVA:**

1. The foregoing recitals are true and correct.
2. The Stormwater Utility Fee rates for Fiscal Year 2018-2019 are hereby increased by 2.9% from \$122.43 per Drainage Measurement Unit (DMU) to \$125.98 per DMU.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 19th day of March, 2018 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

Linda Budge, Mayor

ATTACHMENT 1**ATTEST:**

Stacy Leitner, City Clerk

MEMORANDUM

DATE: March 19, 2018

TO: Honorable Mayor and Council Members

FROM: Elizabeth Sparkman, Interim Community Development Director

SUBJECT: **TRANSITION OF COLLECTION OF SACRAMENTO REGIONAL TRANSIT DISTRICT DEVELOPMENT IMPACT FEE FROM THE COUNTY TO THE CITY**



RECOMMENDATION

1. Introduce and waive the first reading of Ordinance No. 5-2018.
2. Adopt Resolution No. 38-2018.

RESULT OF RECOMMENDED ACTION

The recommended action will result in the collection of an existing Transit Fee by the City of Rancho Cordova upon the effective date of the Ordinance. This is not a new fee, rather it is an existing development impact fee that is currently collected on new development by the County of Sacramento on behalf of Sacramento Regional Transit (SacRT) and will transition to be collected by the City on behalf of SacRT instead. There is no financial impact to existing residents.

BACKGROUND

On August 31, 1988, the Sacramento County Board of Supervisors adopted County Ordinance 742 (Ord. No. SCC 0742 or the Ordinance) establishing development fees for roadway and transit purposes. The purpose of the adopted development fees is to provide infrastructure funding to mitigate the impacts of new traffic and transit ridership generated by new development.

The development fees established by Ordinance No. SCC 0742 included a Roadway Fee to generate funding for road improvements and a separate Transit Fee to generate funding for transit facilities and equipment. This agenda item deals with the Transit Fee. The Transit Fee including an administrative fee, is collected by the County with the issuance of new building permits, and transferred to SacRT. The fee is collected for expenditure on designated transit projects that were identified in the Transit Analysis adopted by SacRT and the Consolidated Roadway and Transit Capital Improvements Program adopted concurrently by the County with Ord. No. SCC 0742. The Ordinance also established fee districts from which the Transit Fees would be collected and required that the revenues collected from particular fee districts be expended on projects in those same districts. The Transit Analysis placed a heavy emphasis on the continued development of the SacRT light rail system to mitigate traffic impacts anticipated by new growth.

When the City incorporated in 2003, it adopted ordinances that adopted by reference the County Roadway and Transit Fees that had been established by Ord. No. SCC 0742 in 1988. Ordinance No. 23-2003 enacted Municipal Code Chapter 16.87 regarding the County fee, but allowed for its collection (and the transfer of the funds to SacRT) to be carried out by the County through an agreement. In 2005, the City of Rancho Cordova adopted a citywide transportation impact fee for roadway improvements which replaced the County's Roadway Fee but did not modify or repeal the original Transit Fee. The County has continued to collect the Transit Fee and transfer it to SacRT.

In February 2017, the City, County, and SacRT entered into a Memorandum of Understanding (MOU) to allow for the transfer of Transit Fee funds in the amount of \$1.47 million dollars. Those funds were collected by the County for new development within the City. The funds were then transferred to SacRT for the Horn Road light rail station design and construction. The MOU also provided a 12-month administrative transition period during which the County would continue to collect the Transit Fees in the City and transfer those funds to SacRT until the City established its own administrative process to assume collection of the Transit Fees. It is this administrative process that we are establishing through the requested Council actions.

SacRT requested that the City of Rancho Cordova continue to collect the same fee per equivalent dwelling unit (\$175) on the District's behalf in adherence with the original intent of Ord. No. SCC 0742 and allocate the funds to SacRT. The facility needs in 1988 were developed based on the information provided in SacRT's Short Range Transit Plan. These included:

- Park and Ride facilities along the Gold Line and major transit centers
- Light rail stations along the Gold Line
- Buses serving new residents, employment centers, and schools that feed the light rail system

Capital improvements were made between 1988 and 2017 utilizing these fees in areas of population growth during that time period, buying some buses and building the Mather Mills, Zinfandel and Sunrise light rail stations. However, the population of Rancho Cordova continues to grow and SacRT's current Short Range Transit Plan (November 10, 2014) reflects the following similar facility needs to serve that growth:

- Buses serving new residents, employment centers, and schools that feed the light rail system
- Construction of the Horn Station on the Gold Line
- Construction of the Mineshaft Station on the Gold Line

The same fee amount collected with new development in Rancho Cordova would be spent on the above projects until additional projects are determined beneficial or the above projects are no longer deemed necessary.

RECOMMENDATIONS

To effect the collection of the Transit Fee on behalf of SacRT, staff recommends that the City Council:

1. Introduce and waive the first reading of Ordinance No. 5-2018, (**Attachment 1**) to effect the manner in which the fees are collected and disbursed.

2. Adopt Resolution No. 38-2018 (**Attachment 2**). The Resolution adopts the Development Fee Analysis for Transit Improvements approved by the SacRT Board on November 16, 1987 (**Attachment 3**) and the Consolidated Roadway and Transit Capital Improvements Program adopted by the County Board of Supervisors (**Attachment 4**) that established the Transit Fees in District 3 which includes the City of Rancho Cordova.

FISCAL IMPACT

There is no impact to the general fund. This is an existing development impact fee that was previously collected on new development by the County, in the City, on behalf of SacRT. Upon the effective date of the ordinance, the fee will be collected by the City on behalf of SacRT.

ATTACHMENTS

1. Ordinance No. 5-2018.
2. Resolution No. 38-2018.
3. Exhibit A to the Resolution – SACRT Transit Analysis.
4. Exhibit B to the Resolution – County Development Fee Analysis.
5. Exhibit C to the Resolution – Transit Fee Schedule.
6. Exhibit D to the Resolution – County of Sacramento Board Packet.

ATTACHMENT 1**CITY OF RANCHO CORDOVA****ORDINANCE NO. 5-2018****AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
ADDING CHAPTER 16.86 TO THE RANCHO CORDOVA MUNICIPAL CODE TO ESTABLISH
DEVELOPMENT IMPACT FEES FOR TRANSIT IMPROVEMENTS****THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:****Section 1. Recitals.**

WHEREAS, this Ordinance adds Chapter 16.86 to the Rancho Cordova Municipal Code to allow for the collection and distribution of a Transit Fee previously established by the Board of Directors of the Sacramento Regional Transit District (SacRT) and the County Board of Supervisors (County) and previously adopted by reference by the City; and

WHEREAS, on November 16, 1987, the Board of Directors of the Sacramento Regional Transit District adopted a report titled "Sacramento County Roadway and Transit Development Fee; Development Fee Analysis for Transit Improvements," dated October 23, 1987; and

WHEREAS, on August 31, 1988, the Sacramento County Board of Supervisors adopted County Ordinance 742 (Ord. No. SCC 0742) establishing development fees for roadway and transit purposes to provide infrastructure funding to mitigate the impacts of new traffic and transit ridership generated by land development; and

WHEREAS, the City of Rancho Cordova, upon incorporation in 2003, adopted Ordinance 23-2003, which adopted by reference Ord. No. SCC 0742 and established the County Transit Fee in Municipal Code Chapter 16.87 as part of the City's development fees and allowed for such fee to be collected by the County and transferred to necessary agencies through approved agreements; and

WHEREAS, the Transit Fees were collected by the County with the issuance of new building permits, and transferred to the Sacramento Regional Transit District (SacRT) for expenditure on designated transit projects that were identified in the Transit Analysis adopted by SacRT adopted concurrently with Ordinance No. SCC 0742. Ord. No. SCC 0742 also established fee districts from which the Transit Fees would be collected and required that the revenues collected from particular fee districts be expended on projects in those same districts; and

WHEREAS, the County will cease collection of the Transit Fees on behalf of SacRT in the City of Rancho Cordova and SacRT has requested that the City collect the fees on its behalf in the City.

Section 2. Purpose and Declarations. The purpose of this ordinance is to add Chapter 16.86 to the City of Rancho Cordova Municipal Code to allow for the collection and distribution of a Transit Fee and Transit Administration Fee that was previously established by SacRT and the County, and adopted by reference by the City, for transit improvements necessitated to accommodate new growth.

Section 3. Findings. The City determines and finds as follows:

ATTACHMENT 1

1. By separate actions referenced below, the City Council adopted and approved the following items:
 - a. On December 1, 2003, by Ordinance No. 23-2003, adoption of the Roadway and Transit Development Impact fee, which incorporated by reference Sacramento County Ordinance No. SCC 0742 and supporting documents related to the establishment of the fee.
 - b. On March 19, 2018, by Resolution No. 38-2018, adoption of a report titled Sacramento County Roadway and Transit Development Fee; Development Fee Analysis for Transit Improvements dated October 23, 1987 adopted by the Board of Directors of SacRT.
 - c. On March 19, by Resolution No. 38-2018, adoption of a report titled "Sacramento Consolidated Roadway and Transit Capital Improvements Program," dated August 30, 1988, adopted by the County Board of Supervisors on August 31, 1988 as part of the County actions adopting County Ordinance No. SCC 0742 establishing the roadway and transit fees.

The foregoing items, along with the reports each may reference or be based upon in whole or in part, and together with any amendments thereto and any supplemental or implementation actions pursuant thereto made during or after their initial adoption, establish the need, costs and financing of public transit facilities arising out of development within the citywide benefit district area, and present a reasonable basis on which to continue the collection of the transit development impact fees previously collected by the County under this Ordinance. The foregoing items, and all other additional studies and reports presented to the City Council, now or in the past, along with the studies, reports and data each may reference or be based upon in whole or in part, and any and all amendments thereto and any supplemental or implementation actions pursuant thereto made after their initial adoption, together with staff reports and other materials presented to the Council by City staff or interested parties, including SacRT, whether in writing or orally, constitute the record before the City Council for purposes of the adoption and enactment of this Ordinance.

2. The imposition of development fees is one of the preferred methods of ensuring that development bears a proportional share of the cost of public facilities necessary to fulfill the purposes of this Ordinance as stated above. This Ordinance is intended to continue the implementation of the Transit Fee in the City in the same manner as was previously implemented in the City via collection by the County.
3. This Ordinance establishes certain fee categories and provides the structure in which the fees may continue to be imposed, which is the same structure as previously implemented by the County and adopted by the City in Ordinance 23-2003.
4. The City has pending before it, or will soon have pending before it, applications for building permits, subdivision maps and/or applications for residential, commercial, office and/or industrial development which the City must act on. Further, the City heretofore has approved various development projects in the form of tentative maps, development agreements, and/or other entitlements, which will need the transit facilities to be funded by the fee collection enacted under this Ordinance to serve such new development as set forth in the reports and studies as referenced above. It is necessary that the provisions of this Ordinance apply to these previously approved development projects on

ATTACHMENT 1

the basis that this is not a new fee, but the continuation of a fee that was previously collected by the County on behalf of SacRT.

Section 4. Amendment of Municipal Code.

Chapter 16.86 is hereby added to the Rancho Cordova Municipal Code, to read in its entirety as follows:

“CHAPTER 16.86

ESTABLISHMENT OF TRANSIT DEVELOPMENT IMPACT FEES FOR TRANSIT IMPROVEMENTS

Sections:

16.86.010	Purpose
16.86.020	Definitions
16.86.030	Adoption of New or Amended Reports
16.86.040	Establishment of Transit Development Impact Fees
16.86.050	Additional Findings to Be Made when Establishing the Amount of Development Impact Fees
16.86.060	Proceedings to Establish the Amount of Transit Development Impact Fees
16.86.070	Imposition of Transit Development Impact Fees
16.86.080	Exemptions
16.86.090	Computation of Fees
16.86.100	Time of Payment of Fees
16.86.110	Deferral of Fees
16.86.120	Automatic Annual Adjustment
16.86.130	Adjustment of Fee by Resolution
16.86.140	Creation of Funds
16.86.150	Use of Funds
16.86.160	Disposition of Unexpected or Unappropriated Fee Revenues
16.86.170	Other Fee and Dedication Requirements
16.86.180	Annual Reports and Review of Fee
16.86.190	California State Law

16.86.010 Purpose.

This chapter is adopted pursuant to the authority granted to cities by Article XI, Section 7 of the California Constitution for the purpose of authorizing certain development impact fees, as described in Transit Analysis and the Development Fee Analysis for Transit Improvements as referenced herein, to be assessed upon the owners of certain residential and nonresidential property as described in this chapter and which is located within the City. The City, in Ordinance 23-2003 (codified in Chapter 16.87 of this Code), previously established the fee addressed in this Chapter 16.86; however, the purpose of this Chapter 16.86 is to establish that the City shall impose and collect this fee from the effective date of the Ordinance 5-2018 rather than the County. The fees herein adopted shall be assessed upon landowners developing property for any residential or nonresidential use in order to provide all or a portion of the funds which will be necessary to design, construct, install or acquire public facilities required to meet the needs of, and address the transit impacts caused by, such development activity. It is the

ATTACHMENT 1

intent and purpose of the City to protect and promote the public health, safety and welfare by constructing, installing and acquiring public facilities necessitated by development in the City. Furthermore, it is the intent and purpose of the City to allow the development within its jurisdiction boundaries on the condition that landowners pay the applicable costs of such public facilities and that such costs shall not be or become a responsibility of any other City fund, including, without limitation, the City's general fund.

16.86.020 Definitions.

Unless the contrary is stated or clearly appears from the context in which a term is used, the following definitions shall govern construction of the words and phrases used in this chapter:

1. "Automatic annual adjustment" means the automatic annual adjustment of development impact fees based on the inflation factors described in Section 16.86.120 of this chapter.
2. "City Code" means the City of Rancho Cordova Municipal Code.
3. "Citywide benefit district area" means the real property located within the jurisdictional boundaries of the City, and as said boundary may be adjusted from time to time.
4. "Development" means the uses to which property will be put, the buildings and improvements to be constructed on it, and the construction activities incident thereto, together with the process of obtaining all required land use entitlements.
5. "Development Fee Analysis for Transit Improvements" means the report titled "Sacramento Consolidated Roadway and Transit Capital Improvements Program," dated August 30, 1988, which was adopted by the County Board of Supervisors on August 31, 1988, as part of the County actions adopting Ordinance No. SCC 0742 adopting the roadway and transit fees.
6. "Development project" shall have the same meaning as defined by subsection (a) of Government Code Section 66000, as such section may be amended from time to time.
7. "Dwelling unit" means any building or portion of a building used or designed for use as a residence by an individual or any group of individuals living together or as a family, excepting therefrom any unit rented or leased for temporary residency, such as a motel and hotel room.
8. "Fee" and "impact fee" and "development impact fee" means the monetary exaction as defined by subsection (b) of Government Code Section 66000, as such section may be amended from time to time, and shall include, but not be limited to, the fees established pursuant to this chapter.
9. "Fee resolution" mean Resolution No. 38-2018, or any subsequent resolution adopted by the City Council which implements the provisions of this chapter, including, without limitation, the setting of the amounts of the various fees established hereby and the adoption of provisions for deferral relating to such fees.

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10. “Government Code” means the Government Code of the state of California and any provision thereof cited in this chapter, as such provision exists as of the date of the enactment of this chapter, or as may thereafter be amended or renumbered from time to time.

11. “Health and Safety Code” means the Health and Safety Code of the state of California and any provision thereof cited in this chapter, as such provision exists as of the date of the enactment of this chapter, or as may thereafter be amended or renumbered from time to time.

12. “Public facilities” means the public improvements, public services and community amenities as defined by subsection (d) of Government Code Section 66000, as such section may be amended from time to time. The term “public facilities” only includes transit improvements and infrastructure to be designed, constructed, installed and acquired to serve the specified benefit district area, as well as the transit-related public service and community amenities to serve the specified benefit district area, which improvements and infrastructure are described in the Transit Analysis and the Development Fee Analysis for Transit Improvements (collectively “plan”, “study” or “report”). The costs of the design, construction, installation and acquisition of the specified public facilities, which are to be financed partially by the development impact fee program, is set forth within the plan or study. Where applicable under the plan, study or report, the term “public facilities” includes the acquisition of land relating to such improvements, infrastructure, public services and community amenities. The term “public facilities” also means a specific public improvement or infrastructure where the context requires a singular meaning.

13. “SacRT” means the Sacramento Regional Transit District.

14. “Transit Analysis” means the report titled Sacramento County Roadway and Transit Development Fee; Development Fee Analysis for Transit Improvements dated October 23, 1987, which was adopted by the Board of Directors of the Sacramento Regional Transit District on November 16, 1987.

15. “Transit administration fee” means the fee imposed by the City for the cost of collection, deposit, investment, accounting, remittance and reporting of the transit development impact fee.

16. “Transit development impact fee” means a development impact fee established to provide funding for public facilities to benefit new development within the City. This is the same fee referenced in and originally enacted by Chapter 16.87 of this Municipal Code, the “roadway and transit development impact fee,” but which shall be hereinafter be referred to as the “transit development impact fee” and collected by the City.

16.86.030 Adoption of New or Amended Reports.

To implement the transit development impact fees established pursuant to the provisions of this chapter, the City Council may, by resolution, adopt new or amended versions of any of the studies, reports, plans, or projections on which the development impact fees are based, except in such cases where amendments to such studies reports, plans, or projections must be made by ordinance.

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16.86.040 Establishment of Transit Development Impact Fees.

A. The following transit development impact fees are established pursuant to the provisions of this chapter to finance the cost of the following categories of public facilities required by development within the following specified benefit district areas:

1. Transit benefit district.
 - a. Transit Development Impact Fee. A transit development impact fee is established to provide funding for public facilities to serve the City, which facilities are described in the Transit Analysis and the Development Fee Analysis for Transit Improvements. The transit benefit district is the jurisdictional boundaries of the City, and as said boundary may be adjusted from time to time.
 - b. Transit Administration Fee. An administrative fee is established to fund the City's cost to administer the transit development impact fee.

B. The City Council, by resolution, shall establish the amounts of the foregoing fees pursuant to Section 16.86.060 of this chapter and make the additional findings required under Section 16.86.050 of this chapter in establishing said amounts of each fee. In addition, the City Council, by resolution, may adopt additional provisions, procedures and policies to implement the fees established by this chapter. The amounts of fees, provisions, procedures, and policies adopted by resolution pursuant to this subsection shall be consistent with the applicable Transit Analysis and the Development Fee Analysis for Transit Improvements as referenced in subsection A of this Section 16.86.040.

C. The City Council, by resolution, may establish new or additional components of the fees identified in subsection A of this Section 16.86.040 as are necessary to accommodate phasing and stages of the development of the specified benefit district areas, or as may be contemplated by future amendments to the Transit Analysis and the Development Fee Analysis for Transit Improvements as referenced in subsection A of this Section 16.86.040.

16.86.050 Additional Findings to be Made When Establishing the Amount of Transit Development Impact Fees.

At the time it considers the amount of the fees established pursuant to Section 16.86.040 of this chapter or at the time of amending such fees, other than in making an automatic annual adjustment to the fees as provided in Section 16.86.120 of this chapter, the City Council shall adopt the amount of such fees if it makes the following findings in support of such fees:

A. A finding that such fees have been determined and calculated in the manner consistent with the Transit Analysis and the Development Fee Analysis for Transit Improvements as referenced in subsection A of Section 16.86.040 of this chapter; and

B. The following additional findings required by Section 66001 of the Government Code which demonstrate that there is a nexus between the public facilities for which such fees are imposed and the need for such public facilities created by the development of residential and nonresidential property within the specified benefit district areas upon which the fees are imposed:

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1. Findings which identify the purpose of the fees;
2. Findings which identify the use to which the fees are to be put;
3. Findings which demonstrate that there is a reasonable relationship between the use of the fees and the type of development project on which the fees are imposed;
4. Findings which demonstrate that there is a reasonable relationship between the need for the public facilities to be financed by the fees and the type of development project on which the fee is to be imposed; and
5. Findings which demonstrate how there is a reasonable relationship between the amount of the fees and the cost of the public facilities, or portion of such public facilities, attributable to the development project on which the fees are imposed.

C. In making the findings pursuant to this Section 16.86.050 and any other findings, the City Council may consider all matters, whether offered orally or in writing, presented at the hearing or hearings conducted for the purpose of establishing or amending the fee, and any and all oral and written material presented to the City Council in connection with the adoption, approval or amendment of the Transit Analysis and the Development Fee Analysis for Transit Improvements as referenced in subsection A of Section 16.86.040 of this chapter.

16.86.060 Proceedings to Establish the Amount of Transit Development Impact Fees.

A. At the time of setting the amount of the fees established pursuant to this chapter or at the time of amending such fees, other than in making an automatic annual adjustment to the fees as provided in Section 16.86.120 of this chapter, the City Council shall hold a public hearing on the proposed fees or proposed amendment of fees in the manner required by Section 66018 of the Government Code.

B. The effective date of any resolution adopted by the City Council which establishes or amends, as the case may be, the amount of the fees established pursuant to Section 16.86.040 of this chapter, shall be no sooner than 60 days following the final action on the adoption or amendment of the fee.

16.86.070 Imposition of Development Impact Fees.

A. The development impact fees established under this chapter shall be imposed on the following types of uses or development of real property located within the benefit district areas as referenced in subsection A of Section 16.86.040 of this chapter:

1. For nonresidential uses or development:
 - a. The construction on the property of a new building or structure;
 - b. The construction on the property of additions to an existing building or structure which results in the expansion in the size or use of such existing building or structure; or

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- c. The change in use of an existing building or structure on the property from a previous residential use to a nonresidential use, or from a previous nonresidential use to another nonresidential use, provided that the landowner shall be entitled to a credit against fees paid pursuant to this chapter in the amount of fees which were actually paid for such previous residential or nonresidential use, which prior fees shall be adjusted for inflation consistent with Section 16.86.120 of this chapter.
 - 2. For residential uses or development:
 - a. The construction on the property of a new building or structure containing one or more dwelling units;
 - b. The construction on the property of alterations or additions to an existing building or structure which add one or more dwelling units to such existing building; or
 - c. The change in use of an existing building or structure on the property from a previous nonresidential use to a residential use, provided that the landowner shall be entitled to a credit against fees paid pursuant to this chapter in the amount of fees which were actually paid for such previous nonresidential use, which prior fees shall be adjusted for inflation consistent with Section 16.86.120 of this chapter.
 - 3. For nonresidential and residential uses or development within the same building or structure, the computation of fees as set out in Section 16.86.090 of this chapter shall apply.
- B. Except as may be expressly provided in this chapter, no building permits or extension of permits relating to the activities described in subsections (A)(1) and (A)(2) of this Section 16.86.070 shall be granted unless and until the appropriate development impact fee or fees have been paid to the City in accordance with the provisions of this chapter, except that for residential developments under a fee payment contract as specified in Section 66007 of the Government Code, building permits may be issued but no final inspection or certificate of occupancy shall be granted unless and until the appropriate development impact fee or fees have been paid to the City. As provided in subsection (a) of Section 66007 of the Government Code, for a residential development that contains more than one dwelling unit, the fees may be paid on a pro rata basis for each dwelling unit when it receives its final inspection or certificate of occupancy, whichever occurs first.
- C. Notwithstanding anything to the contrary set forth in subsection A of this Section 16.86.070 or in any other provision in this chapter, the development impact fees established pursuant to this chapter shall apply to any development project that has heretofore either received a tentative map approval or other approval or permit, whether discretionary or nondiscretionary, or is subject to a development agreement or other agreement between the landowner and City that provides for payment of one or more fees established under this chapter.

16.86.080 Exemptions.

- A. The following shall be exempted from payment of the fees established by this chapter:

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1. Alterations, renovations or expansion of an existing residential structure where no additional dwelling units are created and the use is not changed;
2. The replacement of a destroyed or partially destroyed or damaged structure with a new structure of the same size and use;
3. For fees established pursuant to subsection A(1) of Section 16.86.040 of this chapter, low and very low income housing as defined in Health and Safety Code Sections 50079.5 and 50105, respectively.

16.86.090 Computation of Fees.

A. The methodologies set forth in the Transit Analysis and the Development Fee Analysis for Transit Improvements referenced under subsection A of Section 16.86.040 of this chapter shall be used as the basis to set the amount of transit development impact fees pursuant to any resolution referenced under subsection B of Section 16.86.040 of this chapter. The amount of fees due from any landowner shall be calculated from the actual uses of land proposed by the landowner unless otherwise provided in any resolution referenced under subsection B of Section 16.86.040 of this chapter. Applicants for building or other development permits shall include plans and calculations prepared by the applicant or applicant's agent, specifying data necessary to calculate development impact fees, including, without limitation, each proposed land use, the square footage of each use, and other relevant data as may be required by the Community Development Director, or his or her authorized designee. All fees due under this chapter shall be determined and calculated by the Community Development Director, or his or her authorized designee.

B. The transit administration fee per building permit shall be calculated as two percent (2%) of the sum of the transit development impact fees calculated pursuant to subsection A above.

C. For purposes of calculating transit development impact fees pursuant to subsection A of this section for building permits for land use categories not specifically named in this ordinance or the Transit Analysis and the Development Fee Analysis for Transit Improvements referenced under subsection A of Section 16.86.040 of this chapter, the City Community Development Director is hereby authorized to determine the per-unit or per-square foot costs for each fee category that corresponds most directly to the use and density.

16.86.100 Time of Payment of Fees.

Except as otherwise provided in any Resolution adopted by the City Council as provided under Section 16.86.110 and subsection B of Section 16.86.070 of this chapter relating to deferral of payment of fees, the fees established by this chapter shall be paid for the property on which a development project is proposed at the time of the issuance of any required building permit relating to such development. With respect to development projects completed or commenced prior to the effective date of this chapter and the effective date of any amendment, the City Community Development Director, or his or her authorized designee, may enter into agreements with landowners regarding the amount, time, and manner of payment of fees under this chapter with respect to such development projects.

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16.86.110 Deferral of Fees.

The City Council, by Resolution, may establish and modify policies, guidelines and procedures regarding the deferral or other adjustment of the time of payment of the fees established under this chapter.

16.86.120 Automatic Annual Adjustment. Reserved.

16.86.130 Adjustment of Fee by Resolution.

In addition to any automatic annual adjustment, the amount of the fees established by this chapter may be revised periodically, including, without limitation, upon the report and review provided for in Section 16.86.180 of this chapter, by resolution of the City Council. Any action by the City Council to increase fees shall comply with the provisions of this chapter and Government Code Section 66018.

16.86.140 Creation of Funds.

A. The fees established and collected pursuant to this chapter shall be deposited in the following separate special funds and accounts created specifically to hold the revenue generated by such fees. Said collected fees shall be deposited, managed, and maintained pursuant to the provisions of Section 66006 of the Government Code. Moneys within such fund may be used solely for the purposes set forth in Section 16.86.150 of this chapter. In this regard, the following special funds are created and established:

1. Transit development impact fee fund for the deposit and collection of the Transit development impact fee.
2. Transit administration fee fund for the deposit and collection of the Transit administration fee.

B. The City Community Development Director, or his or her designee, shall have the authority to rename funds and create new funds, as such funds may become necessary or appropriate through the adoption of any fee resolution or through any amendment to the financing plan, expenditure plan and/or nexus study as referenced in subsection A of Section 16.86.040 of this chapter.

16.86.150 Use of Funds.

A. Funds collected from the fees established by this chapter and deposited in their respective special funds established under Section 16.86.140 of this chapter shall be used by the City, or by the Sacramento Regional Transit District or other entity if funds have been transferred to that entity, for the following purposes:

1. Payment of the actual costs of designing and constructing public facilities for which the fees may be expended, as described in the resolution or resolutions adopted pursuant to subsection B of Section 16.86.040 of this chapter;

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2. Funding the City's administration of the fee program implemented by the provisions of this chapter; and

3. Using the same as may be permitted under Section 66006 of the Government Code.

B. Unless used as otherwise permitted under this Section 16.86.150, moneys, including any accrued interest, not assigned in any fiscal year shall be retained in the same fund or account until the next fiscal year.

C. The City Council, by resolution, may authorize the City Manager to transfer funds, including any accrued interest, to (1) another public entity with the authority to manage the fund pursuant to Section 66006 of the Government Code, or (2) to another public entity with the authority to undertake construction of the public facility funded by the fee.

16.86.160 Disposition of Unexpended or Unappropriated Fee Revenues.

A. Commencing with the fifth fiscal year following the first fiscal year of receipt of any revenues from the fees established, assessed and levied pursuant to the provisions of this chapter, and in each fiscal year thereafter, the City Treasurer, or his or her designee, shall provide the City Council with a report which sets forth the total amount of all such fee revenues that were received and deposited in the appropriate special funds and accounts established under Section 16.86.140 of this chapter in each fiscal year prior to the date of such report, but which remain unexpended or unappropriated by the City or another public entity as referenced in Section 16.86.150 of this chapter as of the date of the report; provided, however, that no report shall be required in any year in which there were no unspent or unappropriated fee revenues in such fund which were received and deposited in the fund more than five years prior to the date of the report.

B. Upon review of each report described in subsection A of this Section 16.86.160, the City Council shall take one of the following actions required by Section 66001 of the Government Code with respect to any unexpended or unappropriated fee revenue in the appropriate special fund established under Section 16.86.140 of this chapter which was received and deposited in such fund five or more years prior to the date of such report:

1. Appropriate all or any part of such unexpended or unappropriated fee revenue for the construction, installation, acquisition or provision of the public facilities for which the fee was imposed;

2. Make findings with respect to all or any part of such unexpended or unappropriated fee revenue which identify the purposes to which the revenue are to be put and which demonstrate a reasonable relationship between such fee revenue and the purpose for which it was imposed; and/or

3. Provide for the refund of all or any part of such unexpended or unappropriated fee revenue, together with any actual interest accrued thereon, in the manner described in subsection (e) of Section 66001 of the Government Code, to the current record owner of any property for which a fee was paid; provided that if the administrative costs of refunding such fee revenue exceed the amount to be refunded, the City Council, after considering the matter at a public hearing, notice of which is given in the manner provided for in subsection (f) of Section

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66001 of the Government Code, may appropriate such revenue for any other public facility in the benefit district area for which development fees are charged or otherwise imposed pursuant to this chapter and which the City Council determines will benefit the properties for which such development impact fee was charged or otherwise imposed; and further provided that the portion of any fee revenue received by the City as reimbursement of its costs in administering the provisions of this chapter shall not be refunded, but shall be applied to reduce the amount of the fee charged for administrative purposes.

4. The provisions of subsections (d), (e), and (f) of Government Code Section 66001 shall apply fully to any refund of fees remaining unexpended or uncommitted in the appropriate special fund established under Section 16.86.140 of this chapter for five or more years after deposit, and the provisions of this Section 16.86.160 of this chapter shall be subordinate to the said state statute and shall be applied consistently therewith.

16.86.170 Other Fee and Dedication Requirements.

The provisions of this chapter shall not release any owner of residential or nonresidential property located within the benefit district area from the following obligations:

- A. Paying other applicable fees relating to development of property, including, without limitation, the application fees, processing fees, mitigation fees, and other development fees within the control of the City.
- B. Complying with any public facility requirements which are imposed pursuant to applicable law, including, without limitation, the provisions of the City Code.
- C. Complying with any requirement to dedicate property for public use pursuant to applicable law, including without limitation, the provisions of the City Code and the Government Code, at the time of approval of a tentative subdivision map, tentative master parcel map, certificate of compliance, building permit or other land use entitlement.
- D. Complying with any obligation to pay fees or exactions, or to comply with mitigation requirements for identified project-related environmental effects.

16.86.180 Annual Reports and Review of Fee.

A. No later than one hundred eighty (180) days following the end of each fiscal year, the City Manager or his or her designee shall prepare a report for the City Council identifying the following:

- 1. The beginning and ending balances of the public facilities fee funds, and related accounts, established under Section 16.86.140 of this chapter for the fiscal year;
- 2. The fee, interest, and other income collected in said funds during the fiscal year;
- 3. The amount of expenditures from said funds categorized by the public facilities to which such expenditures relate;

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4. An accounting of all refunds and reimbursements for which the City is obligated to make or has made pursuant to this chapter;

5. The reallocation, if any, of unexpended or unappropriated fee revenue made pursuant to subsection (B)(3) of Section 16.86.160 of this chapter and subsection (f) of Government Code Section 66001;

6. The public facilities constructed and to be constructed utilizing the revenues collected from the fee established by this chapter, the continued need for such public facilities, the reasonable relationship between such need and the impacts of development for which the fee is charged;

7. The estimated costs of the public facilities described in the report;

8. The amount of any automatic annual adjustment made pursuant to Section 16.86.120 of this chapter, including the basis of the calculation therefore; and

9. Any additional information required by the Sacramento Regional Transit District for the fees imposed pursuant to subsection A(1)(a) of Section 16.86.040 of this chapter. The City Manager may submit the report prepared by the Sacramento Regional Transit District for the fees imposed pursuant to subsection A(1)(a) of Section 16.86.040 of this chapter if said report includes all of the foregoing information set out in this subsection A of this Section 16.86.180.

B. In addition to the report matters set forth in subsection A of this Section 16.86.180, at least once each fiscal year the City Manager shall present to the City Council a proposed capital improvement program prepared by the City Community Development Director for the various public facilities referenced in the resolution or resolutions adopted pursuant to subsection B of Section 16.86.040 of this chapter, assigning moneys (including any accrued interest) from the appropriate special fund to specific improvement projects, acquisitions, and related expenses. The adoption of such capital improvement program shall comply with the provisions of Government Code Section 66002.

C. In preparing the report pursuant to this Section 16.86.180, the City Manager shall adjust the estimated costs of the public facilities in accordance with the index specified in the resolution adopted pursuant to subsection B of Section 16.86.040 and Section 16.86.120 of this chapter, or other reasonable standard, for the elapsed time period from the first day of the previous July or the date that the cost estimate was developed.

D. The report prepared pursuant to subsection A of this Section 16.86.180 shall be made available to the general public pursuant to the provisions of subsection (b) of Government Code Section 66006. The City Council shall review the information contained in said report at its next regularly scheduled public meeting, but not sooner than fifteen (15) days after the report is made available to the public. The scheduling of the hearing and notice thereof shall comply with the provisions of subsection (b) of Government Code Section 66006.

E. The City Council, by resolution, may revise the fees established by this chapter to reflect the findings made from its consideration of the annual report and to include additional public facility projects previously not foreseen as being needed, provided that all such revisions shall

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be consistent with the applicable Transit Analysis and the Development Fee Analysis for Transit Improvements referenced in subsection A of Section 16.86.040 of this chapter.

F. The report prepared by the City Manager and its review by the City Council, as well as any findings thereon, shall be subject to the provisions of subsection (d) of Government Code Section 66001, to the extent applicable.

16.86.190 California State Law.

The provisions of this chapter, and any resolution adopted pursuant hereto, shall at all times be subject and subordinate to the provisions of Title 5 (commencing with Section 66000), Division 1, of Title 7 of the Government Code, as the same presently exists or may hereafter be amended or renumbered from time to time, to the extent the same are applicable. In the event of any applicable conflict between the provisions of this chapter and the state law, the latter shall control.”

Section 5. Amendment of Municipal Code.

Section 16.87.010(A) of the Rancho Cordova Municipal Code is hereby amended to read as follows:

“A. The roadway and transit development impact fee is hereby established. Following the effective date of Ordinance 5-2018, the collection and administration of this fee, which is renamed the transit development impact fee, shall be carried out by the procedures established in Chapter 16.86 of this Municipal Code.”

Section 6. No Effect.

The payment and administration of the Transit development impact fees levied pursuant to this chapter will not be in lieu of transportation fees paid and administered pursuant to Chapter 16.83, Chapter 16.81, and Chapter 16.84 of the Rancho Cordova Municipal Code for the Sunridge Specific Plan and Villages of Zinfandel Special Planning Area roadway fees, and City of Rancho Cordova transportation impact fees.

Section 7. Severability.

1. If any section, phrase, sentence, or other portion of this Ordinance for any reason is held or found to be invalid, void, unenforceable, or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

2. If any fee established by this Ordinance for any reason is held or found to be invalid, void, unenforceable, or unconstitutional by a court of competent jurisdiction, such fee shall be deemed a separate, distinct and independent fee, and such holding shall not affect the validity of the remaining fees established by this Ordinance.

3. If any fee established by this Ordinance is held or found to be invalid, void, unenforceable or unconstitutional by a court of competent jurisdiction based upon an insufficient nexus to a specific public facility or property for which the revenue generated from such fee may

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be expended pursuant to Chapter 16.86 or any resolution adopted pursuant to said Chapter, said fee as it relates to such specific public facility or property shall be deemed a separate, distinct and independent fee, and such holding shall not affect the validity of the fee as it relates to other public facilities or property.

Section 8. 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, and because this is not a new or increased fee the 60-day waiting period contained in Government Code section 66017(a) shall not apply.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the _____ day of _____, 2018 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Stacy Leitner, City Clerk

ATTACHMENT 2**CITY OF RANCHO CORDOVA****RESOLUTION NO. 38-2018**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
ADOPTING THE DEVELOPMENT IMPACT FEE ANALYSIS REPORT FOR TRANSIT
IMPROVEMENTS AND APPROVING THE FEE AMOUNTS FOR COLLECTION BY THE CITY
INSTEAD OF THE COUNTY**

WHEREAS, on November 16, 1987, the Board of Directors of the Sacramento Regional Transit District adopted a report titled Sacramento County Roadway and Transit Development Fee; Development Fee Analysis for Transit Improvements dated October 23, 1987, attached here to as **Exhibit A**; and

WHEREAS, on August 31, 1988, the Sacramento County Board of Supervisors adopted County Ordinance 742 (Ord. No. SCC 0742) establishing development impact fees for roadway and transit purposes to provide infrastructure funding to mitigate the impacts of new traffic and transit ridership generated by land development; and

WHEREAS, included in the items adopted by the County Board of Supervisors on August 31, 1988, is a report titled "Sacramento County Consolidated Roadway and Transit Capital Improvements Program," dated August 30, 1988, attached here to as **Exhibit B**; and

WHEREAS, the City of Rancho Cordova, upon incorporation in 2003 adopted Ordinance 23-2003, which established the County Transit Fee in Municipal Code Chapter 16.87 as part of the City's development fees and allowed for such fee to be collected by the County and transferred to necessary agencies through approved agreements; and

WHEREAS, the Transit Fees were collected by the County with the issuance of new building permits in Rancho Cordova, and transferred to Sacramento Regional Transit (SacRT) for expenditure on designated transit projects that were identified in the Transit Analysis adopted by SacRT adopted concurrently with Ord. No. SCC 0742; and

WHEREAS, Ordinance No. SCC No. 0742 also established fee districts from which the Transit Fees would be collected and required that the revenues collected from particular fee districts be expended on projects in those same districts; and

WHEREAS, since 1988, the County has collected the Transit Fees on behalf of SacRT in the City of Rancho Cordova and transferred such fees to SacRT; and

WHEREAS, the County will cease collection of the Transit Fees on behalf of SacRT in the City of Rancho Cordova and SacRT has requested that the City collect the fees on its behalf in the City; and

WHEREAS, the Transit Fees originally adopted by the County and which will be continued in effect by the City are summarized in **Exhibit C**; and

WHEREAS, this is not a new or increased fee, as the City previously established this fee when it adopted Ordinance No. SCC 0742 by reference and added Chapter 16.87 to its Municipal Code; and

ATTACHMENT 2

WHEREAS, this action, which is an administrative change related to which local agency collects a previously established fee, is exempt pursuant from review under the California Environmental Quality Act (CEQA), as it is not a project for purposes of CEQA, but even if it could be so characterized it is exempt from further review pursuant to Section 21080(b)(8) of the Public Resources Code and Section 15273 of the State CEQA Guidelines, in that the purpose of the fees is to maintain services in developing areas. Furthermore, CEQA review and analysis were previously carried out by Sacramento County, which adopted the findings of fact and statement of overriding considerations pertaining to the Transit Fees and its Environmental Impact Report for its 1982 General Plan Update and the City hereby incorporates such approvals by reference as **Exhibit D**.

NOW, THEREFORE, BASED ON THE FACTS SET FORTH ABOVE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AS FOLLOWS:

SECTION 1. Findings.

The City Council finds and declares as follows:

1. All of the recitals set forth above are true and correct and are incorporated herein by reference as findings.
2. By separate action on this same date, the City Council introduced Ordinance No. 5-2018, which adds Chapter 16.86 to the Rancho Cordova Municipal Code, establishing development impact fees for public transit facilities in accordance with the Development Fee Analysis for Transit Improvements prepared and adopted by SacRT and the Roadway and Transit Capital Improvements Program adopted by Sacramento County.
3. This Resolution adopts the report titled Sacramento County Roadway and Transit Development Fee; Development Fee Analysis for Transit Improvements dated October 23, 1987, which was adopted by the Board of Directors of the Sacramento Regional Transit District on November 16, 1987, attached here to as **Exhibit A**.
4. This Resolution adopts the report titled Sacramento Consolidated Roadway and Transit Capital Improvements Program dated August 30, 1988 which was adopted by the County Board of Supervisors on August 31, 1988, attached hereto as **Exhibit B**, as part of the County actions adopting Ordinance SCC No. 0742 adopting the roadway and transit fees.
5. This Resolution adopts the current Transit Fee identified in the Sacramento Consolidated Roadway and Transit Capital Improvements Program dated August 30, 1988, which fees are specifically identified in **Exhibit C** attached hereto, for purposes of collection by the City and pass through to SacRT. Such fees shall become effective upon the effective date of Ordinance 5-2018, which shall be 30 days following its second reading and adoption by the City Council.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 19th day of March, 2018 by the following vote:

ATTACHMENT 2**AYES:****NOES:****ABSENT:****ABSTAIN:**

Linda Budge, Mayor**ATTEST:**

Stacy Leitner, City Clerk



ATTACHMENT 3
Exhibit A to the Resolution

November 20, 1987

NOV 23 1987
PLANNING DEPT.

Mr. Barry Steiner
Supervising Deputy County Counsel
County of Sacramento
700 H Street
Sacramento CA 95814

Dear Barry:

Transit Development Fee

Enclosed is a copy of the Resolution adopted by the RT Board of Directors which evidences their endorsement of the "Development Fee Analysis for Transit Improvements" report and appropriates transit fee proceeds. Please let me know if you need a certified copy of this Resolution.

The October 29th version of the Draft Ordinance Establishing the Imposition of Development Fee is acceptable to RT. As we discussed previously, we would prefer to receive our annual transit fee allocation once each year at the beginning of the fiscal year. The funds would be deposited into separate County Transit Development Fee accounts for each fee district. RT would then submit quarterly reports to the County identifying the progress of construction and the fees expended for each project. If there are any surplus funds remaining after construction of the projects, those funds would be subject to reallocation by the Board of Supervisors for other transit projects included in the fee program for that particular fee district. In this manner RT would be assured of the availability of the funds before it began preparation of specifications and soliciting invitations for bids.

Since the development fee will probably not be adopted until next April, the first annual funding transfer would not occur until July of 1989. Prior to June of 1989, RT would submit its proposed 1989-90 Capital Improvement Program to the County Board of Supervisors for approval. In the interim, RT will include these projects in the SACOG Transportation Improvement Program during the annual TIP review process in 1988.

ATTACHMENT 3
Exhibit A to the Resolution

RT is currently reviewing the County's environmental analysis for the Roadway and Transit Development Fee and will notify the County of any comments and concerns as soon as possible. Please let me know if you need any further information from RT. Thank you for your assistance in this matter.

Sincerely,


Sheryl Patterson
Attorney

Enclosure

c: Rich Blackmar, County Planning Department
Wendy J. Hoyt, Assistant General Manager -
Planning and Marketing, RT
Howard Allegar, Controller, RT

ATTACHMENT 3
Exhibit A to the Resolution

RESOLUTION NO. 87-11-685

Adopted by the Board of Directors of the Sacramento Regional Transit District on the date of:

November 16, 1987

**ADOPTING THE DEVELOPMENT FEE ANALYSIS
FOR TRANSIT IMPROVEMENTS REPORT**

WHEREAS, the County of Sacramento is considering adoption of a roadway and transit development fee to be imposed on all new developments in order to fund new roadway and transit facilities needed to serve such projects; and

WHEREAS, the transit facilities proposed to be funded with the proceeds of this fee are included in the FY 1988 Update of the RT Transit Plan; and

WHEREAS, the proposed transit fee reflects the minimum level of transit demand by land use type and assumes current level of service; and

WHEREAS, of the \$39 million cost of the proposed transit facilities, the development fee would generate \$22.5 million, resulting in a \$16.5 million shortfall; and

WHEREAS, RT anticipates receipt of federal grant funds over the next eight years to fund this shortfall; and

WHEREAS, RT will annually update the proposed Capital Improvement Program for the transit facilities funded with the proposed development fee; and

WHEREAS, the proposed transit facilities listing does not include extensions of the light rail transit line; and

WHEREAS, the proposed transit fee does not include the cost of operating or maintaining the proposed transit facilities.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the report titled, "Sacramento County Roadway and Transit Development Fee; Development Fee Analysis for Transit Improvements" dated October 23, 1987, is hereby adopted.

THAT, this Board hereby appropriates all proceeds of the County Transit Development Fee for construction of the transit facilities included in the above-referenced Report, subject to receipt of federal grant funds to cover the funding shortfall.

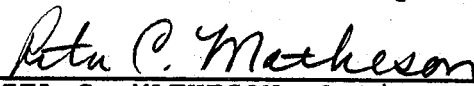
ATTACHMENT 3
Exhibit A to the Resolution

THAT, this Board reserves the right to substitute, add and/or delete transit facilities included in the proposed Capital Improvement Program annually, thereby revising the Transit Development Fee amounts, subject to approval by the County Board of Supervisors.


WILLIAM R. MAZZA, Chairman

A T T E S T:

DAVID A. BOGGS, Secretary

By 
RITA C. MATHESON, Acting Assistant Secretary

**ATTACHMENT 3
Exhibit A to the Resolution**

October 12, 1987

Mr. Rich Blackmarr
County Planning Department
SACRAMENTO COUNTY
827 7th Street
Sacramento CA 95814

Dear Rich:

**RT's Development Fee Analysis for Transit Improvements;
County Financing Plan and Capital Improvement Program Report**

Enclosed are five copies of Regional Transit's Development Fee Analysis for Transit Improvements, dated October 1987. This report has been revised to reflect transit demand by type of land use in accordance with the National Transportation Research Board's transit utilization percentages. This revised analysis provides the level of detail requested by the County Counsel's Office. Also included in this letter are RT's comments on the above-referenced County report.

RT Transit Development Fee Technical Analysis

RT was unable to develop transit utilization figures, either by land use type or by analysis zone, which would reflect current travel modes within Sacramento County. The SATS study does not provide the level of detail required. SATS specifies an estimated transit mode split for the entire Sacramento metropolitan region (i.e., includes Marysville, Yuba City, etc.), and it is based on a survey conducted in the late 60's. Census data obtained in 1980 only addresses residential transit trips, not employment generated trips. RT's bus route profiles, which record transit trips, cannot be separated into the number of peak hour trips by analysis zone within the timeframe required by the County. Therefore, RT relied on transit utilization data published by TRB based on transportation surveys conducted for each type of land use. These rates are reported in Appendix A. Therefore, the transit trip estimates are directly related to the County's growth projections and the travel characteristics of the trips generated by such uses.

The method used for converting vehicle trips into person trips (i.e., application of an auto occupancy factor) and the resulting transit trip estimate is consistent with the methodology specified by TRB (see Appendix A). RT relied on TRB's auto occupancy rates because they are also broken down by land use type. SATS' auto occupancy estimates are only separated into type of trip (i.e., home - work) and are not specific to type of land uses.

ATTACHMENT 3

Exhibit A to the Resolution

Although the auto occupancy rates are higher than SATS' estimate, the transit utilization percentages are lower than the previous 5-10% estimates. Therefore, the higher auto occupancy rates do not result in an over estimate of transit trips. It is my understanding that the County's consultant, Joe Holland, not RT developed the 5 and 10% estimates based on traffic and transit counts at certain intersections. RT still believes that the 5 and 10% estimates are more accurate, although they are not specifically related to land use or based on studies for each analysis zone.

In summary, application of the TRB methodology resulted in a 5,000 reduction in transit trip estimates and a corresponding 9 million dollar reduction in the transit fee. RT hopes to recoup this loss in the future during the annual or biannual ordinance update by surveying transit trip counts by analysis zone during the interim period.

The revised Development Fee Analysis for Transit Improvements report also reflects revised land acquisition estimates for the Zinfandel park-and-ride site, due to the loss of the previously identified PNR location. In addition, land acquisition costs for the Winona Way RT Metro PNR were corrected due to the double counting of station land costs. The text has been revised to provide more detail on the assumptions and methodology used to develop the transit trip estimates as requested. In addition, Table 5 provides a breakdown of the estimated implementation schedule for each proposed capital improvement project.

Also enclosed is one copy of RT's Five Year Transit Plan (1986-1990), which was recently updated and approved by RT's Board of Directors. This Plan includes a 1988-1992 Capital Improvement Program and a 20 year CIP outlook. This Plan was the basis for selecting the capital improvement projects included in the Transit Development Fee program. RT will provide you with 10 additional copies for distribution to the County Board of Supervisors next week. RT's Board of Directors will be requested to adopt the transit development fee technical report at their November 16th meeting in order to confer it official status.

Comments on the County's Financing Plan and Capital Improvement Program Report

Also enclosed is a copy of your draft report dated October 5, 1987, with RT's comments noted. Based upon RT's revised technical analysis, the following sections of your report should either be revised or reference made to RT's analysis.

Page 7, Regional Transit Efforts to Utilize a Development Fee, third paragraph, third sentence should either be deleted or the following phrase added after is, set forth in Regional Transit's Development Fee Analysis for Transit Improvements report.

Page 10, Recommended Transportation Improvements and Fee Structure, first paragraph, second sentence, should be deleted. The following information in that first paragraph should be updated as noted in the enclosed marked-up copy.

ATTACHMENT 3
Exhibit A to the Resolution

Tables 1 through 5, which indicate project costs and road and transit fees, must be revised as noted.

Page 23, Relationship to Sales Tax Override Program, the following should be added: "The sales tax proceeds allocated to transit would be used primarily to fund light rail construction and for operation costs. Neither of these two cost items are included in the proposed transportation development fee."

Sincerely,


Sheryl Patterson
Attorney

Enclosures

c: Barry Steiner, City Counsel
Wendy J. Hoyt, RT Assistant General Manager -
Planning and Marketing



REGIONAL TRANSIT ISSUE PAPER

Exhibit A to the Resolution

Page 1 of 2

Agenda Item No.	Board/Comm. Mtg. Date	Regular/Executive Session	Information/Action Item	Originating Committee	Issue Date
23	11/16/87	Regular	Action	O&P	10/30/87

Subject: Sacramento County Roadway and Transit Development Fee;
Analysis for Transit Improvements

ISSUE

Whether to adopt the Development Fee Analysis for Transit Improvements report prepared by RT staff which includes a proposed capital improvement program for construction of transit facility improvements funded in part with the proceeds of the County's proposed development fee. These facility improvements were previously approved by the Board as part of the FY 88 Transit Plan Update.

PROPOSED ACTION

Adopt Resolution 87-11-___ Adopting the Development Fee Analysis for Transit Improvements Report.

FISCAL IMPACT

Budgeted:		This FY:	\$ _____
Budget Source:	_____	Next FY:	\$ _____
Funding Source:	_____	Annualized:	\$ _____
Total Amount:	\$ _____		

The proposed transit fee would generate \$22.5 million over eight years (FY 1988-1995) for construction of transit facilities estimated to cost \$39 million, for a discrepancy of \$16.5 million. It is anticipated that this shortfall would be funded with UMTA Section 3 and 9 grants obtained over the next eight years.

DISCUSSION

The proposed roadway and transit fee has been the subject of discussion between the County and RT over the past year. Previously, RT's position was to obtain approximately 35% of the total fee. However, the fee amount proposed is based on the level and cost of transit improvements needed to serve the new development. Peak period transit demand was conservatively estimated at 7,843 riders per day using TRB rates. The proposed facilities include park and ride sites, RT Metro stations, bus acquisitions and signal preemption. As a result, the transit fee represents 21% of the development fee. In the future, if more detailed data becomes available which indicates higher transit mode split by type of land use, the amount of facilities needed and the proposed fee, could be increased.

The transit Capital Improvement Program does not include the cost of the I-80 and Folsom Corridor light rail extensions because RT can't guarantee at present that it could complete those improvements within the eight-year period, given the uncertainty of passage of the sales tax

Approved:

David O. Bagg
General Manager

Presented:

Wendy J. Hoyt
Wendy Hoyt, AGM-Planning & Marketing



REGIONAL TRANSIT ISSUE PAPER

Exhibit A to the Resolution

Agenda Item No.	Board/Comm. Mtg. Date	Regular/Executive Session	Information/Action Item	Originating Committee	Issue Date
23	11/16/87	Regular	Action	O&P	10/30/87

Subject: **Sacramento County Roadway and Transit Development Fee; Analysis for Transit Improvements**

initiative. In the future, the capital improvement program will be updated annually and light rail extension costs would be included, subject to the County Board of Supervisors' approval. The proposed capital improvement program includes the Sunrise Transit Center project, since it is in the short-range transit plan, but excludes the Sunrise bridge widening due to County opposition. Projects could be added and deleted during the annual transit development fee CIP review. The proposed fee does not include operating costs due to the fact that it is legally restricted to capital improvements.

Since some of the transit facility improvements proposed (i.e., RT Metro Park and Ride sites) would serve existing transit riders and patrons who live outside Sacramento County, the proposed transit fee for new development would not fund 100% of such facilities. Of the \$16.5 million shortfall, approximately half represents the unfunded cost of RT Metro Park and Ride stations.

The proposed transit facility improvements are separated into four fee districts as summarized in table 1. The resulting transit fee per land use type range from \$87 to \$183 per single family dwelling unit; \$177 to \$370 per multiple family unit; \$0.38 to \$0.80 per square foot for commercial; \$0.35 to \$0.73/sq.ft. for business professional; \$0.08 to \$0.16/sq.ft. for industrial; and \$0.22 to \$0.47/sq.ft. for manufacturing park.

Staff recommends that the Board adopt Resolution No. 87-11-____ Adopting the Development Fee Analysis for Transit Improvements Report. A copy of the Report, which was revised on October 23, 1987 so that the transit fee rates reflect the level of transit demand per use, is attached.

Approved:

Presented:

General Manager

ATTACHMENT 3
Exhibit A to the Resolution

RESOLUTION NO. 87-11- 685

Adopted by the Board of Directors of the Sacramento Regional Transit District on the date of:

November 16, 1987

**ADOPTING THE DEVELOPMENT FEE ANALYSIS
FOR TRANSIT IMPROVEMENTS REPORT**

WHEREAS, the County of Sacramento is considering adoption of a roadway and transit development fee to be imposed on all new developments in order to fund new roadway and transit facilities needed to serve such projects; and

WHEREAS, the transit facilities proposed to be funded with the proceeds of this fee are included in the FY 1988 Update of the RT Transit Plan; and

WHEREAS, the proposed transit fee reflects the minimum level of transit demand by land use type and assumes current level of service; and

WHEREAS, of the \$39 million cost of the proposed transit facilities, the development fee would generate \$22.5 million, resulting in a \$16.5 million shortfall; and

WHEREAS, RT anticipates receipt of federal grant funds over the next eight years to fund this shortfall; and

WHEREAS, RT will annually update the proposed Capital Improvement Program for the transit facilities funded with the proposed development fee; and

WHEREAS, the proposed transit facilities listing does not include extensions of the light rail transit line; and

WHEREAS, the proposed transit fee does not include the cost of operating or maintaining the proposed transit facilities.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the report titled, "Sacramento County Roadway and Transit Development Fee; Development Fee Analysis for Transit Improvements" dated October 23, 1987, is hereby adopted.

THAT, this Board hereby appropriates all proceeds of the County Transit Development Fee for construction of the transit facilities included in the above-referenced Report, subject to receipt of federal grant funds to cover the funding shortfall.

ATTACHMENT 3
Exhibit A to the Resolution

THAT, this Board reserves the right to substitute, add and/or delete transit facilities included in the proposed Capital Improvement Program annually, thereby revising the Transit Development Fee amounts, subject to approval by the County Board of Supervisors.



WILLIAM R. MAZZA, Chairman

A T T E S T:

DAVID A. BOGGS, Secretary

By 

RITA C. MATHESON, Acting Assistant Secretary

TABLE 1
TRANSIT DEVELOPMENT FEE

ATTACHMENT 3
Exhibit A to the Resolution

<u>Fee District 1 (Rio Linda, North Highlands & Citrus Heights)</u>	<u>Total Cost</u>	<u>Transit Fee</u>
RT Metro and Bus Park and Ride Facilities Walerga Rd./Roseville Rd. Elkhorn Blvd./Roseville Rd. Antelope Rd./Roseville Rd. Winona Way/Roseville Rd. Elverta Rd./Watt Ave.	\$7,153,450	\$1,226,000
RT Metro Station (no parking) Watt Ave./Roseville Rd.	562,200	157,400
Buses (16.6 new vehicles)	3,353,200	1,307,700
Signal Preemption Watt Ave. Greenback Lane	215,900	84,200
	<u>\$11,284,750</u>	<u>\$2,775,300</u>
<u>Fee District 2 (Arden Arcade, Carmichael & Rosemont)</u>	<u>Total Cost</u>	<u>Transit Fee</u>
RT Metro Park and Ride Facilities Watt/Manlove	\$ 227,500	\$ 227,500
Buses (13 new vehicles)	2,626,000	2,048,300
Signal Preemption Watt Ave.	301,800	235,400
	<u>\$ 3,155,300</u>	<u>\$2,511,200</u>
<u>Fee District 3 (Citrus Heights, Orangevale, Fair Oaks & Rancho Cordova)</u>	<u>Total Cost</u>	<u>Transit Fee</u>
RT Metro and Bus Park and Ride and Transit Center Facilities Gold River Park and Ride Sunrise Transit Center Mather Field Zinfandel Sunrise	\$11,550,200	\$6,460,300
Buses (23 new vehicles)	4,646,000	2,927,000
Signal Preemption Sunrise Blvd. Hazel Ave. Greenback Lane	375,800	236,800
	<u>\$16,572,000</u>	<u>\$9,624,100</u>
<u>Fee District 4 (South Sacramento, Elk Grove & Vineyard)</u>	<u>Total Cost</u>	<u>Transit Fee</u>
* Park and Ride Facilities Calvine/Hwy 99 Bond Rd./Hwy 99 Sheldon Rd./Hwy 99 Elk Grove Blvd./Elk Grove-Florin Rd.	\$ 5,239,200 \$ 5,240,100	55,240,100
Buses (11.5 new vehicles)	2,727,000	2,357,600
	<u>\$ 7,967,100</u>	<u>\$7,597,700</u>

ATTACHMENT 3
Exhibit A to the Resolution

SACRAMENTO COUNTY
ROADWAY AND TRANSIT DEVELOPMENT FEE

DEVELOPMENT FEE ANALYSIS FOR TRANSIT IMPROVEMENTS

Prepared By: Sacramento Regional Transit District
October, 1987

ATTACHMENT 3

Exhibit A to the Resolution

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ATTACHMENT 3

Exhibit A to the Resolution

I. INTRODUCTION

Transit Development Fee

Existing funding sources do not currently provide enough revenue to keep pace with the demand for transportation improvements over the next 10 years in Sacramento County. Due to these fiscal constraints on transportation infrastructure construction, it is not possible, without supplemental revenue sources, to build all the transit or roadway facilities needed because of growth. New approaches, such as the proposed Roadway and Transit Development Fee are needed to address this critical funding gap.

Transit improvements, included as a major element of a transportation system improvement program, enhance the potential of the program to more fully meet the transportation demands of new growth. The high occupancy ratio of transit vehicles as compared to that of private automobiles, helps reduce the need for additional roadway capacity to transport the additional automobiles that are a product of growth. For example, one bus can accommodate the occupants of 60 automobiles, and one light rail train can take up to 700 automobiles off the street. A well planned and adequately equipped transit system can therefore play a significant role in meeting transportation demands with a much lower commitment of a community's resources.

Existing and Potential Transit Demand

Recent statistics show a 3 to 7 percent transit ridership among residents in the urbanized area of Sacramento County. However, ridership levels can vary significantly by geographical area. For example, the current transit mode split for State employees within the Central Business District is about 25 percent.

The potential ridership level is much greater than current ridership counts. Surveys conducted by the County Planning Department in 1984 at two suburban office/ industrial parks (i.e., Sunrise and Northgate), indicated that between 60-70 percent of commuters who drove alone would switch to transit if express service was available. Approximately 45 percent indicated they would switch if park and ride service were provided.

The current transit mode split, therefore, is volatile and can be significantly impacted by changes in the level and frequency of transit service provided. With adequate resources, an appropriate level of transit service can be provided to increase transit usage. A large number of major employment and commercial centers are located in the four proposed Fee Districts and future development will increase this concentration and enhance the ability of transit to effectively serve them. Therefore, new transit facilities and services will be needed to serve the residents and employees of the projected new developments.

ATTACHMENT 3

Exhibit A to the Resolution

II. TRANSIT FEE TECHNICAL ANALYSIS

Transit Service Demand by Fee District

In the study prepared for the County of Sacramento by Joseph R. Holland titled "Sacramento County Development Fee Analysis for Roadway Improvements", August 1987, the level of new development projected between 1988 and 1996, trip generation rates, and an estimate of total vehicle trips were developed for 15 analysis zones. Each of the four proposed Fee Districts were subdivided into three or four analysis zones. Mr. Holland prepared estimates of transit utilization by analysis zone of either 5 or 10 percent. These transit estimates were included in the computer model assumptions. Therefore, the vehicle trip counts reported in that study represent only automobile trips and exclude transit trips. His estimates of transit usage by analysis zone is provided below. Zero transit utilization was assumed in areas where there is currently no transit service. Once transit service is extended to these areas, transit patronage can be expected.

<u>District 1</u>	<u>Transit Utilization Estimate</u>
3	10%
6	5%
7	0%
 <u>District 2</u>	
4	10%
5	10%
9	10%
 <u>District 3</u>	
1	5%
2	10%
10	10%
13	0%
 <u>District 4</u>	
11	10%
12	0%
14	0%
15	5%

Since the 5% and 10% estimates are only rough approximations of current transit usage, a more precise methodology was used to project transit service demand generated by new development. The Transportation Research Board is a nationally recognized agency which surveys and analyzes travel behavior and trip generation

ATTACHMENT 3

Exhibit A to the Resolution

characteristics of different land uses. This agency has published estimates of the percentage of vehicle trips versus transit utilization by type of land use. In order to calculate transit trips, vehicle trips are converted to person trips based on automobile occupancy rates per land use type. Then the percentage of transit trips is added to obtain total person trips. From this figure, the transit trip percentage is then separated out to isolate projected transit demand. This methodology and the applicable transit and auto occupancy rates by land use is set forth in Appendix A. These TRB transit rates were used to derive the transit service demand estimates by Fee District, as shown in Table 1 and summarized below.

<u>Fee District</u>	<u>Total Peak Hour Transit Trips</u>
1	1,262
2	1,535
3	2,827
4	<u>2,219</u>
	7,843

Description of Transit Service Improvements

In November, 1986, Regional Transit submitted a listing of proposed transit facility improvements by Fee District to the County. This listing was developed based on the anticipated future transit service needs within the subject eight-year period (i.e., 1988-1996). The facility needs were developed based on the information contained in RT's Short Range Transit Plan: 1986-1990 FY 1988 Update, and the Sacramento Park and Ride Feasibility Study published by SACOG in 1980. This plan includes a 20-year forecast for capital improvements. Provided below is a description of the purpose and function of each type of transit facility.

Park and Ride Facility - Park and Ride (PNR) facilities are areas provided for transit users who wish to park their automobiles and transfer to a bus or light rail vehicle to complete their trip. PNR facilities typically attract trips from a five mile radius. The minimum size for a PNR facility is 50 spaces. However, PNR lots can range from 500 spaces for facilities that function as major bus transfer centers to 1000 spaces for facilities served by both bus and light rail. The land area required for a PNR facility is roughly one acre per 100 parking spaces. A PNR facility generally includes passenger shelters, bicycle parking facilities, bus berths, and drop-off areas, in addition to the automobile parking spaces.

ATTACHMENT 3 Exhibit A to the Resolution

TABLE 1
TRANSIT SERVICE DEMAND BY FEE DISTRICT

PROJECTED NEW DEVELOPMENT 1988-1996									
VEHICLE PEAK HOUR TRIPS									
Analysis Area	3	6	7	TOTAL	3	6	7	TOTAL	
DISTRICT 1									
Single Family (du)	256	654	2,285	3,195	256	654	2,285	3,195	1.62
Multiple Family (du)	854	1,297	117	2,268	598	908	82	1,588	1.56
Commercial (ac)	27	134	17	178	1,512	7,504	952	9,968	1.64
Business Professional (ac)	13	21	1	35	559	903	43	1,505	1.35
Industrial (ac)	0	108	21	129	0	1,296	252	1,548	1.33
Manufacturing Park (ac)	0	64	0	64	0	1,792	0	1,792	1.33
TOTAL:					2,925	13,057	3,614	19,596	
VEHICLE PEAK HOUR TRIPS									
Analysis Area	4	5	9	TOTAL	4	5	9	TOTAL	
DISTRICT 2									
Single Family (du)	0	0	252	252	0	0	252	252	1.62
Multiple Family (du)	1,021	1,789	257	3,067	715	1,234	180	2,119	1.56
Commercial (ac)	25	131	29	185	1,400	7,386	1,624	10,380	1.64
Business Professional (ac)	19	15	105	139	817	645	4,515	5,977	1.35
Industrial (ac)	0	0	88	88	0	0	1,056	1,056	1.33
Manufacturing Park (ac)	0	0	87	87	0	0	2,436	2,436	1.33
TOTAL:					2,932	9,205	10,063	22,200	
VEHICLE PEAK HOUR TRIPS									
Analysis Area	1	2	10	13	TOTAL	1.62	1.56	1.64	1.35
DISTRICT 3									
Single Family (du)	701	2,621	705	115	5,142	1.62	8,310	3.24	8,605
Multiple Family (du)	261	1,667	1,259	5	3,192	1.56	3,487	9.04	3,632
Commercial (ac)	36	57	117	0	210	1.64	19,286	3.04	19,883
Business Professional (ac)	9	46	15	0	70	1.35	4,064	5.04	4,278
Industrial (ac)	0	0	434	0	434	1.33	6,927	5.04	7,292
Manufacturing Park (ac)	0	0	476	0	476	1.33	19,586	5.04	20,619
TOTAL:							61,692		64,509
VEHICLE PEAK HOUR TRIPS									
Analysis Area	11	12	14	15	TOTAL	1.62	1.56	1.64	1.35
DISTRICT 4									
Single Family (du)	2,039	135	333	9,647	12,154	1.62	19,690	3.24	20,341
Multiple Family (du)	2,430	27	30	1,533	4,020	1.56	4,390	9.04	4,824
Commercial (ac)	78	15	5	141	240	1.64	22,042	3.04	22,724
Business Professional (ac)	9	3	0	14	26	1.35	1,509	5.04	1,568
Industrial (ac)	61	50	4	77	192	1.33	3,064	5.04	3,225
Manufacturing Park (ac)	3	0	0	105	108	1.33	4,022	5.04	4,214
TOTAL:							54,717		57,327
GRAND TOTAL:					118,733		180,291		188,527
									7,843

SOURCE: Projected New Development - County Planning Department
Vehicle Peak Hour Trips - Joe Holland, Sacramento County Development Fee Analysis for Roadway Improvements, 1987
Auto Occupancy - Transportation Research Board, See Appendix A
Peak Hour Transit Utilization - Transportation Research Board, See Appendix A

ATTACHMENT 3

Exhibit A to the Resolution

Table 2 sets forth the PNR facilities included in the Transit Capital Improvement Plan. These facilities were sized based upon both existing and future transit service demand. Future transit service demand estimates go beyond 1996. As a result, only a portion of the cost of these facilities was used to derive the proposed transit fee. These facilities are planned to be served by both buses and light rail unless otherwise noted.

Table 2
Park and Ride Facilities

<u>Fee District 1</u>	<u>No. Parking Spaces</u>
Elverta and Watt Ave. (bus service only)	180
Roseville Road at Winona Way	200
Roseville Road at Walerga Road	560
Roseville Road at Elkhorn Blvd.	560
Roseville Road at Antelope Road*	560
	<u>2,060</u>

(*An additional 220 PNR spaces will be provided as joint-use spaces as a condition upon the Crocker Development parcel).

<u>Fee District 2</u>	
Watt Ave. at Manlove Station*	118
(*This project is an expansion of the existing 314 space PNR lot).	

<u>Fee District 3</u>	
Cemo Circle at Gold River	449
Sunrise Blvd. at Arcadia Drive (bus only)	62
Folsom Blvd. at Mather Field Road	385
Folsom Blvd. at Zinfandel Drive	485
Folsom Blvd. at Sunrise Blvd.	<u>135</u>
	1,516

<u>Fee District 4</u>	
Calvine Road at Hwy 99*	285
Sheldon Road at Hwy 99*	100
Bond Road at Hwy 99*	100
Elk Grove Blvd. at Elk Grove-Florin Road*	<u>100</u>
	585

(*Although light rail is planned to extend to Elk Grove in the distant future, the size of these facilities was based on bus service only).

Light Rail Station - While most light rail transit stations are located at PNR sites, one light rail station within District 1, along Roseville Road and Watt Avenue, is planned as a walk-on and drop-off facility.

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Buses - In order to carry transit passengers from their trip origin, such as a residential neighborhood or PNR site, to their trip destination, such as an employment center or school, either buses or light rail vehicles are needed. Buses attract and serve trips within a quarter mile radius of trip origin and trip destination points. Light Rail attracts trips within a much larger radius because buses "feed" the light rail system. Since the timing and funding for extension of the light rail starter line is uncertain given that it is contingent on passage of the sales tax initiative, only bus acquisition was considered in this analysis. One bus can carry a maximum of 70 persons. Table 4 provides a listing of the level of new bus service required to serve new development over the next eight years by Fee Districts.

Table 4
Planned New Bus Acquisitions and Total Capacity

	<u>No. Buses</u>	<u>Total Maximum Capacity</u>
Fee District 1	16.6	1162
Fee District 2	13	910
Fee District 3	23	1610
Fee District 4	13.5	945

Capital Improvement Program

The program for implementation of the transit facilities described above over the subject eight year period (1988-1996) is set forth in Table 5. The facility costs indicated are total project costs and the assumptions used to derive these costs are set forth in Appendix B.

County General Plan Consistency

The County General Plan includes extensive policies to encourage the use of public transit and the establishment of transit facilities such as bus turnouts, bus shelters, park and ride lots, light rail stations, and light rail rights-of-way. These policies also emphasize locating high density land uses along transit corridors and support improved transit service. Relevant General Plan policies include:

Transportation Policies

- 3.5.1 Mitigate adverse environmental impacts of roadway use and development.
- 3.5.3 Emphasize the movement of people and goods within the road system while maintaining the safety of all persons and transportation modes using the road system.

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Signal Preemption - Bus priority traffic signals or "signal preemption" involves interruption of a normal traffic signal cycle to permit buses to progress through an intersection with minimal delay. This is usually accomplished through sensing devices which detect the presence of a bus and preempt the signal sequence, either extending an existing green phrase or terminating an existing red one. Bus priority signals have the potential to significantly reduce bus operation time, since more time is normally spent by buses at traffic signals than in loading and unloading passengers at bus stops.

Based on an analysis of traffic flows, the projected level bus operations along major arterials during peak hours, and the location of PNR facilities; traffic signal preemption is needed along the following streets within the subject Fee Districts. Signal preemption will not be needed by 1996 within Fee District 4.

Table 3
Signal Preemption

<u>Fee District 1</u>	<u>Traffic Signals</u>
Greenback Lane	2
Watt Ave.	8
<u>Fee District 2</u>	
Watt Ave.	15
<u>Fee District 3</u>	
Hazel Ave.	6
Greenback Lane	5
Sunrise Blvd.	7

Roadway Improvements - In order for buses and automobiles to safely access PNR facilities, street improvements may be needed. An analysis of the site locations, traffic volumes and methods of access for each PNR facility was conducted to determine whether such improvements would be required. Based on this analysis, a left-hand turn lane and traffic signal modifications would be needed to provide automobile access to the Elverta Road and Watt Ave. PNR. For the Calvin Road/Hwy 99 PNR, a freeway slip ramp will be needed to facilitate bus access from the PNR facility to the freeway. At the Sheldon Road, Bond Road, Elk Grove Blvd. and Watt/Elverta PNR Facilities, bus turnouts will also be needed to provide on-street AM/PM loading and unloading and to accommodate bi-directional service. Bus turnouts will also be required at the intersections adjacent to these PNR facilities. The cost of these improvements were included in the total costs reported for the respective PNR facilities.

TABLE 5

TRANSPORTATION DEVELOPMENT FEE
PROPOSED CAPITAL IMPROVEMENT PROGRAM
DEVELOPMENT FEE DISTRICT 1
PROJECT BUDGET BY FISCAL YEAR (\$000's)

	Total Cost (\$000's)*	1989	1990	1991	1992	1993	1994	1995	1996
PROJECT 3 Resolution									
o Signal Preemption									
Greenback Lane	43.2					43.2			
Watt Avenue	172.7			43.18	43.18	43.18	43.18		
o Park and Ride Facility									
Elverta: SW corner of Elverta Road and Watt Avenue									
- Land Acquisition	173.4	173.4							
- Construction	413.75		206.88	206.88					
o RT Metro Stations/Park and Ride Facilities									
Roseville Road/Winona Way									
- Land Acquisition	472.2					472.2			
- Construction	413.6						79.45	198.03	136.12
Roseville Road/Watt Avenue									
- Land Acquisition	62.2					62.2			
- Construction	500.0						95.65	239.7	164.65
Roseville Road/Walerga									
- Land Acquisition	1185.5				592.75	592.75			
- Construction	708.0						136.0	339.0	233.0
Roseville Road/Elkhorn Blvd.									
- Land Acquisition	1185.5				592.75	592.75			
- Construction	708.0						136.0	339.0	233.0
Roseville Road/Antelope Road									
- Land Acquisition	1185.5				592.75	592.75			
- Construction	708.0						136.0	339.0	233.0
o Bus System Expansion: Buses									
	3353.20	419.15	419.15	419.15	419.15	419.15	419.15	419.15	419.15
TOTAL:	11284.75	592.55	626.03	669.21	2240.58	2818.18	1045.43	1873.88	1418.92

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PROPOSED CAPITAL IMPROVEMENT PROGRAM DEVELOPMENT FEE DISTRICT 2 PROJECT BUDGET BY FISCAL YEAR (\$'000's)

<u>PROJECT</u>	<u>Total Cost (\$'000's)*</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>
o Signal Preemption Watt Avenue	301.8			75.45	75.45	75.45	75.45		
o Park and Ride Facility Watt/Manlove Station									
- Additional Parking	227.5	227.5							
o Bus System Expansion: Buses	<u>2626.0</u>	<u>328.25</u>	<u>328.25</u>	<u>328.25</u>	<u>328.25</u>	<u>328.25</u>	<u>328.25</u>	<u>328.25</u>	<u>328.25</u>
TOTAL COST:	3155.3	555.75	328.25	403.70	403.70	403.70	403.70	328.25	328.25
									1
									6
									1

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PROPOSED CAPITAL IMPROVEMENT PROGRAM DEVELOPMENT FEE DISTRICT 3 PROJECT BUDGET BY FISCAL YEAR (\$'000's)

PROJECT	Total Cost (\$'000's)*	1989	1990	1991	1992	1993	1994	1995	1996
o Signal Preemption									
Hazel Avenue	125.1								
Greenback Lane	104.5					104.5	125.1		
Sunrise Boulevard	146.2			146.2					
o Park and Ride Facilities									
Gold River: NW corner of Cano Circle									
- Phase II Improvements	3481.0	2450.0		369.0	662.0				
o Transit Center									
Sunrise: Arcadia Drive									
- Phase II Improvements	123.0	123.0							
o RT Metro Stations/Park and Ride Facilities									
Mather Field									
- Land Acquisition	2185.6		1092.8	1092.8		196.25	487.46	336.29	
- Construction	1020.0								
Zinfandel Drive									
- Land Acquisition	2185.6		1092.8	1092.8		182.78	455.82	313.40	
- Construction	952.0								
Sunrise Boulevard									
- Land Acquisition	1092.8		546.4	546.4		98.2	244.0	168.0	
- Construction	510.2								
o Bus System Expansion: Buses									
TOTAL COST:	4646.0	580.75	580.75	580.75	580.75	580.75	580.75	580.75	580.75
	16,572.0	3153.75	3312.75	3827.95	1719.98	1872.53	1523.54	580.75	580.75

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PROPOSED CAPITAL IMPROVEMENT PROGRAM DEVELOPMENT FEE DISTRICT 4 PROPOSED BUDGET BY FISCAL YEAR (\$'000's)

PROJECT	Total Cost (\$'000's)	1989	1990	1991	1992	1993	1994	1995	1996
o Park and Ride Facilities									
Calverne: E. Stockton Blvd. near Calverne Rd./Hwy 99 Interchange Construction	4068.8	673.0	219.7	219.7			893.52	1031.44	1031.44
Bond Road: Bond Road/ Hwy 99 Interchange									
- Land Acquisition	240.5	240.5							
- Construction	277.6		107.51	170.09					
Sheldon Road: Sheldon Road Hwy 99 Interchange									
- Land Acquisition	86.7			86.70					
- Construction	249.9			95.14	154.76				
Elk Grove: Elk Grove Blvd. at Elk Grove/Florin Road									
- Land Acquisition	86.7			86.70					
- Construction	229.9			62.19	167.71				
o Bus System Expansion: Buses	2727.0	340.88	340.88	340.88	340.88	340.88	340.88	340.88	340.88
TOTAL COST:	7967.1	1254.38	668.09	1061.40	663.35	340.88	1234.40	1372.32	1372.32

*Reflects total project costs, not the pro rata share allocated to new development

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- 3.5.6 Support and develop alternatives to single-occupant automobile use, including light rail, bus, high occupancy vehicle, and non-motorized travel modes, and alternative land use patterns which relate to the distribution of employment and housing opportunities.

Land Use Policies

- 3.1.1 Encourage increased residential densities near employment centers and along major transportation corridors within the urban area, in conjunction with improved transit systems and service, as a means of increasing the housing supply and reducing potential commute distances.

Air Quality Policies

- 2.3.1 (G) Actively support the efforts of the Regional Transit District to expand and upgrade service, to provide feeder service to the proposed light rail transit system, and to attract an increasing percentage of local travel.
- 2.3.1 (H) Maximize the use of transit service to major shopping centers, office complexes, and industrial areas. For such uses proposed to be located outside the existing transit service area, consider a requirement that the non-residential development contribute to the provision of transit service.

The Major Street and Highway Plan denotes Transportation Corridors, which include light rail rights-of-way, LRT stations, and PNR sites. Certain PNR sites included in the cost assumptions for the proposed transit fee have not yet been adopted as part of the County General Plan. Amendment of the Major Street and Highway Plan to include these additional PNR sites, as listed below, is required before adoption of the Roadway and Transit Development Fee.

Fee District 1

SW corner of Elverta Road at Watt Ave.

Fee District 3

Arcadia Drive west of Sunrise Blvd.
Cemo Circle and Sunrise Blvd. in Gold River Development

Fee District 4

Calvine at Hwy 99 (delete Power Inn Rd. at Hwy 99)
Bond Road at Hwy 99
Elk Grove Blvd. at Elk Grove Florin Road (delete Elk Grove Blvd. at Hwy 99)

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Allocation of Transit Improvement Costs by Fee District

An allocation of the cost for new transit facilities was derived based on the level of peak period transit demand generated by the projected new development. Although transit trips would also be generated during off-peak periods and for non-home-work trips, only peak period trips were used to project transit facility needs. Similar to roadways, transit facilities also operate at maximum capacity during peak periods. Transit capital facility improvements constructed with Roadway and Transit Development Fees would serve both peak and off-peak trips.

The total projected peak hour transit trips for all four Fee Districts is 7,843. A "trip" is defined by the Institute of Transportation Engineers ("Trip Generation", 3rd Ed) as a single or one-time vehicle movement which either originates in or its final destination is in a particular analysis area. The total peak period trip count reflects all transit trips entering and leaving an analysis zone within a one hour period. Therefore, the total peak period transit trip figure reflects both trips generated from a residential development and trips attracted to an employment generator (i.e., commercial, office and industrial).

Within any one analysis zone, nearby PNR facilities and buses would be needed primarily for residential generated trips, but would also serve employment trips whose final destination is within the Fee District. Within the one hour peak period, a bus could serve both incoming and outgoing trips within a given Fee District. Therefore, in determining the number of buses required, projected transit trip counts were reduced by 50% to more accurately identify the number of buses needed to serve new developments.

Park and Ride Facilities - Based on existing ridership trends, 28% of all transit patrons use PNR facilities. Therefore, this percentage was applied to the projected level of transit trips within each Fee District to derive the number of PNR spaces needed. The resulting PNR space count was then compared against the total number of PNR spaces planned within each Fee District. The resulting ratio of new PNR space demand versus total PNR space count was used to determine the proper level of land and construction costs to be allocated to the proposed transit fee. Table 6 sets forth the total costs and the attached Appendix B provides a breakdown of the costs of each PNR facility and the calculation used to determine cost allocations. As discussed previously, certain PNR facility costs include accessory roadway improvements that are not already included in the County's Roadway Fee Plan.

Light Rail Station - The same 28% allocation for PNR facility costs was applied to the cost of the one walk-on/drop-off LRT station within District 1.

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Buses - RT prepared a bus service expansion plan based on future transit needs for each Fee District in preparation of its initial funding request in November of 1986. Certain factors such as route locations, service demand, frequency of service, etc., were used to define the number of additional buses needed in the future. The level of service planned is consistent with RT's current service levels within Sacramento County. For example, if current service along a route is 30 minute frequency, future service extensions were also based on 30 minutes rather than the desired level of service (i.e., 15 minute frequency). Based on these bus service plans, and applying the maximum capacity figure of 70 persons per bus (i.e., 45 seats and 25 standees) total new bus capacity (i.e., total person counts) was developed.

After deducting PNR patrons from the total transit trip count, the remaining trips were then divided by two in order to determine new bus capacity demand during the peak hour. The ratio of bus demand versus new bus capacity was applied to the total new bus acquisition cost to derive the amount allocated to the Transit Development Fee. In this manner, new development would only be required to compensate RT for the actual cost of serving new transit riders and would not subsidize the costs of capital facilities for either existing riders or future development beyond 1996. Table 6 and Appendix B also illustrate the total costs and methodology used to derive bus acquisition costs by Fee District.

Signal Preemption - The ratio between the new bus capacity demand versus the total new bus capacity within each Fee District was used to derive the percentage of bus acquisition costs to allocate to the Transit Development Fee. This same percentage was used to allocate the costs of signal preemption. Table 6 and Appendix B also sets forth signal preemption costs by Fee District.

Table 6
Summary of Allocated Transit Costs By District

Fee District 1

RT Metro and Bus Park and Ride Facilities	\$1,226,000
RT Metro Station (no parking)	157,400
Buses	1,307,700
Signal Preemption	<u>84,200</u>
	\$2,775,300

Fee District 2

RT Metro Park and Ride Facility	\$ 227,500
Buses	2,048,300
Signal Preemption	<u>235,400</u>
	\$2,511,200

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Fee District 3

RT Metro and Bus Park and Ride Facilities	\$6,460,300
Buses	2,927,000
Signal Preemption	<u>236,800</u>
	\$9,624,100

Fee District 4

Bus Park and Ride	\$5,240,100
Buses	<u>\$2,357,600</u>
	\$7,597,700

TOTAL: \$22,508,300

Proposed Road and Transit Fee Schedule

The methodology used in this report to develop the Transit Development Fee costs for each Fee District differs from RT's previous request to receive a fixed percentage of the proposed development fee. As a result, total transit construction costs have changed, thereby affecting the proposed Consolidated Road and Transit Development Fee Schedule. The revised schedule is set forth in Table 7. The proposed fee is based on total facility costs allocated among the various types of development based on the level of transit trips generated by each land use..

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Table 7

CONSOLIDATED ROAD AND TRANSIT DEVELOPMENT FEE SCHEDULE

		LAND USE:	SF	MF	COMM	BP	IND	MP
		Fees:	/du	/du	/sf	/sf	/sf	/sf
<u>DISTRICT</u>	<u>Capital Cost</u>							
1 - Subtotal:	\$12,125,300		\$717	\$657	\$2.16	\$2.26	\$0.52	\$1.47
a. Roads:	9,350,000		599	419	1.65	1.79	0.41	1.17
b. Transit:	2,775,300		118	238	0.51	0.47	0.11	0.30
2 - Subtotal:	\$20,331,200		\$1074	\$868	\$3.10	\$3.30	\$0.76	\$2.14
a. Roads:	17,820,000		987	691	2.72	2.95	0.68	1.92
b. Transit:	2,511,200		87	177	0.38	0.35	0.08	0.22
3 - Subtotal:	\$41,464,100		\$1034	\$464	\$3.14	\$3.27	\$0.75	\$2.12
a. Roads:	31,840,000		852	596	2.35	2.55	0.59	1.66
b. Transit:	9,624,100		182	368	0.79	0.72	0.16	0.46
4 - Subtotal:	\$33,857,700		\$1047	\$994	\$3.25	\$3.40	\$0.77	\$2.21
a. Roads:	26,260,000		891	624	2.45	2.67	0.61	1.74
b. Transit:	7,597,700		183	370	0.80	0.73	0.16	0.47
TOTAL:	\$107,778,300							
a. Roads:	\$85,270,000							
b. Transit:	\$22,508,300							

APPENDIX A

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Transportation Research Board, "Quick Response Urban Travel
Exhibit A to the Resolution
 Estimation Techniques and Transferable Parameters", Report No. 187

TABLE 1

AVERAGE VEHICLE TRIP RATES AND OTHER CHARACTERISTICS OF GENERATORS

GENERATOR ^b	VEHICLE TRIPS ^c TO & FROM PER DAY PER		PERCENT TRIPS IN HOUR SHOWN			TYPICAL AUTO OCCUPANCY	TYPICAL % TRANSIT OF TOTAL PERSON TRIPS ^d
	DWELLING UNIT	ACRE	A.M. PEAK	P.M. PEAK	PEAK HR. OF GEN.		
<u>Residential</u>							
<u>Single Family</u>							
1 Du/acre	9.3	9.3	8.0	10.8	10.8	1.62	3.2
2 Du/acre	9.3	18.6	8.0	10.8	10.8	1.62	3.2
3 Du/acre	10.2	30.6	8.0	10.8	10.8	1.67	3.2
4 Du/acre	10.2	40.8	8.0	10.8	10.8	1.67	3.2
5 Du/acre	9.1	45.5	8.0	10.8	10.8	1.62	3.2
<u>Medium Density</u> (Duplex, Townhouses etc.)							
5 Du/acre	7.0	35.0	8.0	10.8	10.8	1.57	5.6
10 Du/acre	7.0	70.0	8.0	10.8	10.8	1.57	5.6
15 Du/acre	7.0	105.0	8.0	10.8	10.8	1.57	5.6
<u>Apartments</u>							
15 Du/acre	6.0	90.0	7.9	10.8	10.8	1.56	12.4
25 Du/acre	6.0	150.0	7.9	10.8	10.8	1.56	12.4
35 Du/acre	6.0	210.0	7.9	10.8	10.8	1.56	12.4
50 Du/acre	6.0	300.0	7.9	10.8	10.8	1.56	12.4
60 Du/acre	6.0	360.0	7.9	10.8	10.8	1.56	12.4
<u>Mobile Home Park</u>							
5 Du/acre	5.5	27.5	8.3	10.8	12.5	1.54	1.0
10 Du/acre	5.5	55.0	8.3	10.8	12.5	1.54	1.0
15 Du/acre	5.5	82.5	8.3	10.8	12.5	1.54	1.0
<u>Retirement Community</u>							
10 Du/acre	3.5	35.0	12.1	12.1	12.1	1.48	6.0
15 Du/acre	3.5	52.5	12.1	12.1	12.1	1.48	6.0
20 Du/acre	3.5	70.0	12.1	12.1	12.1	1.48	6.0
<u>Condominiums</u>							
10 Du/acre	5.9	59.0	7.1	7.1	7.1	1.56	9.0
20 Du/acre	5.9	118.0	7.1	7.1	7.1	1.56	9.0
30 Du/acre	5.9	177.0	7.1	7.1	7.1	1.56	9.0
<u>Planned Unit Develop.</u>							
5 Du/acre	7.9	39.5	10.1	10.1	10.1	1.58	7.1
15 Du/acre	7.9	118.5	10.1	10.1	10.1	1.58	7.1
25 Du/acre	7.9	197.5	10.1	10.1	10.1	1.58	7.1
SEE INDIVIDUAL GENERATOR BELOW							
<u>Miscellaneous</u>							
Service Station	Station 748	Pump 133	1.5	3.0	4.0	1.55	-
Race Track	Seat 0.61	Attendee 1.08	-	-	-	2.05	-
Pro-baseball	0.16	1.18	-	-	-	2.05	-
Military Base	Military Personnel	Civilian Employees	Total Employees				
	2.2	7.1	1.8	-	-	1.42	-
	1000sq.ft. GFA	Employee	Acre				

TABLE 1 (Continued)

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GENERATOR ^b	VEHICLE TRIPS ^c TO & FROM PER DAY PER			PERCENT OF INDIVIDUAL HOUR SHOWN			AUTO OCCUPANCY	% TRANSIT OF TOTAL PERSON TRIPS ^d
	(SEE INDIVIDUAL GENERATOR BELOW)			A.M. PEAK	P.M. PEAK	PEAK HR. OF GEN.		
Retail								
Free Standing Supermarket	135.3	-	1000	0	8.7	12.6	1.64	1
Discount Store	50.2	57.2	-	0	5.1	9.7	1.64	1
Discount Store with Super Mkt	81.2	30.3	-	0	6.9	11.1	1.64	1
Department Store	36.1	32.8	900	-	-	-	1.64	2
Auto Supply	88.8	-	-	-	-	-	1.64	1
New Car Dealer	44.3	-	-	-	-	-	1.64	1
Convenience (24 hrs.)	577.0	-	-	-	-	-	1.64	1
(15-16 hrs.)	322.0	-	-	-	-	-	1.64	1
Shopping Center								
Regional (over 1 million sq. ft.)	33.5	30.9	580	1.9	9.7	11.5	1.64	3
(1/2-1 million sq. ft.)	34.7	20.4	370	2.8	9.6	-	1.64	3
Community (100,000-500,000 sq. ft.)	45.9	20.6	330	-	11.2	11.3	1.64	3
Neighborhood (under 100,000 sq. ft.)	97.0	-	-	3.3	11.5	12.4	1.64	3
Central Area (High Dens.)	40.0	-	900	-	-	-	1.64	12
Industrial/Manufacturing								
Free Standing General Manufacturing	4.2	2.3	40.5	18.4	19.3	32.2	1.33	5
Warehouse	5.3	4.4	67.5	12.7	32.2	-	1.25	5
Research/Develop.	5.1	2.4	60.8	21.1	20.4	-	1.33	5
Industrial Park	8.8	3.9	71.9	13.2	14.7	-	1.33	5
General Light Ind.	5.5	3.2	52.4	21.1	20.4	21.2	1.33	5
All Industry Avg.	5.5	3.0	59.9	15.8	19.4	-	1.40	5
Offices								
General	11.7	3.5	145	20.7	19.1	-	1.35	5
Medical	63.5	25.0	426	-	-	8.5	1.45	5
Governmental	48.3	12.0	66	8.5	16.0	-	1.35	5
Engineering	23.0	3.5	282	16.9	14.6	-	1.35	5
Civic Center	25.0	6.1	33	9.0	11.4	-	1.35	5
Office Park	21.0	3.3	277	16.9	14.6	-	1.35	5
Research Center	9.3	3.1	37	16.0	18.5	20.2	1.35	5
Restaurants								
Quality Restaurant	56.3	-	200	1.8	6.0	12.5	1.93	3
Other Sit-Down	198.5	-	932	29.0	6.4	-	1.93	3
Fast Food	533.0	-	1825	16.0	5.7	-	1.93	1
Banks	388	75	-	-	-	-	1.45	-
Parks & Recreation								
Marina	-	259.0	18.5	-	-	-	2.05	-
Golf Course	-	34.2	7.4	-	-	-	2.05	-
Bowling	-	-	296.3	-	-	-	2.05	-
Participant sports	-	-	26.5	-	-	-	2.05	-
City Park	-	-	60.0	-	-	-	2.05	-
County Park	-	26.5	5.1	-	-	-	2.05	-
State Park	-	61.1	0.6	-	-	-	2.05	-
Wilderness Park	-	-	0.07	-	-	-	2.05	-

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TABLE 1 (Continued)

GENERATOR ^b	VEHICLE TRIPS ^c TO & FROM PER DAY PER			PERCENT TRIPS IN HOUR SHOWN			TYPICAL AUTO OCCUPANCY	TYPICAL % TRANSIT OF TOTAL PERSON TRIPS ^d
	1000sq.ft. GFA	EMPLOYEE	ACRE	A.M. PEAK	P.M. PEAK	PEAK HR OF GEN.		
Parks & Recreation (cont'd)								
National Monument	-	-	11.9	-	-	-	2.05	-
Ocean Front	-	-	21.6	-	-	-	2.05	-
Lake/Boating	-	-	3.6	-	-	-	2.05	-
Animal Attractions	-	-	72.2	-	-	-	2.05	-
Hospitals	<u>Staff</u>	<u>Bed</u>	<u>Acre</u>					
All Categories	6.1	14.8	40	-	-	11.7	1.40	-
General	5.9	14.0	-	18.0	9.0	-	1.42	17
Childrens	10.1	25.2	-	-	-	-	1.42	17
Convalescent	4.5	3.2	-	-	-	-	1.42	10
University	7.8	37.0	-	12.5	10.5	-	1.41	10
Veterans	2.2	3.8	-	11.0	16.5	-	1.32	10
Nursing Home	-	2.7	-	5.2	7.8	13.3	1.40	10
Clinics	5.9	-	-	-	-	-	1.40	10
Educational	<u>Student</u>	<u>Staff</u>						
All Categories	1.8	13.6		-	-	-	1.40	-
Four Year Univ.	2.5	9.8		11.0	9.0	-	1.40	13
Jr.College	1.5	28.2		11.5	7.5	11.9	1.55	13
Secondary School	1.4	19.9		11.5	4.9	-	1.55	4
Elementary School	0.6	11.7		31.4	2.0	-	1.55	4
Combined Elem/Sec.	0.8	11.8		-	-	-	1.55	4
Libraries	41.8	51.0		-	-	16.0	1.55	6
Airports	<u>Take-Off/ Landing</u>	<u>Employee</u>	<u>Acre</u>					
General Aviation	2.5	6.5	3.6	11.8	10.5	15.7	1.52	1
Commercial	11.8	16.8	-	9.7	17.3	-	1.52	3
Hotel/Motel	<u>Room</u>	<u>Employee</u>						
Hotel	10.5	11.3		7.9	5.7	8.3	1.56	2
Motel	9.6	10.6		6.7	5.9	9.0	1.56	0
Resort Hotel	10.2	10.3		2.6	6.8	7.8	1.93	0

- a. The trip rates given are based on a limited number of studies and thus must be used with caution. The ITE Trip Generation Report(6) provides current data which is also periodically updated. The vehicle trip rates include external-internal and internal-external trip ends at generators as well as trucks, taxis and bus.
- b. Most of the generators examined are located outside the central business districts of cities. The trip rates may thus be inapplicable to sites located within the dense urban core, particularly in large cities. Variations in generation rates may also exist because of the location of the generator either within a metropolitan area or outside that area.
- c. The vehicle trip rates presented are actually volumes into and out of the site. As such, they may include some trips that would be passing the site on the adjacent street system, in any case, while making a trip for another reason, and they are induced to stop for impulse or convenience shopping, personal business or to drop off or pick up a passenger. The proportion of these trips has not been identified. Note also that ranges in trip rates can be expected and these can vary depending upon local conditions.
- d. The typical transit % shown has a wide range of variation based on location within an urban area, level of service provided, etc., and as such, should be used only to provide gross approximations.
- e. Does not include school bus transit.

ATTACHMENT 3

Exhibit A to the Resolution

3. *Typical auto occupancy.* This provides the means for converting vehicle trips to auto person-trips. Auto occupancy is the average number of persons per automobile, including the driver and any passengers. To obtain an estimate of auto person-trips, the vehicle trips from the column "Vehicle Trips To and From Per Day" (col. 2) is multiplied by the auto occupancy. For example, consider an acre of single-family residential area with 4 DU's per acre. The average vehicle trip rate (Table 1) is 10.2 per dwelling-unit resulting in 40.8 trips to and from the area per day ($10.2 \text{ trips/DU} \times 4 \text{ DU's}$). The number of auto person-trips would be estimated at 68 (40.8×1.67). Because vehicle trip rates include other vehicles in addition to automobiles, application of auto-occupancy rates to vehicle trips will result in a slight overestimate.

④ *Typical percent transit of total person-trips.* This provides the opportunity to estimate total person-trips, as well as transit trips, to and from a specific site. Percent transit is the percent of total person-trips expected on transit. For example, based on Table 1, 10 percent of the total person-trips (or trip ends) generated by a nursing home can be expected to be made by transit. If a nursing home had 100 beds, it would be expected to generate 270 daily vehicular trips to and from the facility (100×2.7). A vehicle occupancy of 1.40 for the nursing home implies 378 auto person-trips (270×1.4), corresponding to 90 percent of the total person-trips. Thus, total person-trips would be given by $378 \times 100/90 = 420$. Then, transit person-trips would be estimated at $(420 - 378)$ or 42. The percent transit provided can only be considered a very rough estimate because public transportation use varies significantly by the location of a generator in an urbanized area, by the level of service provided and, by the character of the urbanized area. Transit data have been obtained for some specific sites (2, 3) as well as from origin-destination data using data summarized by land use or purpose.

ATTACHMENT 3

Exhibit A to the Resolution

APPENDIX B

TRANSIT DEVELOPMENT FEE METHODOLOGY AND COST ASSUMPTIONS

DISTRICT 1

RT Metro Park and Ride Facilities

Four park and ride locations:	Walerga Road/Roseville Road	560 spaces
	Elkhorn Blvd./Roseville Road	560 spaces
	Antelope Road/Roseville Road	560 spaces
	Winona Way (near AFB Gate)/Roseville Road	200 spaces
	TOTAL:	1880 spaces

Land Acquisition Costs:

- o Walerga Road/Roseville Road - 5.6 acres at \$4.86/sq.ft. for Southern Pacific right-of-way (1988 costs); also reflects average 1986 value of adjacent commercial and light industry zoned property:

Station (20' by 320') = \$ 31,104
 Park and Ride = \$1,154,426
 \$1,185,530

- o Elkhorn Blvd./Roseville Road - (same cost assumptions)
= \$1,185,530
- o Antelope Road/Roseville Road - (same cost assumptions)
= \$1,185,530
- o Winona Way (near AFB Gate)/Roseville Road - 2.0 acres at \$5.42/sq.ft. for non Southern Pacific right-of-way property:

Station (20' by 320') = \$ 34,688
 Park and Ride = \$437,502
 \$472,190

*780 total spaces needed; however 220 spaces are joint-use conditioned upon Crocker Development. The 560 spaces must be provided in Southern Pacific's right-of-way. Cost assumptions are based on 560 spaces.

ATTACHMENT 3**Construction Costs:****Exhibit A to the Resolution**

- o Walerga Road/Roseville Road - 5.6 acres; SACOG LRT Extension Report estimates 1988 park and ride costs = \$708,000; RT estimates station costs at \$250,000

Station	=	\$250,000
Park and Ride	=	<u>\$458,000</u>
		\$708,000

- o Elkhorn Blvd./Roseville Road - (same cost assumptions)
= \$708,000
- o Antelope Road/Roseville Road - (same cost assumptions)
= \$708,000
- o Winona Way (near AFB Gate)/Roseville Road:

Station	=	\$250,000
Park and Ride	=	<u>\$163,600*</u>
		\$413,600

RT Metro Park and Ride Facility Costs:

Land Costs:	\$4,028,780
Construction Costs:	<u>\$2,537,600</u>
	\$6,566,380

Bus Park and Ride Facilities

- o Elverta Road/Watt Ave. - 2 acre park and ride with 180 spaces

Land Acquisition:

Site is currently zoned RD-2; \$1.99/sq.ft. reflects 1988 property value:	\$173,368
--	-----------

Design Costs:

Design, PE, construction management and general contingency (at 25% of construction costs)	\$ 82,750
--	-----------

Construction Costs:

Parking Facilities	\$ 85,000
Onsite Improvements	\$122,000
Offsite Improvements	<u>\$124,000</u>

TOTAL: \$587,118

*35.714% of 560 space construction cost (i.e. 200 spaces divided by 560 spaces)

ATTACHMENT 3

Allocation of RT Metro and Bus Park and Ride Facilities **Exhibit A to the Resolution**

RT Metro Park and Ride Facilities	\$6,566,380
Bus Park and Ride Facilities	<u>\$ 587,118</u>
	\$7,153,498

\$7,153,498 divided by 2060 spaces = \$3,473 cost per space

1262 transit trips x 28% = 353 spaces

353 x \$3,473 = \$1,225,969 or \$1,226,000

RT Metro Station (No Parking)

- o Watt Ave./Roseville Road RT Metro Station, no parking, walk on/drop off. Right-of-way is 40' wide; possibly could include bus loading/unloading and/or kiss and ride areas only.

Land Acquisition Costs:

0.294 acres at \$4.86/sq.ft. = \$62,200

Construction Costs:

Station costs = \$500,000 (assumes cost is 2x other station costs since area is 2x as large).

Total cost: \$562,200

Allocation of cost: 28% x \$562,200 = \$157,416 or \$157,400

Buses

16.6 new buses required to serve District 1

Capital Cost:

\$3,353,200 = (16.6 buses x \$202,000/bus); \$202,000/bus is FY 1988 cost escalated 12% above FY 1986 cost of \$180,000/bus

Allocation of Bus Capital Costs to New Growth:

16.6 buses x 70 persons (bus = 1162 person capacity)

1262 transit trip demand - 353 park and ride patrons = 909 net transit demand divided by 2* = 455 new bus patrons

455 divided by 1162 = 39%

\$3,353,200 x 39% = \$1,307,748 or \$1,307,800

*One bus can serve two trips (both outgoing and incoming), during peak hour so transit demand count was reduced by 50%.

ATTACHMENT 3

Exhibit A to the Resolution

Signal Preemption

Ten locations (eight along Watt Ave. plus two along Greenback Lane):

Watt Ave.	- Elverta Road U Street Elkhorn Blvd. Don Julio Blvd. Airbase Drive Roseville Road Palm Avenue/A Street Karl Drive
Greenback Lane	- Auburn Blvd. I-80/Verner

Design Costs:

PE, construction management, and general contingency (at 25% of construction costs)	\$ 43,200
---	-----------

Construction Costs:

Software (\$560/intersection)	\$ 5,600
Controller Interface (\$8,740/intersection)	\$ 87,400
Sensor Unit (\$410/intersection)	\$ 4,100
Equipment Installation (\$5,100/intersection)	\$ 51,000
Bus Emitters (\$1,480/bus)	<u>\$ 24,600</u>
TOTAL:	\$215,900

Allocation of Signal Preemption Costs:

Assign 39% of total signal preemption costs of \$215,900 to new growth = \$84,201 or \$84,200

Summary District 1 Transit Fee Costs

RT Metro and Bus Park and Ride Facility Costs	\$1,226,000
RT Metro Station (No Parking) Costs	157,400
Buses	1,307,700
Signal Preemption	<u>84,200</u>
TOTAL:	\$2,775,300

ATTACHMENT 3

Exhibit A to the Resolution

DISTRICT 2

RT Metro Park and Ride Facilities

Watt/Manlove RT Metro Station - extend current parking capacity from 314 spaces to 432 spaces programmed in FEIS (net = 118 spaces).

Land Cost:

RT already owns the land necessary for expansion.

Construction Cost:

Design, PE, construction management and general contingency	\$ 45,500
Parking Facilities	<u>\$182,000</u>
TOTAL:	\$227,500

Allocation of Park and Ride Costs:

1535 transit trips x 28% = 430 spaces.

Only 118 new spaces available so allocate only 118 trips to park and ride.

Total cost of Watt/Manlove Park and Ride expansion allocated for new development or \$227,500

Buses

13 buses required to service District 2 new growth

Capital Cost:

\$2,626,000 (13 buses x \$202,000/bus); \$202,000/bus is FY 1988 cost escalated 12% above FY 1986 cost of \$180,000/bus

Allocation of Bus Capital Costs to New Growth:

13 buses x 70 persons/bus = 910 person capacity

1535 transit trips - 118 park and ride patrons = 1417 net transit demand

1417 new transit trips divided by 2 = 709 new bus patrons

709 divided by 910 = 78%

\$2,626,000 x 78% = \$2,048,280 or \$2,048,300

ATTACHMENT 3

Exhibit A to the Resolution

Signal Preemption

Fifteen locations along Watt Avenue:

Watt Ave. - Auburn Blvd.
 Edison Avenue
 Whitney Avenue
 Pope Avenue
 Robertson Avenue
 Marconi Avenue
 El Camino Avenue
 Cottage Way
 Alta Arden Expressway
 Arden Way
 Hurley Way
 Northrop Avenue
 Fair Oaks Blvd.
 Folsom Blvd.
 Kiefer Blvd.

Design Costs:

Design, PE, Construction Management and general contingency (at 25% of con- struction costs)	\$ 60,400
--	-----------

Construction Costs:

Software (\$560/intersection)	\$ 8,400
Controller Interface (\$8,740/intersection)	\$131,100
Sensor Unit (\$410/intersection)	\$ 6,200
Equipment Installation (\$5,100/intersection)	\$ 76,500
Bus Emitters (\$1,400/bus)	<u>\$ 19,200</u>
TOTAL:	\$301,800

Allocation of Signal Preemption Costs:

Assign 78% of total signal preemption costs to new growth
 based on bus allocation = \$235,404 or \$235,400

Summary District 2 Transit Fee Costs

RT Metro Park and Ride Facility Expansion	\$ 227,500
Buses	\$2,048,300
Signal Preemption	<u>\$ 235,400</u>
TOTAL:	\$2,511,200

ATTACHMENT 3

Exhibit A to the Resolution

DISTRICT 3

RT Metro Park and Ride Facilities

Three park and ride facilities:	Mather Field Road	385 spaces
	Zinfandel Drive	385 spaces
	Sunrise Blvd.	<u>135 spaces</u>
	TOTAL:	905 spaces

Land Acquisition Costs:

- o Mather Field Road/Folsom Blvd. - 5 acres at \$10.35/sq.ft. in 1988; site is zoned special planning area according to Rancho Cordova Community Plan Map - surrounding land uses are limited and general commercial and light industrial; use general commercial which is highest land value:

Station	=	\$ 64,200
Park and Ride	=	<u>\$2,121,400</u>
		\$2,185,600

- o Zinfandel Drive/Folsom Blvd. - 5 acres; same cost assumptions

Station	=	\$ 64,200
Park and Ride	=	<u>\$2,121,400</u>
		\$2,185,600

- o Sunrise Blvd./Folsom Blvd. - 2.5 acres; same cost assumptions

Station	=	\$ 64,200
Park and Ride	=	<u>\$1,028,600</u>
		\$1,092,800

Total Park and Ride land acquisition costs: \$5,464,000

Construction Costs:

- o Mather Field Road/Folsom Blvd. - STDA Folsom LRT Extension Report estimates 1988 station/park and ride costs at \$1,020,000; RT estimates station costs at \$250,000:

Station	=	\$ 250,000
Park and Ride	=	<u>\$ 770,000</u>
		\$1,020,000

ATTACHMENT 3

- o Zinfandel Drive/Folsom Blvd. - STDA Report estimates 1988 costs at \$1,224,000:

Station	=	\$250,000
Park and Ride	=	<u>\$702,000</u>
		\$952,000

- o Sunrise Blvd. - STDA Report estimates 1988 costs at \$816,000 for a 4 acre facility; RT estimates only 2.5 acres are required; proportion 4 acre cost to 2.5 acre facility is \$510,200:

Station	=	\$250,000
Park and Ride	=	<u>\$260,200</u>
		\$510,200

Total Construction Costs: \$2,482,200

RT Metro Park and Ride Facility Costs:

Land Costs:	\$5,464,000
Construction Costs:	<u>\$2,482,000</u>
	\$7,946,200

Bus Park and Ride Facilities

Two park and ride locations: Gold River Transit Center	449 spaces
Sunrise Transit Center	<u>62 spaces</u>
TOTAL:	511 spaces

Land Acquisition Costs:

RT currently owns or has received federal grant funds for purchase of the land needed for these park and ride facilities.

Construction Costs:

Gold River Transit Center	\$3,481,000
Sunrise Transit Center	<u>123,000</u>
	\$3,604,000

Allocation of RT Metro and Bus Park and Ride Facilities Costs:

\$11,550,200 divided by 1416 total spaces = \$8,157 cost per space

2827 new transit trips x 28% = 792 spaces

792 spaces x \$8,157 = \$6,460,344 or \$6,460,300

ATTACHMENT 3

Exhibit A to the Resolution

Buses

23 buses required to service District 3 new growth

Capital Cost:

\$4,646,000 (23 buses x \$202,000/bus); \$202,000/bus is FY 1988 cost escalated 12% above FY 1986 cost of \$180,000/bus

Allocation of Bus Capital Costs to New Growth:

23 buses x 70 persons/bus = 1610 person capacity

2827 new transit trips - 792 park and ride patrons = 2035 net transit trips

2035 divided by 2 = 1018 new bus patrons

1018 divided by 1610 = 63%

\$4,646,000 x 63% = \$2,926,980 or \$2,927,000

Signal Preemption

Eighteen locations (seven along Sunrise Blvd., six along Hazel Avenue, and five along Greenback Lane):

Sunrise Blvd.	-	Greenback Lane Madison Avenue Sunset Avenue Winding Way Fair Oaks Blvd. Coloma Road Zinfandel Drive
Hazel Avenue	-	Greenback Lane Pershing Avenue Madison Avenue Sunset Avenue Winding Way Hwy 50 Interchange
Greenback Lane	-	Hazel Avenue Kenneth Avenue Fair Oaks Blvd. Sunrise Blvd. Sylvan/San Juan

ATTACHMENT 3

Exhibit A to the Resolution

Design Costs:

Design, PE, construction management and general contingency (at 25% of con- struction costs)	\$ 75,200
--	-----------

Construction Costs:

Software (\$560/intersection)	\$ 10,100
Controller Interface (\$8,740/intersection)	\$157,300
Sensor Unit (\$410/intersection)	\$ 7,400
Equipment Installation (\$5,100/intersection)	\$ 91,800
Bus Emitters (\$1,480/bus)	<u>\$ 34,000</u>
TOTAL:	\$375,800

Allocation of Costs:

Sunrise Blvd.	= \$146,200
Hazel Ave.	= \$125,100
Greenback Lane	= <u>\$104,500</u>
	\$375,800

Allocation of Signal Preemption Costs:

Assign 63% of signal preemption costs to new growth based
on bus allocation = \$236,754 or \$236,800

Summary of District 3 Transit Fee Allocation

RT Metro and Bus Park and Ride Facilities:	\$6,460,300
Buses	2,927,000
Signal Preemption	<u>236,800</u>
TOTAL:	\$9,624,100

ATTACHMENT 3

Exhibit A to the Resolution

DISTRICT 4

Bus Park and Ride Facilities

Four location: E. Stockton Blvd. near	285 spaces
Calvine Road/Hwy 99 Interchange	
Bond Road/Hwy99 Interchange	100 spaces
Sheldon Road/Hwy 99 Interchange	100 spaces
Elk Grove Blvd./Elk Grove-Florin Road	<u>100</u> spaces
TOTAL:	585 spaces

Land Acquisition Costs:

- o Calvine - 4 acres previously dedicated per conditions of Larchmont/Countryside Development - \$0.00 cost
- o Bond Road - 1 acre at \$5.52/sq.ft.; (1988 value of general commercial land; site is currently zoned general commercial)
 - Park and Ride = \$240,500
- o Sheldon Road - 1 acre at \$1.99; (1988 value of residential land; site is currently zoned residential)
 - Park and Ride = \$86,700
- o Elk Grove Blvd./Elk Grove-Florin Road - 1 acre at \$1.99; (same cost assumption as Sheldon Road Park and Ride)
 - Park and Ride = \$86,700

Total park and ride land acquisition costs: \$413,900

Construction Costs:

o Calvine Road:	
Design, PE, Construction Management and general contingency (at 25% of construction costs)	\$ 813,800
Parking Facilities	\$ 586,000
Onsite Improvements	\$ 573,000
Offsite Improvements	\$ 144,000
Hwy 99 Bus Only Access Slip Ramp and Auxillary Lane	\$1,680,000
Sewer Easement Reconstruction	<u>\$ 272,000</u>
TOTAL:	\$4,068,800

ATTACHMENT 3

Exhibit A to the Resolution

o Bond Road:	
Design, PE, Construction Management and general contingency (at 25% of con- struction costs)	\$ 55,500
Parking Facilities	\$124,700
Onsite Improvements	\$ 69,600
Offsite	<u>\$ 27,800</u>
	\$277,600
o Sheldon Road:	
Design, PE, Construction Management and general contingency (at 25% of con- struction costs)	\$ 50,000
Parking Facilities	\$117,800
Onsite Improvements	\$ 54,300
Offsite	<u>\$ 27,800</u>
	\$249,900
o Elk Grove Blvd./Elk Grove-Florin Road:	
Design, PE, Construction Management and general contingency (at 25% of con- struction costs)	\$ 46,000
Parking Facilities	\$ 94,900
Onsite Improvements	\$ 62,100
Offsite	<u>\$ 26,900</u>
	\$229,900

Total construction costs: \$4,826,200

Total Bus Park and Ride Facility Costs:

Land Costs:	\$ 413,900
Construction Costs:	<u>\$4,826,200</u>
	\$5,240,100

Allocation of Bus Park and Ride Costs:

\$5,240,100 divided by 585 total spaces = \$8,957 cost per space

2,219 new transit trips x 28% = 621 park and ride spaces

100% park and ride costs allocated to new development of
\$5,240,100

ATTACHMENT 3 **Exhibit A to the Resolution**

Buses

13.5 buses required to serve District 4 new growth

Capital Cost:

\$2,727,000 (13.5 buses x \$202,000/bus); \$202,000/bus is
FY 1988 cost escalated 12% above FY 1986 cost of
\$180,000/bus)

Allocation of Bus Capital Costs to New Growth:

13.5 buses x 70 persons/bus = 945 person capacity

2,219 new transit trips - 585 park and ride patrons =
1634 net transit trips

1634 divided by 2 = 817 new bus patrons

817 divided by 945 = 86%

Assign 86% of bus capital costs to new development =
\$2,357,630 or \$2,357,600

Summary of District 4 Transit Fee Costs

Bus Park and Ride Facility Cost:	\$5,240,100
Buses	<u>2,357,600</u>
TOTAL:	\$7,597,700

ATTACHMENT 3 Exhibit A to the Resolution

COMPUTATION OF TRANSIT DEVELOPMENT FEE RATES (AxB = C)

FEE DISTRICT 1	SF	MF	LAND USE CATEGORY			IND	MP	TOTAL PEAK TRIPS	TOTAL IMPROV. COST	COST PER PEAK TRIP
			COM	BP						
Peak Hour Trips	171	245	506	107		108	125	1,262	2,775,300	(A) 2,199
D.U.'s or Million S.F.	3,195	2,268	2,171	0.503		2.248	0.920			
Trips Per Unit (B)	0.053	0.108	2.33×10^{-4}	2.13×10^{-4}		4.83×10^{-5}	1.36×10^{-4}			
Fee Per Unit (C)	\$118/du	\$238/du	\$0.51/sf	\$0.47/sf		\$0.11/sf	\$0.30/sf			
FEE DISTRICT 2										
Peak Hour Trips	13	327	525	425		74	171	1,535	2,511,200	(A) 1,636
D.U.'s or Million S.F.	252	3,027	2,256	1,998		1.533	1.251			
Trips Per Unit (B)	0.053	0.108	2.33×10^{-4}	2.13×10^{-4}		4.83×10^{-5}	1.36×10^{-4}			
Fee Per Unit (C)	\$87/du	\$177/du	\$0.38/sf	\$0.35/sf		\$0.08/sf	\$0.22/sf			
FEE DISTRICT 3										
Peak Hour Trips	275	345	597	214		365	1,031	2,827	9,624,100	(A) 3,404
D.U.'s or Million S.F.	5,142	3,192	2,561	1,006		7.562	7.561			
Trips Per Unit (B)	0.053	0.108	2.33×10^{-4}	2.13×10^{-4}		4.83×10^{-5}	1.36×10^{-4}			
Fee Per Unit (C)	\$182/du	\$368/du	\$0.79/sf	\$0.72/sf		\$0.16/sf	\$0.46/sf			
FEE DISTRICT 4										
Peak Hour Trips	651	434	682	79		161	212	2,219	7,597,700	(A) 3,424
D.U.'s or Million S.F.	12,154	4,020	2,927	0.374		3.345	1.552			
Trips Per Unit (B)	0.053	0.108	2.33×10^{-4}	2.13×10^{-4}		4.83×10^{-5}	1.36×10^{-4}			
Fee Per Unit (C)	\$183/du	\$370/du	\$0.80/sf	\$0.73/sf		\$0.16/sf	\$0.47/sf			
TOTAL:								7,843	\$22,508,300	

ATTACHMENT 3

Exhibit A to the Resolution

SOURCES OF INFORMATION FOR SERVICE, CAPITAL IMPROVEMENTS AND LAND ACQUISITION COSTS

1. FY 1988 Update Transit Plan, RT, June 29, 1987.
2. Characteristics of Urban Transportation Systems - A Handbook for Transportation Planners, Report Nos. UMTA-IT-06-0049-79-1 and UMTA-MA-06-0173-85-1, UMTA/FHWA, June 1979 & October 1985.
3. Transportation Research Circular Number 212, Transportation Research Board, January 1980.
4. LSI Current Construction Costs 1986, 23rd Annual Edition, Lee Saylor Incorporated, 1986.
5. Sacramento Real Estate Vol. 2, Number 2, Summer 1986.
6. "California's Growth Capital", The Sacramento Union, June 5, 1986.
7. Sacramento Park-and-Ride Feasibility Study Working Paper No. 1 - Background Data and Community Screening, Wilbur Smith Associates, June 1, 1980.
8. The Property Bulletin - Central California Region, SAFECO Title Insurance, July 1986.
9. North American Title Property Bank Information, North American Title, 4th Quarter, 1986.
10. Bishop Hawk Exclusive Listings - Industrial Land, Retail and Office Property, Bishop Hawk, October 3, 1986.
11. "Money Week and Job Mart", The Sacramento Union, June 5, 1986.
12. Tour Book - Sacramento On The Go - A Development Profile, Sacramento Metropolitan Chamber of Commerce, October 9, 1986.

Exhibit B to the Resolution

*This document
Outlines the
CIP for Districts
1-4*

EXHIBIT C**SACRAMENTO COUNTY****CONSOLIDATED ROADWAY AND TRANSIT****CAPITAL IMPROVEMENTS PROGRAM****FOR DEVELOPMENT FEE DISTRICTS ONE THROUGH FOUR****(Revised August 30, 1988)**

**TRANSPORTATION DEVELOPMENT FEE
CAPITAL IMPROVEMENTS PROGRAM**

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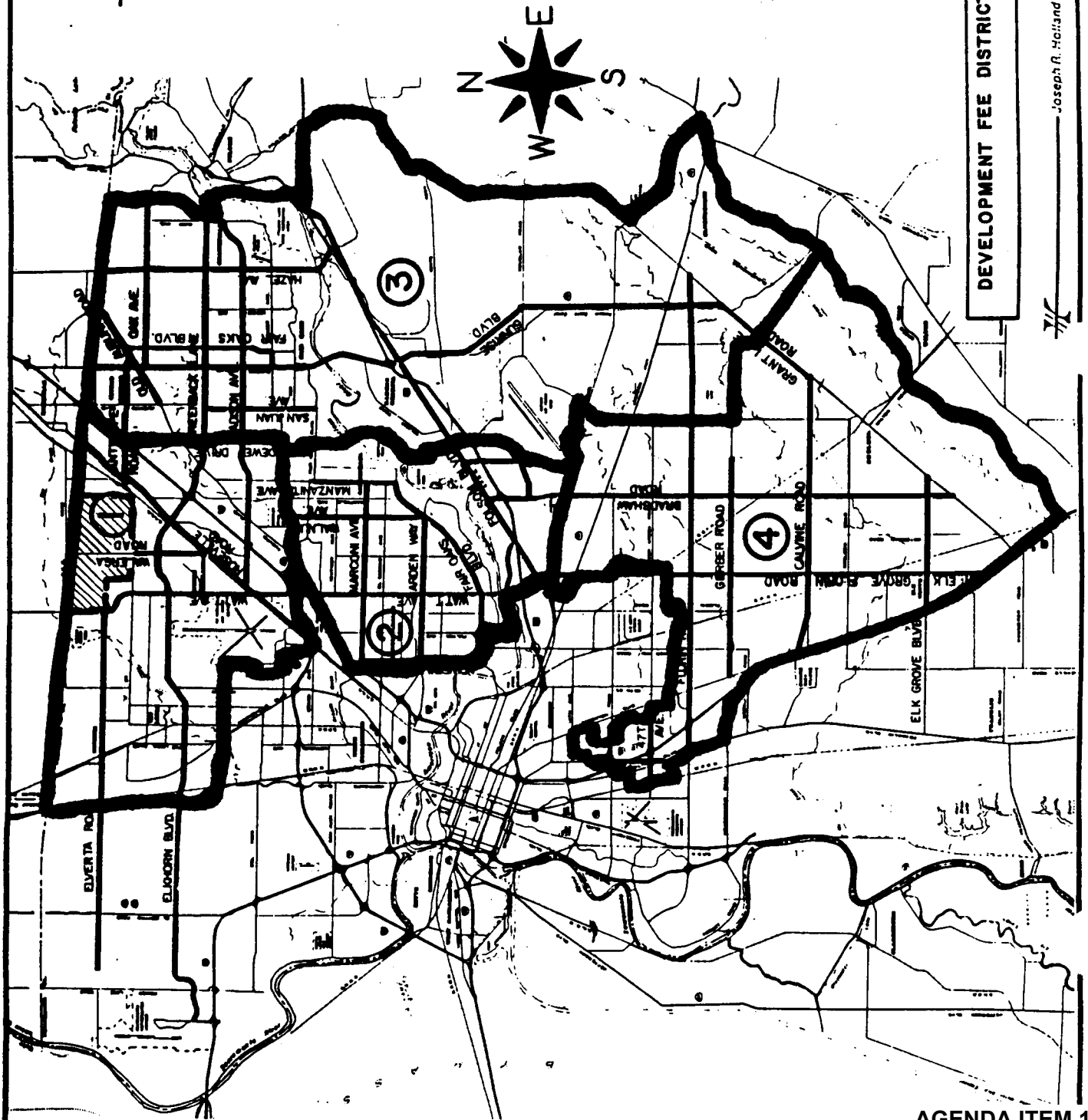
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LEGEND

DEVELOPMENT FEE
BOUNDARIES
DISTRICT NUMBER



DEVELOPMENT FEE DISTRICTS



Consulting Traffic Engineer

Joseph R. Holland

TRANSPORTATION DEVELOPMENT FEE SCHEDULE

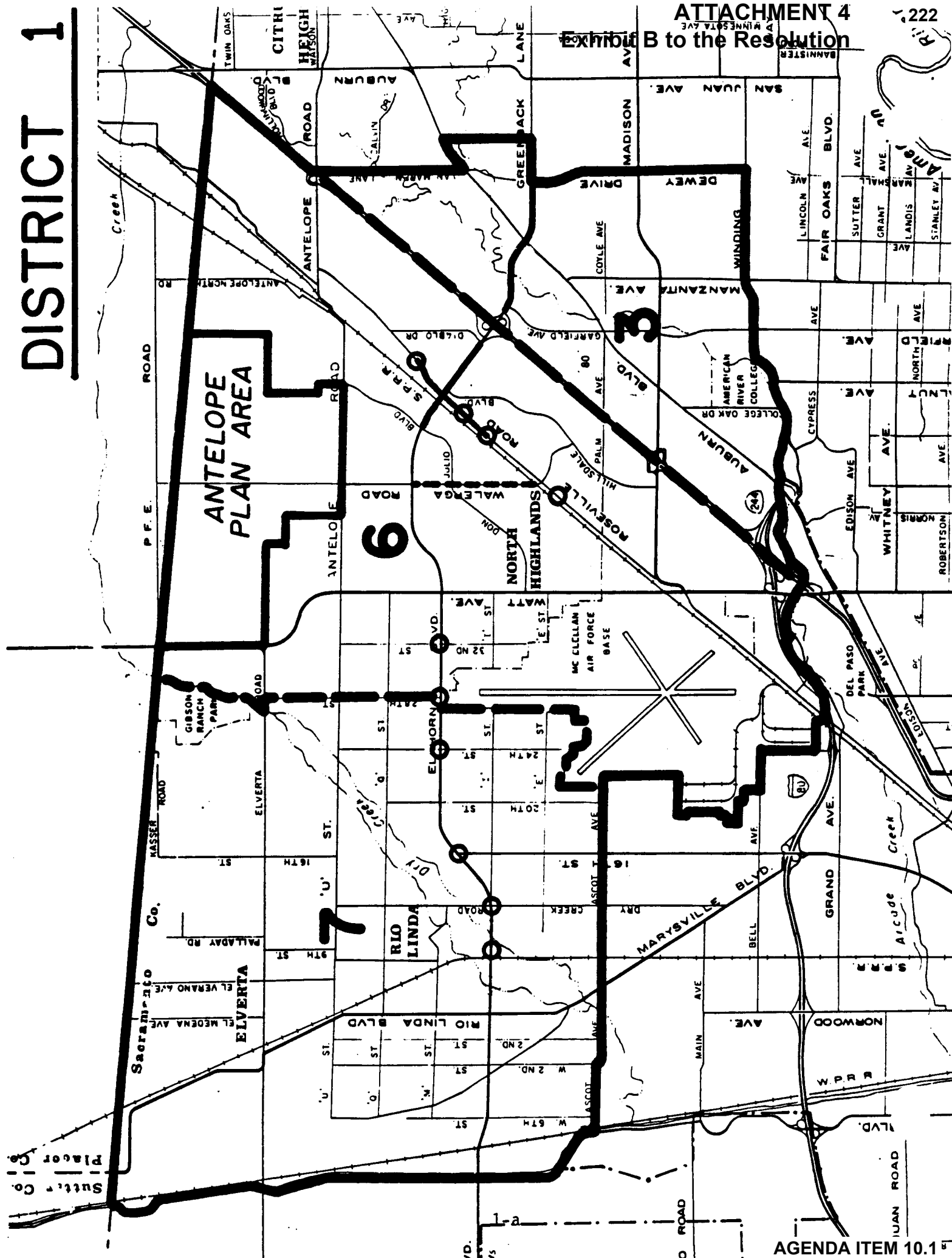
		LAND USE:	SF	MF	COMM	BP	IND	MP
		Fees:	/du	/du	/sf	/sf	/sf	/sf
DISTRICT	Capital Cost							
1 - Subtotal:	\$10,525,300		\$664	\$621	\$1.76	\$1.61	\$0.49	\$1.37
a. Roads:	7,750,000		547	383	1.25	1.14	0.38	1.07
b. Transit:	2,775,300		117	238	0.51	0.47	0.11	0.30
2 - Subtotal:	\$10,801,200		\$705	\$610	\$1.80	\$1.64	\$0.51	\$1.43
a. Roads:	8,290,000		618	433	1.42	1.29	0.43	1.21
b. Transit:	2,511,200		87	177	0.38	0.35	0.08	0.22
c. As applicable deduct Bradshaw/50 IFD Credit:		n.a.	191	0.88	0.65	0.19	0.42	
3 - Subtotal:	\$29,269,200		\$877	\$847	\$2.38	\$2.17	\$0.64	\$1.82
a. Roads:	19,950,000		702	491	1.61	1.47	0.48	1.37
b. Transit:	9,319,200		175	356	0.77	0.70	0.16	0.45
c. As applicable deduct Sunrise/50 AD Credit:		n.a.	204	0.62	n.a.	0.22	0.38	
d. As applicable deduct Cap Ctr II AD Credit:		n.a.	n.a.	n.a.	n.a.	0.04	0.39	
4 - Subtotal:	\$24,861,000		\$835	\$741	\$2.15	\$1.97	\$0.60	\$1.70
a. Roads:	19,970,000		718	503	1.64	1.50	0.49	1.40
b. Transit:	4,891,000		117	238	0.51	0.47	0.11	0.30
Total:	\$75,456,700							
a. Roads:	55,960,000	(74.2%)						
b. Transit:	19,496,700	(25.8%)						

DISTRICT 1

ANTELOPE PLAN AREA

6

7



ATTACHMENT 4
Exhibit B to the Resolution

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ROAD AND TRANSIT CAPITAL IMPROVEMENT PLAN FOR FEE DISTRICT 1

Fee District 1 - Road and Transit Improvements Total: **\$10,525,300**

A. Road Improvements Subtotal: **7,750,000**

1. Road Widening
 - Greenback Ln. - I-80 to Dewey Dr. Widen to 6 lanes @75% 2,350,000
 - Elkhorn Bl. - I-80 to Don Julio Bl. Widen to 6 lanes 1,170,000
 - Roseville Rd. - Tacomic Dr. to Gold Run Dr Widen to 4 lanes 870,000
2. Intersection Signalization and Widening
 - Roseville Rd. - 4 intersections (Oakhollo Dr. to Gold Run) 760,000
 - Elkhorn Bl. - 6 intersections (6th St. to 32nd St.) 2,400,000
3. Two-Way Left Turn Lanes
 - Walerga Rd. - Elkhorn Bl. to SPRR overcrossing 200,000

B. Transit Improvements Subtotal: **2,775,300**

1. Signal Preemption (39% funding by fees) 84,200
2. RT Metro and Bus Park and Ride Facilities (17% funding by fees)
 - Elverta Rd. at Watt Ave. 100,700
 - Roseville Rd. at Winona Way 151,800
 - Roseville Rd. at Watt Ave. 157,400
 - Roseville Rd. at Walerga Rd. 324,500
 - Roseville Rd. at Elkhorn Bl. 324,500
 - Roseville Rd. at Antelope Rd. 324,500
3. Acquisition of Buses (39% funding by fees) 1,307,700

FEE DISTRICT 1
Roadway Improvement Program Schedule Summary
(Figures in \$1,000's)

<u>PROJECTS</u>	<u>88-89</u>	<u>89-90</u>	<u>90-91</u>	<u>FISCAL YEARS</u>		<u>93-94</u>	<u>94-95</u>	<u>95-96</u>	<u>Total</u>
<u>Road Widening</u>									
Greenback Ln:4-6 (I-80-Dewey)			1,000 ^a	1,350 ^a					2,350
Elkhorn Bl:4-6 (I-80-Don Julio)						1,170			1,170
Roseville Rd:2-4 (Tacomic-Gold R)							870		870
<u>Signals & Widen</u>									
Elkhorn/32nd		400**							400
Elkhorn/Dry Ck				400					400
Elkhorn/16th					400				400
Elkhorn/ 10th,24th,28th								1,200 ^a	1,200
Roseville/Tacomc, Andrea,Gold Run							360		360
Rosevl/Oakhollow							400		400
<u>Two-Way LT Lanes</u>									
Walerga Rd (SPRR-Elkhorn)	200								200
ANNUAL TOTAL	<u>200</u>	<u>400</u>	<u>1,000</u>	<u>1,750</u>	<u>400</u>	<u>1,170</u>	<u>1,630</u>	<u>1,200</u>	
CUMUL. TOTAL	200	600	1,600	3,350	3,750	4,920	6,550	7,750/	<u>7,750</u>
Est. Annual Rev.	*680	1,010	1,010	1,010	1,010	1,010	1,010	1,010	
Cum. Total Rev.	680	1,690	2,700	3,710	4,720	5,730	6,740	7,750	

* Assumes only eight months of revenue in first year, 1988/89.

** Possible cooperative project with Road Fund to extend widening east to Watt Avenue if sales tax is not approved.

^a = Must be matched by FAU or sales tax to complete road widening project.

Preliminary engineering will be done in the year prior to the year listed.

FEE DISTRICT 1
Transit Improvement Program Schedule Summary
(Figures in \$1,000's)

<u>PROJECTS</u>	<u>FISCAL YEARS</u>								
	<u>88-89</u>	<u>89-90</u>	<u>90-91</u>	<u>91-92</u>	<u>92-93</u>	<u>93-94</u>	<u>94-95</u>	<u>95-96</u>	<u>Total</u>
<u>Signal Preemption</u>									
Greenback Ln.					16.8				16.8
Watt Ave.			16.9	16.9	16.8	16.8			67.4
<u>LRT/Bus Park&Ride</u>									
Elverta/Watt	29.7	35.5	35.5						100.7
Roseville/Winona					81.0	13.6	33.9	23.3	151.8
Roseville/Watt					17.4	26.8	67.1	46.1	157.4
Roseville/Walerga				101.6	101.6	23.3	58.1	39.9	324.5
Roseville/Elkhorn				101.6	101.6	23.3	58.1	39.9	324.5
Roseville/Antelop				101.6	101.6	23.3	58.1	39.9	324.5
<u>Bus Acquisition</u>									
Buses	163.5	163.5	163.5	163.5	163.5	163.4	163.4	163.4	1307.7
ANNUAL TOTAL	193.2	199.0	215.9	485.2	600.3	290.5	438.7	352.5	
CUMUL. TOTAL	193.2	392.2	608.1	1093.3	1693.6	1984.1	2422.8	2775.3	2775.3
Est. Annual Rev. *	241.3	362.0	362.0	362.0	362.0	362.0	362.0	362.0	
Cum. Total Rev.	241.3	603.3	965.3	1327.3	1689.3	2051.3	2413.3	2775.3	

* Assumes only eight months of revenue in first year, 1988/89.

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 1 CAPITAL IMPROVEMENTS
1ST YEAR - FISCAL YEAR 1988-89

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

C. <u>Median Two-Way Left Turn Lanes</u>	
1. <u>Walerga Rd. from Elkhorn Blvd. to Southern Pacific Railroad overcrossing</u>	200.0
Roadway Improvements Subtotal:	<u>200.0</u>

II. TRANSIT IMPROVEMENT PROJECTS

B. <u>Bus Park and Ride Facilities</u> (17% of project costs)	
1. <u>Elverta Park and Ride (SW Corner of Elverta Rd. and Watt Ave.): Land acquisition</u>	29.7
C. <u>Bus System Expansion</u> (39% of project costs)	
1. <u>Acquisition of Buses: (1st of 8-year funding)</u>	163.5
Transit Improvements Subtotal:	<u>193.2</u>
1st Year Roadway and Transit Improvements Total:	\$393.2

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 1 CAPITAL IMPROVEMENTS

2ND YEAR - FISCAL YEAR 1989-90

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

B. Intersection Signalization and Widening

- | | |
|--|-------|
| 1. Elkhorn Blvd. at 32nd Street: Widen Elkhorn Blvd.
to 4-lanes at intersection and install signals | 400.0 |
|--|-------|

Roadway Improvements Subtotal:	<u>400.0</u>
--------------------------------	--------------

II. TRANSIT IMPROVEMENT PROJECTS

B. Bus Park and Ride Facilities (17% of project costs)

- | | |
|--|------|
| 1. Elverta Park and Ride (SW Corner of Elverta Rd. and
Watt Ave.): Construction (1st of 2-year funding) | 35.5 |
|--|------|

C. Bus System Expansion (39% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (2nd of 8-year funding) | 163.5 |
|--|-------|

Transit Improvements Subtotal:	<u>199.0</u>
--------------------------------	--------------

2nd Year Roadway and Transit Improvements Total:	\$599.0
--	---------

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 1 CAPITAL IMPROVEMENTS
3RD YEAR - FISCAL YEAR 1990-91

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|---|---------|
| 1. Greenback Lane: I-80 to Dewey Drive; Widen to six lanes divided (1st of 2-year funding; must be matched by FAU or sales tax to complete project) | 1,000.0 |
|---|---------|

Roadway Improvements Subtotal:	<u>1,000.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

A. Traffic Signal Preemption (39% of project costs)

- | | |
|---|------|
| 1. Watt Avenue: (1st of 4-year funding) | 16.9 |
|---|------|

B. Bus Park and Ride Facilities (17% of project costs)

- | | |
|---|------|
| 1. Elverta Park and Ride (SW Corner of Elverta Rd. and Watt Ave.): Construction (2nd of 2-year funding) | 35.5 |
|---|------|

C. Bus System Expansion (39% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (3rd of 8-year funding) | 163.5 |
|--|-------|

Transit Improvements Subtotal:	<u>215.9</u>
---------------------------------------	---------------------

3rd Year Roadway and Transit Improvements Total:	\$1,215.9
---	------------------

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 1 CAPITAL IMPROVEMENTS
4TH YEAR - FISCAL YEAR 1991-92

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|---|---------|
| 1. Greenback Lane: I-80 to Dewey Drive; Widen to six lanes divided (2nd of 2-year funding; must be matched by FAU or sales tax to complete project) | 1,350.0 |
|---|---------|

B. Intersection Signalization and Widening

- | | |
|---|-------|
| 1. Elkhorn Blvd. at Dry Creek Rd.: Widen Elkhorn Blvd. to 4-lanes at intersection and install signals | 400.0 |
|---|-------|

Roadway Improvements Subtotal:	<u>1,750.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

A. Traffic Signal Preemption (39% of project costs)

- | | |
|---|------|
| 1. Watt Avenue: (2nd of 4-year funding) | 16.9 |
|---|------|

B. RT Metro Station and Bus Park and Ride Facilities

- | | |
|---|-------|
| 1. Roseville Road/Walerga Road Station (17% of costs):
Land acquisition (1st of 2-year funding) | 101.6 |
| 2. Roseville Road/Elkhorn Blvd. Station (17% of costs):
Land acquisition (1st of 2-year funding) | 101.6 |
| 3. Roseville Road/Antelope Rd. Station (17% of costs):
Land acquisition (1st of 2-year funding) | 101.6 |

C. Bus System Expansion (39% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (4th of 8-year funding) | 163.5 |
|--|-------|

Transit Improvements Subtotal:	<u>485.2</u>
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4th Year Roadway and Transit Improvements Total:	\$2,235.2
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 1 CAPITAL IMPROVEMENTS
5TH YEAR - FISCAL YEAR 1992-93

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

B. Intersection Signalization and Widening

- | | |
|--|-------|
| 1. Elkhorn Blvd. at 16th Street: Widen Elkhorn Blvd.
to 4-lanes at intersection and install signals | 400.0 |
|--|-------|

Roadway Improvements Subtotal:	<u>400.0</u>
---------------------------------------	---------------------

II. TRANSIT IMPROVEMENT PROJECTS

A. Traffic Signal Preemption (39% of project costs)

- | | |
|---|------|
| 1. Watt Avenue: (3rd of 4-year funding) | 16.8 |
| 2. Greenback Lane | 16.8 |

B. RT Metro Station and Bus Park and Ride Facilities

- | | |
|---|-------|
| 1. Roseville Road/Walerga Road Station (17% of costs):
Land acquisition (2nd of 2-year funding) | 101.6 |
| 2. Roseville Road/Elkhorn Blvd. Station (17% of costs):
Land acquisition (2nd of 2-year funding) | 101.6 |
| 3. Roseville Road/Antelope Rd. Station (17% of costs):
Land acquisition (2nd of 2-year funding) | 101.6 |
| 4. Roseville Road/Watt Ave. Station (28% of costs):
Land acquisition | 17.4 |
| 5. Roseville Road/Winona Way Station (17% of costs):
Land acquisition | 81.0 |

C. Bus System Expansion (39% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (5th of 8-year funding) | 163.5 |
|--|-------|

Transit Improvements Subtotal:	<u>600.3</u>
---------------------------------------	---------------------

5th Year Roadway and Transit Improvements Total:	\$1,000.3
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 1 CAPITAL IMPROVEMENTS

6TH YEAR - FISCAL YEAR 1993-94

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

1. Elkhorn Blvd.: I-80 to Don Julio Blvd.; Widen to six lanes divided	1,170.0
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Roadway Improvements Subtotal:	<u>1,170.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

A. Traffic Signal Preemption (39% of project costs)

1. Watt Avenue: (4th of 4-year funding)	16.8
---	------

B. RT Metro Station and Bus Park and Ride Facilities

1. Roseville Road/Walerga Road Station (17% of costs): Construction (1st of 3-year funding)	23.3
2. Roseville Road/Elkhorn Blvd. Station (17% of costs): Construction (1st of 3-year funding)	23.3
3. Roseville Road/Antelope Rd. Station (17% of costs): Construction (1st of 3-year funding)	23.3
4. Roseville Road/Watt Ave. Station (28% of costs): Construction (1st of 3-year funding)	26.8
5. Roseville Road/Winona Way Station (17% of costs): Construction (1st of 3-year funding)	13.6

C. Bus System Expansion (39% of project costs)

1. Acquisition of Buses: (6th of 8-year funding)	163.4
--	-------

Transit Improvements Subtotal:	<u>290.5</u>
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6th Year Roadway and Transit Improvements Total:	\$1,460.5
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 1 CAPITAL IMPROVEMENTS
7TH YEAR - FISCAL YEAR 1994-95

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

1. Roseville Road: Tacomic Drive to Gold Run Dr.; Widen to four lanes	870.0
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B. Intersection Signalization and Widening

1. Roseville Road at Tacomic Drive: Install signals	120.0
2. Roseville Road at Andrea Drive: Install signals	120.0
3. Roseville Road at Gold Run Ave.: Install signals	120.0
4. Roseville Rd. at Oakhollow Dr.: Widen Roseville Rd. to 4-lanes at intersection and install signals	400.0

Roadway Improvements Subtotal:	<u>1,630.0</u>
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II. TRANSIT IMPROVEMENT PROJECTS

B. RT Metro Station and Bus Park and Ride Facilities

1. Roseville Road/Walerga Road Station (17% of costs): Construction (2nd of 3-year funding)	58.1
2. Roseville Road/Elkhorn Blvd. Station (17% of costs): Construction (2nd of 3-year funding)	58.1
3. Roseville Road/Antelope Rd. Station (17% of costs): Construction (2nd of 3-year funding)	58.1
4. Roseville Road/Watt Ave. Station (28% of costs): Construction (2nd of 3-year funding)	67.1
5. Roseville Road/Winona Way Station (17% of costs): Construction (2nd of 3-year funding)	33.9

C. Bus System Expansion (39% of project costs)

1. Acquisition of Buses: (7th of 8-year funding)	163.4
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Transit Improvements Subtotal:	<u>438.7</u>
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7th Year Roadway and Transit Improvements Total:	\$2,068.7
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 1 CAPITAL IMPROVEMENTS
8TH YEAR - FISCAL YEAR 1995-96

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

B. Intersection Signalization and Widening

1. Elkhorn Blvd. near Cherry Ln: Widen Elkhorn Blvd. to 4-lanes at intersection and install signals	400.0
2. Elkhorn Blvd. at 24th Street: Widen Elkhorn Blvd. to 4-lanes at intersection and install signals	400.0
3. Elkhorn Blvd. at 28th Street: Widen Elkhorn Blvd. to 4-lanes at intersection and install signals	400.0

Roadway Improvements Subtotal: **1,200.0**

II. TRANSIT IMPROVEMENT PROJECTS

B. RT Metro Station and Bus Park and Ride Facilities

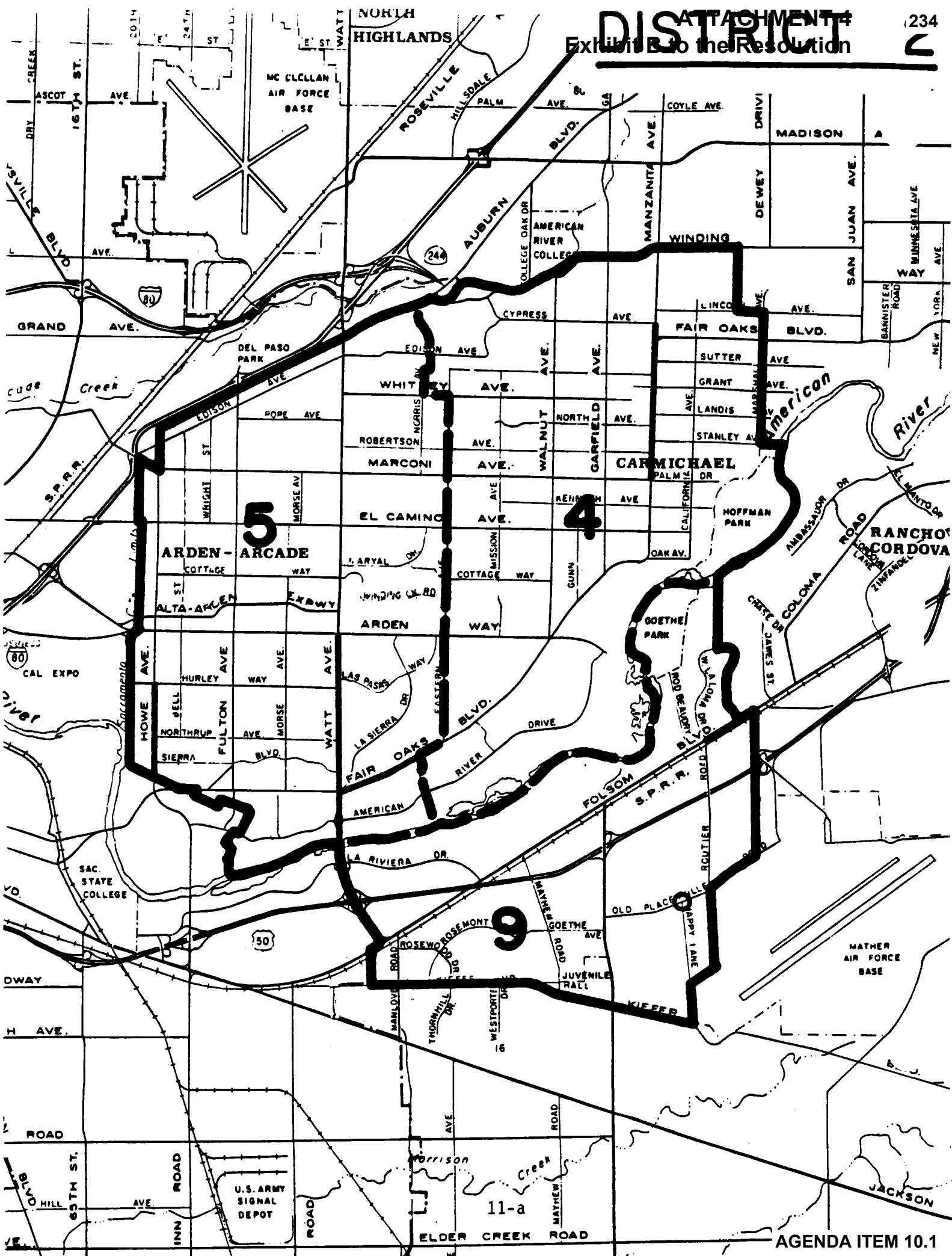
1. Roseville Road/Walerga Road Station (17% of costs): Construction (3rd of 3-year funding)	39.9
2. Roseville Road/Elkhorn Blvd. Station (17% of costs): Construction (3rd of 3-year funding)	39.9
3. Roseville Road/Antelope Rd. Station (17% of costs): Construction (3rd of 3-year funding)	39.9
4. Roseville Road/Watt Ave. Station (28% of costs): Construction (3rd of 3-year funding)	46.1
5. Roseville Road/Winona Way Station (17% of costs): Construction (3rd of 3-year funding)	23.3

C. Bus System Expansion (39% of project costs)

1. Acquisition of Buses: (8th of 8-year funding)	163.4
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Transit Improvements Subtotal: **352.5**

8th Year Roadway and Transit Improvements Total: **\$1,552.5**



ROAD AND TRANSIT CAPITAL IMPROVEMENT PLAN FOR FEE DISTRICT 2

Fee District 2 - Road and Transit Improvements Total: **\$10,801,200**

A. Road Improvements Subtotal: **8,290,000**

1. Road Widening

Howe Ave. - Fair Oaks to Hurley Way	Widen to 6 lanes @15%	400,000
Watt Ave. - Arden Way to American River	Widen to 6 lanes	700,000
Watt Ave. - American River bridge	Widen to 6 lanes @20%	1,000,000
Watt Ave. - American River to Folsom Bl.	Widen to 6 lanes	140,000
Fair Oaks Bl. - Watt Ave. to Eastern Ave.	Widen to 6 lanes	400,000
Fair Oaks Bl. - Marconi to Manzanita	Widen to 6 lanes @75%	3,500,000
Manzanita Ave. - Fair Oaks Bl. to Cypress	Widen to 6 lanes	430,000
Folsom Bl. - Routier Rd to Mather Fld. Rd	Widen to 6 lanes	1,600,000

2. Intersection Signalization

Old Placerville Rd. - 1 intersection (Bradshaw to Routier)	120,000
--	---------

B. Transit Improvements Subtotal: **2,511,200**

1. Signal Preemption (78% funding by fees)

Watt Ave.	235,400
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2. RT Metro and Bus Park and Ride Facilities (100% funding by fees)

Watt Ave. at Manlove Station	227,500
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3. Acquisition of Buses (78% funding by fees)

2,048,300

FEE DISTRICT 2
Roadway Improvement Program Schedule Summary
(Figures in \$1,000's)

<u>PROJECTS</u>	<u>FISCAL YEARS</u>								<u>Total</u>
	<u>88-89</u>	<u>89-90</u>	<u>90-91</u>	<u>91-92</u>	<u>92-93</u>	<u>93-94</u>	<u>94-95</u>	<u>95-96</u>	
<u>Road Widening</u>									
Howe Ave:4-6 (City-Hurley)		100 ^a	300 ^a						400
Fair Oaks Bl:4-6 (Watt-Eastern)		400 ^b							400
Folsom Bl:4-6 (Ma F Rd-Routr)			400	1,200					1,600
Watt Ave:4-6 (Am R.-Arden)				700					700
Watt Ave:4-6 (Am R.-Folsom)					140 ^a				140
Watt Ave bridge 4-6 lanes						1,000 ^a			1,000
Manzanita Av:4-6 (F.O.-Cypress)					800				800
Fair Oaks Bl:4-6 (Marconi-Manzn)						430 ^a	1,100 ^a	1,600 ^a	3,130
<u>Signals</u>									
Old Plcrville Rd at unspec. int.				120					120
ANNUAL TOTAL	<u>0</u>	<u>500</u>	<u>700</u>	<u>2,020</u>	<u>940</u>	<u>1,430</u>	<u>1,100</u>	<u>1,600</u>	
CUMUL. TOTAL	0	500	1,200	3,220	4,160	5,590	6,690	8,290/	<u>8,290</u>
Est. Annual Rev.	*723	1,081	1,081	1,081	1,081	1,081	1,081	1,081	
Cum. Total Rev.	723	1,804	2,885	3,966	5,047	6,128	7,209	8,290	

* Assumes only eight months of revenue in first year, 1988/89.

^a = Must be matched by FAU or sales tax to complete road widening project.

^b = Eastern Avenue/Fair Oaks Blvd. intersection improvements only.

Preliminary engineering will be done in the year prior to the year listed.

FEE DISTRICT 2
Transit Improvement Program Schedule Summary
(Figures in \$1,000's)

<u>PROJECTS</u>	<u>FISCAL YEARS</u>								<u>Total</u>
	<u>88-89</u>	<u>89-90</u>	<u>90-91</u>	<u>91-92</u>	<u>92-93</u>	<u>93-94</u>	<u>94-95</u>	<u>95-96</u>	
<u>Signal Preemption</u>									
Watt Ave.			58.9	58.9	58.8	58.8			235.4
<u>LRT/Bus Park&Ride</u>									
Watt/Manlove	227.5								227.5
<u>Bus Acquisition</u>									
Buses	256.0	256.1	256.0	256.0	256.0	256.0	256.1	256.1	2048.3
ANNUAL TOTAL	483.5	256.1	314.9	314.9	314.8	314.8	256.1	256.1	
CUMUL. TOTAL	483.5	739.6	1054.5	1369.4	1684.2	1999.0	2255.1	2511.2/2511.2	
Est. Annual Rev. *	218.7	327.5	327.5	327.5	327.5	327.5	327.5	327.5	
Cum. Total Rev.	218.7	546.2	873.7	1201.2	1528.7	1856.2	2183.7	2511.2	

* Assumes only eight months of revenue in first year, 1988/89.

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 2 CAPITAL IMPROVEMENTS

1ST YEAR - FISCAL YEAR 1988-89

Construction Cost Est.
(in \$1,000's)

II. TRANSIT IMPROVEMENT PROJECTS

B. RT Metro Station and Bus Park and Ride Facilities

1. Watt Avenue/Manlove Road Station Park and Ride: 227.5
Construction of additional parking (100% of costs)

C. Bus System Expansion (78% of project costs)

1. Acquisition of Buses: (1st of 8-year funding) 256.0

Transit Improvements Subtotal: 483.5

1st Year Roadway and Transit Improvements Total: \$483.5

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 2 CAPITAL IMPROVEMENTS

2ND YEAR - FISCAL YEAR 1989-90

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|--|-------|
| 1. Howe Avenue: Fair Oaks Bl. to Hurley Way; Widen to six lanes divided (1st of 2-year funding; must be matched by FAU or sales tax to complete project) | 100.0 |
| 2. Fair Oaks Blvd.: Watt Ave. to Eastern Ave.; Widen to six lanes at Eastern Ave. intersection | 400.0 |

Roadway Improvements Subtotal:	<u>500.0</u>
---------------------------------------	---------------------

II. TRANSIT IMPROVEMENT PROJECTS

C. Bus System Expansion (78% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (2nd of 8-year funding) | 256.1 |
|--|-------|

Transit Improvements Subtotal:	<u>256.1</u>
---------------------------------------	---------------------

2nd Year Roadway and Transit Improvements Total:	756.1
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 2 CAPITAL IMPROVEMENTS
3RD YEAR - FISCAL YEAR 1990-91

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|--|-------|
| 1. Howe Avenue: Fair Oaks Bl. to Hurley Way; Widen to six lanes divided (2nd of 2-year funding; must be matched by FAU or sales tax to complete project) | 300.0 |
| 2. Folsom Blvd.: Routier Road to Mather Field Road; Widen to six lanes divided (1st of 2-year funding) | 400.0 |

Roadway Improvements Subtotal: 700.0

II. TRANSIT IMPROVEMENT PROJECTS

A. Traffic Signal Preemption (78% of project costs)

- | | |
|---|------|
| 1. Watt Avenue: (1st of 4-year funding) | 58.9 |
|---|------|

C. Bus System Expansion (78% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (3rd of 8-year funding) | 256.0 |
|--|-------|

Transit Improvements Subtotal: 314.9

3rd Year Roadway and Transit Improvements Total: **\$1,014.9**

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 2 CAPITAL IMPROVEMENTS
4TH YEAR - FISCAL YEAR 1991-92

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|--|---------|
| 1. Watt Avenue: American River to Arden Way; Widen to six lanes divided (intersections only) | 700.0 |
| 2. Folsom Blvd.: Routier Road to Mather Field Road; Widen to six lanes divided (2nd of 2-year funding) | 1,200.0 |

B. Intersection Signalization Projects

- | | |
|--|-------|
| 1. Old Placerville Road at unspecified intersection: | 120.0 |
|--|-------|

Roadway Improvements Subtotal:	<u>2,020.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

A. Traffic Signal Preemption (78% of project costs)

- | | |
|---|------|
| 1. Watt Avenue: (2nd of 4-year funding) | 58.9 |
|---|------|

C. Bus System Expansion (78% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (4th of 8-year funding) | 256.0 |
|--|-------|

Transit Improvements Subtotal:	<u>314.9</u>
---------------------------------------	---------------------

4th Year Roadway and Transit Improvements Total:	\$2,334.9
---	------------------

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 2 CAPITAL IMPROVEMENTS

5TH YEAR - FISCAL YEAR 1992-93

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|--|-------|
| 1. Watt Avenue: American River to Folsom Blvd.;
Widen to six lanes divided (must be matched by
FAU or sales tax to complete project) | 140.0 |
| 2. Manzanita Ave.: Fair Oaks Blvd. to Cypress Ave.;
Widen to six lanes divided | 800.0 |

Roadway Improvements Subtotal:	<u>940.0</u>
---------------------------------------	---------------------

II. TRANSIT IMPROVEMENT PROJECTS

A. Traffic Signal Preemption (78% of project costs)

- | | |
|---|------|
| 1. Watt Avenue: (3rd of 4-year funding) | 58.8 |
|---|------|

C. Bus System Expansion (78% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (5th of 8-year funding) | 256.0 |
|--|-------|

Transit Improvements Subtotal:	<u>314.8</u>
---------------------------------------	---------------------

5th Year Roadway and Transit Improvements Total:	\$1,254.8
---	------------------

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 2 CAPITAL IMPROVEMENTS
6TH YEAR - FISCAL YEAR 1993-94

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|---|---------|
| 1. Watt Avenue bridge over the American River: Widen to six lanes (Must be matched by FAU or sales tax to complete project) | 1,000.0 |
| 1. Fair Oaks Blvd.: Marconi Ave. to Manzanita Ave.; Widen to six lanes divided (1st of 3-year funding; must be matched by FAU or sales tax to complete project) | 430.0 |

Roadway Improvements Subtotal:	<u>1,430.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

A. Traffic Signal Preemption (78% of project costs)

- | | |
|---|------|
| 1. Watt Avenue: (4th of 4-year funding) | 58.8 |
|---|------|

C. Bus System Expansion (78% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (6th of 8-year funding) | 256.0 |
|--|-------|

Transit Improvements Subtotal:	<u>314.8</u>
---------------------------------------	---------------------

6th Year Roadway and Transit Improvements Total:	\$1,744.8
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 2 CAPITAL IMPROVEMENTS
7TH YEAR - FISCAL YEAR 1994-95

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|--|---------|
| 1. Fair Oaks Blvd.: Marconi Ave. to Manzanita Ave.;
Widen to six lanes divided (2nd of 3-year funding;
must be matched by FAU or sales tax to complete
project) | 1,100.0 |
|--|---------|

Roadway Improvements Subtotal:	<u>1,100.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

C. Bus System Expansion (78% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (7th of 8-year funding) | 256.1 |
|--|-------|

Transit Improvements Subtotal:	<u>256.1</u>
---------------------------------------	---------------------

7th Year Roadway and Transit Improvements Total:	\$1,356.1
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 2 CAPITAL IMPROVEMENTS

8TH YEAR - FISCAL YEAR 1995-96

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|---|---------|
| 1. Fair Oaks Blvd.: Marconi Ave. to Manzanita Ave.;
Widen to six lanes divided (3rd of 3-year funding
must be matched by FAU or sales tax to complete
project) | 1,600.0 |
|---|---------|

Roadway Improvements Subtotal:	<u>1,600.0</u>
--------------------------------	----------------

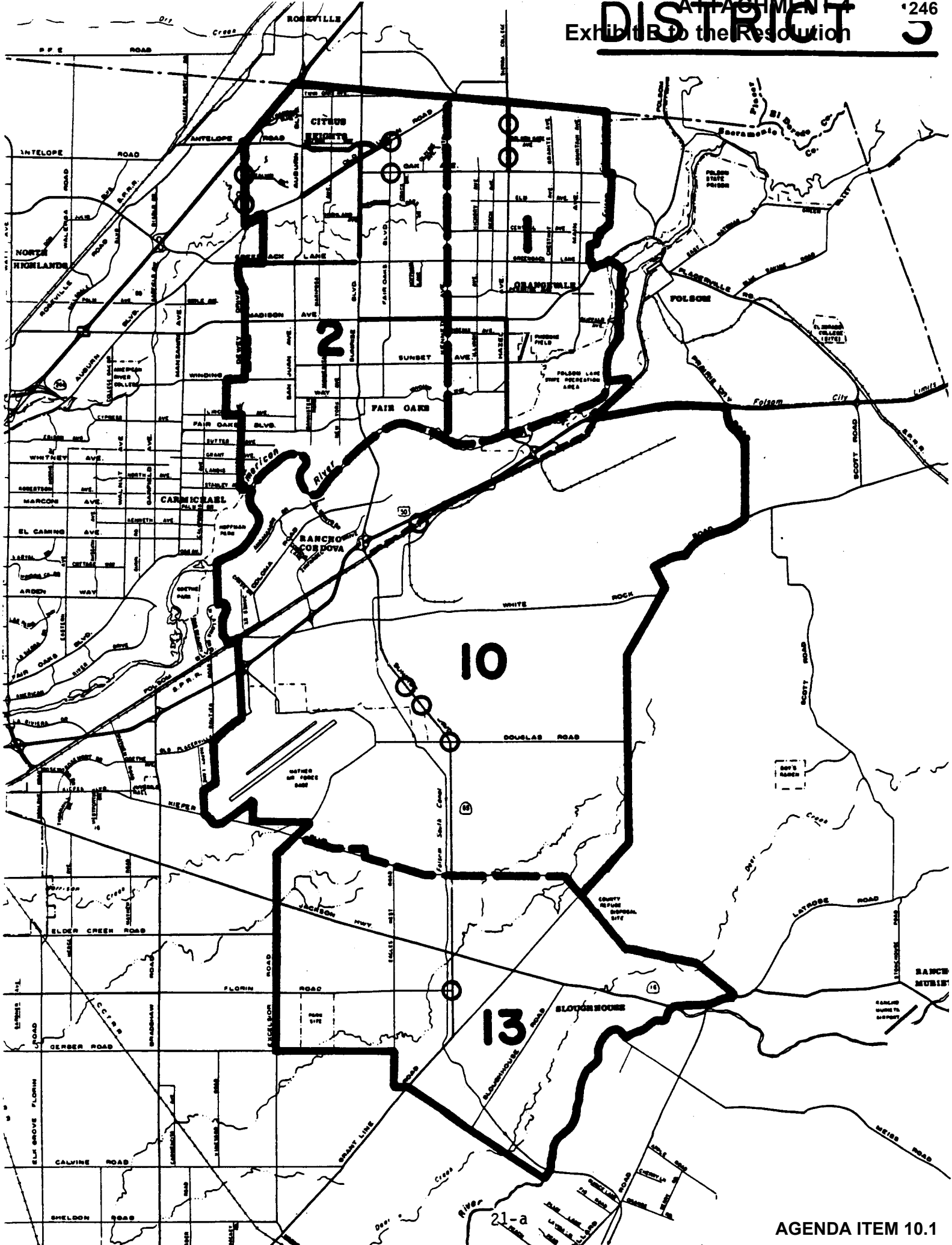
II. TRANSIT IMPROVEMENT PROJECTS

C. Bus System Expansion (78% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (8th of 8-year funding) | 256.1 |
|--|-------|

Transit Improvements Subtotal:	<u>256.1</u>
--------------------------------	--------------

8th Year Roadway and Transit Improvements Total:	\$1,856.1
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ROAD AND TRANSIT CAPITAL IMPROVEMENT PLAN FOR FEE DISTRICT 3

Fee District 3 - Road and Transit Improvements Total: \$29,269,200

A. Road Improvements Subtotal: 19,950,000

1. Road Widening

Madison Ave. - Sunrise to Hazel Ave Widen to 6 lanes @50%	1,750,000
Greenback Ln. - Dewey to Merlindale Widen to 6 lanes @50%	1,340,000
Sunrise Bl. - Greenback Ln to Antelope Rd. Widen to 6 lanes	1,500,000
Sunrise Bl. - American River bridge Widen to 6 lanes @20%	740,000
Old Auburn Rd. - Sylvan Rd to Fair Oaks Bl Widen to 4 lanes	700,000
Antelope Rd. - Auburn Bl to Old Auburn Rd. Widen to 4 lanes	1,590,000
Hazel Ave. - Placer Co. to Oak Ave. Widen to 4 lanes	2,000,000
Hazel Ave. - Madison to American R. Widen to 6 lanes @50%	2,500,000
Hazel Ave. - American River bridge Widen to 6 lanes	1,800,000
Folsom Bl. - Mather Fld. Rd. to Coloma Rd. Widen to 6 lanes	1,160,000
Folsom Bl. - e/o Mercantile Dr to Hazel Av Widen to 4 lanes	1,750,000

2. Intersection Signalization and Widening

Hazel Ave. - 2 intersections (Placer Co. to Oak Ave.)	240,000
Van Maren Ln. - 2 intersections (Auburn Bl to Antelope Rd.)	240,000
Fair Oaks Bl. - 2 intersections (Old Auburn Rd to Oak Ave.)	240,000
Folsom Bl. - 1 intersection (Sunrise Bl. to Hazel Ave.)	120,000
Sunrise Bl. - 4 intersections (White Rock Rd to Florin Rd.)	800,000

3. Two-Way Left Turn Lanes

Dewey Dr. - Papaya Dr. to Hillhurst Dr.	120,000
Folsom Bl. - Sunrise Bl. to e/o Mercantile Dr.	760,000
Folsom Bl. - Hazel Ave. to Folsom Bl./U.S.-50 Interchange	600,000

B. Transit Improvements Subtotal: 9,319,200

1. Signal Preemption (63% funding by fees)

Hazel Ave.	78,800
Greenback Ln.	65,900
Sunrise Bl.	92,100

2. RT Metro and Bus Park and Ride Facilities (56% funding by fees)

Sunrise Bl. at Arcadia Dr.	68,800
Cemo Circle at Gold River development	1,642,100
Folsom Bl. at Mather Field Rd.	1,793,000
Folsom Bl. at Zinfandel Dr.	1,754,900
Folsom Bl. at Sunrise Bl.	896,600

3. Acquisition of Buses (63% funding by fees)

2,927,000

FEE DISTRICT 3
Roadway Improvement Program Schedule Summary
(Figures in \$1,000's)

<u>PROJECTS</u>	<u>88-89</u>	<u>89-90</u>	<u>90-91</u>	<u>FISCAL YEARS</u>			<u>91-92</u>	<u>92-93</u>	<u>93-94</u>	<u>94-95</u>	<u>95-96</u>	<u>Total</u>
<u>Road Widening</u>												
Sunrise Bl bridg 4-6 lanes		740 ^a										740
Greenback Ln:4-6 (Dewey-Merlndl)		700 ^a	640 ^a									1,340
Antelope Rd:2-4 (Aubrn-01 Aubn)			1,590									1,590
Hazel Ave: 4-6 (Am R.-Madison)			500 ^a	1,000 ^a	1,000 ^a							2,500
Hazel Ave bridge 4-6 lanes				500	1,000	500						2,000
Folsom Bl: 4-6 (Ma F Rd-Colom)				500	660							1,160
Folsom Bl: 2-4 (Mercntl-Hazel)						1,350	1,400					2,750
01 Aubrn Rd:2-4 (Auburn-F.O.Bl)				700 ^a								700
Hazel Ave: 2-4 (Oak-Placer Co)						1,000	1,000					2,000
Sunrise Bl: 4-6 (Greenbk-Antel)								800	1,000			1,800
Madison Ave:4-6 (Sunrise-Hazel)								750 ^a	1,000 ^a			1,750
<u>Signals & Widen</u>												
Fair Oaks Bl/ Old Auburn,Oak	120 ^a	120 ^a										240
Van Maren Ln/ Calvin,1 unspec		240										240
Sunrise Bl from Whiterck - Florin												
4 intersections	160	240	400									800
Folsom Bl/1 unsp.											120	120
Hazel Ave/2 unsp.											240	240
<u>Two-Way LT Lanes</u>												
Folsom Bl e/o Sunrise Bl.									760			760
e/o Hazel Ave.										600		600
Dewey Dr:Papaya			120									120
ANNUAL TOTAL	280	2,040	3,250	2,700	2,660	2,850	4,710	2,960				
CUMUL. TOTAL	280	2,320	5,570	8,270	10,930	13,780	18,490	21,450	21,450			
Est. Annual Rev. *	1,864	2,798	2,798	2,798	2,798	2,798	2,798	2,798	2,798	2,798		
Cum. Total Rev.	1,864	4,662	7,460	10,258	13,056	15,854	18,652	21,450				

^a = Must be matched by FAU or sales tax to complete road widening project.

* Assumes only eight months of revenue in first year, 1988/89.

Preliminary engineering will be done in the year prior to the year listed.

FEE DISTRICT 3
Transit Improvement Program Schedule Summary
(Figures in \$1,000's)

<u>PROJECTS</u>	<u>FISCAL YEARS</u>								<u>Total</u>
	<u>88-89</u>	<u>89-90</u>	<u>90-91</u>	<u>91-92</u>	<u>92-93</u>	<u>93-94</u>	<u>94-95</u>	<u>95-96</u>	
<u>Signal Preemption</u>									
Sunrise Blvd.			92.1						92.1
Greenback Ln.					65.9				65.9
Hazel Ave.						78.8			78.8
<u>LRT/Bus Park&Ride</u>									
Sunrise/Arcadia	68.8								68.8
Gold River/Cemo	1155.7		174.1	312.3					1642.1
Mather Fld. Stn.		611.2	611.2	109.8	272.7	188.1			1793.0
Zinfandel Stn.		611.2	611.2	102.2	255.0	175.3			1754.9
Sunrise Bl. Stn.		305.6	305.6	54.9	136.5	94.0			896.6
<u>Bus Acquisition</u>									
Buses	365.8	365.8	365.9	365.9	365.9	365.9	365.9	365.9	2927.0
ANNUAL TOTAL	1590.3	1893.8	2160.1	945.1	1096.0	902.1	365.9	365.9	
CUMUL. TOTAL	1590.3	3484.1	5644.2	6589.3	7685.3	8587.4	8953.3	9319.2	9319.2
Est. Annual Rev. *	810.7	1215.5	1215.5	1215.5	1215.5	1215.5	1215.5	1215.5	
Cum. Total Rev.	810.7	2026.2	3241.7	4457.2	5672.7	6888.2	8103.7	9319.2	

* Assumes only eight months of revenue in first year, 1988/89.

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 3 CAPITAL IMPROVEMENTS
1ST YEAR - FISCAL YEAR 1988-89

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

B. Intersection Signalization and Widening Projects

- | | |
|---|-------|
| 1. Fair Oaks Blvd. at Old Auburn Rd.: Install signals;
must be matched by FAU or sales tax to complete | 120.0 |
| 2. Sunrise Blvd. at Douglas Rd.: Install signals | 160.0 |

Roadway Improvements Subtotal:	<u>280.0</u>
---------------------------------------	---------------------

II. TRANSIT IMPROVEMENT PROJECTS

B. Bus Park and Ride Facilities (56% of project costs)

- | | |
|--|---------|
| 1. Gold River Park and Ride (NW corner on Cemo Circle)
Construction of Phase II improvements
(1st of 3-year funding) | 1,155.7 |
| 2. Sunrise Transit Center at Arcadia Drive:
Construction of Phase II improvements | 68.8 |

C. Bus System Expansion (63% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (1st of 8-year funding) | 365.8 |
|--|-------|

Transit Improvements Subtotal:	<u>1,590.3</u>
---------------------------------------	-----------------------

1st Year Roadway and Transit Improvements Total:	<u>\$1,870.3</u>
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 3 CAPITAL IMPROVEMENTS

2ND YEAR - FISCAL YEAR 1989-90

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|---|-------|
| 1. Sunrise Boulevard bridge over the American River:
Widen to six lanes (Must be matched by FAU or
sales tax to complete project) | 740.0 |
| 2. Greenback Lane: Dewey Dr. to Merlindale Dr.; Widen
to six lanes divided (1st of 2-year project; must
be matched by FAU or sales tax to complete project) | 700.0 |

B. Intersection Signalization and Widening Projects

- | | |
|--|-------|
| 1. Fair Oaks Blvd. at Oak Avenue: Install signals;
must be matched by FAU or sales tax to complete | 120.0 |
| 2. Van Maren Lane at Calvin Dr. and 1 unspecified
intersection between Auburn Blvd. and Antelope
Road: Install signals | 240.0 |
| 3. Sunrise Blvd. at 2 unspecified intersections between
White Rock Rd. and Douglas Rd.: Install signals | 240.0 |

Roadway Improvements Subtotal:	<u>2,040.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

B. RT Metro Station and Bus Park and Ride Facilities
(56% of project costs)

- | | |
|---|-------|
| 1. Mather Field Road Station: Land acquisition
(1st of 2-year funding) | 611.2 |
| 2. Zinfandel Drive Station: Land acquisition
(1st of 2-year funding) | 611.2 |
| 3. Sunrise Boulevard Station: Land acquisition
(1st of 2-year funding) | 305.6 |

C. Bus System Expansion (63% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (2nd of 8-year funding) | 365.8 |
|--|-------|

Transit Improvements Subtotal:	<u>1,893.8</u>
---------------------------------------	-----------------------

2nd Year Roadway and Transit Improvements Total:	<u>\$3,933.8</u>
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 3 CAPITAL IMPROVEMENTS
3RD YEAR - FISCAL YEAR 1990-91

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects	
1. Greenback Lane: Dewey Dr. to Merlindale Dr.; Widen to six lanes divided (2nd of 2-year project; must be matched by FAU or sales tax to complete project)	640.0
2. Antelope Road: Auburn Blvd. to Old Auburn Rd.; Widen to four lanes	1,590.0
3. Hazel Avenue: American River to Madison Ave.; Widen to six lanes divided (1st of 3-year project; must be matched by FAU or sales tax to complete)	500.0
B. Intersection Signalization and Widening Projects	
4. Sunrise Blvd. at Florin Road: Widen Sunrise Blvd. to 4-lanes at intersection and install signals	400.0
C. Median Two-Way Left Turn Lanes	
1. Dewey Drive from Papaya Drive to Hillhurst Drive	120.0
Roadway Improvements Subtotal:	<u>3,250.0</u>

II. TRANSIT IMPROVEMENT PROJECTS

A. Traffic Signal Preemption (63% of project costs)	
1. Sunrise Boulevard	92.1
B. RT Metro Station and Bus Park and Ride Facilities (56% of project costs)	
1. Gold River Park and Ride (NW corner on Cemo Circle) Construction of Phase II improvements (2nd of 3-year funding)	174.1
2. Mather Field Road Station: Land acquisition (2nd of 2-year funding)	611.2
3. Zinfandel Drive Station: Land acquisition (2nd of 2-year funding)	611.2
4. Sunrise Boulevard Station: Land acquisition (2nd of 2-year funding)	305.6
E. Bus System Expansion (63% of project costs)	
1. Acquisition of Buses: (3rd of 8-year funding)	365.9
Transit Improvements Subtotal:	<u>2,160.1</u>

3rd Year Roadway and Transit Improvements Total: **\$5,410.1**

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 3 CAPITAL IMPROVEMENTS
4TH YEAR - FISCAL YEAR 1991-92

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|--|---------|
| 1. Old Auburn Road: Sylvan Road to Fair Oaks Blvd.;
Widen to four lanes (Must be matched by FAU or
sales tax to complete project) | 700.0 |
| 2. Hazel Avenue bridge over the American River: Widen
to six lanes (1st of 3-year project) | 500.0 |
| 3. Hazel Avenue: American River to Madison Ave.;
Widen to six lanes divided (2nd of 2-year project;
must be matched by FAU or sales tax to complete) | 1,000.0 |
| 4. Folsom Blvd.: Mather Field Road to Coloma Road;
Widen to six lanes divided (1st of 2-year project) | 500.0 |

Roadway Improvements Subtotal: **2,700.0**

II. TRANSIT IMPROVEMENT PROJECTS

B. RT Metro Station and Bus Park and Ride Facilities
(56% of project costs)

- | | |
|--|-------|
| 1. Gold River Park and Ride (NW corner on Cemo Circle)
Construction of Phase II improvements
(3rd of 3-year funding) | 312.3 |
| 2. Mather Field Road Station: Construction
(1st of 3-year funding) | 109.8 |
| 3. Zinfandel Drive Station: Construction
(1st of 3-year funding) | 102.2 |
| 4. Sunrise Boulevard Station: Construction
(1st of 3-year funding) | 54.9 |

C. Bus System Expansion (63% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (4th of 8-year funding) | 365.9 |
|--|-------|

Transit Improvements Subtotal: **945.1**

4th Year Roadway and Transit Improvements Total: **\$3,645.1**

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 3 CAPITAL IMPROVEMENTS

5TH YEAR - FISCAL YEAR 1992-93

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|--|---------|
| 1. Hazel Avenue bridge over the American River: Widen to six lanes (2nd of 3-year project) | 1,000.0 |
| 2. Hazel Avenue: American River to Madison Ave.; Widen to six lanes divided (3rd of 3-year project; must be matched by FAU or sales tax to complete) | 1,000.0 |
| 3. Folsom Blvd.: Mather Field Road to Coloma Road; Widen to six lanes divided (2nd of 2-year project) | 660.0 |

Roadway Improvements Subtotal:	<u>2,660.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

A. Traffic Signal Preemption (63% of project costs)

- | | |
|-------------------|------|
| 1. Greenback Lane | 65.9 |
|-------------------|------|

B. RT Metro Station and Bus Park and Ride Facilities (56% of project costs)

- | | |
|--|-------|
| 1. Mather Field Road Station: Construction (2nd of 3-year funding) | 272.7 |
| 2. Zinfandel Drive Station: Construction (2nd of 3-year funding) | 255.0 |
| 3. Sunrise Boulevard Station: Construction (2nd of 3-year funding) | 136.5 |

C. Bus System Expansion (63% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (5th of 8-year funding) | 365.9 |
|--|-------|

Transit Improvements Subtotal:	<u>1,096.0</u>
---------------------------------------	-----------------------

5th Year Roadway and Transit Improvements Total:	<u>\$3,756.0</u>
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 3 CAPITAL IMPROVEMENTS

6TH YEAR - FISCAL YEAR 1993-94

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|--|---------|
| 1. Hazel Avenue bridge over the American River: Widen to six lanes (3rd of 3-year project) | 500.0 |
| 2. Folsom Blvd.: e/o Mercantile Dr. to Hazel Ave.; Widen to four lanes (1st of 2-year funding) | 1,350.0 |
| 3. Hazel Avenue: Oak Ave. to Placer County line; Widen to four lanes (1st of 2-year project) | 1,000.0 |

Roadway Improvements Subtotal:	<u>2,850.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

A. Traffic Signal Preemption (63% of project costs)

- | | |
|-----------------|------|
| 1. Hazel Avenue | 78.8 |
|-----------------|------|

B. RT Metro Station and Bus Park and Ride Facilities

- | | |
|--|-------|
| 1. Mather Field Road Station: Construction (3rd of 3-year funding) | 188.1 |
| 2. Zinfandel Drive Station: Construction (3rd of 3-year funding) | 175.3 |
| 3. Sunrise Boulevard Station: Construction (3rd of 3-year funding) | 94.0 |

C. Bus System Expansion (63% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (6th of 8-year funding) | 365.9 |
|--|-------|

Transit Improvements Subtotal:	<u>902.1</u>
---------------------------------------	---------------------

6th Year Roadway and Transit Improvements Total:	\$3,752.1
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 3 CAPITAL IMPROVEMENTS
7TH YEAR - FISCAL YEAR 1994-95

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|---|---------|
| 1. Sunrise Blvd.: n/o Greenback Lane to Antelope Rd.;
Widen to six lanes divided (1st of 2-year project) | 800.0 |
| 2. Folsom Blvd.: e/o Mercantile Dr. to Hazel Ave.;
Widen to four lanes (2nd of 2-year funding) | 1,400.0 |
| 3. Madison Avenue: Sunrise Blvd. to Hazel Ave.;
Widen to six lanes divided (1st of 2-year project;
must be matched by FAU or sales tax to complete) | 750.0 |
| 4. Hazel Avenue: Oak Ave. to Placer County line;
Widen to four lanes (2nd of 2-year project) | 1,000.0 |

C. Median Two-Way Left Turn Lanes

- | | |
|--|-------|
| 1. Folsom Blvd. from Sunrise Blvd. to e/o Mercantile Dr. | 760.0 |
|--|-------|

Roadway Improvements Subtotal:	<u>4,710.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

C. Bus System Expansion (63% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (7th of 8-year funding) | 365.9 |
|--|-------|

Transit Improvements Subtotal:	<u>365.9</u>
---------------------------------------	---------------------

7th Year Roadway and Transit Improvements Total:	\$5,075.9
---	------------------

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 3 CAPITAL IMPROVEMENTS
8TH YEAR - FISCAL YEAR 1995-96

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|---|---------|
| 1. Sunrise Blvd.: n/o Greenback Lane to Antelope Rd.;
Widen to six lanes divided (2nd of 2-year project) | 1,000.0 |
| 2. Madison Avenue: Sunrise Blvd. to Hazel Ave.;
Widen to six lanes divided (2nd of 2-year project;
must be matched by FAU or sales tax to complete) | 1,000.0 |

B. Intersection Signalization and Widening Projects

- | | |
|--|-------|
| 1. Folsom Blvd. at unspecified intersection between
Sunrise Blvd. and Hazel Ave.: Install signals | 120.0 |
| 2. Hazel Ave. at Cherry Ave.: Install signals | 120.0 |
| 3. Hazel Ave. at unspecified intersection between Oak Ave.
and Placer Co.: Install signals | 120.0 |

C. Median Two-Way Left Turn Lanes

- | | |
|--|-------|
| 1. Folsom Blvd. from Hazel Ave. to Folsom Blvd./Hwy. 50
interchange | 600.0 |
|--|-------|

Roadway Improvements Subtotal:	<u>2,960.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

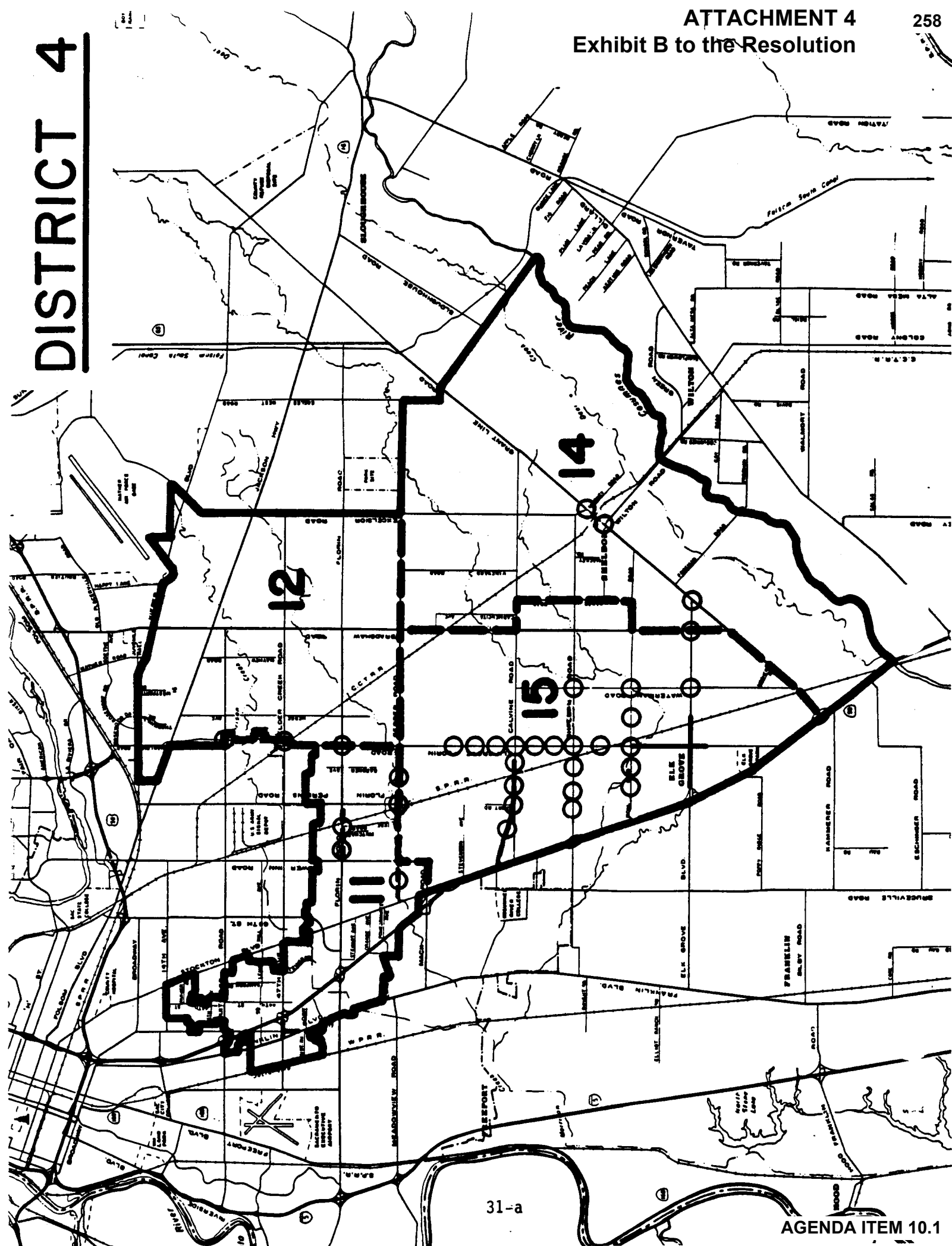
C. Bus System Expansion (63% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (8th of 8-year funding) | 365.9 |
|--|-------|

Transit Improvements Subtotal:	<u>365.9</u>
---------------------------------------	---------------------

8th Year Roadway and Transit Improvements Total:	\$3,325.9
---	------------------

DISTRICT 4



ROAD AND TRANSIT CAPITAL IMPROVEMENT PLAN FOR FEE DISTRICT 4

Fee District 4 - Road and Transit Improvements Total: **\$24,861,000**

A. Road Improvements Subtotal: **19,970,000**

1. Road Widening

47th Ave. - Franklin Bl. to Hwy 99 Intersection imprvmnts	250,000
Sacramento Bl. - Franklin Bl. to 47th Ave. Widen to 4 lanes	220,000
Calvine Rd. - Hwy. 99 to Vintage Park Dr. Widen to 4 lanes	2,830,000
Elk Grove-Florin Rd. - Bond to Emerald Pk. Widen to 4 lanes	2,200,000
Elk Grove Bl. - Hwy. 99 to Elk Gr.-Florin Widen to 6 lanes	2,180,000
Elk Grove Bl. - Elk Gr-Florin to School St Widen to 4 lanes	980,000

2. Intersection Signalization and Widening

Elk Gr.-Florin Rd. - 12 intersections (Jackson Hwy to Bond)	4,120,000
Florin Rd. - 2 intersections (Kara Dr., Reese Rd.)	240,000
Gerber Rd. - 3 intersections (Palmer House Dr to French Rd)	360,000
Calvine Rd. - 4 intersections (Power Inn to Vintage Pk. Dr)	480,000
Sheldon Rd. - 4 intersections (Stockton Bl to Waterman Rd.)	1,600,000
Bond Rd. - 4 intersections (Stockton Bl. to Waterman Rd.)	1,320,000
Elk Grove Bl. - 3 intersections (Waterman Rd. to Grantline)	1,200,000
Grantline Rd. - 2 intersections (Wilton Rd to Excelsior Rd)	800,000

3. Two-Way Left Turn Lanes

Florin Rd. - Power Inn Rd. to Florin-Perkins Rd.	1,000,000
Gerber Rd. - Stockton Bl. to Elk Grove-Florin Rd.	190,000

B. Transit Improvements Subtotal: **4,891,000**

1. Bus Park and Ride Facilities (100% funding by fees)

Calvine Rd. at Hwy. 99, incl. freeway slip ramp	1,362,000
Sheldon Rd. at Hwy. 99	336,600
Bond Rd. at Hwy. 99	518,100
Elk Grove Bl. at Elk Grove-Florin Rd.	316,600

2. Acquisition of Buses (87% funding by fees) **2,357,700**

FEE DISTRICT 4
Roadway Improvement Program Schedule Summary
(Figures in \$1,000's)

<u>PROJECTS</u>	<u>88-89</u>	<u>89-90</u>	<u>90-91</u>	<u>FISCAL YEARS</u>		<u>93-94</u>	<u>94-95</u>	<u>95-96</u>	<u>Total</u>
<u>Road Widening</u>									
47th Ave: 4-6 (Frankln-Hwy99)		250 ^a							250
Sacramnto Bl:2-4 (Frankln-47th)		220 ^a							220
Elk G-Florin:2-4 (Bond-EmeralPk)			1,100	1,100					2,200
Elk Grove Bl:2-4 (EG Flrn-Schol)				300	680				980
Elk Grove Bl:4-6 (99-EG Florin)		140 ^x					150	1,890	2,180
Calvine Rd: 2-4 (99-Vintage Pk)						1,400	1,430		2,830
<u>Signals & Widen</u>									
<u>Florin Rd./</u>									
Reese Rd.	120								120
Kara Dr.	120								120
<u>Elk Grove Bl./</u>									
Bradshaw Rd.		400							400
Grant Line Rd.		400							400
Waterman Rd.			400						400
<u>Gerber Rd./</u>									
Palmer Hse, French		240							240
Valley Wood			120						120
<u>EG-Florin Rd. from</u>									
Bond to Sheldon no.									
Bond,Sheldon, & 2 unspec. intersctns			1,320 ^a						1,320
Shldn to Calvne no.									
Calvne, 2 unsp int				1,200 ^a					1,200
Calvne no to Florin									
Florin, 2 unsp int					1,200 ^a				1,200
Elder Ck to SR-16									
Eld.Crk,Fruitridge					400 ^a				400
<u>Bond Rd./</u>									
Emrld Cr,Terra Lnd					520				520
Waterman, 1 unspec.							800		800
<u>Sheldon Rd./</u>									
2 unspec. inters.						800			800
1 unspec,Waterman							800		800
<u>Calvine Rd./</u>									
4 unspec. inters.							480		480
<u>Grant Line Rd./</u>									
Wilton,Excelsior								800	800

FEE DISTRICT 4
Roadway Improvement Program Schedule Summary
(continued)

<u>PROJECTS</u>	<u>88-89</u>	<u>89-90</u>	<u>90-91</u>	<u>FISCAL YEARS</u>		<u>91-92</u>	<u>92-93</u>	<u>93-94</u>	<u>94-95</u>	<u>95-96</u>	<u>Total</u>
<u>Two-Way LT Lanes</u>											
Gerber Rd.	190										190
(Stockton-EG Fl)											
Florin Rd.				500	500						1,000
(Power I.-Fl Pk)											
ANNUAL TOTAL	430	1,650	2,940	3,100	3,300	2,200	3,660	2,690			
CUMUL. TOTAL	430	2,080	5,020	8,120	11,420	13,620	17,280	19,970	19,970		
Est. Annual Rev. *	1,735	2,605	2,605	2,605	2,605	2,605	2,605	2,605	2,605		
Cum. Total Rev.	1,735	4,340	6,945	9,550	12,155	14,760	17,365	19,970			

* Assumes only eight months of revenue in first year, 1988/89.

x = Two-Way Left Turn -- Easterly from E. Stockton Bl.

a = Must be matched by FAU or sales tax to complete road widening project.
Preliminary engineering will be done in the year prior to the year listed.

FEE DISTRICT 4
Transit Improvement Program Schedule Summary
(Figures in \$1,000's)

<u>PROJECTS</u>	<u>88-89</u>	<u>89-90</u>	<u>90-91</u>	<u>FISCAL YEARS</u>		<u>91-92</u>	<u>92-93</u>	<u>93-94</u>	<u>94-95</u>	<u>95-96</u>	<u>Total</u>
<u>Bus Park & Ride</u>											
Calvine/Stockton	14.2 ^a	87.2	87.2					354.6	409.4	409.4	1362.0
Bond Rd/Hwy 99	240.5	107.5	170.1								518.1
Sheldon Rd/Hwy 99			181.8	154.8							336.6
Elk Grove Bl/99			148.9	167.7							316.6
<u>Bus Acquisition</u>											
Buses	294.8	294.7	294.7	294.7	294.7	294.7	294.7	294.7	294.7	294.7	2357.7
ANNUAL TOTAL	549.5	489.4	882.7	617.2	294.7	649.3	704.1	704.1			
CUMUL. TOTAL	549.5	1038.9	1921.6	2538.8	2833.5	3482.8	4186.9	4891.0	4891.0		
Est. Annual Rev. *	425.7	637.9	637.9	637.9	637.9	637.9	637.9	637.9	637.9		
Cum. Total Rev.	425.7	1063.6	1701.5	2339.4	2977.3	3615.2	4253.1	4891.0			

* Assumes only eight months of revenues in first year, 1988/89.

a Assumes the allocation in FY 88/89 of \$637,100 from the first bond issue of the Laguna Community Facilities District. Total project cost is \$1,999,100 for Calvine/Stockton Park & Ride facility.

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 4 CAPITAL IMPROVEMENTS
1ST YEAR - FISCAL YEAR 1988-89

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

B. Intersection Signalization and Widening Projects

- | | |
|---|-------|
| 1. Florin Road at Reese Rd.: Install signals | 120.0 |
| 2. Florin Road at Kara Drive: Install signals | 120.0 |

C. Median Two-Way Left Turn Lanes

- | | |
|---|-------|
| 1. Gerber Rd. from Stockton Blvd. to Elk Grove-Florin Rd. | 190.0 |
|---|-------|

Roadway Improvements Subtotal:	<u>430.0</u>
---------------------------------------	---------------------

II. TRANSIT IMPROVEMENT PROJECTS

B. Bus Park and Ride Facilities (100% of project costs)

- | | |
|--|-------|
| 1. Calvine Road Park and Ride (E. Stockton Blvd. near Calvine Rd./Hwy. 99 interchange): Construction (1st of 6-year funding) | 14.2* |
| 2. Bond Road Park and Ride (Bond Rd./Hwy. 99 interchange): Land acquisition | 240.5 |

C. Bus System Expansion (85% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (1st of 8-year funding) | 294.8 |
|--|-------|

Transit Improvements Subtotal:	<u>549.5</u>
---------------------------------------	---------------------

1st Year Roadway and Transit Improvements Total:	\$979.5
---	----------------

* Assumes additional allocation in FY 88-89 from the Laguna Community Facilities District in the amount of \$637,100 for a total budget of \$651,300 in FY 88-89 for the Calvine/Stockton Park and Ride facility.

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 4 CAPITAL IMPROVEMENTS

2ND YEAR - FISCAL YEAR 1989-90

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|--|-------|
| 1. 47th Avenue: Franklin Blvd. to Hwy. 99; Widen to six lanes divided (Must be matched by FAU or sales tax to complete project.) | 250.0 |
| 2. Sacramento Blvd.: Franklin Blvd. to 47th Avenue: Widen to four lanes (Must be matched by FAU or sales tax to complete project.) | 220.0 |
| 3. Elk Grove Blvd.: Hwy. 99 to Elk Grove-Florin Rd.; Interim two-way left turn easterly from E. Stockton | 140.0 |

B. Intersection Signalization and Widening Projects

- | | |
|---|-------|
| 1. Elk Grove Blvd. at Bradshaw Road: Widen Elk Grove Blvd. to 4-lanes at intersection and install signals | 400.0 |
| 2. Elk Grove Blvd. at Grant Line Road: Widen to 4-lanes at intersection and install signals | 400.0 |
| 3. Gerber Rd. at Palmer House Dr.: Install signals | 120.0 |
| 4. Gerber Rd. at French Rd.: Install signals | 120.0 |

Roadway Improvements Subtotal: **1,650.0**

II. TRANSIT IMPROVEMENT PROJECTS

B. Bus Park and Ride Facilities (100% of project costs)

- | | |
|--|-------|
| 1. Calvine Road Park and Ride (E. Stockton Blvd. near Calvine Rd./Hwy. 99 interchange): Construction (2nd of 6-year funding) | 87.2 |
| 2. Bond Road Park and Ride (Bond Rd./Hwy. 99 interchange): Construction (1st of 2-year funding) | 107.5 |

C. Bus System Expansion (85% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (2nd of 8-year funding) | 294.7 |
|--|-------|

Transit Improvements Subtotal: **489.4**

2nd Year Roadway and Transit Improvements Total: **\$2,139.4**

ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 4 CAPITAL IMPROVEMENTS
3RD YEAR - FISCAL YEAR 1990-91

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|---|---------|
| 1. Elk Grove-Florin Rd.: Bond Rd. to Emerald Park Dr.;
Widen to four lanes (1st of 2-year project) | 1,100.0 |
|---|---------|

B. Intersection Signalization and Widening Projects

- | | |
|--|-------|
| 1. Elk Grove Blvd. at Waterman Road: Widen to
4-lanes at intersection and install signals | 400.0 |
| 2. Elk Grove-Florin Rd. at Bond Rd.: Install signals
(see 4-lane EG-Florin widening above) | 120.0 |
| 3. Elk Grove-Florin Rd. at Sheldon Rd.: Widen to
4-lanes at intersection and install signals | 400.0 |
| 4. Elk Grove-Florin Rd. at 2 unspecified intersections
between Bond Rd. and north of Sheldon Rd.:
Widen to 4-lanes at intersection and install signals | 800.0 |
| 5. Gerber Rd. at Valley Wood Dr.: Install signals | 120.0 |

Roadway Improvements Subtotal:	<u>2,940.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

B. Bus Park and Ride Facilities (100% of project costs)

- | | |
|--|-------|
| 1. Calvine Road Park and Ride (E. Stockton Blvd. near
Calvine Rd./Hwy. 99 interchange): Construction
(3rd of 6-year funding) | 87.2 |
| 2. Bond Road Park and Ride (Bond Rd./Hwy. 99 interchange):
Construction (2nd of 2-year funding) | 170.1 |
| 3. Sheldon Road Park and Ride (Sheldon Rd./Hwy. 99
interchange): Land acquisition; construction
(1st of 2-year funding) | 181.8 |
| 4. Elk Grove Blvd. Park and Ride (Elk Grove Blvd. at Elk
Grove-Florin Road: Land acquisition; construction
(1st of 2-year funding) | 148.9 |

C. Bus System Expansion (85% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (3rd of 8-year funding) | 294.7 |
|--|-------|

Transit Improvements Subtotal:	<u>882.7</u>
---------------------------------------	---------------------

3rd Year Roadway and Transit Improvements Total:	<u>\$3,822.7</u>
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 4 CAPITAL IMPROVEMENTS

4TH YEAR - FISCAL YEAR 1991-92

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|---|---------|
| 1. Elk Grove-Florin Rd.: Bond Rd. to Emerald Park Dr.; | 1,100.0 |
| Widen to four lanes (2nd of 2-year project) | |
| 2. Elk Grove Blvd.: Elk Grove-Florin Rd. to School St.; | 300.0 |
| Widen to four lanes (1st of 2-year project) | |

B. Intersection Signalization and Widening Projects

- | | |
|--|-------|
| 1. Elk Grove-Florin Rd. at Calvine Rd.: Widen to | 400.0 |
| 4-lanes at intersection and install signals | |
| 2. Elk Grove-Florin Rd. at 2 unspecified intersections | 800.0 |
| from north of Sheldon Rd. to north of Calvine Rd.; | |
| Widen E.G.-F. Rd. to 4-lanes at inters.; signalize | |

C. Median Two-Way Left Turn Lanes

- | | |
|--|-------|
| 1. Florin Rd. from Power Inn Rd. to Florin-Perkins Rd. | 500.0 |
| (1st of 2-year funding) | |

Roadway Improvements Subtotal:	<u>3,310.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

B. Bus Park and Ride Facilities (100% of project costs)

- | | |
|--|-------|
| 1. Sheldon Road Park and Ride (Sheldon Rd./Hwy. 99 | 154.8 |
| interchange): Construction (2nd of 2-year funding) | |
| 2. Elk Grove Blvd. Park and Ride (Elk Grove Blvd. at Elk | 167.7 |
| Grove-Florin Rd.: Construction (2nd of 2-yr. funding) | |

C. Bus System Expansion (85% of project funding)

- | | |
|--|-------|
| 1. Acquisition of Buses: (4th of 8-year funding) | 294.7 |
|--|-------|

Transit Improvements Subtotal:	<u>617.2</u>
---------------------------------------	---------------------

4th Year Roadway and Transit Improvements Total:	\$3,927.2
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 4 CAPITAL IMPROVEMENTS

5TH YEAR - FISCAL YEAR 1992-93

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|--|-------|
| 1. Elk Grove Blvd.: Elk Grove-Florin Rd. to School St.;
Widen to four lanes (2nd of 2-year project) | 680.0 |
|--|-------|

B. Intersection Signalization and Widening Projects

- | | |
|---|-------|
| 1. Elk Grove-Florin Rd. at Florin Rd.: Widen to
4-lanes at intersection and install signals | 400.0 |
| 2. Elk Grove-Florin Rd. at 2 unspecified intersections
from north of Calvine Rd. to Florin Rd.: Widen
E.G.-F. Rd. to 4-lanes at intersection; signalize | 800.0 |
| 3. Elk Grove-Florin Rd. at Fruitridge Rd.: Install
signals (Joint project with City of Sacramento) | 200.0 |
| 4. Elk Grove-Florin Rd. at Elder Creek Rd.: Install
signals (Joint project with City of Sacramento) | 200.0 |
| 5. Bond Rd. at Emerald Crest Dr.: Complete Bond Rd.
widening to 4-lanes at intersection; install signals | 260.0 |
| 6. Bond Rd. at Terra Linda Dr.: Complete Bond Rd.
widening to 4-lanes at intersection; install signals | 260.0 |

C. Median Two-Way Left Turn Lanes

- | | |
|---|-------|
| 1. Florin Rd. from Power Inn Rd. to Florin-Perkins Rd.
(2nd of 2-year funding) | 500.0 |
|---|-------|

Roadway Improvements Subtotal:	<u>3,300.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

C. Bus System Expansion (85% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (5th of 8-year funding) | 294.7 |
|--|-------|

Transit Improvements Subtotal:	<u>294.7</u>
---------------------------------------	---------------------

5th Year Roadway and Transit Improvements Total:	\$3,594.7
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 4 CAPITAL IMPROVEMENTS
6TH YEAR - FISCAL YEAR 1993-94

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects	
1. <u>Calvine Rd.: Hwy. 99 to Vintage Park Dr.; Widen to six lanes divided (1st of 2-year funding)</u>	1,400.0
B. Intersection Signalization and Widening Projects	
1. <u>Sheldon Rd. at 2 unspecified intersections between Hwy. 99 and Elk Grove-Florin Rd.: Widen Sheldon Rd. to 4-lanes at intersection and install signals</u>	800.0
Roadway Improvements Subtotal:	<u>2,200.0</u>

II. TRANSIT IMPROVEMENT PROJECTS

B. Bus Park and Ride Facilities (100% of project costs)	
1. <u>Calvine Road Park and Ride (E. Stockton Blvd. near Calvin Rd./Hwy. 99 interchange): Construction (4th of 6-year funding)</u>	354.6
C. Bus System Expansion (85% of project costs)	
1. <u>Acquisition of Buses: (6th of 8-year funding)</u>	294.7
Transit Improvements Subtotal:	<u>649.3</u>

6th Year Roadway and Transit Improvements Total:	\$2,849.3
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 4 CAPITAL IMPROVEMENTS
7TH YEAR - FISCAL YEAR 1994-95

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

- | | |
|---|---------|
| 1. Elk Grove Blvd.: Hwy. 99 to Elk Grove-Florin Rd.
Widen to six lanes divided (1st of 2-year funding) | 150.0 |
| 2. Calvine Rd.: Hwy. 99 to Vintage Park Dr.
Widen to six lanes divided (2nd of 2-year funding) | 1,430.0 |

B. Intersection Signalization and Widening Projects

- | | |
|---|-------|
| 1. Bond Rd. at Waterman Rd.: Widen Bond Rd. to 4-lanes
at intersection and install signals | 400.0 |
| 2. Bond Rd. at unspecified intersection between Elk Grove-
Florin Rd. and Waterman Rd.: Widen Bond Rd. to
4-lanes at intersection and install signals | 400.0 |
| 3. Sheldon Rd. at Waterman Rd.: Widen Sheldon Rd.
to 4-lanes at intersection and install signals | 800.0 |
| 4. Sheldon Rd. at unspecified intersection between
Hwy. 99 and Waterman Rd.: Widen Sheldon Rd.
to 4-lanes at intersection and install signals | 800.0 |
| 5. Calvine Rd. at 4 unspecified intersections between
Hwy. 99 and Vintage Park Dr.: Install signals | 480.0 |

Roadway Improvements Subtotal:	<u>3,660.0</u>
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II. TRANSIT IMPROVEMENT PROJECTS

B. Bus Park and Ride Facilities (100% of project costs)

- | | |
|--|-------|
| 1. Calvine Road Park and Ride (E. Stockton Blvd. near
Calvine Rd./Hwy. 99 interchange): Construction
(5th of 6-year funding) | 409.4 |
|--|-------|

C. Bus System Expansion (85% of project costs)

- | | |
|--|-------|
| 1. Acquisition of Buses: (7th of 8-year funding) | 294.7 |
|--|-------|

Transit Improvements Subtotal:	<u>704.1</u>
---------------------------------------	---------------------

7th Year Roadway and Transit Improvements Total:	<u>\$4,364.1</u>
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ROADWAY AND TRANSIT DEVELOPMENT FEE
DISTRICT 4 CAPITAL IMPROVEMENTS

8TH YEAR - FISCAL YEAR 1995-96

Construction Cost Est.
(in \$1,000's)

I. ROADWAY IMPROVEMENT PROJECTS

A. Major Roadway Widening Projects

1. Elk Grove Blvd.: Hwy. 99 to Elk Grove-Florin Rd.;	1,890.0
Widen to six lanes divided (2nd of 2-year funding)	

B. Intersection Signalization and Widening Projects

1. Grant Line Rd. at Wilton Rd.: Widen Grant Line Rd.	400.0
to 4-lanes at intersection and install signals	
2. Grant Line Rd. at Excelsior Rd.: Widen Grant Line Rd.	400.0
to 4-lanes at intersection and install signals	

Roadway Improvements Subtotal:	<u>2,690.0</u>
---------------------------------------	-----------------------

II. TRANSIT IMPROVEMENT PROJECTS

B. Bus Park and Ride Facilities (100% of project costs)

1. Calvine Road Park and Ride (E. Stockton Blvd. near	409.4
Calvine Rd./Hwy. 99 interchange): Construction	
(6th of 6-year funding)	

C. Bus System Expansion (85% of project costs)

1. Acquisition of Buses: (8th of 8-year funding)	294.7
--	-------

Transit Improvements Subtotal:	<u>704.1</u>
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8th Year Roadway and Transit Improvements Total:	\$3,394.1
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ATTACHMENT 5

Exhibit C to the Resolution

TRANSIT DEVELOPMENT IMPACT FEE	
Fee per Additional Dwelling Unit	
Single Family	\$175
Multifamily	\$356
Fee per Square Foot of Additional Floor Area of Building	
Commercial	\$0.77
Business & Professional	\$0.70
Industrial	\$0.16
Office Park	\$0.45

The Transit Development Impact Fee has been in effect since 1988, in the same amount as previously collected by the County of Sacramento on behalf of Sacramento Regional Transit District.

Administration is charged as two percent (2%) of the total transit development impact fee.

Exhibit D to the Resolution

DOUGLAS M. FRALEIGH, Director
TERRY TICE, Deputy Director
W. C. WANDERER, JR., Deputy Director

#17



COUNTY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

COUNTY ADMINISTRATION BUILDING • ROOM 304 • 827 SEVENTH STREET
SACRAMENTO, CALIFORNIA 95814

TELEPHONE: (916) 440-6331

APPROVED

By Ordinance No. SCC-0742

August 31, 1988

BOARD OF SUPERVISORS

and Ordinance SZC-880069

AUG 31 1988

Brendy A. Williams
Clerk of the Board

Honorable Board of Supervisors
County of Sacramento
State of California

Subject: SACRAMENTO COUNTY TRANSPORTATION DEVELOPMENT FEE -- CONSIDERATION
OF ENACTING RESOLUTIONS AND ORDINANCES (Off agenda - August 31, 1988).

Members in Session:

RECOMMENDATIONS:

It is recommended that your Board:

1. Approve the resolution adopting the roadway analysis, the transit analysis, and the capital improvements program for the transportation development fee, and appropriating fee revenues for FY 1988-89 in accord with the capital improvements program.
2. Adopt the Zoning Code amendment adding Section 115-44 to Chapter 15, Article 4, as recommended for approval by the Project Planning Commission on July 25, 1988.
3. Adopt the ordinance adding Chapter 16.87 to the Sacramento County Code to establish the imposition of roadway and transit development fees.
4. Adopt the findings of fact and statement of overriding considerations pertaining to enactment of the transportation development fee project and its certified environmental documentation (the prior Environmental Impact Report for the General Plan Update of 1982 - Control No. PL-80-091).

Respectfully submitted,

Douglas M. Fraleigh
Douglas M. Fraleigh, Director
Department of Public Works

APPROVED
BY RESOLUTION # 88-2242
BOARD OF SUPERVISORS

AUG 31 1988

Brendy A. Williams
Clerk of the Board

Exhibit D to the Resolution

#63

DOUGLAS M. FRALEIGH, Director
TERRY TICE, Deputy Director
W.C. WANDERER, JR., Deputy Director

**COUNTY OF SACRAMENTO****DEPARTMENT OF PUBLIC WORKS**

COUNTY ADMINISTRATION BUILDING • ROOM 304 • 827 SEVENTH STREET
SACRAMENTO, CALIFORNIA 95814

TELEPHONE: (916) 440-581

August 23, 1988
11:00 a.m.

Honorable Board of Supervisors
County of Sacramento
State of California

Subject: SACRAMENTO COUNTY TRANSPORTATION DEVELOPMENT FEE --
PUBLIC HEARING AND INTRODUCTION OF ORDINANCE
(Continued from 8/16/88, #30)

Members in Session:

RECOMMENDATION:

It is recommended that your Board:

1. Close the public hearing on the Transportation Development Fee Program;
2. Approve the attached Transportation Development Fee Schedule and Road and Transit Capital Improvement Plans; and
3. Introduce the ordinance enacting the transportation development fee, waive full reading of the ordinance and continue for adoption on August 30, 1988.

DISCUSSION:

On August 16, 1988, your Board adopted recommendations approving the payment of Transportation Development Fees upon issuance of building permits, continuing the hearing on the Transportation Development Fee Program to this date, considering the introduction of an ordinance enacting transportation development fees on this date, and directing Public Works to prepare a supplemental study to include the Rancho Murieta community. During the course of this hearing, members of your Board expressed sympathy for an approach suggested by representatives of the development community and the Building Industry Association regarding the collection of transportation development fees at time of tenant improvement permits. Further, Public Works agreed to review transportation development fees for District 3 in response to concerns expressed by John Taylor, representing Langford-Cook. These concerns included fees for District 3 in comparison to fees in other districts and the potential for competitive disadvantage because of these fees.

Honorable Board of Supervisors
August 23, 1988
Page 2

Exhibit D to the Resolution

FINAL REVISIONS - FEE SCHEDULE AND CAPITAL IMPROVEMENT PLANS

Attachment A reflects final revisions to the Transportation Development Fee Schedule. These revisions include an increase in credits for the Capital Center II Assessment District in District 3 which take into account construction and right of way costs for the oversizing of Zinfandel Drive, Prospect Park Drive and Capital Center Drive beyond the sixty foot width required to serve this development.

Regional Transit has reviewed and reduced cost estimates for park and ride facilities within District 3 which has resulted in a reduction of \$304,900 in transit improvements for that district. Fees for District 3 have been adjusted accordingly as reflected in Attachment 3. Attachments 1 through 4 represent final versions of the Road and Transit Capital Improvement Plans by District.

INTRODUCTION OF THE ORDINANCE

The ordinance enacting transportation development fees and its details are to be transmitted under separate cover by County Counsel. The draft ordinance reflects the following major changes from the ordinance drafted for environmental review purposes:

1. The ordinance provides for permitted uses when calculating the fee obligation, e.g., residential use in a commercial zone, church use in a residential zone, etc.
2. The ordinance has been modified to replace "additional outside gross square footage of building" to "additional floor area of building (as defined by the Uniform Building Code)", in order to provide consistency with respect to determination of other fees as calculated by the Building Inspection Division, payable upon issuance of building permits.
3. All fees contained in the fee schedule are to be increased by the approximate value of the "Index Last 12 Months" of the Caltrans Price Index for Selected Highway Construction Items beginning January 1, 1989 and annually thereafter.

FUTURE AMENDMENTS TO THE ORDINANCE

As mentioned earlier, Public Works will conduct a supplemental study regarding the possible inclusion of the Rancho Murieta community as subject to District 3 transportation development fees. If appropriate, the Rancho Murieta community will be included as an amendment to the ordinance based upon a supplementary traffic and transit analysis which provides justification therefor. Further, as discussed in the August 16, 1988 hearing, we will present for consideration by your Board an alternative which provides for the collection of transportation development fees at time of tenant improvement permits as opposed to upon issuance of building permits. This alternative will be

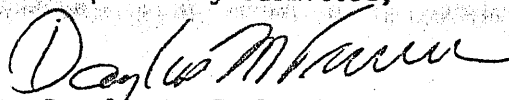
Honorable Board of Supervisors
August 23, 1988
Page 3

developed based upon our experience with the ordinance in its present form and our preparedness with respect to the necessary systems and procedural modifications to provide for such collections. It would not be appropriate, at this time, to present alternative language respecting collection of fees at time of tenant improvement permits (as suggested by Dwight Hansen of the B.I.A.), lacking the necessary policy and procedural details and in light of the timeframe for implementation of an ordinance enacting transportation development fees.

CONCLUSION:

Therefore, it is recommended that your Board close the public hearing on the Transportation Development Fee Program, approve the attached Transportation Development Fee Schedule and Roadway and Transit Capital Improvement Plans, introduce the ordinance enacting a Transportation Development Fee, waive full reading of the ordinance and continue to August 30, 1988 for adoption.

Respectfully submitted,



Douglas M. Fraleigh
Director of Public Works

DMF:WHH:mes
Attachments

cc: Brian H. Richter
Sue Ziegler
Alcides Freitas
Barry Steiner

August 23, 1988

ATTACHMENT A

REVISED TRANSPORTATION DEVELOPMENT FEE SCHEDULE

DISTRICT	Capital Cost	LAND USE:	SF	MF	COMM	BP	IND	MP
		Fees:	/du	/du	/sf	/sf	/sf	/sf
1 - Subtotal:	\$10,525,300		\$664	\$621	\$1.76	\$1.61	\$0.49	\$1.37
a. Roads:	7,750,000		547	383	1.25	1.14	0.38	1.07
b. Transit:	2,775,300		117	238	0.51	0.47	0.11	0.30
2 - Subtotal:	\$10,801,200		\$705	\$610	\$1.80	\$1.64	\$0.51	\$1.43
a. Roads:	8,290,000		618	433	1.42	1.29	0.43	1.21
b. Transit:	2,511,200		87	177	0.38	0.35	0.08	0.22
c. As applicable deduct Bradshaw/50 IFD Credit:		n.a.		191	0.88	0.65	0.19	0.42
3 - Subtotal:	\$29,269,200		\$877	\$847	\$2.38	\$2.17	\$0.64	\$1.82
a. Roads:	19,950,000		702	491	1.61	1.47	0.48	1.37
b. Transit:	9,319,200		175	356	0.77	0.70	0.16	0.45
c. As applicable deduct Sunrise/50 AD Credit*:		n.a.		204	0.62	n.a.	0.22	0.38
d. As applicable deduct Cap Ctr II AD Credit*:		n.a.		n.a.	n.a.	n.a.	0.04	0.39
4 - Subtotal:	\$24,861,700		\$835	\$741	\$2.15	\$1.97	\$0.60	\$1.70
a. Roads:	19,970,000		718	503	1.64	1.50	0.49	1.40
b. Transit:	4,891,700		117	238	0.51	0.47	0.11	0.30
Total:	\$75,457,400#							
a. Roads:	55,960,000	(74.2%)						
b. Transit:	19,497,400	(25.8%)						

* Share of Sunrise/50 AD assessment considered creditable toward fee program is increased from 48% to 63%. Share of Capital Center II AD road oversizing costs is considered creditable toward fee program.

Total road project costs reflect a reduction of \$1,500,000 from the staff proposal of 8-02-88 and a reduction of \$15,310,000 from the staff proposal of 7-19-88. Total transit project costs reflects a reduction of \$2,706,000 from 8-02-88.

August 23, 1988

ATTACHMENT 1

REVISED ROAD AND TRANSIT CAPITAL IMPROVEMENT PLAN FOR FEE DISTRICT 1

Fee District 1 - Road and Transit Improvements Total: **\$10,525,300**

A. Road Improvements Subtotal: **7,750,000**

1. Road Widening
 - Greenback Ln. - I-80 to Dewey Dr. Widen to 6 lanes @75% 2,350,000
 - Elkhorn Bl. - I-80 to Don Julio Bl. Widen to 6 lanes 1,170,000
 - Roseville Rd. - Tacomic Dr. to Gold Run Dr Widen to 4 lanes 870,000
2. Intersection Signalization and Widening
 - Roseville Rd. - 4 intersections (Oakhollow Dr. to Gold Run) 760,000
 - Elkhorn Bl. - 6 intersections (6th St. to 32nd St.) 2,400,000
3. Two-Way Left Turn Lanes
 - Waterga Rd. - Elkhorn Bl. to SPRR overcrossing 200,000

B. Transit Improvements Subtotal: **2,775,300**

1. Signal Preemption (39% funding by fees) 84,200
2. RT Metro and Bus Park and Ride Facilities (17% funding by fees)
 - Elverta Rd. at Watt Ave. 100,700
 - Roseville Rd. at Winona Way 151,800
 - Roseville Rd. at Watt Ave. 157,400
 - Roseville Rd. at Waterga Rd. 324,500
 - Roseville Rd. at Elkhorn Bl. 324,500
 - Roseville Rd. at Antelope Rd. 324,500
3. Acquisition of Buses (39% funding by fees) 1,307,700

August 23, 1988

ATTACHMENT 2

REVISED ROAD AND TRANSIT CAPITAL IMPROVEMENT PLAN FOR FEE DISTRICT 2

Fee District 2 - Road and Transit Improvements Total: **\$10,801,200**

A. Road Improvements Subtotal: **8,290,000**

1. Road Widening

Howe Ave. - Fair Oaks to Hurley Way	Widen to 6 lanes @15%	400,000
Watt Ave. - Arden Way to American River	Widen to 6 lanes	700,000
Watt Ave. - American River bridge	Widen to 6 lanes @20%	1,000,000
Watt Ave. - American River to Folsom Bl.	Widen to 6 lanes	140,000
Fair Oaks Bl. - Watt Ave. to Eastern Ave.	Widen to 6 lanes	400,000
Fair Oaks Bl. - Marconi to Manzanita	Widen to 6 lanes @75%	3,500,000
Manzanita Ave. - Fair Oaks Bl. to Cypress	Widen to 6 lanes	430,000
Folsom Bl. - Routier Rd to Mather Fld. Rd	Widen to 6 lanes	1,600,000

2. Intersection Signalization

Old Placerville Rd. - 1 intersection (Bradshaw to Routier)	120,000
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B. Transit Improvements Subtotal: **2,511,200**

1. Signal Preemption (78% funding by fees)

Watt Ave.	235,400
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2. RT Metro and Bus Park and Ride Facilities (100% funding by fees)

Watt Ave. at Manlove Station	227,500
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3. Acquisition of Buses (78% funding by fees)

2,048,300

ATTACHMENT 3

August 23, 1988

REVISED ROAD AND TRANSIT CAPITAL IMPROVEMENT PLAN FOR FEE DISTRICT 3

Fee District 3 - Road and Transit Improvements Total: \$29,269,200

A. Road Improvements Subtotal: 19,950,000

1. Road Widening

Madison Ave. - Sunrise to Hazel Ave Widen to 6 lanes @50%	1,750,000
Greenback Ln. - Dewey to Merlindale Widen to 6 lanes @50%	1,340,000
Sunrise Bl. - Greenback Ln to Antelope Rd. Widen to 6 lanes	1,500,000
Sunrise Bl. - American River bridge Widen to 6 lanes @20%	740,000
Old Auburn Rd. - Sylvan Rd to Fair Oaks Bl Widen to 4 lanes	700,000
Antelope Rd. - Auburn Bl to Old Auburn Rd. Widen to 4 lanes	1,590,000
Hazel Ave. - Placer Co. to Oak Ave. Widen to 4 lanes	2,000,000
Hazel Ave. - Madison to American R. Widen to 6 lanes @50%	2,500,000
Hazel Ave. - American River bridge Widen to 6 lanes	1,800,000
Folsom Bl. - Mather Fld. Rd. to Coloma Rd. Widen to 6 lanes	1,160,000
Folsom Bl. - e/o Mercantile Dr to Hazel Av Widen to 4 lanes	1,750,000

2. Intersection Signalization and Widening

Hazel Ave. - 2 intersections (Placer Co. to Oak Ave.)	240,000
Van Maren Ln. - 2 intersections (Auburn Bl to Antelope Rd.)	240,000
Fair Oaks Bl. - 2 intersections (Old Auburn Rd to Oak Ave.)	240,000
Folsom Bl. - 1 intersection (Sunrise Bl. to Hazel Ave.)	120,000
Sunrise Bl. - 4 intersections (White Rock Rd to Florin Rd.)	800,000

3. Two-Way Left Turn Lanes

Dewey Dr. - Papaya Dr. to Hillhurst Dr.	120,000
Folsom Bl. - Sunrise Bl. to e/o Mercantile Dr.	760,000
Folsom Bl. - Hazel Ave. to Folsom Bl./U.S.-50 Interchange	600,000

B. Transit Improvements Subtotal: 9,319,200

1. Signal Preemption (63% funding by fees)

Hazel Ave.	78,800
Greenback Ln.	65,900
Sunrise Bl.	92,100

2. RT Metro and Bus Park and Ride Facilities (56% funding by fees)

Sunrise Bl. at Arcadia Dr.	68,800
Cemo Circle at Gold River development	1,641,500
Folsom Bl. at Mather Field Rd.	1,792,400
Folsom Bl. at Zinfandel Dr.	1,754,400
Folsom Bl. at Sunrise Bl.	898,300

3. Acquisition of Buses (63% funding by fees)

2,927,000

Exhibit D to the Resolution

August 23, 1988

ATTACHMENT 4

REVISED ROAD AND TRANSIT CAPITAL IMPROVEMENT PLAN FOR FEE DISTRICT 4

Fee District 4 - Road and Transit Improvements Total: \$24,861,700

A. Road Improvements Subtotal: 19,970,000

1. Road Widening

47th Ave. - Franklin Bl. to Hwy 99 Intersection imprvmnts	250,000
Sacramento Bl. - Franklin Bl. to 47th Ave. Widen to 4 lanes	220,000
Calvine Rd. - Hwy. 99 to Vintage Park Dr. Widen to 4 lanes	2,830,000
Elk Grove-Florin Rd. - Bond to Emerald Pk. Widen to 4 lanes	2,200,000
Elk Grove Bl. - Hwy. 99 to Elk Gr.-Florin Widen to 6 lanes	2,180,000
Elk Grove Bl. - Elk Gr-Florin to School St Widen to 4 lanes	980,000

2. Intersection Signalization and Widening

Elk Gr.-Florin Rd. - 12 intersections (Jackson Hwy to Bond)	4,120,000
Florin Rd. - 2 intersections (Kara Dr., Reese Rd.)	240,000
Gerber Rd. - 3 intersections (Palmer House Dr to French Rd)	360,000
Calvine Rd. - 4 intersections (Power Inn to Vintage Pk. Dr)	480,000
Sheldon Rd. - 4 intersections (Stockton Bl to Waterman Rd.)	1,600,000
Bond Rd. - 4 intersections (Stockton Bl. to Waterman Rd.)	1,320,000
Elk Grove Bl. - 3 intersections (Waterman Rd. to Grantline)	1,200,000
Grantline Rd. - 2 intersections (Wilton Rd to Excelsior Rd)	800,000

3. Two-Way Left Turn Lanes

Florin Rd. - Power Inn Rd. to Florin-Perkins Rd.	1,000,000
Gerber Rd. - Stockton Bl. to Elk Grove-Florin Rd.	190,000

B. Transit Improvements Subtotal: 4,891,700

1. Bus Park and Ride Facilities (100% funding by fees)

Calvine Rd. at Hwy. 99, incl. freeway slip ramp	1,362,800
Sheldon Rd. at Hwy. 99	336,600
Bond Rd. at Hwy. 99	518,100
Elk Grove Bl. at Elk Grove-Florin Rd.	316,600

2. Acquisition of Buses (87% funding by fees) 2,357,700

SEE ORIGINAL RESOLUTION/
ORDINANCE FILE FOR ATTACHMENT

RESOLUTION NO. 88-2242

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF SACRAMENTO, STATE OF CALIFORNIA,
ADOPTING THE "CONSOLIDATED ROADWAY AND TRANSIT CAPITAL
IMPROVEMENTS PROGRAM" AS THE CONSTRUCTION SCHEDULE FOR
THE TRANSPORTATION DEVELOPMENT FEE PROGRAM;
ADOPTING THE "SACRAMENTO COUNTY DEVELOPMENT FEE
ANALYSIS FOR ROADWAY IMPROVEMENTS;" ADOPTING
THE "SACRAMENTO COUNTY DEVELOPMENT FEE
ANALYSIS FOR TRANSIT IMPROVEMENTS;" AND
APPROPRIATING TRANSPORTATION DEVELOPMENT FEE
REVENUES IN ACCORD WITH THE "CONSOLIDATED
ROADWAY AND TRANSIT CAPITAL IMPROVEMENTS PROGRAM"

WHEREAS, the Sacramento County General Plan includes policies directing that areas chosen for urban development be provided with an adequate system of roadways and transit facilities, that adequate financing be secured for the development of the roadway and transit system, and that alternative sources of transportation system funding be considered if traditional sources are insufficient to meet the needs generated by development; and

WHEREAS, traditional sources of funding for transportation system improvements, including federal and state grants and subventions, and local government revenues, have been determined to be insufficient to meet the needs generated by development; and

WHEREAS, Article XI, Section 7 of the California Constitution provides the authority for Sacramento County to impose fees to fund the cost of roadway and transit facilities the need for which is generated by the type and level of development designated in the General Plan in effect in the unincorporated territory of the County of Sacramento; and

WHEREAS, determinations of the roadway traffic conditions expected to

88-2242

result from the type and level of development anticipated in accord with the General Plan, the roadway improvements needed to maintain acceptable traffic conditions, and an appropriate fee schedule to allocate to new development the costs of funding these roadway improvements are contained in the document prepared by the County's traffic engineering consultant entitled "Sacramento County Development Fee Analysis for Roadway Improvements;" and

WHEREAS, determinations of the increased demand for transit services expected to result from the type and level of development anticipated in accord with the General Plan, the transit facilities needed to accommodate this increase in transit ridership, and an appropriate fee schedule to allocate to new development the costs of funding these transit system improvements are contained in the document prepared by the Sacramento Regional Transit District entitled "Sacramento County Development Fee Analysis for Transit Improvements;" and

WHEREAS, the payment of roadway and transit fees for additional residential, commercial and industrial development will generate revenues for the purposes contemplated in the establishment of the roadway and transit development fee program and its associated capital improvements program; and

WHEREAS, the document entitled "Consolidated Roadway and Transit Capital Improvements Program" constitutes a construction plan for utilizing these roadway and transit development fee revenues to accomplish the roadway and transit improvements specified in the Sacramento County Development Fee Analysis for Roadway Improvements and the Sacramento County Development Fee Analysis for Transit Improvements in accord with revenue projections and service priorities; and

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WHEREAS, the payment of roadway and transit fees for additional residential, commercial and industrial development prior to issuance of a building permit or certain improvement plans is appropriate if the funds will be collected for public improvements or facilities for which an account has been established and funds appropriated and for which the roadway and transit development fee program and its associated capital improvements program have been adopted;

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Sacramento, State of California, does hereby adopt as the basis for the roadway development fee program the "Sacramento County Development Fee Analysis for Roadway Improvements" dated August 30, 1988, and attached as Exhibit A.

BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Sacramento, State of California, does hereby adopt as the basis for the transit development fee program the "Sacramento County Development Fee Analysis for Transit Improvements" dated August 30, 1988, and attached as Exhibit B.

BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Sacramento, State of California, does hereby adopt as the construction plan for the roadway and transit development program the "Consolidated Roadway and Transit Capital Improvements Program dated August 30, 1988, and attached as Exhibit C.

BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Sacramento, State of California, does hereby appropriate the revenues generated by the collection of roadway and transit development fees from October 29, 1988, through June 30, 1989, and placed in the District Accounts in the Roadway Funds and Transit Funds established pursuant to Chapter 16.87 of the Sacramento County Code for expenditure in accord with the roadway and transit development

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88-2242

fee program and Capital Improvements Program so that such fees are expended solely for facilities located within the fee district where the parcel of land responsible for the payment of such fee is located.

On a motion by Supervisor T. JOHNSON seconded by Supervisor G. JOHNSON the foregoing resolution was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, this 31st day of August, 1988, by the following vote, to wit:

AYES: Supervisors, G. Johnson, T. Johnson, Streng
MOES: Supervisors, None
ABSENT: Supervisors, Collin, Smoley
ABSTAIN: Supervisors,



Jim Streng
Chairman of the Board of Supervisors
of Sacramento County, California

Emily A. Williams
Clerk of the
Board of Supervisors

In accordance with Section 25163 of the Government Code of the State of California a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento on

AUG 31 1988

FILED

AUG 31 1988

BOARD OF SUPERVISORS
BY *Emily A. Williams*
CLERK OF THE BOARD

By *Kelly A. Donaldson*
Deputy Clerk, Board of Supervisors

pfs065RB28

Exhibit D to the Resolution

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COUNTY OF SACRAMENTO

Inter-Department Correspondence

August 19, 1988

To: Chairperson and Members
Board of Supervisors

From: Barry Steiner *B*
Supervising Deputy County Counsel

Subject: Ordinances Establishing Roadway and Transit
Fees on New Development
Agenda of August 23, 1988 - Item No. 63

I am enclosing two ordinances establishing roadway and transit fees on new development in the unincorporated area of Sacramento County. These ordinances reflect the Board, public and staff discussion since the July 19, meeting.

The first ordinance amends the Sacramento County Code, and contains the following changes.

Section 16.87.020(b) incorporates a definition of a new phrase "additional floor area of buildings". This phrase uses the technical terms "floor area" and "building" as defined in the Uniform Building Code. This will mean that the Building Inspection Department will be able to use its customary techniques for determining sizes of structures. The change was suggested by the Building Inspection Department. It replaces the old phrase "additional outside gross square feet of building" throughout the ordinance.

Section 16.87.020(r). The Capital Center II Assessment District is also made eligible for credits in this section and throughout the ordinance.

Section 16.87.070 and 080. The formula for the roadway fee and transit fee is simplified and edited for clarity, without any technical changes intended.

Chairperson and Members
Board of Supervisors

-2-

August 19, 1988

Sections 16.87.100(b), 105(b), and 110(b) are amended to reflect that the program fees and credits in effect on the date of issuance of building permit are used to calculate the fee payable prior to issuing the building permit. These same sections contain the latest update of the amounts of fees and credits.

Section 16.87.120(a) is amended to authorize roadway program fees and credits to be amended by a later ordinance to reflect changes in Caltrans' construction cost index, without going through the annual review of the Capital Improvement Program.

Section 16.87.130. This Section is amended so that refund of some or all of the amount of the fees previously paid shall be granted, in proportion to the amount of work not completed, if an application is made within a year.

Section 16.87.135 is added to deal with building permit expiration and renewal. It specifies that if a building permit expires, a new permit is required and will be issued only if the required fees are paid. In addition, if the applicant seeks to renew a building permit, the renewal may be granted only if any additional fees in effect on the date of issuance of the new permit are paid.

Section 16.87.140(g) is added to exempt from the ordinance the issuance of a building permit if the completed application was filed prior to the effective date of this ordinance (anticipated to be October 29, 1988).

The second ordinance amends the Zoning Code to require roadway and transit fees for development in certain land use zones. It is amended to authorize the Planning Director to determine the appropriate fee to be paid in cases where the construction is authorized by a use permit, instead of the fee being based on the underlying zoning in effect on the parcel.

The County Code Ordinance is ready for introduction at the August 23 meeting. If there are no additional changes, full reading should be waived and it should be continued until the August 30 meeting for adoption.

The Zoning Code ordinance will be scheduled for the Board August 30. Both ordinances can then be acted on at the same meeting and would be effective 60 days later.

Chairperson and Members
Board of Supervisors

-3-

August 19, 1988

Please contact me if you have any questions or comments.

cc: Doug Fraleigh
Warren Harada
Rich Blackmarr
Sue Ziegler
Al Freitas

BS:df
m-bd-ords

ORDINANCE NO. SCC 0742

**AN ORDINANCE AMENDING THE SACRAMENTO COUNTY CODE
ESTABLISHING THE IMPOSITION OF DEVELOPMENT FEES
TO FINANCE THE COST OF ROADWAY AND TRANSIT FACILITIES
NECESSITATED BY NEW DEVELOPMENT
IN THE UNINCORPORATED AREA OF SACRAMENTO COUNTY**

The Board of Supervisors of the County of Sacramento, State of California, ordains as follows:

SECTION 1. Chapter 16.87 is added to the Sacramento County Code to read:

CHAPTER 16.87

ROADWAY AND TRANSIT DEVELOPMENT FEES

16.87.010 PURPOSE. (a) The Board of Supervisors finds and declares that the purpose of this chapter is to promote and carry out the following policies of the Sacramento County General Plan:

(1) On Urbanization:

Expand the urban area in a manner supportive of the other major policies;

Areas chosen for urban expansion shall be capable of being provided within a reasonable period of time with an adequate level of roads, transit, or other transportation facilities;

Continue to provide quality public services at the most efficient level with costs spread among those who benefit, and work toward viable solutions to current public service financing problems, and ensure that a relatively high level

SCC-0742

of services continues to be available in the urban area;

(2) On Air Quality:

Develop land use plans and regulations which will reduce travel distances (particularly commute distances), facilitate increased transit use, and reduce reliance on the automobile;

Continue to support the development of a light rail transit system oriented toward providing trunk service between major employment centers and residential areas;

Actively support the efforts of the Regional Transit District to expand and upgrade service, to provide feeder service to the proposed light rail transit system, and to attract an increasing percentage of local travel;

Maximize the use of transit service to major shopping centers, office complexes, and industrial areas. For such uses proposed to be located outside the existing transit service area, consider a requirement that the non-residential development contribute to the provision of transit service;

(3) On Housing:

Encourage increased residential densities near employment centers and along major transportation corridors within the urban area, in conjunction with

Exhibit D to the Resolution

SCC-0742

improved transit systems and service, as a means of increasing the housing supply and reducing potential commute distances;

(4) On Industrial Development:

Encourage private sector involvement in efforts to minimize problems created by rapid growth of employment opportunities.

(5) On transportation:

Mitigate adverse environmental impacts of roadway use and development;

Secure adequate and stable financing for the development and maintenance of the road system for all urban travel modes;

Support and develop alternatives to single-occupant automobile use, including light rail, bus, high occupancy vehicle, and non-motorized travel modes, and alternative land use patterns which relate to the distribution of employment and housing opportunities;

Develop all transportation facilities and services in accord with the overall community planning program consistent with the multiple goals and objectives of the General Plan.

SCC-0742

(6) On Roadway Circulation:

To consider alternative funding sources only if traditional sources continue to be insufficient to meet the County's construction and maintenance needs;

To design and implement a system of major arterial streets in a grid pattern at approximately one mile intervals.

(7) On Transit Circulation:

Incorporate transit access into the design of land uses for new development;

Require dedications of land for public transit improvements;

Identify park-and-ride site locations to serve transit transfer and strategic pick-up stops, and develop methods to acquire and develop these sites;

Encourage participation in commute vanpool, bus pool and carpool activity.

(b) Conditions on approval of rezones, maps, use permits and other entitlements for certain projects in the unincorporated territory of the County of Sacramento require landowners and applicants to mitigate the project's impacts upon public facilities, including roadway and transit facilities identified in the project's Environmental Impact Report. Other conditions require compliance with this fee program, when adopted, or a similar transportation funding mechanism.

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(c) An additional purpose of this chapter is to use the authority in Article XI, Section 7 of the California Constitution by imposing fees to fund the cost of roadway and transit facilities the need for which is generated by the type and level of development designated in the General Plan in effect in the unincorporated territory of the County of Sacramento on the date of adoption of this chapter.

(d) It is the further purpose of this chapter to implement subdivision (b) to assure that adequate roadway and transit facilities are financed and provided to serve new development in the unincorporated territory of Sacramento County.

(e) The Board hereby determines that payment of roadway and transit fees for additional residential, commercial and industrial development prior to issuance of a building permit or certain improvement plans is appropriate because the fees will be collected for facilities for which accounts have been established pursuant to Sections 16.87.030 and 16.87.040 and funds have been appropriated by the County of Sacramento as identified in Resolution No. 88-2242 and the Sacramento Regional Transit District as identified in Resolution No. 87-11-685, and for which the Board has adopted a proposed construction schedule or plan pursuant to Section 16.87.120 and Resolution No. 88-2242.

16.87.020 DEFINITIONS.

(a) "Additional Dwelling Units" means the net increase in the number of dwelling units (as defined in the Sacramento County Zoning Code) on a parcel of real property. Additional Dwelling Units (A^U) shall be calculated using the formula:

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$$A^U = NU - D^1 - D^2 \text{ where}$$

NU = the number of new dwelling units proposed to be constructed, improved or remodeled on or relocated to the parcel of real property by issuance of a building permit (or improvement plans for a mobilehome park) which do not require an amendment to the General Plan as it existed on the date of adoption of this chapter. The number of dwelling units which do not require such an amendment to the General Plan shall be determined by the Director of the Department of Planning and Community Development for building permits for those projects which included an approved amendment to the General Plan as it existed on the date of adoption of this chapter; and

D^1 = the number of dwelling units legally removed from the same parcel of real property by demolition or relocation to another parcel during the one year preceding the owner's filing for the building permit; and

D^2 = the number of dwelling units authorized to be removed prior to or during the construction for which the building permit is requested.

D^1 and D^2 shall be presumed to be zero unless the property owner has obtained or made application for a valid demolition permit or permits indicating the number of dwelling units to be removed.

Existing dwelling units proposed to be retained on the parcel shall not be included in the calculation of additional dwelling units. Permits for residential accessory structures,

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additions, alterations, or repairs shall be exempt from this chapter unless the work authorized will result in an increase in the number of dwelling units on a parcel of real property.

(b) "Additional Floor Area of Building" means the net increase in the floor area of the building as both terms are defined in the Uniform Building Code as adopted by the County of Sacramento (and as described in the building permit) on a parcel of real property. Additional Floor Area of Building (A^F) shall be calculated using the following formula:

$$A^F = NB - F^1 - F^2, \text{ where}$$

NB = the floor area in square feet of the buildings proposed to be constructed, improved or remodeled on or relocated to the parcel of real property by issuance of a building permit which does not require an amendment to the General Plan as it existed on the date of adoption of this chapter. The floor area in square feet of buildings which does not require such an amendment to the General Plan shall be determined by the Director of Planning and Community Development for building permits for those projects which included an approved amendment to the General Plan as it existed on the date of adoption of this chapter; and

F^1 = the floor area in square feet of buildings legally removed from the same parcel of real property by demolition or relocation to another parcel during the year preceding the owner's filing for the building permit; and

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F^2 = the floor area in square feet of buildings authorized to be removed prior to or during the construction for which the building permit is requested.

F^1 and F^2 shall be presumed to be zero unless the property owner has obtained or made application to obtain a valid demolition permit or permits and presents substantial evidence to the Director with the filing indicating the floor area in square feet of buildings subject to demolition.

Existing floor area of buildings proposed to be retained on the parcel shall not be included in the calculation of additional floor area of buildings. Permits for additions, alterations, or repairs shall be exempt from this chapter if the work authorized does not result in an increase in floor area of buildings on a parcel of real property.

(c) "Board" means the Board of Supervisors of the County of Sacramento.

(d) "Building permit" means the permit issued or required by the County for the construction, improvement or remodeling of any structure pursuant to and as defined by the Sacramento County Buildings and Construction Code.

(e) "Capital Improvement Program" means that document entitled "Consolidated Roadway and Transit Capital Improvements Program" dated August 30 1988 adopted by the Board on August 31, 1988 and as periodically revised, which constitutes a proposed construction schedule or plan indicating by fiscal year the estimated expenditures allocated for roadway

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facilities and transit facilities identified in the roadway analysis and transit analysis.

(f) "Costs" means amounts spent, or authorized to be spent, in connection with the planning, financing, acquisition and development of a facility including, without limitation, the costs of land, construction, engineering, design, administration, and consulting fees.

(g) "County" means the County of Sacramento.

(h) "Department" means the Sacramento County Department of Public Works.

(i) "Director" means the Director of the Sacramento County Department of Public Works.

(j) "District account" means the accounts established pursuant to Sections 16.87.030 and 16.87.040 within the Roadway Fund and Transit Fund for each fee district.

(k) "Estimated cost" means the cost of constructing or acquiring a facility as set forth in the Roadway Analysis or Transit Analysis and in the Capital Improvements Program.

(l) "Facility" or "facilities" means public roadway facilities and transit facilities designated in the Roadway Analysis or Transit Analysis and scheduled for funding in the Capital Improvements Program.

(m) "Fee district" means the areas established pursuant to Section 16.87.090 for which separate roadway and transit fees are established pursuant to Sections 16.87.100 and 16.87.110.

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(n) "Improvement plan" means the site plan of property proposed for development showing all required improvements that must be approved by the Department of Public Works pursuant to Chapter 12.03 of the Sacramento County Code.

(o) "Roadway Analysis" means that document entitled "Sacramento County Development Fee Analysis for Roadway Improvements" dated August 30, 1988 as adopted by the Board on August 31, 1988 by Resolution No. 88-2242.

(p) "Roadway fee" means the fee established pursuant to Section 16.87.050.

(q) "Roadway Fund" means that special interest-bearing trust fund established pursuant to Section 16.87.030.

(r) "Roadway Program Credit" means the credit established pursuant to Section 16.87.105 which is deductible from the ~~roadway program fee to be charged for the construction of~~ additional dwelling units or additional floor area of buildings on property included within the Bradshaw Road-U.S. 50 Corridor Integrated Financing District in Fee District 2, the Sunrise Boulevard-U.S. 50 Corridor Assessment District in Fee District 3 and/or the Capital Center II Assessment District in District 3. Said credit is equal to the respective share of creditable costs for roadway facilities, as identified in the roadway analysis and financed by the respective Integrated Financing District or Assessment Districts that is allocated for each land use type either to the projected number of additional dwelling units on a per dwelling unit basis or to additional floor area of buildings on a per square foot basis.

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(s) "Roadway Program Fee" means the fee established pursuant to Section 16.87.100 which is measured by the total roadway program costs for a particular fee district divided by the projected number of additional peak hour vehicle trips in that district, and allocated for each land use type in that district either to the projected number of additional dwelling units on a per dwelling unit basis or to additional floor area of buildings on a per square foot basis.

(t) "Transit Analysis" means that document entitled "Development Fee Analysis for Transit Improvements" dated October 23, 1987, adopted by the Board on August 31, 1988 by Resolution No. 88-2242.

(u) "Transit fee" means the fee established pursuant to Section 16.87.060.

(v) "Transit Fund" means that special interest-bearing trust fund established pursuant to Section 16.87.040.

(w) "Transit Program Fee" means the fee established pursuant to Section 16.87.110 which is measured by the total transit program costs for a particular fee district divided by the projected number of additional peak hour transit passenger trips in that district, and allocated for each land use type in that district either to the projected number of additional dwelling units on a per dwelling unit basis or to additional floor area of buildings on a per square foot basis.

16.87.030 ESTABLISHMENT AND ADMINISTRATION OF SACRAMENTO ROADWAY FUND AND DISTRICT ROADWAY ACCOUNTS. There is hereby

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created by the office of the County Auditor-Controller in the County Treasury a special interest-bearing trust fund entitled the Sacramento Roadway Fund, comprised of a district roadway account for each fee district established pursuant to Section 16.87.090. All roadway fees collected in each fee district pursuant to this chapter shall be placed in the Roadway Fund and in the district roadway account for the fee district where the parcel responsible for paying the fee is located and shall be held in trust until disbursed as provided in Section 16.87.120. The Sacramento Roadway Fund shall be administered by the Director.

16.87.040 ESTABLISHMENT AND ADMINISTRATION OF SACRAMENTO TRANSIT FUND AND DISTRICT TRANSIT ACCOUNTS. There is hereby created by the office of the County Auditor-Controller in the County Treasury a special interest-bearing trust fund entitled the Sacramento Transit Fund, comprised of a district transit account for each fee district established pursuant to Section 16.87.090. All transit fees collected in each fee district pursuant to this chapter shall be deposited in the Transit Fund and in the district transit account for the fee district where the parcel responsible for paying the fee is located and shall be held in trust until transferred by the Board at regular intervals to the Sacramento Regional Transit District. Upon receipt of the transferred fees, the Sacramento Regional Transit District shall administer the expenditure of the fees. The fees shall be placed in separate funds, and held in trust until disbursed as provided

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in Section 16.87.120. The Sacramento Regional Transit District shall make an annual report to the Board indicating the status of the transit capital improvement program and the funds.

16.87.050 ESTABLISHMENT OF ROADWAY FEE. There is hereby established, levied and imposed a roadway fee on the development of real property in the unincorporated territory of the County of Sacramento. No building permit (and no improvement plans for a mobilehome park) shall be approved to construct, improve or remodel structures on real property located in a land use zone listed in or designated pursuant to Sacramento Zoning Code Section 115-44 in a fee district for which this chapter establishes a roadway fee unless the roadway fees for that property are paid as required by this chapter. The roadway fees shall be paid by the property owner to the department, in an amount calculated pursuant to Section 16.87.070.

16.87.060 ESTABLISHMENT OF TRANSIT FEE. There is hereby established, levied and imposed a transit fee on the development of real property in the unincorporated territory of the County of Sacramento. No building permit (and no improvement plans for a mobilehome park) shall be approved to construct, improve or remodel structures on real property located in a land use zone listed in or designated pursuant to Sacramento Zoning Code Section 115-44 in a fee district for which this chapter establishes a transit fee unless the transit fees for that property are paid as required by this chapter. The transit fees shall be paid by the property owner to the department in an amount calculated pursuant to Section 16.87.080.

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16.87.070 CALCULATION OF ROADWAY FEE. The roadway fees shall be calculated pursuant to the following formula:

$$(A^U \times [R^P - R^C]) + (A^F \times [R^P - R^C]) = R^F$$

where,

A^U = additional dwelling units (for residential land use types);

A^F = additional floor area of buildings (for commercial and industrial land use types);

R^P = roadway program fee per additional dwelling unit (for residential land use type) or additional floor area of buildings (for commercial and industrial land use types); and

R^C = roadway program credit per additional dwelling unit (for residential land use types) or additional floor area of buildings (for commercial and industrial land use types) for construction in the Bradshaw Road/U.S. 50 Corridor Integrated Financing District in Fee District 2, the Sunrise Boulevard/U.S. 50 Corridor Assessment District in Fee District 3, and/or in the Capital Center II Assessment District in Fee District 3;

R^F = the total roadway fee which shall be paid by the property owner.

16.87.080 CALCULATION OF TRANSIT FEES. The transit fee shall be calculated pursuant to the following formula:

$$(A^U \times T^P) + (A^F \times T^P) = T^F$$

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where

A^U = additional dwelling units (for residential land use types);

A^F = additional floor area of buildings (for commercial and industrial land use types);

T^P = transit program fee per additional dwelling unit (for residential land use type) or additional floor area of buildings (for commercial and industrial land use types); and

T^F = the total transit fee which shall be paid by the property owner.

16.87.090. FEE DISTRICTS CREATED. There are hereby created five fee districts within the unincorporated territory of the County of Sacramento in which roadway fees and transit fees shall be collected pursuant to this chapter. The fee district boundaries are established as follows, and all boundary lines refer to those boundary lines as they existed as of August, 1987.

(a) FEE DISTRICT 1

Northern boundary:

The Sacramento County line from the Union Pacific Railroad line to Interstate Route 80.

Western boundary:

The Natomas East Main Drainage Canal from the Sacramento County line to the Sacramento City limits.

Southern boundary:

The Sacramento City limits from the Union Pacific Railroad line to S.P.T. Co. railroad line to Arcade Creek just

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southeast of Auburn Blvd; Arcade Creek from the Sacramento City limits to Winding Way at College Oak Drive; Winding Way from Arcade Creek at College Oak Drive to Dew y Drive.

Eastern boundary:

Dewey Drive from Winding Way to Greenback Lane; Greenback Lane from Dewey Drive to the north-south parcel line which separates Traffic Minor Zones 681610 and 681620 and corresponds to the easterly boundaries of the Crosswoods Subdivision; said north-south parcel line from Greenback Lane to Auburn Blvd; Auburn Blvd from said north-south parcel line to Van Maren Lane; Van Maren Lane and its extended alignment from Auburn Blvd to Antelope Road at Interstate Route 80; Interstate Route 80 from Antelope Road to the Sacramento County line.

(b) FEE DISTRICT 2**Northern boundary:**

The Sacramento City limits from Interstate Route 80 at Howe Avenue to Arcade Creek near Auburn Blvd. Arcade Creek from the Sacramento City limits to Winding Way at College Oak Drive; Winding Way from Arcade Creek at College Oak Drive to Barrett Road.

Western boundary:

The Sacramento City limits from Howe Avenue at Interstate Route 80 to Kiefer Blvd.

Southern boundary:

Kiefer Blvd. from the Sacramento City limits to the western boundary of Mather Air Force Base at Happy Lane.

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Eastern boundary:

The western boundary of Mather Air Force Base from Kiefer Blvd. to the S.P.T. Co. spur railroad line at Old Placerville Road; the S.P.T. Co. spur railroad line from Old Placerville Road to Mather Field Road; Mather Field Road from the S.P.T. Co. spur railroad line to Folsom Blvd; Folsom Blvd. from Mather Field Road to LaLoma Drive; La Loma Drive from Folsom Blvd. to Dedo Way; Dedo Way from La Loma Drive to its terminous at the north-south parcel line which separates Traffic Minor Zones 789300 and 789320; said north-south parcel line from Dedo Way to the American River; the American River from said north-south parcel line to the extension of the easternmost segment of Stanley Avenue; Stanley Avenue from the American River to Marshall Avenue; Marshall Avenue from Stanley Avenue to Lincoln Avenue; Lincoln Avenue from Marshall Avenue to Barrett Road; Barrett Road from Lincoln Avenue to Winding Way.

(c) FEE DISTRICT 3**Northern boundary:**

The Sacramento County line from Interstate Route 80 to the Folsom City limits at the extension of the alignment of Santa Juanita Avenue.

Western boundary:

Interstate Route 80 from the Sacramento County Line to the extended alignment of Van Maren Lane at Antelope Road; Van Maren Lane from its extended alignment to Interstate Route 80 at Antelope Road to Auburn Blvd; Auburn Blvd. from Van

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Maren Lane to the north-south parcel line which separates Traffic Minor Zones 681610 and 681620 and corresponds to the easterly boundary of the Crosswoods subdivision; said north-south parcel line from Auburn Blvd. to Greenback Lane; Greenback Lane from said north-south parcel line to Dewey Drive; Dewey Drive from Greenback Lane to Winding Way; Winding Way from Dewey Drive to Barrett Road; Barrett Road from Winding Way to Lincoln Avenue; Lincoln Avenue from Barrett Road to Marshall Avenue; Marshall Avenue from Lincoln Avenue to Stanley Avenue; Stanley Avenue and its extended alignment from Marshall Avenue to the American River; the American River from the extension of the easternmost segment of Stanley Avenue to the north-south parcel line which separates Traffic Minor Zones 789300 and 789320; said ~~north-south parcel line from the American River to the~~ terminous of Dedo Way; Dedo Way from its terminous to La Loma Drive; LaLoma Drive from Dedo Way to Folsom Blvd; Folsom Blvd. from LaLoma Drive to Mather Field Road; Mather Field Road from Folsom Boulevard to the S.P.T. Co. spur railroad line; the S.P.T. Co. spur railroad line from Mather Field Road to the Mather Air Force Base boundary at Old Placerville Road; the western boundary of Mather Air Force Base from the S.P.T. Co. spur railroad line at Old Placerville Rd. to Kiefer Blvd at Happy Lane; the southern boundary of Mather Air Force Base from Kiefer Blvd. at Happy Lane to Excelsior Road (Mather Blvd.); Excelsior Road from the southern boundary of Mather Air Force Base to Gerber Road.

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Southern boundary:

The extension of the alignment of Gerber Road from Excelsior Road to Eagles Nest Road; Eagles Nest Road from the extended alignment of Gerber Road to Grant Line Road at Sloughhouse Road; Sloughhouse Road and its southeast-bearing alignment extended from Grant Line Rd. to the Cosumnes River.

Eastern boundary:

The Cosumnes River from the extension of the southeast bearing alignment of Sloughhouse Road to Dillard Road (near Jackson Highway); Dillard Road from the Cosumnes River to Jackson Highway; Jackson Highway from Dillard Road to Kiefer Blvd; Kiefer Blvd. from Jackson Highway to Grant Line Road; Grant Line Road from Kiefer Blvd. to White Rock Road; White Rock Road from Grant Line Road to Prairie City Road; Prairie City Road from White Rock Road to the Folsom City limits; the southern and western Folsom City Limits from Prairie City Road to the Sacramento County line at the extension of the alignment of Santa Juanita Avenue.

(d) FEE DISTRICT 4**Northern boundary:**

Kiefer Blvd. from the Sacramento City limits to the western boundary of Mather Air Force Base at Happy Lane; the southern boundary of Mather Air Force Base from Kiefer Blvd. at Happy Lane to Excelsior Road (Mather Blvd.).

Western boundary:

The eastern and southern Sacramento City Limits from Kiefer Blvd. to Mack Road near Stockton Blvd.; Stockton Blvd. from

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Mack Road to Highway 99; Highway 99 from Stockton Blvd. to the Cosumnes River.

Southern boundary:

The Cosumnes River from Highway 99 to an extension of the southeast-bearing alignment of Sloughhouse Road.

Eastern boundary:

Sloughhouse Road and the extension of its southeast bearing alignment from the Cosumnes River to Grant Line Road at Eagles Nest Road; Eagles Nest Road from Grant Line Road to the extension of the alignment of Gerber Road; the extension of the alignment of Gerber Road from Eagles Nest Road to Excelsior Road; Excelsior Road from Gerber Road to the southern Mather Air Force Base boundary.

(e) FEE DISTRICT 5

~~This District consists of all those unincorporated portions~~
of Sacramento County which do not lie within Fee Districts 1, 2, 3, or 4.

The incorporated cities of Sacramento, Folsom, Galt, and Iselton are excluded from this and the other four fee districts described herein.

16.87.100 ESTABLISHMENT OF ROADWAY PROGRAM FEE FOR LAND USE

TYPES

(a) The roadway program fee is based on the Roadway Analysis, and may be adjusted pursuant to Section 16.87.200(a).

(b) The roadway program fee listed in this subdivision in effect on the date of issuance of a building permit (or improvement plans for mobilehome parks) shall be used to calculate the total roadway fee payable prior to issuance of such building permit or improvement plans.

Land -Use Type	<u>\$/ADDITIONAL DWELLING UNIT</u>		<u>\$/SQUARE FOOT OF ADDITIONAL FLOOR AREA OF BUILDING</u>			
	<u>Single Family</u>	<u>Multiple Family</u>	<u>Comm'l</u>	<u>Business & Professional</u>	<u>Industrial</u>	<u>Office Park</u>
<u>Fee Dist.</u>						
1	\$547	\$383	\$1.25	\$1.14	\$0.38	\$1.07
2	\$618	\$433	\$1.42	\$1.29	\$0.43	\$1.21
3	\$702	\$491	\$1.61	\$1.47	\$0.48	\$1.37
4	\$718	\$503	\$1.64	\$1.50	\$0.49	\$1.40
5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

16.87.105 ESTABLISHMENT OF ROADWAY PROGRAM CREDIT BY LAND

USE TYPE.

(a) The roadway program credit is based on the Roadway Analysis and the Engineer's Reports for the Bradshaw Road-U.S. 50 Corridor Integrated Financing District, the Sunrise Boulevard/U.S. 50 Corridor Assessment District, and the Capital Center II Assessment District, and may be adjusted pursuant to Section 16.87.200(a).

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(b) The roadway program credit listed in this subdivision in effect on the date of issuance of a building permit (or improvement plans for mobilehome park) shall be used to calculate the total roadway fee payable prior to issuance of such building permit or improvement plans for property within the respective Financing District or Assessment Districts.

<u>Land -Use Type</u>	<u>\$/ADDITIONAL DWELLING UNIT</u>		<u>\$/SQUARE FOOT OF ADDITIONAL FLOOR AREA OF BUILDING</u>			
	<u>Single Family</u>	<u>Multiple Family</u>	<u>Comm'l</u>	<u>Business & Professional</u>	<u>Industrial</u>	<u>Office Park</u>
<u>Finance or Assm't. Dist</u>						
Bradshaw	\$0	\$191	\$0.88	\$0.65	\$0.19	\$0.42
Sunrise	\$0	\$204	\$0.62	\$ 0	\$0.22	\$0.38
Capital Center II	\$0	\$ 0	\$ 0	\$ 0	\$0.04	\$0.39

**16.87.110 ESTABLISHMENT OF TRANSIT PROGRAM FEE BY LAND
USE TYPE.**

(a) The transit program fee is based on the Transit Analysis.

The transit program fees listed in this subdivision in effect on the date of issuance of a building permit (or improvement plans for mobilehome parcels) shall be used to calculate the total transit fee payable prior to issuance of such building permit or improvement plans.

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<u>Land -Use Type</u>	<u>\$/ADDITIONAL DWELLING UNIT</u>		<u>\$/SQUARE FOOT OF ADDITIONAL FLOOR AREA OF BUILDING</u>			
	<u>Single Family</u>	<u>Multiple Family</u>	<u>Comm'l</u>	<u>Business & Professional</u>	<u>Industrial</u>	<u>Office Park</u>
<u>Fee Dist.</u>						
1	117	238	0.51	0.47	0.11	0.30
2	87	177	0.38	0.35	0.08	0.22
3	175	356	0.77	0.70	0.16	0.45
4	117	238	0.51	0.47	0.11	0.30
5	0	0	0	0	0	0

**16.87.120 ADOPTION OF AND COMPLIANCE WITH ROADWAY ANALYSIS,
TRANSIT ANALYSIS AND CAPITAL IMPROVEMENT PROGRAM.**

(a) The Board shall by resolution adopt a Roadway Analysis, a Transit Analysis and a Capital Improvement Program. The Board may review the analyses and program annually, and may amend them by resolution at its discretion. The roadway program fee and credit may be adjusted annually by ordinance adopted pursuant to Chapter 12.5 (commencing with Section 54985) of Part 1 of Division 2 of Title 5 of the Government Code to reflect cost increases in roadway facilities in the adopted Capital Improvement Program as contained in the latest edition of the "Index Last 12 Months" of the Caltrans Price Index for Selected Highway Construction Items, whether or not the annual review is conducted pursuant to this subdivision.

(b) The monies in the Roadway Fund shall be disbursed for use according to the fiscal and budgetary provisions of the

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County of Sacramento subject to the limitations of this subdivision. The monies transferred from the Transit Fund shall be disbursed for use according to the fiscal and budgetary provisions of the Sacramento Regional Transit District, subject to the limitations of this subdivision. The roadway fees and transit fees shall be used solely to finance the costs of facilities stated in the Roadway Analysis or Transit Analysis. To the extent sufficient fees are available, all facilities financed by fees shall be constructed or acquired in accordance with the priorities established in the Roadway Analysis and Transit Analysis and the Capital Improvement Program. The fees in each District Roadway Account and transferred from each District Transit Account shall only be used to finance facilities located within the fee district from which the fees were collected.

~~16.87.130 REFUNDS.~~

In the event a building permit for construction, improvement or remodeling to add additional dwelling units or floor area of buildings expires pursuant to the County Building and Construction Code, a claim for refund may be filed by the applicant who paid the fee with the Director within one year of the date of expiration of the permit. Such a claim shall be granted, whereupon some or all of the amount previously paid shall be refunded to that applicant or his or her written designee, in proportion to the amount of work not completed. Such a refund shall not be paid until the Department verifies that the building permit is void.

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16.87.135 BUILDING PERMIT EXPIRATION AND RENEWAL.

In the event a building permit for additional dwelling units or floor area of buildings, whether issued before or after the effective date of this Chapter, expires pursuant to the County Buildings and Construction Code, before such work may be commenced or recommenced, a new permit shall be obtained to do so, and such permit may be issued only if the fees required by this Chapter are paid.

In the event a building permit for additional dwelling units or floor area of buildings, whether issued before or after the effective date of this Chapter, is sought to be renewed pursuant to the County Building and Construction Code, such permit may be renewed only if any additional fees in effect on the date of issuance of the renewed permits are paid.

16.87.140 EXEMPTIONS.

The following are exempt from the requirements of this Chapter:

(a) The Laguna Facilities Plan Area as defined pursuant to Chapter 16.85.

(b) The Antelope Community Plan area as defined pursuant to Chapter 16.80.

(c) The Elliott Ranch/Laguna Creek Ranch project area, which is defined as that unincorporated territory bounded by Interstate 5 on the west, to Sacramento County Regional Sanitation District Treatment Plant boundaries on the north, to Union Pacific railroad tracks on the east to the extension of Elk

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Grove Boulevard, and on the south from the Union Pacific railroad tracks along the extension of Elk Grove Boulevard to Interstate 5 as shown on the Sacramento County General Plan Land Use map adopted October 22, 1986 by Resolution No. 86-1470.

(d) Activities not requiring a building permit (except for mobilehome parks, which shall be required to comply with the requirements of this chapter before improvement plans are approved).

(e) Building permits or improvement plans approved in land use zones other than those listed in or designated pursuant to Sacramento Zoning Code Section 115-44.

(f) In cases of extreme hardship, duly established by the applicant presenting substantial evidence to the satisfaction of the Board that the payment of the fee would deprive the owner of rights guaranteed by the Federal or State Constitution, the Board, acting in its legislative capacity, and by resolution, shall grant an exemption from any or all of the provisions of this Chapter.

(g) The issuance of building permits for which a complete application was filed with the Department prior October 29, 1988.

16.87.150 ALTERNATIVE METHOD AND COMPLIANCE WITH OTHER LAWS AND REQUIREMENTS.

(a) This chapter is intended to establish a supplemental method for funding the cost of certain facilities the need for which will be generated by the level and type of development designated in the General Plan in effect in the unincorporated

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territory of the County of Sacramento on the date of adoption of this chapter. The provisions of this ordinance shall not be construed to limit the power of the Board to impose any other fees or exactions, or to continue to impose existing ones, on development within the unincorporated territory of the County of Sacramento. Compliance with this ordinance shall be in addition to any other requirements which the Board is authorized to impose, or has previously imposed, as a condition of approving plans, rezonings, permits or other entitlements pursuant to state and local laws.

(b) In particular, this fee program is intended to operate in conjunction with, and not replace, other roadway and transit financing mechanisms, except as expressly designated in this Chapter. To that end, (1) the owner of projects subject to this chapter shall comply with the dedications, improvements and other requirements in the County of Sacramento Improvement Standards. Those requirements shall be performed without credit being given against the payment of fees required by this Chapter, even if the facility for which the dedication or improvement is required is one which is also listed in the roadway analysis or transit analysis as a facility to be financed by the roadway fee or transit fee. (2) The owner proposing such projects shall be responsible for those mitigation measures that may be required as a result of being identified in any traffic analyses for the project prepared by or for the County, including those identified pursuant to the California Environmental Quality Act (CEQA) in

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order to fully or partially reduce the significant effects on the environment which may otherwise result from the project. The appropriate environmental document shall be prepared, which may include consideration of the potential mitigation of significant effects resulting from compliance with the fees required by this Chapter, but shall also include such other mitigation measures as needed to reduce or lessen the significant effects of a project to a less than significant level.

(c) (1) If a project: (a) contains additional dwelling units in residential land use types or additional floor area of buildings in commercial or industrial land use types, (b) has plan amendments, rezones, use permits, variances or other entitlements for use that were approved prior to the effective date of this chapter, (c) has not yet been issued all building permits, and (d) was required as a condition of approval to dedicate or improve roadway facilities or transit facilities in excess of the requirements of the Sacramento County Improvement Standards and those roadway facilities or transit facilities are now shown as facilities to be funded by roadway fees or transit fees, then the owner may apply to the Director for a credit against the fee otherwise required by this chapter when remaining building permits are applied for for that project. Credit shall be given in an amount not to exceed the fee that is otherwise due for each building permit paid based on the cost estimates of construction of the facilities or the cost estimates of fair market value of the land dedicated, as shown in the adopted roadway analysis or transit analysis.

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(2) The construction of any facility authorized by this subdivision must be accepted by the Department, or the property owner must post a bond or other security for the complete performance of the construction in a form acceptable to the Director and the County Counsel, prior to credit being given and issuance of any of the approvals set forth in Sections 16.87.050 and 16.87.060.

(3) Where the amount of the credit is less than the amount of the otherwise applicable roadway fee or transit fee, the property owner shall pay the difference between the credit and the fee due as set forth in Sections 16.87.070 or 16.87.080.

SECTION 2. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect the other provisions of this ordinance which can be given effect without the invalid provision or its application, and to this end the provisions of this ordinance are severable.

SECTION 3. This ordinance shall take effect and be in full force on and after sixty (60) days from the date of its passage.

SECTION 4. Before the expiration of fifteen (15) days from the date of the passage of this ordinance, it shall be published once with the names of the members of the Board of Supervisors voting for and against the same, said publication to be made in a newspaper of general circulation published in the County of Sacramento.

Exhibit D to the Resolution

SCC-0742

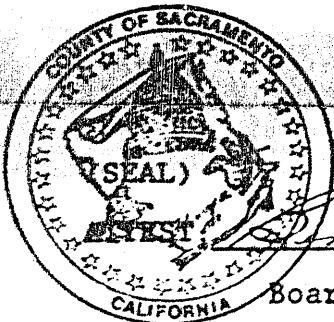
This ordinance was introduced and the title thereof read at the regular meeting of the Board of Supervisors on August 23, 1988, and on August 23, 1988, further reading was waived by unanimous vote of the Supervisors present.

On a motion by Supervisor T. JOHNSON, seconded by Supervisor G. JOHNSON, the foregoing ordinance was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, at a regular meeting thereof, this 31st day of August, 1988, by the following vote, to wit:

AYES: Supervisors, G. Johnson, T. Johnson, Streng

NOES: Supervisors, None

ABSENT: Supervisors, Collin, Smoley



Jim Streng
Chairperson of the Board of Supervisors
of Sacramento County, California

Shirley A. Williams
Clerk of the
Board of Supervisors

In accordance with Section 29163 of the Government Code of the State of California a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento on

Opr. 149
chapter 16.87

AUG 31 1988

Shirley A. Donaldson
Deputy Clerk, Board of Supervisors

FILED

AUG 31 1988

BOARD OF SUPERVISORS

Shirley A. Williams
Clerk of the Board of Supervisors

ORDINANCE NO. SZC 88-0069 -

**AN ORDINANCE AMENDING THE ZONING CODE OF SACRAMENTO COUNTY,
ORDINANCE NO. SZC 83-10, AS AMENDED,
ESTABLISHING THE IMPOSITION OF DEVELOPMENT FEES
TO FINANCE THE COST OF ROADWAY AND TRANSIT FACILITIES
NECESSITATED BY NEW DEVELOPMENT IN SPECIFIED LAND USE ZONES
IN THE UNINCORPORATED AREA OF SACRAMENTO COUNTY**

The Board of Supervisors of the County of Sacramento, State of California, ordains as follows:

SECTION 1. Section 115-44 is added to the Sacramento County Zoning Code to read:

§115-44 (a) The land use zones listed below shall be included within the corresponding land use type listed below, and such land use types shall be used for all purposes specified pursuant to Chapter 16.87 of the Sacramento County Code, including establishing, paying, and collecting roadway fees and transit fees.

<u>Land Use Type</u>	<u>Land Use Zone</u>
Single Family Residential	AR-10 through RD-7 and RM-2
Multiple Family Residential	RD-10 through RD-40
Commercial	GC - General Commercial LC - Limited Commercial AC - Auto Commercial TC - Highway Travel Commercial SC - Shopping Center, and CO - Commercial Recreation
Business and Professional Office	BP - Business and Professional
Industrial	M-1 - Light Industrial, and M-2 - Heavy Industrial
Industrial-Office Park	MP

SZC 88-0069

Special Planning Area Land Use Zone (SPA) and Combining Land Use Zones shall be included within the above land use types as designated by the Director of the Department of Planning and Community Development, who shall determine which land use zone or zones authorize the uses and densities which correspond most directly to the uses and densities allowed in the areas within the SPA or Combining Zones.

Uses allowed by use permit in any of the zones described in this subdivision shall be included within the above land use types as designated by the Director of the Department of Planning and Community Development, instead of being included on the basis of the underlying land use zone in effect on the parcel of property. The Director shall determine which land use zone or zones authorize the uses and densities which correspond most directly to the uses and densities allowed by the use permit.

(b) In any land use zone specified in subdivision (a), no building permit shall be issued (and no improvement plans for a mobilehome park shall be approved) until the roadway fees and transit fees are paid as required by Chapter 16.87 of the Sacramento County Code.

SECTION 2. This ordinance shall take effect and be in full force on and after sixty (60) days from the date of its passage.

Before the expiration of fifteen (15) days from the date of the passage of this ordinance, it shall be published once with the names of the members of the Board of Supervisors voting for and against the same, said publication to be made in a newspaper of general circulation published in the County of Sacramento.

Exhibit D to the Resolution

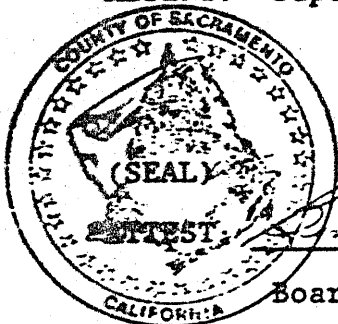
SZC 88-0069

On a motion by Supervisor T. JOHNSON, seconded by
 Supervisor G. JOHNSON, the foregoing ordinance was
 passed and adopted by the Board of Supervisors of the County of
 Sacramento, State of California, at a regular meeting thereof,
 this 31st day of August, 1988, by the following vote, to
 wit:

AYES: Supervisors, G. Johnson, T. Johnson, Streng

NOES: Supervisors, None

ABSENT: Supervisors, Collin, Smoley



Jim Streng
 Chairperson of the Board of Supervisors
 of Sacramento County, California

Shirley A. Williams
 Clerk of the
 Board of Supervisors

In accordance with Section 26140 of the Government Code of
 the State of California a copy of this document has been
 delivered to the Chairman of the Board of Supervisors, County
 of Sacramento, CA.

ch.16:87
 BS:df

AUG 31 1988

B: Shirley A. Williams
 Deputy Clerk, Board of Supervisors

FILED

AUG 31 1988

BOARD OF SUPERVISORS
 BY Shirley A. Williams
 CLERK OF THE BOARD

BEFORE THE BOARD OF SUPERVISORS
OF THE
COUNTY OF SACRAMENTO

RE: Adoption of an Ordinance Amending the)
Sacramento County Code Establishing)
the Imposition of Development Fees to)
Finance the Cost of Roadway and)
Transit Facilities Necessitated by)
New Development in the Unincorporated)
Area of Sacramento County)

87-PW-1569

FINDINGS OF FACT
AND
STATEMENT OF OVERRIDING CONSIDERATIONS

I. GENERAL INFORMATION AND DESCRIPTION OF THE PROJECT

The proposed project consists of the Sacramento County Transportation Development Fee Program which is a means to exact financing from new development throughout unincorporated Sacramento County to provide for the expansion of the county road and transit system in order to accommodate increased vehicle traffic and transit ridership from that additional development. The Program identifies major county road and transit improvements determined to be needed as a result of forecast future development through 1995 in accord with the Sacramento County General Plan. Facilities to be funded and the proposed timing of their construction are specified in the documents dated August 30, 1988, and entitled "Sacramento County Development Fee Analysis for Roadway Improvements," "Sacramento County Development Fee Analysis for Transit Improvements," and "Consolidated Roadway and Transit Capital Improvements Program."

The Sacramento County Transportation Development Fee Program incorporates a schedule of fees for six categories of land use zones. Fees are to be assessed to the net increase in residential dwelling units or commercial/industrial

floor area to be constructed at each development site. Fees are to be collected prior to the issuance of building permits. The transportation development fee schedule allocates the costs of the needed roadway and transit improvements to the six land use types based upon their average vehicular traffic and transit ridership generation characteristics. Areas of the rural unincorporated County where improvements to the major road system due to development are not required by 1995 are to have development fee rates of zero.

The Board of Supervisors directed the Public Works Department on September 9, 1986, to investigate means by which the County's conventional funding sources for roadway improvements could be augmented. A task force was organized which included representatives of the Public Works Department, the Planning and Community Development Department, and the Office of County Counsel. The task force recommended a countywide development fee program to be enacted by ordinance pursuant to the County's police power authority in implementation of the General Plan. The task force returned to the Board of Supervisors with a ~~draft development fee program for roads and transit on December 2, 1986.~~

Significant criticism by representatives of the development community led the task force to conclude that this initial proposal lacked sufficient technical analysis to demonstrate the reasonable relationship between new development and the fees to be collected to fund the proposed improvements.

The Board of Supervisors authorized the Public Works Department to engage a consulting traffic engineer to perform a technical analysis to demonstrate the relationships between anticipated new development in accord with the General Plan, increases in traffic resulting from that development, and development fee assessments to finance specific roadway capital improvements to accommodate

this traffic. The Sacramento Regional Transit District prepared a second technical analysis to demonstrate the relationship between new development, increases in transit ridership resulting from that new development, and development fee assessments needed to finance specific transit capital improvements to accommodate this ridership.

On November 10, 1987, the County's Environmental Coordinator issued an environmental document for the transportation development fee project consisting of an Initial Study which concludes that the previously certified Environmental Impact Report for the Sacramento County General Plan Update of 1982, Control No. PL-80-091, is still adequate and appropriate for the proposed project. On November 17, 1987, the Board of Supervisors approved the release of the report encompassing this additional analysis, entitled Sacramento County Consolidated Roadway and Transit Development Fee - Financing Plan and Capital Improvement Program, and containing the Roadway Analysis prepared by the consulting traffic engineer, the Transit Analysis prepared by Regional Transit staff, the capital improvements program, and a draft ordinance to enact the development fee program.

Subsequently, Public Works staff met to review the Transportation Development Fee proposal with various groups representing the development community, including the Metropolitan Chamber of Commerce, the Building Industry Association of Superior California (BIASC), the Associated General Contractors, the Builders Exchange, and the Sacramento Board of Realtors. An opportunity was provided for the BIASC to have an independent review of the proposal conducted by an engineering consultant.

On May 24, 1988, the Board of Supervisors approved a motion to accept the prior Environmental Impact Report for the Sacramento County General Plan Update as still adequate and appropriate for this project. On July 25, 1988, the Project Planning Commission considered the Zoning Code amendment, which is to add Section 115-44 to Chapter 15, Article 4, and the County Code amendment for enacting the Transportation Development Fee Program. The Commission voted to recommend approval of the Zoning Code Amendment to establish land use types for the imposition of transportation development fees based upon the land use zones regulated by the Zoning Code.

Beginning on July 19, 1988, public hearings on the Transportation Development Fee Program were conducted before the Board of Supervisors. Testimony was received from most of the development organizations previously briefed on the proposal and from a number of individual developers. At the direction of the Board of Supervisors, a number of roadway improvement projects were reduced in scope, in recognition of questionable feasibility of the entire improvement, or level of funding support from development fees, in recognition of the extent of the need for the improvement being caused by existing development and traffic. A system of credits was devised to reduce the potential development fee responsibilities of properties already obligated to fund significant major roadway improvements in the Bradshaw Road/U.S. 50 Corridor Integrated Financing District, the Sunrise Boulevard/ U.S. 50 Corridor Assessment District, and the Capital Center II Assessment District. The estimated costs for two transit improvement projects were reduced. The program's fee schedule was adjusted accordingly. These hearings culminated in a hearing on August 23, 1988, at

Exhibit D to the Resolution

which time the Board of Supervisors approved the introduction of the ordinance to amend the County Code to establish the imposition of these roadway and transit development fees. On August 31, 1988, the Board of Supervisors closed the public hearing and by resolution adopted the roadway and transit analyses and the capital improvements program and appropriated funds pursuant thereto. The Board by ordinance adopted Chapter 16.87 of the County Code and amended the Zoning Code adding Section 115-44.

II. THE RECORD

For purposes of CEQA and the Findings identified in Section IV, the record of the proceedings for the project is comprised of the following:

1. The revised Sacramento County Development Fee Analysis for Roadway Improvements dated August 30, 1988.
2. The revised Sacramento County Development Fee Analysis for Transit Improvements dated August 30, 1988.
3. The revised Consolidated Roadway and Transit Capital Improvements Program dated August 30, 1988.
4. The draft report entitled Sacramento County Consolidated Roadway and Transit Development Fee: Financing Plan and Capital Improvement Program dated November 3, 1987, which contains the initial versions of the three documents cited above.
5. The draft report entitled Roadway and Transportation Capital Improvement Program and Financing Plan (Roadway and Transportation Development Fee) dated November 18, 1986.

6. The opinion of County Counsel dated September 13, 1985, supporting the legality of a properly structured transportation development fee program and setting forth guidelines for designing such a program.
7. The Environmental Impact Report for the Sacramento County General Plan Update - Phase I and Phase II (1981), Control No. PL-80-091.
8. The Initial Study prepared by the Environmental Coordinator for the Sacramento County Transportation Development Fee Project (Control No. 87-PW-1569).
9. All staff reports, memoranda, maps, letters, minutes of meetings, and other planning documents, and other evidence presented at public hearings on this matter before the Project Planning Commission and Board of Supervisors on the following dates:
 - November 25, 1985 - Board of Supervisors (joint report of Public Works and Planning Departments on roadway financing alternatives)
 - September 9, 1986 - Board of Supervisors (directing staff to begin study)
 - November 18, 1986 - Board of Supervisors (receipt of draft Roadway and Transportation CIP/Financing Plan)
 - December 2, 1986 - Board of Supervisors (schedule for additional work prior to public hearing)
 - November 17, 1987 - Board of Supervisors (release of draft report for review)
 - May 24, 1988 - Board of Supervisors (determination that prior EIR for General Plan Update of 1982 is still adequate and appropriate)
 - July 19, 1988 - Board of Supervisors (public hearing)

July 25, 1988 - Project Planning Commission (public hearing on Zoning Code amendment)

August 2, 1988 - Board of Supervisors (public hearing)

August 16, 1988 - Board of Supervisors (public hearing)

August 23, 1988 - Board of Supervisors (public hearing)

August 30, 1988 - Board of Supervisors (enactment of development fee program by adoption of resolution and ordinances)

10. Matters of common knowledge to the Board which it considers, including, but not limited to, the following:

- a. The Sacramento County General Plan, including the Land Use Map, Major Streets and Highways Map, and elements thereof;
- b. The Air Quality Maintenance Plan, a basic strategy adopted by the Board as required by the Environmental Protection Agency regulations implementing the Clean Air Act;
- c. The Zoning Code of Sacramento county;
- d. The Sacramento County Code; and
- e. Other formally adopted policies and ordinances.

III. FINDINGS PREVIOUSLY ADOPTED WHICH IDENTIFIED SIGNIFICANT ADVERSE IMPACTS

The Final Environmental Impact Report prepared for the 1982 General Plan Update identified the following significant adverse impacts that could result from implementation of the General Plan due to the scale of anticipated population growth which the Plan will accommodate:

1. The contribution of air pollutants from motor vehicle trips and stationary sources associated with new development in urban expansion and infill areas could have a significant effect.
2. The increase in development and population, especially in previously rural areas, could result in significant impacts to service providers due to inadequate means for financing additional facilities and services.
3. The population increase accommodated by the Plan would significantly increase energy use and peak demand.
4. The intrusion of higher densities into largely developed neighborhoods associated with the infill policy could generate significant community opposition to individual infill development projects.

These impacts were recognized in findings of fact and a statement of overriding considerations for the General Plan Update adopted by the Board of Supervisors on July 29, 1982.

The Transportation Development Fee Program is formulated on the basis of financing roadway and transit facilities required to adequately serve the transportation needs of additional development anticipated during the next eight years in unincorporated Sacramento County consistent with the County's adopted General Plan. The development related policies of General Plan Update approved in 1982 were fashioned, in part, to assure that the substantial population growth forecast for Sacramento County (an estimated increase of 214,000 persons between 1980 and 1990) by the California Department of Finance could be accommodated without undue land constraints driving up the cost of housing. Patterns of urban growth contiguous to already developed areas and

more intensive infill development were reinforced by land use and public services policies established with the 1982 General Plan Update. The purpose section of Chapter 16.87 of the County Code enacting the Transportation Development Fee Program draws heavily on the policies established by the 1982 General Plan Update regarding urban expansion, air quality, housing, and transportation. In determining that the prior Environmental Impact Report for the General Plan Update, Control No. PL-80-091, is adequate and appropriate for the Transportation Development Fee project, the Board of Supervisors recognizes that the fee program, in helping to implement the General Plan, shares some of the significant impacts previously recognized for the General Plan.

IV. FINDINGS AND STATEMENTS OF FACTS SUPPORTING THE FINDINGS

Notwithstanding the identification of the above significant adverse impacts, the Board hereby approves the establishment of development fees to finance the cost of roadway and transit facilities necessitated by development of the type and level designated in the General Plan for Sacramento County, as authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Sections 15091, 15092 and 15093. As required by the aforementioned references, the Board makes the following findings for which there is substantial evidence in the record.

1. With regard to the adverse impact on air quality, the Board finds that the air quality problem is regional in nature and is unmitigable as it relates to this project alone. In the Sacramento area, national ambient air quality standards are exceeded and, because of this, Sacramento county is included within an "Air Quality Maintenance Area" for which air quality

planning has been conducted for several years as required by the Clean Air Act Amendment of 1977. Air quality planning is continuing in this area and in Sacramento County in general. This project does provide significant potential air quality benefits in the form of reductions in vehicular traffic congestion and expansion of the public transit system. However, the effect of this project on regional scale air quality would be difficult to quantify.

Supporting Fact:

The Sacramento Area Council of Governments (SACOG) is the designated planning agency for ozone and carbon monoxide air pollution in the Sacramento area. SACOG is preparing a new air quality plan for the Sacramento area, and air quality planning is continuing. The continuing viability of Sacramento's transportation system is not a primary factor generating or sustaining the population growth accommodated by the General Plan. Vehicular traffic conditions and opportunities for utilization of public transit would have to suffer a precipitous decline in order to significantly curtail population growth in Sacramento County. The viability of the transportation system is a primary factor influencing Sacramento's air quality because the principal source of air pollutants in Sacramento is the highway vehicle.

2. The transportation facility expansion to be accomplished by the Transportation Development Fee project will help to mitigate the air quality impact of development in accord with the General Plan.

Exhibit D to the Resolution

Supporting Fact:

The construction of roadway improvements funded by the development fee program would increase vehicular capacity and efficiency of travel and, by reducing congestion, would reduce the overall amount of time pollutant emitting vehicles are required to be in use for people in Sacramento to accomplish the same transportation purposes. The program would expand the facilities of Sacramento's public transit system, enhancing transit usage opportunities and reducing the amount of single-occupancy automobile usage. The ultimate effect of these factors would be to reduce air pollutants on a regional scale and carbon monoxide in some local areas (Initial Study, page 17).

3. The other significant adverse effects previously recognized for development accommodated by the 1982 General Plan Update, including fiscal impacts on public service providers, increases in energy consumption due to population increase, and potential community opposition to infill development, are not intensified by the Transportation Development Fee Program.

Supporting Fact:

The Transportation Development Fee Program will help to mitigate these other adverse effects since it will tend to provide otherwise unavailable financing for transportation service facilities, reduce transportation energy consumption by increasing transit usage and the efficiency of vehicular travel on the roadway system, and mitigate potential traffic congestion effects that could result from infill development.

4. The Transportation Development Fee Program will finance the construction of specific transportation system improvements which could individually cause significant adverse impacts.

Exhibit D to the Resolution

Supporting Fact:

Individual transportation improvement projects financed by the Development Fee Program will be subject to individual environmental review as they are engineered and proposed for construction. The feasibility of any needed mitigation will be determined in that context.

V. STATEMENT OF OVERRIDING CONSIDERATIONS

Notwithstanding the disclosure of the significant adverse impacts and their mitigation described above, the Board of Supervisors has determined pursuant to Section 15093 of the State CEQA Guidelines that the benefits of the proposed project outweigh the adverse impacts, and the project should be approved. With reference to the above findings and in recognition of those facts which are included in the record, the Board has determined that the project could contribute to cumulative air quality impacts which are considered adverse.

The Board of Supervisors specifically finds and makes this statement of overriding considerations that there are special social, economic, and other reasons for approving this project, notwithstanding the disclosure of substantial adverse cumulative impacts disclosed in the EIR applying to the project. The reasons are as follows:

1. Irrespective of the project, the population of the County is projected to continue to increase at a rate comparable to that contemplated by the 1982 General Plan Update.
2. Alternative sources of financing are not available to accomplish the needed transportation system improvements and achieve the same potential mitigating effects on air quality and other impacts recognized for the General Plan.

3. The Transportation Development Fee Program is an important means of implementing adopted General Plan policies, including some of those related to urban expansion, air quality and housing, as well as those related to transportation.

Dated: AUG 31 1983

By:

Jim Strong

Chairman of the Board of Supervisors
County of Sacramento,
State of California

Exhibit D to the Resolution

This space for County Clerk Filing Stamp

THE SACRAMENTO UNION
301 Capitol Mall
Sacramento, California 95814
Telephone: (916) 442-7811

65280

SUPERIOR COURT OF THE STATE OF CALIFORNIA FOR THE COUNTY OF SACRAMENTO

NO.

DECLARATION FOR
PROOF OF PUBLICATION
(C.C.P. §2010, 2015.5)

EXHIBIT A

I am over the age of eighteen, a citizen of the United States, and a resident of Sacramento County, I am not a party to, or otherwise interested in, the matter. I am the principal clerk of THE SACRAMENTO UNION. On May 12, 1952, THE SACRAMENTO UNION adjudicated by the Superior Court of the State of California and for the County of Sacramento to be a newspaper of general circulation. This judgment is recorded in Judge Book 116, Page 947.

THE SACRAMENTO UNION is printed and published daily in both the City and County of Sacramento. The newspaper is a printed copy of which is attached as Exhibit A, was printed in type not smaller than nonpareil, and was preceded by a description of the general character and terms of the newspaper printed in blackface type not smaller than nonpareil. Notice has been published in every issue of each regular edition of THE SACRAMENTO UNION on the following dates:

August 20, 1988

The notice was not published in any supplement or special issue or edition of THE SACRAMENTO UNION.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on August 22, 1988, at Sacramento, California.

Barbara L. Williams

LEGAL NOTICE

Notice of Public Hearing

NOTICE IS HEREBY GIVEN that a Public Hearing will be held before the Board of Supervisors of the County of Sacramento, State of California, for the purpose of considering the following amendment to the Sacramento County Zoning Code, Ordinance No. SCZ 83-10, relating to:
ORDINANCED AMENDING THE SACRAMENTO ZONING CODE establishing the imposition of development fees to finance the cost of roadway and transit facilities necessitated by new development in the unincorporated area of Sacramento County.

LOCATION: All of the unincorporated area of Sacramento County.

ENVIRONMENTAL DOCUMENT: Prior Environmental Impact Report

DATE AND TIME OF HEARING: Tuesday, August 30, 1988 at 11:00 a.m.

PLACE OF HEARING: Board of Supervisors' Chambers, Room 1450, County Administration Building, 700 "H" Street, Sacramento, California

All persons interested are invited to attend and be heard.
BY ORDER OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, THIS 18TH DAY OF AUGUST, 1988.

BEVERLY A. WILLIAMS, Clerk
Board of Supervisors

SU3540 (RIX: 8/20, 1988)

PART OF CALIFORNIA'S PAST



DEDICATED TO ITS FUTURE

robert a. rosenberg



Your Professional Commercial Investment Real Estate Source



August 18, 1988

TO: Illa Collin
Grantland Johnson
Toby Johnson
Sandy Smoley
Jim Streng

cc: Douglas Murphy
Joyce Mihanovich
Sandy Elstis
Charlotte Filipelli
Don Nottoli
Doug Fraleigh
Rich Blackmarr
Jim Ray
Barry Steiner

RE: Traffic Mitigation Fees
Maximum per acre (elimination of hardships)

On August 4th we submitted a letter talking about one issue of the traffic mitigation fee — the maximum per acre charged in commercial, industrial and office. Examples used were hotels and mini storages. The reference to room tax was for example of unintended effects and was not part of the issue.

Since that date we have had several discussions with staff and I was prepared to testify at 11:00 am on August 16th. At that time I met with staff before I had to leave for my 1:15 pm business meeting and they promised to bring this issue up. I am out of town until Wednesday, August 24th but hope this issue can be incorporated into the August 23rd ordinance.

In my conversations with staff they have confirmed the fee is based on an approximate buildout per acre. For instance, in commercial they assume 28% coverage for 12,197 sf. At \$2 per square foot that would be \$24,393.60 per acre in charges.

Hotels, the higher the quality, have more sf footage in their rooms, halls and common areas. They also have covered walkways, etc. that add to ambience and size. These larger units do not have more traffic; in fact they have less traffic per acre than many of the other more common commercial units that will be built. Please see our note about hotel traffic at the end.

Self Storage has very little traffic yet higher coverage. A typical acre of self storage can now have 30-32,000 sf of building on it when you use gross size (before space lost to hallways, etc.).

CAPPING THE FEE PER ACRE AT 1.1 OR 1.15 TIMES THE AVERAGE COVERAGE FOR INDUSTRIAL, COMMERCIAL AND OFFICE SPACE WOULD ELIMINATE A HARDSHIP TO USES SUCH AS HOTEL AND SELF STORAGE AND STILL MAINTAIN THE FEES NEEDED BY THE COUNTY!

p. o. box 162169 • sacramento, ca 95816 • (916) 929-6300

One argument we have heard is other uses such as high rise office buildings would not pay their fare share. By tying the fee to the land used including the parking this would not happen. The only case where it would arise where special plans are being adopted. County policy has been to put special requirements and mitigations on projects such as these.

Cal Trans is in the process of updating hotel and motel traffic generations. The old figures often used where based on number of rooms and used figures for convention facilities such as the Red Lion. Most hotels being built now are more like the Marriott Courtyard and Day Inns. They do not generate the 10.5 trips per occupied rooms. 4-5 trip ends each is more realistic. They generate less traffic then the majority of the other uses on commercial property. Another recent finding is the nature of lodging trips. They do not occur at the same intervals, they are often secondary in nature rather than an origination, and in many cases are do not put a burden on other surrounding local streets.

For example a Courtyard by Marriott has 85,000 gross sf on 3.7 acres. Their fee at \$ 2/sf would be \$170,000. Average uses at \$2/sf on 3.7 acres would be \$90,256. A 70,000 sf mini storage on 2.5 acres would be \$140,000 versus \$60,984 average. Please help the fee be fair!

B/R

This is for the record.

30

COUNTY OF SACRAMENTO
Inter-Department Correspondence

August 16, 1988

To : PUBLIC WORKS
From : Bev Williams, Clerk
Board of Supervisors
Subject: Item No. 30, August 16, 1988 Agenda
Transportation Development Fee
(Control No. 87-PW-1569) (8/2/88, #33)

The Board of Supervisors at a regular meeting held Tuesday, August 16, 1988, moved to approve staff's recommendations and direct staff to study the request for commercial shell fees to be determined and paid at the time of tenant improvement application.

BAW:smf

cc: County Counsel

Exhibit D to the Resolution

LEGAL NOTICE
Notice of Public Hearing

NOTICE IS HEREBY GIVEN that a Public Hearing will be held before the Board of Supervisors of the County of Sacramento, State of California, for the purpose of considering the following amendment to the Sacramento County Zoning Code, Ordinance No. SZC 83-10, relating to:

ORDINANCED AMENDING THE SACRAMENTO ZONING CODE establishing the imposition of development fees to finance the cost of roadway and transit facilities necessitated by new development in the unincorporated area of Sacramento County.

LOCATION: All of the unincorporated area of Sacramento County.

ENVIRONMENTAL DOCUMENT: Prior Environmental Impact Report

DATE AND TIME OF HEARING: Tuesday, August 30, 1988 at 11:00 a.m.

PLACE OF HEARING: Board of Supervisors' Chambers, Room
1450, County Administration Building,
700 "H" Street, Sacramento, California.

All persons interested are invited to attend and be heard.

BY ORDER OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SACRAMENTO,
STATE OF CALIFORNIA, THIS 18TH DAY OF AUGUST, 1988.

BEVERLY A. WILLIAMS, Clerk
Board of Supervisors

Publish in the Sacramento Union on or before 8/20/88
Send one affidavit and two publication bills
with notice attached to each. Run 1 time.
Run 1/8 page display ad.

DOUGLAS M. FRALEIGH, Director
 TERRY TICE, Deputy Director
 W. C. WANDERER, JR., Deputy Director



COUNTY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

COUNTY ADMINISTRATION BUILDING • ROOM 304 • 827 SEVENTH STREET
 SACRAMENTO, CALIFORNIA 95814 TELEPHONE: (916) 440-6381

August 16, 1988

Honorable Board of Supervisors
 County of Sacramento
 State of California

Subject: SACRAMENTO COUNTY TRANSPORTATION DEVELOPMENT FEE -- PUBLIC HEARING
 INCLUDING REPORT BACK (August 16, 1988 - Agenda Item No. 30)

Members in Session:

RECOMMENDATIONS:

It is recommended that your Board:

1. Approve of the payment of transportation development fees upon issuance of permits for commercial/industrial shell building construction due to the administrative complexity and potential for errors that would occur with delay of fee collection to time of tenant improvement permits.
2. Continue the public hearing on the Sacramento County Transportation Development Fee Program, the roadway and transit capital improvements program, and fee schedule to August 23, 1988.
3. Consider the introduction of the ordinance to enact the Transportation Development Fee Program on August 23, 1988, after closing the public hearing.
4. Direct Public Works to prepare a supplemental study to include the Rancho Murieta Community.

DISCUSSION:

On August 2, 1988, your Board received testimony in public hearing regarding the proposed Transportation Development Fee program. At that hearing, your Board determined that fee payment obligations should be incurred beginning with building permit applications submitted 60 days or later after the program ordinances are adopted, that expired building permits become subject to fee

Honorable Board of Supervisors
August 16, 1988
Page 2

payment, and that institutional uses not be exempt from fee payment. Your Board then directed Public Works to report back on August 16, 1988, regarding the remaining issues related to the estimated costs for transit park-and-ride facilities, credits for developing properties in the Bradshaw and Sunrise assessment districts, and postponing collection of development fees for commercial/industrial buildings until issuance of permits for tenant improvements. In preparing this report back to your Board, the following topics have been considered:

Revised Cost Estimate for Calvin Park-and-Ride Facility

Public Works staff met with Regional Transit District staff to review the costs of the Calvin Road Park-and-Ride facility as requested by your Board. This review was needed because of possible discrepancies pointed out in public testimony. The Department reviewed elements of the Regional Transit plans involving paving costs, the amount of public street improvements required, the availability of the Frontage Road for use by Regional Transit, the appropriate style fence to be used in lieu of a soundwall, a better way to utilize the sewer easement to minimize costs in the event that the easement is disturbed by future installation of a sewer, and finally, features of the Regional Transit proposed slip ramp for gaining direct access from the freeway to the park-and-ride lot. Preliminary meetings with Cal-Trans and a review of the RT proposal showed that the original plan for access was not feasible. A new plan at lower cost is possible. All of these factors resulted in a new estimated cost of \$1,999,100 as outlined in the attached correspondence of August 12, 1988, from Regional Transit. The previous estimate was \$4,068,000.

In addition, it is assumed that Regional Transit will be able to use funds from the Laguna Community Facilities District for a part of the construction. An agreement regarding use of these funds has been drafted and submitted to Regional Transit for review. Proceeds from the sale of Mello-Roos special tax bonds are available, as reflected in the approved Laguna capital improvement program, for a contribution of \$536,000 (1986 dollars) for the Calvin Transportation Center. This amount will be inflated to actual year dollars depending upon when such funds are actually withdrawn by Regional Transit. The revised Development Fee schedule for District 4 (see Attachment A) reflects the contribution for the Laguna Community Facilities District resulting in a net cost for the Calvin facility of \$1,362,000. The net reduction is \$2,706,000.

Fee Credits in the Sunrise/U.S. 50 Corridor and Capital Center II Assessment Districts

Regarding development fee responsibilities for properties in the Bradshaw Rd./U.S. 50 Corridor Integrated Financing District and the Sunrise/U.S. 50 Corridor Assessment District, staff's analysis still proposes that freeway interchange improvements be excluded as non-creditable assessment district improvements. No State highway system elements are considered as candidate roadways by the

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Roadway Analysis, so the costs for Bradshaw/50 and Zinfandel/50 interchange improvements are excluded from the credits. No change in credits is proposed for developing properties in the Bradshaw District.

The Second Revised Engineer's Report for the Sunrise/U.S. 50 Corridor Assessment District changed the estimated improvement costs. The new Report confirmed that staff underestimated the share of non-freeway improvement right-of-way acquisition costs that should be credited in the fee program toward the Sunrise District. An increase in the credits for developing properties in the Sunrise District is proposed, as computed (see Attachments A and B).

Representatives of the Langford-Cook Capital Center have argued that credits toward District 3 development fees should also be provided for developing property within the Capital Center II Assessment District because of the arterial sizing of Zinfandel Drive, Prospect Park Drive, and Capital Center Drive and thoroughfare sizing of International Drive within that District. Allowance of such credits for the oversizing of these streets is supported by staff and have been computed (see Attachment A, line 3d.).

It has been suggested by the representative of the Bradville and Westworld developments that any MP-zoned property subject to maximum office floorspace restrictions (so-called "MP-R" parcels) be assessed reduced rates for transportation development fees. Highways & Bridges Division traffic engineering staff indicate that the traffic generation rates used by the County for MP development are a 50-50 average of the industrial and office trip rates published by the Institute of Traffic Engineers (ITE). As with the average traffic generation assumption applied across the use spectrum in the Commercial fee category for the retail commercial zones, the traffic rate for MP used in the fee program's Roadway Analysis is an average encompassing a wide range of specific land uses allowed per the County Zoning Code in the MP zone. The traffic assumptions used in the Bradshaw and Sunrise Engineer's Reports are generous in providing an additional "MP-R" assessment discount by assuming that MP property with such restrictions will generate less traffic than the average mix of uses that would develop in an unrestricted MP tract. As a concession, staff suggests that the fee credits proposed for the Bradshaw and Sunrise assessment districts not be reduced for MP-R property despite the reduced assessments to be contributed to the AD's by those parcels.

Revised Roadway Fees for District 3

Development representatives complained that the previous roadway improvement cost cuts were proportionately smaller in District 3 than in Districts 1 and 2. Additional scrutiny by staff indicates that road improvement cost estimates for three projects in District 3 should be reduced by a total of \$1.5 million. The projects include Sunrise Blvd. from Greenback to Antelope (reduce by \$300,000),

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the Hazel Avenue bridge (reduce by \$200,000), and Folsom Blvd. from east of Mercantile to Hazel (reduce by \$1,000,000). These reductions have resulted in revised District 3 road fees (see Attachment A).

Timing of Initial Fee Collection

To clarify the discussion at the August 2nd hearing regarding when fees would initially be collected, staff's understanding is the following. The obligation to pay the transportation development fee will be based upon the date of application for a building permit. All building plans submitted prior to the effective date of the fee ordinance (60 days after adoption) would be exempt from the fee. All building permits requested after the effective date of the fee ordinance would be subject to payment of the fee. The obligation to pay the fee prior to permit issuance would be incurred based on the date of application. The actual payment of the fee would occur at time of issuance of the building permit. Expired building permits which were not originally subject to the transportation fee would require payment of the fee to be reactivated.

Deferring Commercial/Industrial Fee Collection Until Tenant Improvement Permits

A number of developer representatives have suggested that transportation development fees for commercial and industrial buildings not be due on issuance of permits for construction of speculative shell buildings. They propose that the fees be collected with tenant improvement (interior finish) building permits which are issued closer to the time when these buildings are occupied by tenants and generating traffic.

The Chief of the Building Inspection Division has grave reservations about the administrative feasibility of this approach. He has enumerated a long list of problems that would be difficult to solve. The bookkeeping necessary to keep track of improvement permits for all tenant spaces in single- and multi-story buildings would require extensive modification of the (already delayed) automated building permit system. All other fees collected including Antelope and Laguna development fees are paid at or prior to shell building permit issuance.

Tenant improvements are difficult to monitor with permits not always being required prior to occupancy. The County has been trying to minimize fees and speed processing for tenant improvements to encourage application for such building permits. This proposal would encourage occupancy without obtaining interior finish permits to avoid payment of the transportation development fee. It would require mobilization of a substantial compliance policing staff with formidable private space inventory record-keeping requirements. Therefore, it is recommended that transportation development fees be collected upon issuance of a building permit in a manner consistent with the collection of other development fees.

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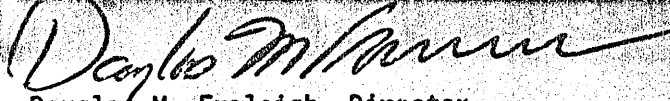
Study of Rancho Murieta Fee Responsibilities

The Rancho Murieta Community is outside the boundaries proposed for Fee District 3 and is situated in District 5 where initially fee rates are proposed to be zero. During the eight-year period from the beginning of 1980 through 1987, there were 552 homes constructed in Rancho Murieta (SACOG, 1988 Housing Module) or an average of 69 per year. During 1987, the highest annual increase (150 home completions) occurred. If Rancho Murieta were subject to the proposed District 3 fees, the continuation of this average growth rate over the next eight years would generate almost \$500,000 in transportation fee revenues. Although Rancho Murieta is primarily served by the non-candidate Jackson Highway (SR-16), a supplementary traffic and transit analysis could be conducted to determine if future Rancho Murieta traffic would significantly impact candidate roads in District 3, like Sunrise Blvd., or if Murieta traffic increases would require improvements to additional roads not previously considered.

Conclusion

The timeline outlined previously for introduction of the implementing ordinance on August 23, 1988, and consideration of adoption on August 30, 1988, will allow for the Transportation Development Fee program to be in place prior to the November election. Any further adjustments to the program should be limited otherwise implementation of the ordinance in accordance with this timeframe will be jeopardized.

Respectfully submitted,


Douglas M. Fraleigh, Director
Department of Public Works

DMF:WHH:jrb

Attachments

cc: Brian H. Richter
Alcides Freitas

August 16, 1988

ATTACHMENT A
REVISED TRANSPORTATION DEVELOPMENT FEE SCHEDULE

LAND USE: Fees:		SF /du	MF /du	COMM /sf	BP /sf	IND /sf	MP /sf
<u>DISTRICT</u>	<u>Capital Cost</u>						
1 - Subtotal:	\$10,525,300	\$665	\$621	\$1.76	\$1.61	\$0.49	\$1.37
a. Roads:	7,750,000	547	383	1.25	1.14	0.38	1.07
b. Transit:	2,775,300	118	238	0.51	0.47	0.11	0.30
2 - Subtotal:	\$10,801,200	\$705	\$610	\$1.80	\$1.64	\$0.51	\$1.43
a. Roads:	8,290,000	618	433	1.42	1.29	0.43	1.21
b. Transit:	2,511,200	87	177	0.38	0.35	0.08	0.22
c. As applicable deduct Bradshaw/50 IFD Credit:	n.a.	n.a.	191	0.88	0.65	0.19	0.42
3 - Subtotal:	\$29,574,100	\$864	\$845	\$2.35	\$2.15	\$0.63	\$1.79
a. Roads:	19,950,000	682	477	1.56	1.43	0.47	1.33
b. Transit:	9,624,100	182	368	0.79	0.72	0.16	0.46
c. As applicable deduct Sunrise/50 AD Credit*:	n.a.	n.a.	204	0.62	n.a.	0.22	0.38
d. As applicable deduct Cap Ctr II AD Credit*:	n.a.	n.a.	n.a.	n.a.	n.a.	0.04	0.12
4 - Subtotal:	\$24,861,700	\$835	\$741	\$2.15	\$1.97	\$0.60	\$1.70
a. Roads:	19,970,000	718	503	1.64	1.50	0.49	1.40
b. Transit:	4,891,700	117	238	0.51	0.47	0.11	0.30
Total:	\$75,762,300#						
a. Roads:	55,960,000			(73.9%)			
b. Transit:	19,802,300			(26.1%)			

* Share of Sunrise/50 AD assessment considered creditable toward fee program is increased from 48% to 63%. Share of Capital Center II AD road oversizing costs is considered creditable toward fee program.

Total road project costs reflect a reduction of \$1,500,000 from the staff proposal of 8-02-88 and a reduction of \$15,310,000 from the staff proposal of 7-19-88. Total transit project costs reflects a reduction of \$2,706,000 from 8-02-88.

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ATTACHMENT B
PER UNIT TOTAL EQUIVALENT ASSESSMENT BY LAND USE CATEGORY
FOR ROADWAY IMPROVEMENTS

<u>Land Use</u>	<u>Assessment Bradshaw IFD</u>	<u>Net/Road Fee District 2*</u>	<u>Assessment Sunrise AD</u>	<u>Net/Road Fee District 3*</u>	<u>Road Fee Antelope PFFP</u>
AR-1	n.a.	\$618	n.a.	\$682	\$2,250
RD-5	n.a.	\$618	n.a.	\$682	\$1,800
RD-7	n.a.	\$618	n.a.	\$682	\$1,768
RD-10	n.a.	\$433	n.a.	\$477	\$1,557
RD-20	\$598	\$242/\$433	n.a.	\$477	\$1,350
RD-30	\$598	\$242/\$433	\$294	\$273/\$477	\$1,350
AC	\$2.78	\$0.54/\$1.42	\$0.89	\$0.94/\$1.56	n.a.
TC	\$2.78	\$0.54/\$1.42	\$0.89	\$0.94/\$1.56	n.a.
GC	\$2.78	\$0.54/\$1.42	\$0.89	\$0.94/\$1.56	n.a.
SC	\$2.78	\$0.54/\$1.42	\$0.89	\$0.94/\$1.56	\$2.45
LC	\$2.78	\$0.54/\$1.42	\$0.89	\$0.94/\$1.56	\$3.01
BP	\$2.05	\$0.64/\$1.29	n.a.	\$1.43	\$2.11
MP	\$1.31	\$0.79/\$1.21	\$0.55	\$0.95/\$1.33	n.a.
M-1	\$0.59	\$0.24/\$0.43	\$0.32	\$0.25/\$0.47	n.a.
M-2	\$0.59	\$0.24/\$0.43	\$0.32	\$0.25/\$0.47	n.a.

Unit rates are per dwelling unit for residential land use zones and per square foot for commercial and industrial land use zones. Per acre assessment rates have been translated into per square foot rates for floorspace using the same assumptions about average building coverage ratios as the Development Fee Analysis for Roadway Improvements.

- * For those land use zones included in the Bradshaw/50 IFD and the Sunrise/50 AD two figures are indicated. The left-hand figures (\$x/\$y) represent the net road fee rates for developing properties within the assessment districts less the revised road fee credits indicated in Table 1. The right-hand figures (\$x/\$y) represent the road fee rates for properties outside the assessment districts. Figures shown do not include the transit component of the proposed transportation development fee.

Exhibit D to the Resolution

August 16, 1988

ATTACHMENT 1

REVISED ROAD AND TRANSIT CAPITAL IMPROVEMENT PLAN FOR FEE DISTRICT 1

Fee District 1 - Road and Transit Improvements Total:		\$10,525,300
A. Road Improvements Subtotal:		7,750,000
1. <u>Road Widening</u>		
Greenback Ln. - I-80 to Dewey Dr.	Widen to 6 lanes @75%	2,350,000
Elkhorn Bl. - I-80 to Don Julio Bl.	Widen to 6 lanes	1,170,000
Roseville Rd. - Tacomic Dr. to Gold Run Dr	Widen to 4 lanes	870,000
2. <u>Intersection Signalization and Widening</u>		
Roseville Rd. - 4 intersections (Oakhollow Dr. to Gold Run)		760,000
Elkhorn Bl. - 6 intersections (6th St. to 32nd St.)		2,400,000
3. <u>Two-Way Left Turn Lanes</u>		
Walerga Rd. - Elkhorn Bl. to SPRR overcrossing		200,000
B. Transit Improvements Subtotal:		2,775,300
1. <u>Signal Preemption (39% funding by fees)</u>		84,200
2. <u>RT Metro and Bus Park and Ride Facilities (17% funding by fees)</u>		
Elverta Rd. at Watt Ave.		100,700
Roseville Rd. at Winona Way		151,800
Roseville Rd. at Watt Ave.		157,400
Roseville Rd. at Walerga Rd.		324,500
Roseville Rd. at Elkhorn Bl.		324,500
Roseville Rd. at Antelope Rd.		324,500
3. <u>Acquisition of Buses (39% funding by fees)</u>		1,307,700

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ATTACHMENT 2

REVISED ROAD AND TRANSIT CAPITAL IMPROVEMENT PLAN FOR FEE DISTRICT 2

Fee District 2 - Road and Transit Improvements Total: \$10,801,200

A. Road Improvements Subtotal: 8,290,000

1. Road Widening

Howe Ave. - Fair Oaks to Hurley Way	Widen to 6 lanes @15%	400,000
Watt Ave. - Arden Way to American River	Widen to 6 lanes	700,000
Watt Ave. - American River bridge	Widen to 6 lanes @20%	1,000,000
Watt Ave. - American River to Folsom Bl.	Widen to 6 lanes	140,000
Fair Oaks Bl. - Watt Ave. to Eastern Ave.	Widen to 6 lanes	400,000
Fair Oaks Bl. - Marconi to Manzanita	Widen to 6 lanes @75%	3,500,000
Manzanita Ave. - Fair Oaks Bl. to Cypress	Widen to 6 lanes	430,000
Folsom Bl. - Routier Rd to Mather Fld. Rd	Widen to 6 lanes	1,600,000

2. Intersection Signalization

Old Placerville Rd. - 1 intersection (Bradshaw to Routier)	120,000
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B. Transit Improvements Subtotal: 2,511,200

1. Signal Preemption (78% funding by fees)

Watt Ave.	235,400
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2. RT Metro and Bus Park and Ride Facilities (100% funding by fees)

Watt Ave. at Manlove Station	227,500
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3. Acquisition of Buses (78% funding by fees)

	2,048,300
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ATTACHMENT 3

August 16, 1988

REVISED ROAD AND TRANSIT CAPITAL IMPROVEMENT PLAN FOR FEE DISTRICT 3

Fee District 3 - Road and Transit Improvements Total: \$29,574,100

A. Road Improvements Subtotal: 19,950,000

1. Road Widening

Madison Ave. - Sunrise to Hazel Ave	Widen to 6 lanes @50%	1,750,000
Greenback Ln. - Dewey to Merlindale	Widen to 6 lanes @50%	1,340,000
Sunrise Bl. - Greenback Ln to Antelope Rd.	Widen to 6 lanes	1,500,000
Sunrise Bl. - American River bridge	Widen to 6 lanes @20%	740,000
Old Auburn Rd. - Sylvan Rd to Fair Oaks Bl	Widen to 4 lanes	700,000
Antelope Rd. - Auburn Bl to Old Auburn Rd.	Widen to 4 lanes	1,590,000
Hazel Ave. - Placer Co. to Oak Ave.	Widen to 4 lanes	2,000,000
Hazel Ave. - Madison to American R.	Widen to 6 lanes @50%	2,500,000
Hazel Ave. - American River bridge	Widen to 6 lanes	1,800,000
Folsom Bl. - Mather Fld. Rd. to Coloma Rd.	Widen to 6 lanes	1,160,000
Folsom Bl. - e/o Mercantile Dr to Hazel Av	Widen to 4 lanes	1,750,000

2. Intersection Signalization and Widening

Hazel Ave. - 2 intersections (Placer Co. to Oak Ave.)	240,000
Van Maren Ln. - 2 intersections (Auburn Bl to Antelope Rd.)	240,000
Fair Oaks Bl. - 2 intersections (Old Auburn Rd to Oak Ave.)	240,000
Folsom Bl. - 1 intersection (Sunrise Bl. to Hazel Ave.)	120,000
Sunrise Bl. - 4 intersections (White Rock Rd to Florin Rd.)	800,000

3. Two-Way Left Turn Lanes

Dewey Dr. - Papaya Dr. to Hillhurst Dr.	120,000
Folsom Bl. - Sunrise Bl. to e/o Mercantile Dr.	760,000
Folsom Bl. - Hazel Ave. to Folsom Bl./U.S.-50 Interchange	600,000

B. Transit Improvements Subtotal: 9,624,100

1. Signal Preemption (63% funding by fees)

Hazel Ave.	78,800
Greenback Ln.	65,900
Sunrise Bl.	92,100

2. RT Metro and Bus Park and Ride Facilities (56% funding by fees)

Sunrise Bl. at Arcadia Dr.	68,800
Cemo Circle at Gold River development	1,946,400
Folsom Bl. at Mather Field Rd.	1,792,400
Folsom Bl. at Zinfandel Dr.	1,754,400
Folsom Bl. at Sunrise Bl.	898,300

3. Acquisition of Buses (63% funding by fees) 2,927,000

ATTACHMENT 4

REVISED ROAD AND TRANSIT CAPITAL IMPROVEMENT PLAN FOR FEE DISTRICT 4

Fee District 4 - Road and Transit Improvements Total: \$24,861,700

A. Road Improvements Subtotal: 19,970,000

1. Road Widening

47th Ave. - Franklin Bl. to Hwy 99 Intersection imprvmnts	250,000
Sacramento Bl. - Franklin Bl. to 47th Ave. Widen to 4 lanes	220,000
Calvine Rd. - Hwy. 99 to Vintage Park Dr. Widen to 4 lanes	2,830,000
Elk Grove-Florin Rd. - Bond to Emerald Pk. Widen to 4 lanes	2,200,000
Elk Grove Bl. - Hwy. 99 to Elk Gr.-Florin Widen to 6 lanes	2,180,000
Elk Grove Bl. - Elk Gr-Florin to School St Widen to 4 lanes	980,000

2. Intersection Signalization and Widening

Elk Gr.-Florin Rd. - 12 intersections (Jackson Hwy to Bond)	4,120,000
Florin Rd. - 2 intersections (Kara Dr., Reese Rd.)	240,000
Gerber Rd. - 3 intersections (Palmer House Dr to French Rd)	360,000
Calvine Rd. - 4 intersections (Power Inn to Vintage Pk. Dr)	480,000
Sheldon Rd. - 4 intersections (Stockton Bl to Waterman Rd.)	1,600,000
Bond Rd. - 4 intersections (Stockton Bl. to Waterman Rd.)	1,320,000
Elk Grove Bl. - 3 intersections (Waterman Rd. to Grantline)	1,200,000
Grantline Rd. - 2 intersections (Wilton Rd to Excelsior Rd)	800,000

3. Two-Way Left Turn Lanes

Florin Rd. - Power Inn Rd. to Florin-Perkins Rd.	1,000,000
Gerber Rd. - Stockton Bl. to Elk Grove-Florin Rd.	190,000

B. Transit Improvements Subtotal: 4,891,700

1. Bus Park and Ride Facilities (100% funding by fees)

Calvine Rd. at Hwy. 99, incl. freeway slip ramp	1,362,800
Sheldon Rd. at Hwy. 99	336,600
Bond Rd. at Hwy. 99	518,100
Elk Grove Bl. at Elk Grove-Florin Rd.	316,600

2. Acquisition of Buses (87% funding by fees)

2,357,700

MEMORANDUM

DATE: March 19, 2018

TO: Honorable Mayor and Council Members

FROM: Darcy Goulart, Principal Planner
Kerry Simpson, Neighborhood Services Manager



SUBJECT: INTRODUCTION AND FIRST READING OF ORDINANCE 7-2018, AN ORDINANCE AMENDING TITLE 23 (ZONING CODE) OF THE RANCHO CORDOVA MUNICIPAL CODE REGARDING CHAPTER 23.719 PARKING AND LOADING AND DISCUSSION AND DIRECTION ON A RV, BOAT, AND TRAILER SUBCOMMITTEE

RECOMMENDATION

1. Introduce and waive first reading of Ordinance 7-2018.
2. Provide direction to staff on a subcommittee to address issues identified with RVs, boats and trailers parking in residential neighborhoods.

RESULT OF RECOMMENDED ACTION

The Ordinance would return for a second reading and adoption at the next regular City Council meeting. Approval of Ordinance 7-2018 would amend Title 23 (Zoning Code) of the Rancho Cordova Municipal Code regarding Chapter 23.719 Parking and Loading. Specifically, the amendment would delete language stating that an RV, boat or trailer could not be parked within the front and street side yard setbacks. If they are directed to do so, staff will move forward with formation of a subcommittee to address issues identified with RVs, boats and trailers parked in residential neighborhoods.

BACKGROUND

At the February 27, 2018 Work Session, the City Council directed staff to prepare an amendment to Title 23, Chapter 23.719 Parking and Loading to delete the previously adopted code language that prohibited the parking of RVs, boats and trailers within the required front and street side yard areas. The Council also requested that staff return with information related to issues associated with the parking of RVs, boats and trailers in residential neighborhoods (i.e. blight, aesthetics, public safety concerns, etc.) and the formation of a subcommittee to address the issues that are identified.

ANALYSIS

Title 23 Amendment

Attachment 2, includes draft amendments to Title 23 Zoning Code. Draft amendments are shown with track changes with new draft language underlined and language proposed for

removal with strike through. Only the section with proposed changes is included in the attached document as an excerpt from the Rancho Cordova Municipal Code.

Article 7 (Site Planning and Development Standards)

23.719.130 Standards for off-street parking for private residences.

Off-street parking and driveways for detached dwellings, manufactured homes, single-family attached dwellings, and two-unit attached dwellings shall meet the following requirements:

J. Parking of RVs, trailers, and vessels shall conform with the following additional regulations:

~~1. Parking shall not be within the front and street side yard setbacks.~~

~~21.~~ Parking on a lasting, durable surface (e.g., concrete, asphalt, grasscrete, or permeable paving material) is required.

~~32.~~ Parking within the clear vision area is prohibited. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.140)].

Discussion and Direction

At the February 27th work session, the Council directed staff to return to discuss issues associated with parking RVs, boats and trailers in residential neighborhoods that contribute to blight. Additionally, the Council expressed the desire to form a subcommittee to address the identified issues.

Council also requested that staff return with information related to registered and operable vehicles. Rancho Cordova Municipal Code (RCMC) has two sections that require a vehicle to be operable and registered before it can be stored in public view. Section 6.56.010 establishes procedures for the abatement and removal, as public nuisances, of abandoned, wrecked, dismantled or inoperative vehicles, or parts thereof, from private or public property in the city. Section 23.719.130 states that any vehicle, trailer, or vessel which is inoperable and/or without current registration shall be stored entirely within an enclosed structure or carport and shall not be parked or stored in any yard within a residential zoning district or neighborhood.

These two sections of the RCMC provide an existing avenue for enforcement of inoperable or unregistered vehicles, trailers, or vessels. One point to note is that boats are renewed biennially, instead of annually and they do not hold an operable or inoperable status. The discussion during the meeting was not focused on registration or operability.

Based upon past complaints to Neighborhood Services, correspondence received, and public input in past meetings, staff has summarized the perceived problems into four categories. These categories are:

1. Blight – run down/poorly maintained vehicles or vessels, worn out covers/tarps
2. Safety – visibility of oncoming vehicles when backing out of an adjacent driveway or street
3. Aesthetics – visual impact of RVs, boats and trailers parked within public view
4. Storage – using trailers for storage

There may be additional issues associated with parking RVs, boats and trailers in residential neighborhoods that could be identified through a subcommittee. Potential solutions to address the issues identified above may be additional language added to the City's property maintenance code such as:

- Appropriate covers – no tarps and must be in good condition without any rips or holes
- Adding language to address physical maintenance that is objective and enforceable
- Clearly defining a setback that will not impede visibility of adjacent property owners when backing out of driveways
- Prohibiting the use of RVs, boats and trailers as additional storage space

These are some potential options to address some of the concerns raised.

Attachment 4 of this report includes photographs that depict issues such as blight, storage and safety, as well as existing conditions that would be compliant with the proposed code amendment.

If the City Council desires to form a subcommittee to expand on what has already been identified as issues and suggest resolutions, staff desires the following input:

1. Define the role/purpose of the subcommittee
2. State the size and makeup of the members (i.e., staff, Council, and residents)
3. How members will be appointed
4. Timeframe on when to report back to the Council

ENVIRONMENTAL ANALYSIS

Only the action of amending Title 23 is subject to the California Environmental Quality Act (CEQA). Discussion and direction to form a subcommittee is not a project under CEQA and therefore the following language does not pertain to that action.

The Rancho Cordova General Plan Final Environmental Impact Report (EIR) was certified in June 2006 by the Rancho Cordova City Council. The General Plan EIR is a Program EIR (CEQA Guidelines section 15168). The amendments to the Citywide Zoning Code are activities within the scope of the General Plan Program EIR and no further environmental review is required. Further environmental review is not required because the proposed amendments do not meet the criteria for preparing a subsequent EIR under State CEQA Guidelines Section 15162, as detailed below.

First, the proposed amendments do not constitute substantial changes to the existing policies and actions in the General Plan. The proposed amendments are limited in nature and are not substantial changes to existing policies and actions contained in the General Plan. Overall, the project would not cause any new significant environmental impacts or substantially increase the severity of a previously identified significant impact from the General Plan Final EIR (State CEQA Guidelines Section 15162[a][1]) that would require major revisions to the General Plan Final EIR. As these amendments simply reinstate regulations regarding where RVs, boats and trailers can be parked, all impacts would be nearly equivalent to or less than the impacts previously analyzed in the General Plan Final EIR.

Second, the City is not aware of any substantial changes in the circumstances that would cause any new significant impacts or substantially increase the severity of a previously identified

significant impacts requiring major revisions to the General Plan EIR (State CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental conditions contemplated and analyzed in the General Plan EIR that would result in new or substantially more severe environmental impacts.

Third, there is no new information of substantial importance (which was not known or could not have been known at the time of the General Plan adoption in June 2006) that identifies: a new significant impact (condition “A” under State CEQA Guidelines Section 15162[a][3]); a substantial increase in the severity of a previously identified significant impact (condition “B” State CEQA Guidelines Section 15162[a][3]); mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects of the General Plan; or mitigation measures or alternatives which are considerably different from those analyzed in the General Plan EIR which would substantially reduce one or more significant effects on the environment (conditions “C” and “D” State CEQA Guidelines Section 15162[a][3]). None of the “new information” conditions listed in the State CEQA Guidelines Section 15162[a][3] are present here to trigger the need for a subsequent EIR.

Further environmental review is not required because the proposed amendments do not meet the criteria for preparing a subsequent EIR or Negative Declaration under State CEQA Guidelines Section 15162.

FISCAL IMPACT

There is no anticipated fiscal impact of the proposed action on City finances.

ATTACHMENTS

1. Ordinance 7-2018 Zoning Text Amendments.
2. Redline Ordinance.
3. Project Correspondence.
4. Presentation.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

ORDINANCE NO. 7-2018

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
AMENDING TITLE 23 (ZONING CODE) OF THE RANCHO CORDOVA MUNICIPAL
CODE REGARDING CHAPTER 23.719 PARKING AND LOADING**

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

Section 1. Purpose and Declarations.

WHEREAS, the City Council held a work session on February 27, 2018 to discuss recently adopted provisions related to where RVs, boats and trailers could be parked on residentially zoned property within the City; and

WHEREAS, the City Council directed staff to repeal the current provisions and revert back to the previous code language regarding where RVs, boats, and trailers could be parked on residentially zoned property within the City; and

WHEREAS, the certified Environmental Impact Report prepared for and adopted by City Council for the previously adopted General Plan, via City Council Resolution 116-2006, was found to adequately address all potential environmental impacts associated with the adoption of the proposed Zoning Code amendments; and

WHEREAS, these amendments were analyzed and determined to be within the scope of the General Plan EIR and require no further environmental review under State CEQA Guidelines Section 15162 as established in the staff report associated with this Ordinance; and

WHEREAS, on March 19, 2018 the City Council held a properly noticed public hearing for this Ordinance and considered all oral and written testimony.

Section 2: Findings. The City Council hereby finds:

A. **CEQA Compliance.** The Rancho Cordova General Plan Final Environmental Impact Report (EIR) was certified in June 2006 by the Rancho Cordova City Council City Council Resolution 116-2006. The General Plan EIR is a Program EIR (CEQA Guidelines section 15168). The amendments to the City-wide Zoning Code are activities within the scope of the General Plan Program EIR and no further environmental review is required. Further environmental review is not required because the proposed amendments do not meet the criteria for preparing a subsequent EIR under State CEQA Guidelines Section 15162.

B. **The proposed amendment is consistent with the General Plan.** The attached Municipal Code Amendment ("Amendment") is consistent with the General Plan, as required by Government Code Section 65454. The amendment would provide for greater on site flexibility for parking of RVs, boats and trailers. These provisions were previously in the Zoning Code and inadvertently removed. The amendment would introduce the provisions back into the code and would not have any conflicts with existing General Plan goals and policies.

C. **The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City.** The attached amendments are focused

ATTACHMENT 1

on restoring previous zoning code standards related to allowable locations to park an RV, boat or trailer on residentially zoned property within the City. None of these proposed amendments will be detrimental to the public interest, health, safety, convenience, or welfare of the City as it merely restores regulations that were included in Chapter 23.719 since incorporation.

D. The proposed amendments are internally consistent with other applicable provisions of this zoning code. The attached Amendments have been reviewed for consistency with the entirety of the Municipal Code and is consistent with other applicable provisions of the Municipal Code.

Section 3. Amendments to Title 23

The City Council hereby adopts the amended Section 23.719.130, "Standards for off-street parking for private residences," of Title 23 of the Rancho Cordova Municipal Code (Zoning), as incorporated herein.

23.719.130 Standards for off-street parking for private residences.

Off-street parking and driveways for detached dwellings, manufactured homes, single-family attached dwellings, and two-unit attached dwellings shall meet the following requirements:

J. Parking of RVs, trailers, and vessels shall conform with the following additional regulations:

1. Parking on a lasting, durable surface (e.g., concrete, asphalt, grasscrete, or permeable paving material) is required.
2. Parking within the clear vision area is prohibited. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.140)].

Section 4. Severability

If any provision of this Ordinance or the application thereof to any person or circumstance, is held invalid, the remainder of the Ordinance, including the application of such part or provision to other persons or circumstances shall not be affected thereby and shall continue in full force and effect. To this end, provisions of this Ordinance are severable. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases be held unconstitutional, invalid or unenforceable.

Section 5. 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.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____, 2018 by the following vote:

AYES:

NOES:

ATTACHMENT 1**ABSENT:****ABSTAIN:**

Linda Budge, Mayor**ATTEST:**

Stacy Leitner, City Clerk

Rancho Cordova

Zoning Code Amendments

March 2018

Article 7

Site Planning and Development Standards

ATTACHMENT 2

Note to Reader: Proposed changes are shown in track changes with proposed deletions shown with strikeout and additions shown with an underline and red text. Section placeholders to indicate the sections between changed subsections remain the same are indicated with three stars (***).

Chapter 23.719

PARKING AND LOADING

***.

23.719.130 Standards for off-street parking for private residences.

Off-street parking and driveways for detached dwellings, manufactured homes, single-family attached dwellings, and two-unit attached dwellings shall meet the following requirements:

***.

J. Parking of RVs, trailers, and vessels shall conform with the following additional regulations:

~~1. Parking shall not be within the front and street side yard setbacks.~~

21. Parking on a lasting, durable surface (e.g., concrete, asphalt, grasscrete, or permeable paving material) is required.

23. Parking within the clear vision area is prohibited. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.140)].

Marie Weber

From: arthur paletta <cpopaletta@sbcglobal.net>
Sent: Thursday, March 08, 2018 6:18 PM
To: Marie Weber
Cc: arthur paletta
Subject: Boat,trailer RV Issue

Marie, I Arthur J. Paletta. would very much like to be placed in consideration for the committee to be formed to find a equitable solution to the City Ordance
Concerning Boat, Trailers and RV's. after the March 19, 2018. City Counsel Meeting.

Thank You.

ATTACHMENT 3**Marie Weber**

From: Linda Budge
Sent: Thursday, March 01, 2018 11:50 AM
To: Cyrus Abhar; Curt Haven
Cc: Stacy Leitner
Subject: FW: Follow up letter to RV banning
Attachments: IMG_32551.jpg; IMG_32581.jpg; IMG_32601.jpg

From: ur1angel13 <ur1angel13@gmail.com>
Sent: Thursday, March 1, 2018 12:28 AM
To: lbudge@cityofranchocordova.org; mcgarvey@cityofranchocordova.org; dsander@cityofranchocordova.org; ggatewood@cityofranchocordova.org; dterry@cityofranchocordova.org
Subject: Follow up letter to RV banning

Derar City Council members ,

I'm pretty upset, so I aplogize up front for being straight to the point.

So, this is what I get to come home to and what I see as I pull up to at my house, and what i see out my front door and all my windows.

Please excuse the pictures they are dark because they were taken at night.

Something has to done about this. I can no longer see my street!

Extremely frustrated,
Debra Hernandez

ATTACHMENT 3

D. Hernandez Attachments



Marie Weber

From: Marie Weber
Sent: Thursday, March 15, 2018 12:55 PM
To: Marie Weber
Subject: FW: On Site RV Parking

From: cowellay@att.net [<mailto:cowellay@att.net>]
Sent: Tuesday, February 27, 2018 7:22 PM
To: lbudge@cityofranchocordova.org; rmcgarvey@cityofranchocordova.org; dsander@cityofranchocordova.org; dterry@cityofranchocordova.org; ggatewood@cityofranchocordova.org; cabhar@cityofranchocordova.org
Subject: On Site RV Parking

Not wanting to be the sacrificial lamb at tonight's meeting, I am choosing to send this email.

I am an RV owner.

I pay for off site storage at McClellan. \$168/mo. 16 mile drive from my house to the storage facility.
 Overnight parking should be allowed, 24 to 72 hours for loading and unloading RV's on property.
 Light maintenance should also be allowed during this time.

I am opposed to on residential property storage of RV's.
 I believe they make the neighborhood look trashy.
 RV Parks have standards as to the age and looks of RV's they allow in some parks.

I would support **Option 2** from your overhead projection list.

I live across from a corner house that has multiple trailers, RV, Horse, and just a general trailer whereby the owner plays musical chairs with them with storage in the backyard and in the driveway. Beauty is in the eye of the beholder, but to me this looks trashy.

The city has regulations regarding the height of fences allowed between driveways for safety reasons. Parking a RV right up to the sidewalk limits a neighbors view of oncoming traffic.

Another option might be have a city tag for RV's parked within the city to ensure they are in fact registered if they remain on the property visible from the street.

Thank you,

Andrew Cowell
 Newton Way
 Rancho Cordova.

Sent from [Mail](#) for Windows 10

ATTACHMENT 3

Marie Weber

From: Linda Budge
Sent: Thursday, March 08, 2018 10:54 AM
To: Stacy Leitner; Darcy Goulart
Subject: FW: Subject: Zoning ordinance banning homeowners from having their boats, Rv's and trailers parked where they can be seen from the street.

From: Mark Buckley <biguylt@sbcglobal.net>
Sent: Sunday, March 4, 2018 2:58 PM
To: lbudge@cityofranhocordova.org
Cc: rmgarvey@cityofranhocordova.org
Subject: Subject: Zoning ordinance banning homeowners from having their boats, Rv's and trailers parked where they can be seen from the street.

Dear Mayor, Vice Mayor and City Council Members:

We have been homeowners since 1971. In 2006 a City of Rancho Code Enforcement Officer came to our home and surveyed our front yard and verified that we had enough land vs cement to have an RV pad put in and assured us that we would be "Grandfathered in" should there be any changes to the codes and or laws in the future.

We proceeded and had the RV pad poured next to our driveway which was then inspected and approved by the City of Rancho Cordova Code Enforcement Officer.

We don't understand why and how this could be changed on us? As long time residents of Rancho Cordova, myself as a child since 1963 with my parents and when I became an adult and purchased my own home in 1971 in Rancho Cordova.

Please review your thinking on imposing such unfair and unrealistic rules on a city without an HOA.

Sincerely,

Mark & Tina Buckley
 2510 La Cumbra Circle
 Rancho Cordova, CA 95670

(916) 363-3579

-

Marie Weber

From: Christopher Crawford <christopher.m.crawford@hotmail.com>
Sent: Wednesday, February 28, 2018 11:25 AM
To: Stacy Leitner
Subject: RV and Boat parking?

As a resident of sun river I like seeing people's boats and RVs parked in their yards. It's better than seeing furniture!

Thank you for your time,
Christopher Crawford

Sent from my Verizon, Samsung Galaxy smartphone

ATTACHMENT 3

/O=CORC ORGANIZATION/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN:

From: Scott Rosenberg <scott.rosenberg@sbcglobal.net>
Sent: Tuesday, February 27, 2018 4:46 PM
To: Stacy Leitner
Subject: RV and boat parking

I am very disappointed with the recent city ordinance to restrict or eliminate parking for boats or RV's in our driveways. This decision will put undue hardships on the residents of Rancho Cordova. There is a limited amount of storage parking (set aside of larger boats or RV), and an increase in demand with cause cost to skyrocket.

Scott Rosenberg
scott.rosenberg@sbcglobal.net

ATTACHMENT 3

/O=CORC ORGANIZATION/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN:

From: Richard Lawrence <rklawrence@sbcglobal.net>
Sent: Tuesday, February 27, 2018 4:58 PM
To: Stacy Leitner
Cc: M.D. Rep. Ami Bera
Subject: RV parking in driveway
Attachments: 20180121_115708.jpg; 20180121_115747.jpg

Your message at 2:50p gave comment period till 4:00pm.. 1 hr 10 minutes... Too short... Please include my comments..

I have a small toyota based 22' RV, I am retired and receive about 65% income than when working, \$2,000 going to storage means there is quite a bit of things I can't do.. I can park it 5' back from the sidewalk.. Doesn't bother anyone except those who want to take property rights away from others..

To me this requirement is the **city saying American citizens are subjects** to be told what to do by the whims of special interest groups.. And the city is saying your not the property owner, the city is..

I want a city that provides city services not a dictator... Your about to tell me Rancho Cordova is not America..

When the city first became a city, parking enforcement tagged my RV, not registered, not running, it was running, registered, insured.. Your employee could have checked DMV records, my son was going to college, living in Berkeley, he was visiting me, parking enforcement tagged his car not registered, not running, my son went to his mom's, back to school, I was outside when parking enforcement came a week or so later when my son was visiting.. Parking enforcement was there to tow his car which was running, registered, insured... Does that sound like harassment to you ????????

I think your code is written by someone who does not care about other peoples rights, just his or her own agenda.. The people mean nothing.. These city officials are on their thrown, dictating.. The people have to be as we say they should be..

Thanks ! & have a nice day !



Rich Lawrence
 916-631-8139

ATTACHMENT 3

R. Lawrence Photos



Marie Weber

From: Elizabeth Tran <eltran217@gmail.com>
Sent: Tuesday, February 27, 2018 7:58 PM
To: Stacy Leitner
Subject: RV,Trailer and Boat Parking

Hello,

I am unable to make the city meeting and would like to vote for this city ordinance.

I WOULD like the ability to park a trailer/rv/boat on a drive way. It's personal property.
Please let me know what I need to provide so that I can ensure my vote is counted correctly?

Regard, Elizabeth Tran

Sent from my iPhone

Marie Weber

From: Karen <karenlin91@comcast.net>
Sent: Wednesday, March 07, 2018 12:03 PM
To: Marie Weber
Subject: sub-committee on parking ordinance

Hello,

I am very concerned about the ordinance to remove parking of boats and RV's in our driveways. I would like to volunteer to be on the sub-committee concerning this. As a boat owner and retired on a fixed income with no way to pay for storage, this concerns me. I really don't think it is an impossible problem, there are already codes to insure that the vehicles are registered, operable, and kept in good repair. I would like to be there to help find a solution acceptable to everyone.

Thank you,

Karen Luxton-Loser

karenlin91@comcast.net

Marie Weber

From: Mark Schroeder <mschroeder17@yahoo.com>
Sent: Tuesday, February 27, 2018 6:43 PM
To: Stacy Leitner
Cc: Linda Budge; mcgarvey@cityofranchocordova.org; David Sander; Garrett Gatewood; Donald Terry
Subject: Title 23

Stacy,

I am currently sitting in the city council meeting.

I am in favor of option 4, please keep the code language as it was prior to June 15, 2017.

I was a Rancho Cordova home owner on Rossmoor Drive from 2004 to 2014. We recently purchased a home on Ambassador Drive because we loved the neighborhood so much.

Had we known about this zoning code being passed on June 15, 2017 we most likely would not have purchased this house. We believed we were buying a house in the neighborhood we had grown to love for 10 years.

How was this code changed in what appears to be a very secret meeting?

Thank you,
Mark Schroeder

Marie Weber

From: Marie Weber
Sent: Thursday, March 15, 2018 1:01 PM
To: Marie Weber
Subject: Title 23- RVs,Boat and trailer Parking.

From: Jerry Ahlin [<mailto:JAhlin@SBCGlobal.Net>]
Sent: Wednesday, February 28, 2018 10:20 AM
To: David Sander <dsander@cityofranchocordova.org>; Linda Budge <lbudge@cityofranchocordova.org>; bob McGarvey- RC city council <rmcgarvey@cityofranchocordova.org>
Subject: Title 23- RVs,Boat and trailer Parking.

Dear City Council Members,

I want you to know I favor Option 2 or 3 of the council meeting last night.

I was unaware of the previous meetings and know that I need to focus more on what is being done in our city and feel your doing a fine job.

PS: Everytime I drive down the new paved streets I say, "THANK YOU" , it is like driving on a cloud now compared to driving on a mine field before.

I also want to bring up the issue of wooden or metal structures being built to protect a motor home or boat.

One of my neighbors built such a structure years ago for his 30 of 40 foot motor home that is at least 20 feet tall. It shades my two oranges trees and bushes and rain water comes off the roof onto my property. This structure is built within 6 inches of my fence and property line. I am doubtful this structure is legal and wonder if a building permit was issued for the construction.?

The home will most like be up for sale soon and I want to make sure that the new owners are in compliance with code.

Please forward this email to Councilman Gatewood and Terry.

I appreciate your patience in dealing with the speakers last night. Some good ideas did come forward. Well Done..

Cheers,
 Jerry Ahlin

Creative Arts Marketing Imprint.
 2311 W. La Loma Dr.
 Rancho Cordova,Cal 95670
 916-905-6688

cell 916-804-4332

Marie Weber

From: Marie Weber
Sent: Thursday, March 15, 2018 1:03 PM
To: Marie Weber
Subject: Title 23-RV/Boat/Trailer Concerns
Attachments: boat.jpg; boat1.jpg; rvs.jpg; trailer.jpg

From: carol wilfley <cwif@post.com>
Sent: Tuesday, March 6, 2018 11:38 AM
To: lbudge@cityofranchocordova.org; ggatewood@cityofranchocordova.org; dsander@cityofranchocordova.org; mccgarvey@cityofranchocordova.org; dterry@cityofranchocordova.org
Cc: mweber@cityofranchocordova.org; Angel Ball <gacball@sbcglobal.net>
Subject: Title 23-RV/Boat/Trailer Concerns

Dear Mayor Budge and City Council Members,

I understand I missed a workshop recently that discussed rescinding a current RC City Ordinance on not staging/parking trailers/boats/RVs on property/driveways. I'm not sure who has requested this ordinance be removed (although I'm aware that Code Enforcement isn't really enforcing), but I wanted to add my comments.

When Rancho Cordova became it's own city, we had many goals to clean up and improve our city and too date we have made **tremendous** progress. With that being said, I don't think letting people park large trailers/RVs/boats on their driveways continues with that mindset, especially as a number of these vehicles are rarely used during the year (please see attached pictures for the record).

After viewing the power point presentation and reading emails submitted at the workshop, it looks like we have 817 boats/trailers/RVs registered in our city (a small number compared to the 70,000 citizens who currently live here according to Mr. Maeda). If we want to continue to improve our city, ensure safety, keep our property values up, and entice new citizens to our area, I believe we need to keep this ordinance. We need to ask ourselves, do we want our city to be more like Folsom/Citrus Heights/Elk Grove or Sacramento? I also think we should not overlook the safety factor these large RVs/campers pose parked on driveways as they block many of our neighbors' views while exiting their own garages/ driveways. I believe homeowners should factor in the cost of storing trailers/campers/boats prior to buying them and/or in deciding whether or not to keep an inherited one. However, to be fair to those who purchased these vehicles prior to the new ordinance in June 2017, I believe some exemptions should be considered.

My vote is for Option #2 or Option #1 (definitely not Option #1 or #4). Instead of putting neighbors up against each other, maybe the city should look at putting this on a future ballot for voting. I'm guessing you may find more homeowners against the parking of these vehicles in driveways than for it (but are hesitant to speak up about it or voice their concerns at public meetings).

Thank you for your consideration.

Carol Wilfley, VINS Member

ATTACHMENT 3

C. Wilfley Photos



**03-19-18 City Council Meeting
Item 11.1 Supplemental**

Marie Weber

Communication from Bob and Meada Cashatt

From: Marie Weber
Sent: Monday, March 19, 2018 1:52 PM
To: Marie Weber
Subject: RVs, trailers and boats

----- Forwarded message -----

From: **Meada Cashatt** <meada@cashatt.com>
 Date: Sat, Mar 17, 2018 at 11:48 AM
 Subject: RVs, trailers and boats
 To: lbudge@cityoffranchocordova.org, rmcgarvy@cityoffranchocordova.org, dsander@cityoffranchocordova.org,
 Donald Terry <dterry@cityoffranchocordova.org>, ggatewood@cityoffranchocordova.org

The issue of not parking rvs, trailers and boats in front yards is again coming before the council. We are aware that some residents have their toys parked on their property in various configurations. All have expressed that they cannot afford storage fees. What to do?

We have lived in Cordova Meadows for 47 years. We have had the majority of our neighbors respect each other and we have had a few (two) neighbors who disrespected our neighbors to the point of being selfish and vindictive. It only takes these two to cause turmoil within a neighborhood. We believe it was the same situation with the loud and rude remarks that were made by the people who spoke at the last work session.

We do want a fair solution to this code. Maybe no NEW toys can be put in front yards, permits allowing such parking have a sunset clause with no extension on the permits, and vehicles that have not been used and are in disrepair should be removed. Permits cannot be transferable.

We believe a study group should be formed with representatives from both sides of the issue with very little input from the council. Perhaps some legal representative and someone from code enforcement would round out the group.

Or, since this loud group at the work session seemed to be a minority voice of the residents of the city, perhaps this issue should go to a vote of the total residents.

Thank you for listening. Meada and Bob Cashatt

**03-19-18 City Council Meeting
Item 11.1 Supplemental**

Marie Weber

Communication from Tom Ferguson

From: Marie Weber
Sent: Monday, March 19, 2018 1:53 PM
To: Marie Weber
Subject: Ord. 7-2018, Repeal of Setback Restriction for RV parking

From: ranchocordova@enotify.visioninternet.com [mailto:ranchocordova@enotify.visioninternet.com]
Sent: Friday, March 16, 2018 10:31 AM
To: Darcy Goulart
Subject: Ord. 7-2018, Repeal of Setback Restriction for RV parking

Message submitted from the <City of Rancho Cordova> website.

Site Visitor Name: Tom Ferguson
Site Visitor Email: twferg@hotmail.com

Hello Darcy Goulart:

I've been closely following Council agendas and minutes re repeal of the front and side setback requirement for parking RV's on residential properties. Please don't repeal the requirement. As you know, many of these "RV's" are extremely large vehicles, considered by many to be hideously ugly blemishes on neighborhood appearance. They often offend nearby neighbors and their owners show no consideration of their neighbors. Not only should the setback requirement be affirmed, but enforcement of illegal street parking of the beasts should be strengthened. Thank you for your time and attention,

Tom Ferguson

Title 23 – Zoning Code Amendments & RV, Boat, Trailer Subcommittee

Darcy Goulart
Kerry Simpson
March 19, 2018



CityOfRanchoCordova.org

1

MEETING GOALS

- Introduce and waive first reading for Ordinance 7-2018
- Direction on a RV, Boat, and Trailer Subcommittee

2

**03-19-18 City Council Meeting
Item 11.1 Supplemental
PowerPoint Presentation**

Chapter 23.719 Parking and Loading

23.719.130 Standards for off-street parking for private residences.

Off-street parking and driveways for detached dwellings, manufactured homes, single-family attached dwellings, and two-unit attached dwellings shall meet the following requirements:

J. Parking of RVs, trailers, and vessels shall conform with the following additional regulations:

~~1. Parking shall not be within the front and street side yard setbacks.~~

21. Parking on a lasting, durable surface (e.g., concrete, asphalt, grasscrete, or permeable paving material) is required.

32. Parking within the clear vision area is prohibited. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.140)].

3

Recommended Motion for Code Amendment

“That City Council determine the project Categorically Exempt under Section 15162 and introduce and waive first reading of Ordinance 7-2018, and ordinance amending Title 23 (Zoning Code).

4

**03-19-18 City Council Meeting
Item 11.1 Supplemental
PowerPoint Presentation**

Registered and Operable Vehicles

- RCMC – two section that require a vehicle to be operable and registered before it can be stored in public view.
 - Section 6.56.010 – set procedures for abatement of inoperable or unregistered vehicles.
 - Section 23.719.130 – prohibits inoperable and unregistered vehicles, vessels and trailers from being parked in residential zoning districts or neighborhoods.

5

Identified Issues

- Blight
 - Run down/poorly maintained vehicles or vessels
 - Worn out covers/tarps
- Safety
 - Visibility of oncoming vehicles when backing out of an adjacent driveway or street.
- Aesthetics
 - Visual impact of RVs, boats and trailers parked within public view.
- Storage
 - Using trailers or RVs for storage

6

Photographs



CityOfRanchoCordova.org

7



8

**03-19-18 City Council Meeting
Item 11.1 Supplemental
PowerPoint Presentation**



9



10

**03-19-18 City Council Meeting
Item 11.1 Supplemental
PowerPoint Presentation**



11



12

**03-19-18 City Council Meeting
Item 11.1 Supplemental
PowerPoint Presentation**



13

MEETING RECAP

- Introduce and waive first reading for Ordinance 7-2018
- Direction on a RV, Boat, and Trailer Subcommittee

14

**03-19-18 City Council Meeting
Item 11.1 Supplemental
PowerPoint Presentation**

THANK YOU

QUESTIONS & DISCUSSION



CityOfRanchoCordova.org

15

MEMORANDUM

DATE: March 19, 2018

TO: Honorable Mayor and Council Members

FROM: Maria Kniestedt, Communications & Public Affairs Director



SUBJECT: CITY OF RANCHO CORDOVA 2018 COMMUNICATIONS UPDATE

RECOMMENDATION

Receive City communications update and discuss plans for 2018.

RESULT OF RECOMMENDED ACTION

Council will receive an update regarding the 2017 City communications activities, as well as a high-level overview of what is planned for 2018. This will provide Council with an understanding of 2017 successes/insights and an opportunity to discuss plans for 2018.

BACKGROUND

The City's communications staff presented a draft 2017 Communications Strategic Plan during two December 2016 work sessions. During those sessions, staff provided Council with:

- Citywide goals and Council priorities
- Communications goals, capabilities and tasks
- Communications platform, key messages and key audiences
- Research Findings and Insights
- 2017 Recommended Approach
- 2017 Tactical Recommendations
- 2017 City Communications Planning Calendar

The goal of the 2018 update is to provide Council with a review of 2017 successes/insights, as well as 2018 strategic communications recommendations. This year's update focuses on insights gleaned from project metrics and debriefs, as well as the 2018 recommended approach and tactical recommendations.

FISCAL IMPACT

There is no fiscal impact associated with this item.

03-19-18 City Council Meeting
Item 12.1 Supplemental
PowerPoint Presentation



Overview of Tonight's Presentation

2017

Year in Review

Successes & Insights

2018

Strategy Based on Insights

Programming & Timeline

03-19-18 City Council Meeting
Item 12.1 Supplemental
PowerPoint Presentation

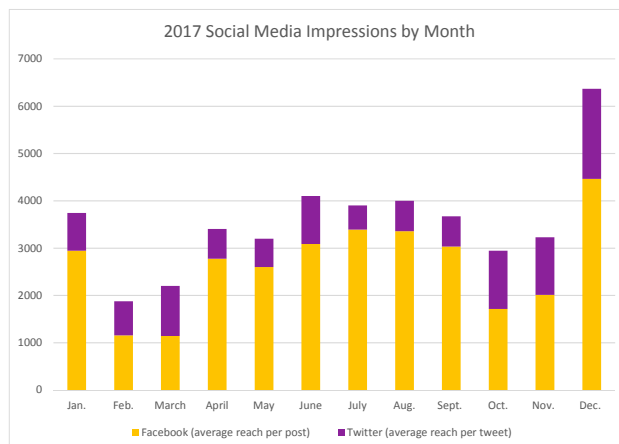
2017 in Review



2017 in Review

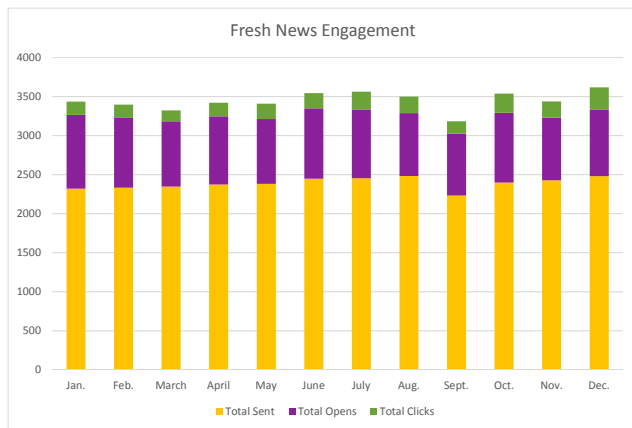
3

2017 Metrics: Social Media



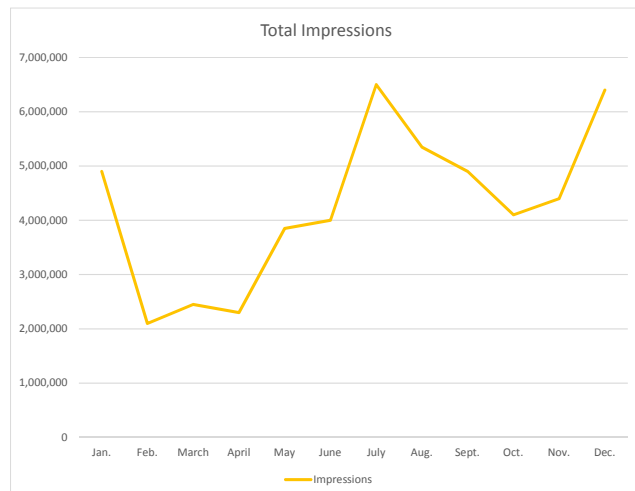
03-19-18 City Council Meeting
Item 12.1 Supplemental
PowerPoint Presentation

2017 Metrics: Digital Content



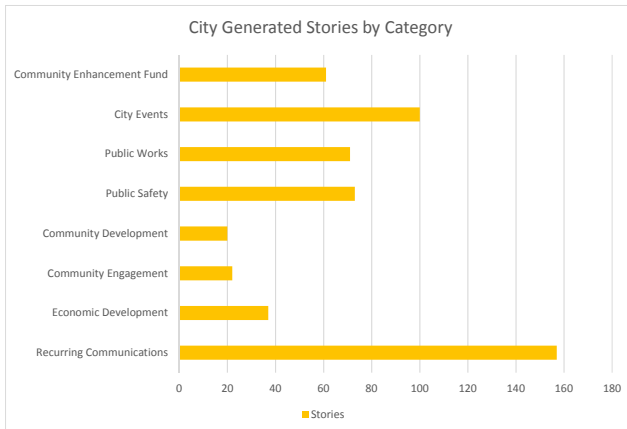
RANCHO CORDOVA
CITY HALL

2017 Metrics: Media Stories



03-19-18 City Council Meeting Item 12.1 Supplemental PowerPoint Presentation

2017 Metrics:



2017: Successes + Insights

- Steady growth across the board
- Continued metrics/analysis emphasis
- Increased Council support
- Expanded role of communications
 - New Strategy for RCPD
- Created efficiencies:
 - SME structure
 - Department processes
 - “Divide and conquer”



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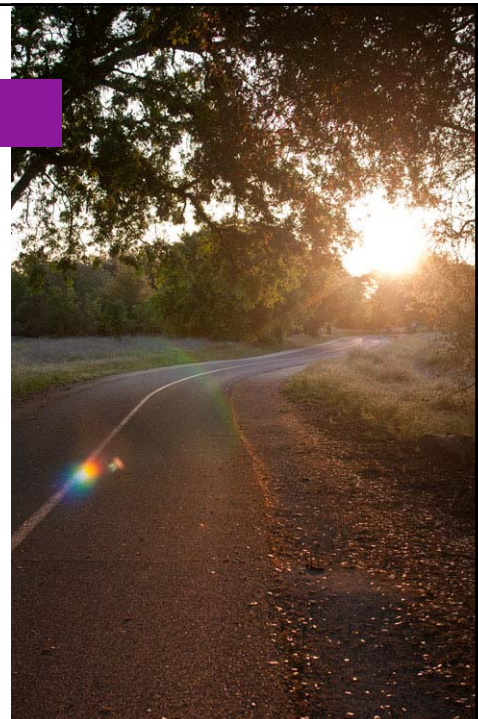
2017: RCPD Highlights

- Launched social media strategy – steady growth across channels
- Launched *The Dispatch* e-newsletter – high open and click through rates
- Grew proactive media relations
- Built relationships with residents



2018 Overall Strategy

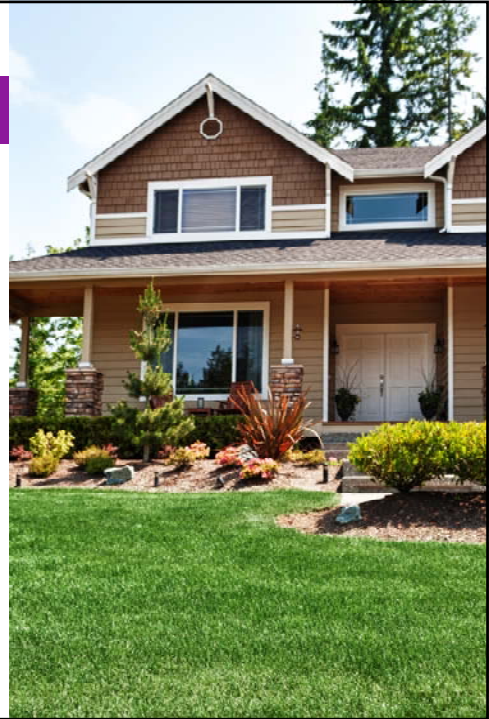
- Continued focus on coordinated, multi-tool, strategic approach that emphasizes storytelling and ladders up to City goals
- Prioritize efforts based on Council's and City Manager's priorities, City goals, resident needs
- Expand strategic messaging platform and training
- Continue daily/monthly measurement; analyze data for insights/course corrections
- New emphasis on internal communications



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2018 Focus Areas

- **Media Relations:** Continue to leverage City assets to tell the good news stories
- **Social Media:** Continue to grow channels with a new emphasis on Nextdoor
- **Digital content:** Focus on metrics, SEO to grow audience
- **Council support:** Divide and conquer
- **Internal Communications:** Facebook Workplace
- **Department support:** Continue to look for efficiencies; expand team with consultant support
- **Metrics:** Field City survey; continue daily measures; implement SEO
- **Continuous improvement:** What's still missing?



2018 Programming + Timing:

Ongoing Daily/Monthly Projects:

- Social media (City/RCPD)
- Digital content (City/RCPD)
- Media relations (City/RCPD)
- Council support
- Award opportunities/submissions
- City 15th Birthday events
- Metrics



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2018 Programming + Timing:

Q1 Proactive Projects:

- Mather Heritage Trail Groundbreaking
- The MACC
- Bear Hollow Tree Planting
- Facebook Workplace
- Banner Placemaking
- New City giveaways
- ED expanded PR efforts
- Logo refresh
- Pedestrian Signals
- 2018 Sidewalk Project
- Business Checklist
- HOT education



2018 Programming + Timing:

Q2 Proactive Projects:

- MVV Phases II & III Groundbreaking
- Great Scott Bike Ride
- Kids Day & iFest
- Barrel District Kick-off
- RCPD Adopt-A-School
- Good Neighbor Guide 2nd edition
- Code Enforcement materials
- Highlight CEF projects
- Countryside Tree Planting
- Mailer to City residents
- Folsom Blvd Phase IV



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2018 Programming + Timing:

Q3 Proactive Projects:

- Special 15th Birthday City Council Meeting
- City internal birthday celebration
- 4th of July media relations
- 4th of July float
- Logo revise
- Operation #InspireTheFuture
- California Capital Airshow
- CEF projects
- Citizen's Report



2018 Programming + Timing:

Q4 Proactive Projects:

- Tree Planting
- CEF projects
- State of the City
- Holiday Lights Parade
- Christmas Tree Lighting
- Holiday STAR program
- Strategic Planning for 2019



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2018: City's 15th Birthday

15 Ways to Celebrate Our 15th!

1. Sakura Grove in Historic Cemetery (April)
2. Cupcakes at Kids Day (April)
3. Quinceañera at iFest (May)
4. Free Popcorn at the Moonlight Movies (June)
5. Special 15th Birthday Council Meeting & concert (July)
6. Community concert on July 3rd (July)
7. Community concert on July 4th (July)
8. Special Birthday-themed 4th of July fireworks (July)
9. Birthday-themed 4th of July float (July)
10. Community photo sweepstakes (August)
11. Airshow—Friday night show fireworks sponsor (September)
12. "Our Town" Art Show (October)
13. State of the City (November)
14. Holiday Lights Parade (December)
15. Christmas Tree Lighting (December)



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Questions & Discussion

