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

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

**Wednesday, July 5, 2006**

**3:00 P.M. – Closed Session – Community Board Room**
**4:00 P.M. – Study Session – American River North Room**
**5:30 P.M. – Regular Meeting – David B. Roberts Council Chambers**

# AGENDA

## CLOSED SESSION

**Council will Meet in Closed Session for the Following Purpose:**

1. Conference with Legal Counsel – Anticipated Litigation Significant Exposure to Litigation Government Code Section 54956.9 (b) (two potential cases)

## STUDY SESSION

**Call to Order**

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

## ORAL COMMUNICATIONS

2. **Public Comment**

At a study session, citizens are invited and encouraged to participate in discussion during the time the matter is discussed. Citizens wishing to address the Council for any matter not on the agenda may do so at this time. Please keep your comments to three minutes or less and provide a Speaker Card to the City Clerk. Please state your 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 unagendized item unless it can



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be demonstrated to be of an emergency nature or the need to take immediate action arose after the posting of the agenda.

**Study Session Item**

3. **Subject:** Folsom Boulevard Specific Plan Project Update and Review of Draft Design Plan.
   **Recommendation:** Consider staff's update on the Specific Plan and presentation of the Draft Design Plan and provide comments and/or direction on the following issues:
   (a) General comments on the Draft Design Plan, including level of detail and overall design approach.
   (b) Strategy for releasing the Draft Design Plan to the community, including process for review and suggestions for key stakeholders
   **Result of Recommended Action:** Council input provided through this Study Session will allow staff to complete the initial design phase of the Specific Plan and offer direction for releasing the Draft Design Plan to the community. The Draft Design Plan is a key milestone product that must be validated by the Council before the Specific Plan can be prepared. Assuming Council concurrence, staff will proceed with presentation of the Draft Design Plan to the community and then move forward with refining the Design Plan and preparing the Draft Folsom Boulevard Specific Plan.
   **Staff Report:** Paul Junker and Loreli Cappel, Planning Department
   **Advances Goals:** 1, 4, 7 and 8

## ADJOURNMENT OF STUDY SESSION

## REGULAR MEETING – CALL TO ORDER

**Call to Order**

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

**Metro Cable TV Telecast Announcement**

**Pledge of Allegiance**

**Invocation**

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

**Closed Session Report**

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

**Presentations**

6. Status Update and Council Direction on Garbage Clean-up
7. Celebrating our Accomplishments
8. Development and Construction Status Report



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## ORAL COMMUNICATIONS

9. **Public Comment**

Citizens wishing to address the Council for any matter on the Consent Calendar or not on the agenda may do so at this time by completing and submitting a (blue) Speaker Card to the City Clerk. **For items on the agenda, speakers will be called up to the podium by the Mayor at the point on the agenda when the item will be heard.** Speakers are encouraged to keep comments to three minutes or less and to state name and community of residence.

Note, under the provisions of the California Government Code, the City Council is prohibited from discussing or taking immediate action on any unagendized item unless it can be demonstrated to be of an emergency nature or the need to take immediate action arose after the posting of the agenda.

## CONSENT CALENDAR ITEMS – ROLL CALL VOTE

10. **Subject:** Minutes of City Council Meetings:
    a. Special Meeting of January 3, 2006
    b. Special Meeting of January 24, 2006
    c. Special Meeting of February 6, 2006

    **Recommendation:** Adopt Minutes.

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

12. **Subject:** Ordinance Establishing a Special Tax for Police Protection Services for the Grantline 208 Subdivision, Owned by Pulte Home Corporation; RC-04-064.
    **Recommendation**: 2nd Reading and Adoption of Ordinance No. 38-2006 establishing a Special Tax for Police Protection Services. **(Roll Call Vote)**
    **Result of Recommended Action:** Adoption of this ordinance will assist the City to meet the costs of providing City law enforcement services by establishing a special tax for police protection services for the Grantline 208 Subdivision.
    **Staff Report:** Adam Lindgren, City Attorney's Office
    **Advances Goal:** 5

13. **Subject:** Anthology at Anatolia Development Agreement, RC-05-157
    **Recommendation:** 2nd Reading and Adoption of Ordinance No. 39-2006 approving a Development Agreement for the Anthology at Anatolia RC-05-157 project. **(Roll Call Vote)**
    **Result of Recommended Action:** The Development Agreement will allow the project to provide needed funding for critical city services and facilities. The agreement provides a special tax for police services and funds to improve parks and streets within the community.

**Staff Report:** William Campbell, Planning Department
**Advances Goals:** 2, 3, 5, 6, 7 and 8

14. **Subject:** Ordinance Amending Rancho Cordova Ordinance No. 4-2003 Relating to the Definition of Transient in the Transient Occupancy Tax Ordinance
**Recommendation**: 2nd Reading and Adoption of Ordinance No. 42-2006 amending Rancho Cordova Ordinance No. 4-2003 relating to the definition of "Transient" in the Transient Occupancy Tax Ordinance. **(Roll Call Vote)**
**Result of Recommended Action:** Adoption of this ordinance will amend the definition of "Transient" in the Transient Occupancy Tax Ordinance in order to prohibit business entities from renting rooms for more than 30 days for employee use in order to avoid paying the tax.
**Staff Report:** Bill Thomas, Finance Department
**Advances Goal:** 10

15. **Subject:** Redevelopment Plan Adoption for the Rancho Cordova Redevelopment Project Area.
**Recommendation:** 2nd Reading and Adoption of Ordinance No. 43-2006 Approving and Adopting the proposed Redevelopment Plan for the Rancho Cordova Redevelopment Project Area. **(Roll Call Vote)**
**Result of Recommended Action:** This action is necessary to adopt the proposed Redevelopment Plan for the Rancho Cordova Redevelopment Project Area
**Staff Report:** Curt Haven, Community Redevelopment Agency
**Advances Goals:** 4, 6, 7, 8, 10

16. **Subject:** Authorization to Execute Contract for the Folsom South Canal Corridor Study
**Recommendation**: Authorize the City Manager to execute a consultant contract for the Folsom South Canal Corridor Study. Funding for this project will be provided through a $150,000.00 Caltrans grant and a contribution by the Folsom South Canal Partnership totaling $264,000.00. The City of Rancho Cordova has contributed $30,000.00 and will continue to provide staff time for project oversight.
**Result of Recommended Action:** This action will allow the City Manager to execute a contract for consultant services with Nolte Associates, Inc. that will develop a multi-modal plan for lands adjacent to the Folsom South Canal. The contract will be managed by the Folsom South Canal Partners with the Highway 50 TMA as a point contact.
**Staff Report:** Cyrus Abhar and Mark Thomas, Public Works Department
**Advances Goals:** 1, 2, 3, 7 and 8

17. **Subject:** Resolution of Consideration Amending the Rate and Method of the Special Tax Formula of Rancho Cordova CFD No. 2004-1 (Sunridge Park)
**Recommendation**: Adopt Resolution No. 96-2006 and set a public hearing and property owner election for August 7, 2006.
**Result of Recommended Action:** The City will have the ability to tie the special police tax that is part of the development agreement(s) to the issuance of Mello Roos bonds. This will provide a method of guaranteeing that the police special tax will continue as long as the bonds are outstanding.
**Staff Report:** Bill Thomas, Finance Department
**Advances Goal:** 10

18. **Subject:** Resolution of Consideration Amending the Rate and Method of the Special Tax Formula of Rancho Cordova CFD No. 2005-1 (North Douglas CFD)
**Recommendation**: Adopt Resolution No. 97-2006 and set a public hearing and property owner election for August 7, 2006.
**Result of Recommended Action:** The City will have the ability to tie the special police tax that is part of the development agreement(s) to the issuance of Mello Roos bonds. This will provide a method of guaranteeing that the police special tax will continue as long as the bonds are outstanding.
**Staff Report:** Bill Thomas, Finance Department
**Advances Goal:** 10

19. **Subject:** May 31, 2006 Treasurer's Report
**Recommendation**: The City Council should receive and file the report.
**Result of Recommended Action:** No action request; discussion item only.
**Staff Report:** Bill Thomas, Finance Department
**Advances Goal:** 10

## CONSENT PUBLIC HEARING ITEMS

20. **Subject:** Stewart Tool Company Design Review, RC-06-236
**Recommendation:** Adopt Resolution No. 123-2006
**Result of Recommended Action:** The addition will allow Stewart Tool to increase its production, enclose its operation within the new addition and reduce some of the noise generated by the business. The addition is in the rear portion of the property and will not be visible to the public right-of-way.
**Staff Report:** William Campbell, Planning Department
**Advances Goal:** 1

21. **Subject:** Trinity Garden Rezone, Tentative Subdivision Map, Residential Design Review and Development Agreement, RC-05-190
**Recommendation:** Determine that the Trinity Garden Mitigated Negative Declaration satisfies the requirements of CEQA; waive 1st reading and introduce Ordinance No. 44-2006, rezoning a parcel from Shopping Center to RD-20; Adopt Resolution 124-2006 approving a Tentative Subdivision Map and Design Review with conditions of approval as submitted; waive 1st reading and introduce Ordinance 45-2006 accepting the terms of the Draft Development Agreement as submitted.
**Result of Recommended Action:** Approval of entitlements will allow the applicant to obtain building permits to construct a 2.1-acre project with 20 single-family attached units as proposed on the northeast corner of Trinity River Drive and Coloma Road, subject to conditions of approval and the provisions of the Development Agreement.
**Staff Report:** Jeffrey Beiswenger, AICP, Planning Department
**Advances Goals:** 1, 6 and 7

## PUBLIC HEARING ITEMS

22. **Subject:** Capital Village Special Planning Area Amendment, Tentative Parcel Map and Commercial Design Review, RC-05-193
**Recommendation**: Determine that the Final Supplemental Mitigated Negative Declaration satisfies the requirements of CEQA; waive 1st reading and introduce Ordinance No. 46-2006 amending the Capital Village Special Planning Area (CVSPA); Adopt Resolution No. 125-



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2006 approving the Tentative Parcel Map and the preliminary site plan subject to conditions of approval, as submitted.
**Result of Recommended Action:** The action will approve entitlements for a 307,424 s.f. commercial project on 27.4 acres. The amendments to the CVSPA increase allowable height, decrease minimum parking requirements and change the development standards within the Loft District. The Tentative Parcel Map creates a separate parcel for each building. The preliminary site plan and signs package are approved, subject to a subsequent design review process.
**Staff Report:** Jeffrey Beiswenger, AICP, Planning Department
**Advances Goals:** 1, 4 and 7

23. **Subject:** The Preserve RC-03-052 Policy Discussion on the Funding and Timing of Construction of Major Transportation Improvements
**Recommendation**: It is recommended that the City Council:
(a) Consider staff's presentation on a single remaining key project issue related to the timing of roadway construction and associated obligations and provide direction to staff to finalize this issue.
(b) Continue the public hearing for this project to the regular City Council Meeting of July 17, 2006 to consider the full project application.
**Result of Recommended Action:** Council input on this final substantive issue will allow staff to finalize the project conditions of approval and development agreement for consideration by the City Council at its meeting of July 17, 2006. Ultimately, the Council's determination on this issue may have significant implications to the timing and completion of roadway construction within Rancho Cordova.
**Staff Report:** Cyrus Abhar, Public Works Department
**Advances Goals:** 1, 2, and 7

## *7:30 P.M. - BREAK

## REGULAR CALENDAR ITEMS

24. **Subject:** Urgency Ordinance Amending Title 6 of the Rancho Cordova Municipal Code, Adding Chapter 6.130 and Sections 6.130.010 to 6.130.069, Relating to the Protection of Children From Sexual Offenders
**Recommendation**: Adopt Urgency Ordinance No. 47-2006
**Result of Recommended Action:** Adoption of this Urgency Ordinance will protect children from contact and potential sexual assault by registered sex offenders.
**Staff Report:** Adam Lindgren, City Attorney's Office
**Advances Goal:** 5

## CORRESPONDENCE

## COUNCIL REPORTS

## COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

## CITY MANAGER'S REPORT

## ADJOURNMENT

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



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## ADDITIONAL INFORMATION

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

| **CITYWIDE GOALS** - (Adopted March 20, 2006) | |
|---|---|
| 1. | Foster a Positive Image of Rancho Cordova |
| 2. | Improve Transportation & Connectivity |
| 3. | Ensure the Availability of the Best Public Services in the Region |
| 4. | Establish a Vibrant Downtown |
| 5. | Ensure a Safe Community |
| 6. | Improve the Quality of Housing In Rancho Cordova |
| 7. | Sustain a Livable Community |
| 8. | Drive Diverse Economic Opportunities |
| 9. | Foster Responsible Citizenship |
| 10. | Practice Sound Fiscal Management |
| 11. | Establish Logical (City) Boundaries |
| 12. | Continue To Provide Regional Leadership |

| ***UPCOMING MEETINGS*** | |
|---|---|
| ***Monday, July 17, 2006*** | ***5:30 p.m. – Regular Meeting*** |
| ***Wednesday, July 19, 2006*** | ***5:30 p.m. – Work Session on Westborough Development Project*** |
| ***Monday, July 31, 2006*** | ***5:30 p.m. – Work Session on Folsom Blvd. Specific Plan Project Update (Tentative – if Needed)*** |
| ***Monday, August 7, 2006*** | ***4:00 p.m. – Study Session on Rio del Oro***<br>***5:30 p.m. – Regular Meeting*** |
| ***Monday, August 21, 2006*** | ***Regular Meeting To Be Cancelled*** |
| ***Tuesday, September 5, 2006 Due to Labor Day Holiday*** | ***5:30 p.m. – Regular Meeting*** |
| ***Monday, September 18, 2006*** | ***5:30 p.m. – Regular Meeting*** |
| ***Tuesday, September 26, 2006*** | ***5:30 p.m. – Work Session on Metropolitan Transportation Plan and Legislative Program*** |

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



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If you have any technical questions related to the agenda items, please contact the appropriate department as follows:

| DEPARTMENTAL GENERAL TELEPHONE NUMBERS | |
|---|---|
| Building Department | (916) 851-8760 |
| Finance Department | (916) 851-8730 |
| Planning Department | (916) 851-8750 |
| Public Works Department | (916) 851-8710 |
| Redevelopment & Economic Development Department | (916) 851-8780 |

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) 942-0255 or lhare@cityofranchocordova.org at least 48 hours prior to the meeting.

## CERTIFICATION OF POSTING OF AGENDA

I, Brenda Lehr, Deputy City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the July 5, 2006 Special and Adjourned Regular Meeting of the Rancho Cordova City Council/CRA/RCFC was posted and available for review on June 29, 2006 at City Hall of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670. The agenda is also available on the city web site at www.cityofranchocordova.org.

Signed this 29th day of June 2006 at Rancho Cordova, California.

Brenda Lehr, Deputy City Clerk



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**MEMORANDUM**

**DATE:** July 5, 2006

**TO:** Honorable Mayor and Council Members

**FROM:** Paul Junker, Planning Director
Loreli Cappel, Folsom Blvd. SP Project Manager

**SUBJECT:** **FOLSOM BLVD SPECIFIC PLAN PROJECT UPDATE AND REVIEW OF DRAFT DESIGN PLAN**

## RECOMMENDATION

Consider staff's update on the Specific Plan and presentation of the Draft Design Plan and provide comments and/or direction on the following issues:

- General comments on the Draft Design Plan, including level of detail and overall design approach
- Strategy for releasing the Draft Design Plan to the community, including process for review and suggestions for key stakeholders

## BACKGROUND

Over the last six months, the consultant team (PMC, Leland Consulting, Urbsworks, Fehr & Peers Associates, Bay Area Economics, and Applied Development Economics) has been hard at work on the following tasks:

- Market analysis of potential demand for retail space (both local and regional), demand for housing and office development, and demand for other specialty development. Analysis will include recommendations for targeted forms of development in specific locations along Folsom Boulevard.

- Development strategy using existing data, market study, and stakeholder interviews to recommend development and implementation strategies for specific "pulse points" along Folsom Boulevard.

- Public participation for targeting input and creation of a City-Appointed Folsom Boulevard Steering Committee/Task Force.

- Creation of a land use and design plan based on findings and input to date, that includes form based zoning provisions in terms of site-specific "pulse points" and development prototypes. The plan will also include districts/themes for the corridor – including integration of "Downtown".

The purpose of this meeting is to update City Council on the Folsom Boulevard Specific Plan Project, distribute project deliverables completed to date, and "roll out" Draft Design Plan

configurations and other associated products for review and discussion. Staff will request general comments of the Draft Design Plan, and seek direction for releasing the Draft Design Plan to the community.

## ANALYSIS

Products produced in Phase one of the Folsom Boulevard Specific Plan include:

1) **Project Fact Sheet**
   This informational handout has been distributed at all public outreach events and is also available for download on the project website.

2) **Folsom Boulevard Growth Projections Memorandum**
   Bay Area Economics prepared this memo to provide the Folsom Boulevard Specific Plan team background information on potential demand for residential, retail, and office land uses during the 2005 to 2050 time period.

3) **Stakeholder Interview Summary**
   To get a better understanding of local conditions Leland Consulting Group (LCG) conducted a series of stakeholder interviews with community leaders, real estate professionals and business owners to discuss opportunities for new development and obstacles to realizing this goal. Stakeholders discussed the history of the Boulevard, physical and social conditions, the state of retailing and other land uses there, how the Boulevard might develop, and the public action needed for the area to realize its potential. These meetings helped reveal how the Boulevard can evolve both in the short- and in the long-term and where the City should focus its energies.

4) **Folsom Boulevard Development Strategy**
   Leland Consulting completed the development strategy task for the Folsom Boulevard Specific Plan, including the recommendation of specific "pulse points". Using the market study, the stakeholder interviews, existing maps, and review of existing documents, and field surveys, Leland Consulting has prepared development and implementation strategies with mapping of key development sites and pulse points. Recommendations include strategies for attracting development to the Folsom Blvd. corridor as a whole, to sub-areas, and to these specific pulse points.

5) **Public Workshop Feedback Summary- 3.21.06**
   The March Public Workshop included a presentation of "Big Ideas" for the transformation of the Boulevard over the next 20 years. These ideas were synthesized from past and present studies, documents and feedbacks and included 1) Focusing on revitalization of "pulse points" or nodes 2) Creating a public square 3) Transit Villages 4) Neighborhood revitalization and 5) Neighborhood Gateways. Feedback was obtained at each of these 5 "stations" and is summarized in this document.

6) **Specific Plan Draft Table of Contents**
   This document is a first take at how the Specific Plan Components may fit together into one user-friendly and all-inclusive document that provides a unified vision and development direction for the Boulevard in an easily navigable and logical format.

## NEXT STEPS

Next steps in the Folsom Boulevard Specific Plan include:

- Fine tuning the design plan (based on Council, staff and public input), including refinement of land uses and form based zoning provisions in terms of site-specific "pulse points" and prototypes.
- Evaluation of base conditions and running a traffic model of the new development plan to ensure the vision will work with planned improvements.
- Refining planned right-of-way improvements (urban sidewalks or separated sidewalks?) and incorporating provisions to address the relationship and integration of public and private realm.
- Implementation/Action Plan that includes the cost of planned infrastructure and development and the preparation of a "Vision Poster".
- Drafting the Specific Plan Document.

## ACTION

Consider staff's update on the Specific Plan and presentation of the Draft Design Plan and provide comments and/or direction on the following issues:

- General comments on the Draft Design Plan, including level of detail and overall design approach
- Strategy for releasing the Draft Design Plan to the community, including process for review and suggestions for key stakeholders

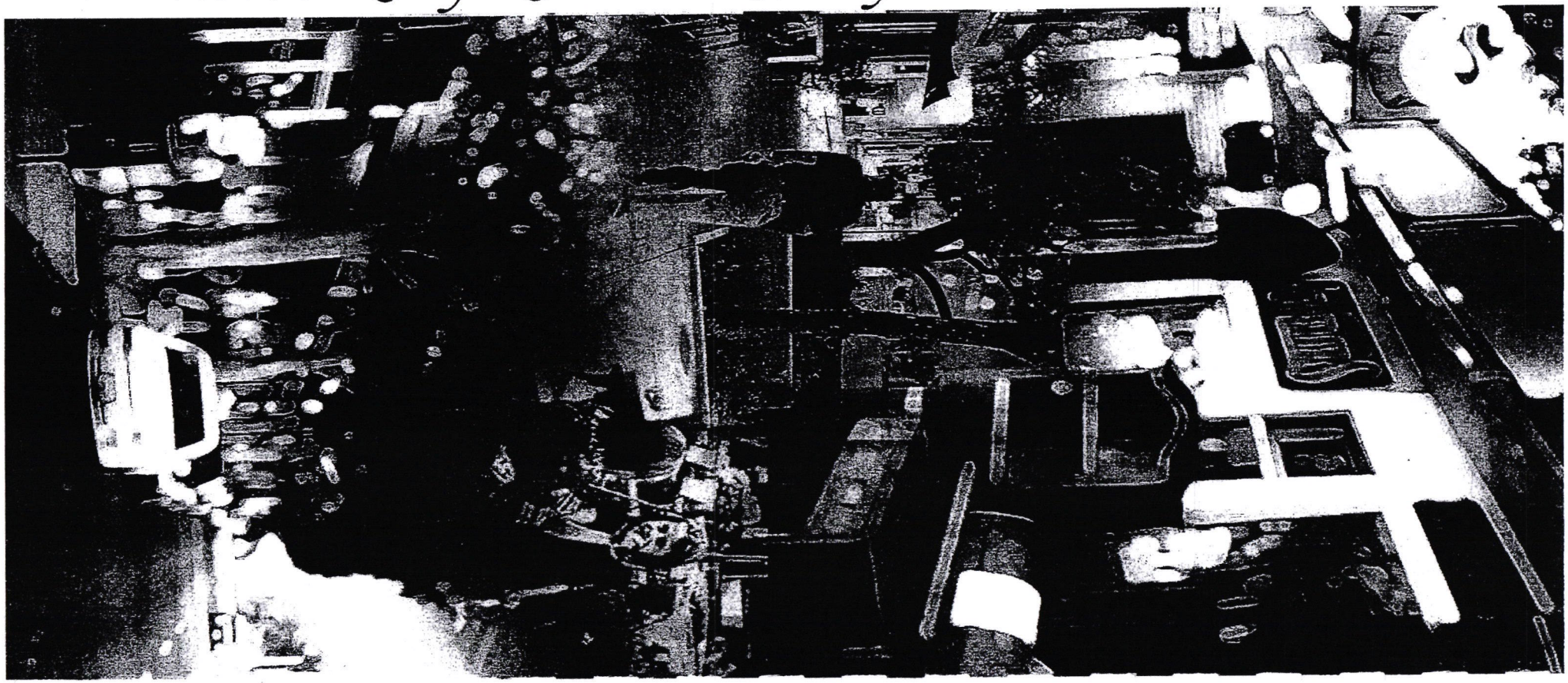
## ATTACHMENTS

1. Folsom Boulevard Specific Plan - Phase one Deliverables

*City of Rancho Cordova*

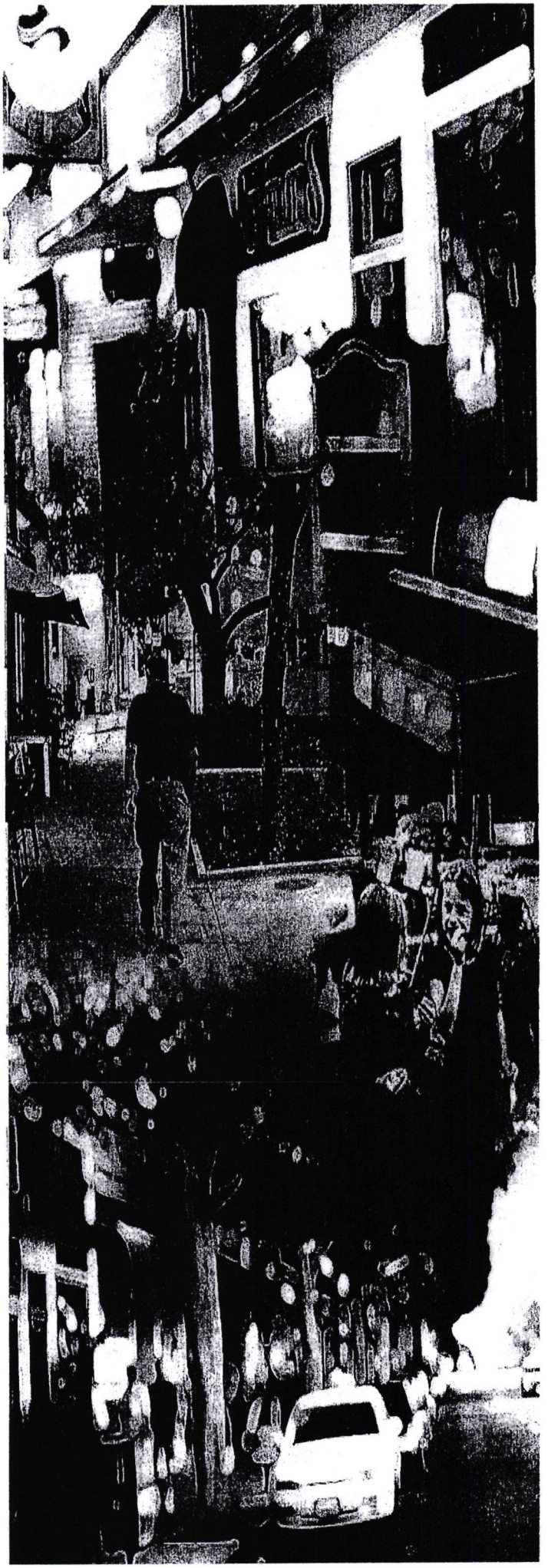
# FOLSOM BOULEVARD *Specific Plan*

## *7.5.06 City Council Study Session Materials*



# Table of Contents


1. Project website fact sheet
2. Folsom Boulevard Growth Projections Memo –Bay Area Economics
3. Stakeholder Interview Summary
4. Development Strategy – Leland Consulting
5. March Public Workshop Feedback Summary
6. Draft Specific Plan Contents

CITY OF RANCHO CORDOVA

# THE BOULEVARD

## FACT SHEET

### THE FOLSOM BOULEVARD SPECIFIC PLAN

Folsom Boulevard's revitalization has been a top priority for the City of Rancho Cordova since incorporation. In the coming months, the Folsom Boulevard Specific Plan will synthesize past planning efforts, incorporate a refined community vision and generate action steps for change on the Boulevard.

These Planning Efforts Will Establish

- A clear vision for the future of Folsom Boulevard
- A single avenue for communicating City desires for developing and revitalizing the corridor
- A comprehensive land use plan for the entire corridor based on market analysis, solid planning principles and community interests
- Identification of specific opportunity sites ("pulse points") and concepts for development
- A clear action plan focused on phased changes over the next five years, ten years, twenty years and beyond
- A single tool for zoning, design, redevelopment strategy, streetscape improvements and implementation
- Focused community involvement and outreach via an advisory task force, public workshops, information on the City of Rancho Cordova Web site and e-mail advisories

WHAT IS A SPECIFIC PLAN?

*A special set of development standards that apply to a particular geographic area. Specific plans address land use distribution, open space availability, infrastructure and infrastructure financing and put the provisions of the local general plan into action.*

*The Folsom Boulevard Specific Plan area extends along the Boulevard from Watt to Hazel avenues.*

# Milestones in the Planning Process

## Specific Plan Process

### Phase 1:
**Development Opportunities and Strategies**

- **Folsom Boulevard Steering Committee**
- **Public Input**
- **Market Analysis**
- **Development Strategy**

### Phase 2:
**Design Plan, Land Use and Circulation**

- **Data Evaluation and Analysis**
- **Land Use Design Plan**
- **Continued Public Input**
- **Key Development Concepts**

### Phase 3:
**Specific Plan Preparation**

- **Refined Right-of-Way Improvements**
- **Implementation Action Plan**
- **Vision Poster**

### Phase 4:
**Adoption and Implementation**

**BE A PART OF THE BOULEVARD'S TRANSFORMATION**

- Participate in upcoming meetings
- Take our online survey
- Sign up for our e-mail list

**FOR MORE INFORMATION:**

**VISIT:** blvd.cityofranchocordova.org

**CALL:** 916.361.8384
**En Español:** 916.231.3380

CITY OF RANCHO CORDOVA
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**MEMORANDUM**

**Date: April 17, 2006**

**To: Loreli Cappel, Pacific Municipal Consulting**

**From: Linda Matthew and Matt Kowta, Bay Area Economics**

**Re: Folsom Boulevard - Residential, Retail and Office Growth Projections**

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The purpose of this memo is to provide the Folsom Boulevard Specific Plan team background information on potential demand for residential, retail, and office land uses during the 2005 to 2050 time period.

## Residential Growth

The analysis calculates residential growth along the Folsom Boulevard corridor using housing projections by Transportation Analysis Zone (TAZ) assembled by Pacific Municipal Consultants. The TAZ's are geographically defined modeling segments which range from approximately 0.25 square miles to 2 square miles along Folsom Boulevard, and can be used as "building blocks" for calculations. A County study of the neighborhoods along Folsom Boulevard provided an outline of neighborhoods, which the study grouped together to define six larger neighborhoods. Appendix 1 contains a map of the study area showing the neighborhoods and Appendix 2 lists the TAZ's in each neighborhood.

The analysis then determined the existing population of each neighborhood and the projected population through 2050. The projected residential growth in the Folsom Boulevard corridor is then used in the next section of this memo to project retail demand. Other projection data are used to estimate increases in office demand along the corridor, as explained in the third portion of this memo.

**Neighborhood Definitions**. In general, the study area was bounded on the north by the American River. In some cases, this created neighborhoods with residences more than one mile from Folsom Boulevard. Without the barrier of the American River, and depending on the availability of retail and services to the north, these residents might be considered too far away from Folsom Boulevard to be part of its neighborhood retail and service market. However, since these residents cannot conveniently access services to the north, they are still part of the Folsom Boulevard retail market.

As defined for the purposes of this study, the six neighborhoods along Folsom Boulevard are:

- **Neighborhood 1: Watt/La Riviera, La Quinta/Norcade and Rosemont** – this

Bay Area Economics

Sacramento Region Office
803 Second Street, Suite A
Davis, CA 95616

530.750.2195
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bayareaeconomics.com

grouping extends from Watt Avenue on the west to Mayhew Road in the east, and from the American River in the north to Rosemont Drive in the south.

- **Neighborhood 2: North Butterfield, South Butterfield, Bradshaw/Folsom and the non-residential section of Fite Circle** – this neighborhood is on either side of Folsom Boulevard, east of Mayhew Road. It extends from the American River to Highway 50. The eastern border is Paseo Rio Way, and south of Folsom Boulevard it includes all the properties along Fite Circle, but not the residential area along Redcoat Way and Froom Circle.

  In the modeling, this requires that TAZ 582 be split between this neighborhood and the adjacent Neighborhood 3 to the east. However, since the only residential section of TAZ 582 is the eastern edge, this can be done simply by putting all of the residential population for TAZ 582 into the calculations for Neighborhood 3. The projections for TAZ 582 show no increase in population over the planning period, so no residential development is projected to occur in other sections of this TAZ.

  North of Folsom Boulevard, TAZ 570 is also split between this neighborhood and the next. The calculation estimates the distribution by splitting the population evenly between the two neighborhoods. The population projection does show growth in this area through 2024, and this has also been split evenly between the neighborhoods, since the undeveloped section is between them.

- **Neighborhood 3: Mills Station, La Loma and Cordova Gardens** – this neighborhood spans Folsom Boulevard from the American River to Highway 50. The western boundary is between Fite Circle and Redcoat Lane and along Paseo Rio Way, and in the east it follows River Edge Way, Georgetown Drive, Coloma Road, Evadna Drive and cuts through White Rock Park. This neighborhood also has a split TAZ. TAZ 901 is evenly split between this neighborhood and the adjacent Neighborhood 4 to the east. Projections show a minimal (14 unit) increase in the households in this TAZ over the planning period.

- **Neighborhood 4: White Rock, Rancho, Olson and Zinfandel** – this neighborhood extends from I-50 to Coloma Road/Cordova Lane/Zinfandel Drive. The western boundary is River Edge Way, Georgetown Drive, Coloma Road, Evadna Drive and White Rock Park. In the east it is bounded by Highway 50 as it crosses Folsom Boulevard, and Sunrise Boulevard. One TAZ also includes a small triangle south of Highway 50 bounded by Zinfandel Drive and White Rock Road. This triangle is primarily non-residential today.

- **Neighborhood 5: Ambassador and Benita** – this neighborhood extends from Coloma Road/Cordova Lane/Zinfandel Drive north to the American River. It is bounded in the west by River Edge Way/Georgetown Drive and Cordova Lane, and in the east by Sunrise Boulevard. This area is somewhat removed from Folsom Boulevard, since it is half a mile or more away, but since the American River to the north prevents residents from accessing retail and services to the north, it is included in the Folsom Boulevard neighborhoods.

- **Neighborhood 6: Trade Center and the area east of Sunrise Boulevard** – this neighborhood is different from the previous four in that I-50 has crossed Folsom Boulevard, so the neighborhood is no longer contained between the highway and the river. It is bounded on the north and west by Highway 50. The eastern boundary is where the drainage ditch crosses Folsom Boulevard, just south of Prospect Hill Park. On the south it is bounded approximately by Sun Center Drive and the Folsom South Canal.

Table 1 shows the number of households in each of the six neighborhoods in 2005, 2025 and 2050. The complete data are contained in Appendix 3. The total number of households in the neighborhoods along Folsom Boulevard in 2005 is 21,100. By 2025, this is projected to grow to 26,600, and by 2050 to 28,000.

**Table 1: Number of households in Folsom Boulevard neighborhoods**

| Neighborhood | Number of households | | |
|---|---|---|---|
| | 2005 | 2025 | 2050 |
| Watt/La Riviera, La Quinta/Norcade, Rosemont | 5,180 | 5,440 | 5,477 |
| N. Butterfield, S. Butterfield, Bradshaw/Folsom | 1,958 | 2,735 | 2,893 |
| Mills Station, La Loma, Cordova Gardens | 5,369 | 6,190 | 6,642 |
| White Rock, Rancho, Olson, Zinfandel | 4,274 | 6,392 | 6,683 |
| Ambassador, Benita | 4,326 | 5,198 | 5,198 |
| Trade Center, Prospect/Gold Center, E. of Sunrise | 0 | 673 | 1,122 |
| **TOTAL:** | **21,107** | **26,627** | **28,015** |

Source: Bay Area Economics.

Appendices 3a-g show detailed break-outs of households by housing type for each neighborhood. For-sale and rental units are shown, each broken out into single-family detached units, single-family attached units, and multi-family units. Tables 2 and 3 below show the incremental growth in residential unit types from 2005 to 2010, and from 2010 to 2025.

**Table 2: Incremental residential growth from 2005 to 2010 by neighborhood**

| Residential type | Growth from 2005 to 2010 (number of households) | | | | | |
|---|---|---|---|---|---|---|
| | N-1 | N-2 | N-3 | N-4 | N-5 | N-6 |
| For-sale, SFD | 54 | 13 | 53 | 16 | 37 | 0 |
| For-sale, SFA | 30 | 8 | 36 | 39 | 29 | 0 |
| For-sale, Multi-family | 29 | 5 | 12 | 134 | 9 | 0 |
| Rental, SFA | 30 | 8 | 36 | 39 | 29 | 0 |
| Rental, Multi-family | 60 | 7 | 23 | 143 | 11 | 0 |
| **Total** | **203** | **41** | **162** | **471** | **115** | **0** |

Source: Bay Area Economics.

**Table 3: Incremental residential growth from 2010 to 2025 by neighborhood**

| Residential type | Growth from 2010 to 2025 (number of households) | | | | | |
|---|---|---|---|---|---|---|
| | N-1 | N-2 | N-3 | N-4 | N-5 | N-6 |
| For-sale, SFD | 25 | 196 | 250 | 312 | 317 | 0 |
| For-sale, SFA | 1 | 67 | 102 | 175 | 176 | 0 |
| For-sale, Multi-family | 10 | 190 | 89 | 471 | 40 | 337 |
| Rental, SFA | 1 | 67 | 102 | 175 | 176 | 0 |
| Rental, Multi-family | 19 | 217 | 115 | 513 | 47 | 337 |
| **Total** | **56** | **736** | **659** | **1,646** | **757** | **673** |

Source: Bay Area Economics.

## Retail Growth

Based on the neighborhoods outlined in the previous section, the study evaluated the amount of retail demand along the Folsom Boulevard corridor.

The calculation method outlined in the memo "Rancho Cordova General Plan Pro-Forma Retail Demand Estimates" (January 13, 2006) was used for this analysis. In suummary, it assumes an average annual retail expenditure of $32,484 for households in single-family detached units, and an average of $21,386 per year for households in other unit types. Once the total retail demand for each neighborhood has been calculated, the retail square footage can be determined, assuming an average of $350 per square foot for annual sales in retail space. The total retail space demanded is

sub-divided by estimating that approximately 25 percent of space demanded is in neighborhood shopping centers, 22 percent in community shopping centers, 32.2 percent in regional shopping centers and approximately 1.3 percent in specialty centers after excluding auto sales.

Using the above assumptions, the total amount of retail demanded along the Folsom Boulevard Corridor was calculated, and is summarized in Table 4. Tables 5 and 6 provide a breakdown by retail category and neighborhood for 2005 and at build-out. The complete data for all neighborhoods is in Appendix 4.

**Table 4: Total retail demand for Folsom Boulevard neighborhoods**

| Retail Type | Retail square feet demanded | | |
|---|---|---|---|
| | 2006 | 2025 | 2050 |
| Neighborhood centers | 456,146 | 563,172 | 587,544 |
| Community centers | 393,291 | 485,568 | 506,582 |
| Regional centers | 494,398 | 610,398 | 636,815 |
| Specialty centers | 20,447 | 25,244 | 26,337 |
| **Total (excluding auto)** | **1,364,282** | **1,684,383** | **1,757,278** |

Source: Bay Area Economics.

As shown in the table, the expected increase in retail demand associated with population growth in the Folsom Boulevard corridor neighborhoods defined previously is fairly modest. Between the present and 2025, increased retail demand can be expected to support an additional 320,000 square feet. Between 2025 and 2050, relatively little additional residential growth is projected in the corridor neighborhoods, and therefore, the population growth will support only an additional 73,000 square feet of retail space.

In 2006, the total amount of retail demanded along the Folsom Boulevard corridor is 1.36 million square feet, which is approximately 46 percent of the retail demanded in the entire Rancho Cordova Planning Area. By 2025, the Folsom Boulevard corridor demand of 1.68 million square feet comprises 24 percent of citywide demand, and at build-out the Folsom Boulevard corridor demand is 19 percent of citywide demand. Although the Folsom Boulevard demand grows over time, the declining share of citywide demand is a result of the tremendous amount of growth planned in the southern parts of the City which shift the center of the City's population, and thus, retail demand, to the south.

**Table 5: Retail Demand by Neighborhood and Retail Type, 2006**

| Retail type | Retail square feet demanded by neighborhood | | | | | |
|---|---|---|---|---|---|---|
| | N-1 | N-2 | N-3 | N-4 | N-5 | N-6 |
| Neighborhood centers | 115,574 | 42,390 | 110,798 | 93,459 | 93,926 | 0 |
| Community centers | 99,649 | 36,549 | 95,530 | 80,580 | 80,983 | 0 |
| Regional centers | 125,266 | 45,945 | 120,089 | 101,296 | 101,802 | 0 |
| Specialty centers | 5,181 | 1,900 | 4,967 | 4,189 | 4,210 | 0 |
| **Total (non-auto)** | **345,670** | **126,784** | **331,383** | **279,524** | **280,921** | **0** |

Source: Bay Area Economics.

Table 5 shows that the retail demand is spread fairly evenly among the five western neighborhoods defined for this study, with the exception of Neighborhood 2, which has almost entirely non-residential uses south of Folsom Boulevard and therefore generates less than half the retail demand of the other neighborhoods. Neighborhood 6 currently has no residences.

**Current Neighborhood Retail Demand**. The data show that Neighborhoods 1 and 3 appear to be capable of supporting their own neighborhood shopping centers, which typically range in size from 100,000 to 120,000 square feet in size. At present, Neighborhoods 4 and 5 do not have quite enough population to support their own neighborhood centers, and Neighborhood 2 has just more than one-third the population it would need to support a neighborhood shopping center. Meanwhile, with a lack of residential population to speak of, Neighborhood 6 would not support any retail at all.

**Current Community Retail Demand**. With community shopping centers typically averaging 200,000 square feet or more, none of the neighborhoods alone could support such a center; however, community centers also typically draw their customers from a greater distance than just one neighborhood. With a combined market support for about 400,000 square feet of community shopping center space, the Folsom Boulevard corridor neighborhoods could support one large community oriented shopping center; however this assumes that the center would be located centrally to all of the neighborhoods on the corridor.

At present, the community-oriented retail located along the corridor is concentrated in the vicinity of Folsom Boulevard and Zinfandel Drive, towards the east end of the corridor. This is approximately four miles from Neighborhood 1. Given this distance, the existing community retail may receive limited market support from Neighborhoods 1 and 2; thus, the amount of community retail supportable at Folsom Boulevard and

Zinfandel Drive may be less than 400,000 square feet at this time.

According to the Sacramento Business Journal (April 7, 2006), a 400,000 square foot retail project is proposed on County land at Bradshaw Road, between Folsom Boulevard and Highway 50. This status of this project should be taken into account as the City plans additional retail development for Rancho Cordova's long-term buildout.

**Current Regional Retail Demand**. Folsom Boulevard corridor neighborhoods would currently support approximately 514,000 square feet of regional and specialty retail space. This is considerably less than the size of the typical regional retail center, which may range from 700,000 to one million square feet or more. Thus, the Folsom Boulevard corridor neighborhoods alone would not support a regional retail facility. However, because of the high traffic counts, easy freeway accessibility, and visibility of certain locations along Folsom Boulevard, the corridor can serve as a location for regional retail facilities that would serve not only corridor neighborhoods, but also other neighborhoods within the typical 10 to 15 mile trade area radius of a regional shopping facility. The Folsom Boulevard/Sunrise Boulevard area is a likely location for such a facility.

**Table 6: Retail Demand at Build-out by Neighborhood and Retail Type**

| Retail type | Retail square feet demanded by neighborhood | | | | | |
|---|---|---|---|---|---|---|
| | N-1 | N-2 | N-3 | N-4 | N-5 | N-6 |
| Neighborhood centers | 121,541 | 60,299 | 135,802 | 138,681 | 112,157 | 19,065 |
| Community centers | 104,793 | 51,990 | 117,089 | 119,571 | 96,702 | 16,438 |
| Regional centers | 131,733 | 65,355 | 147,190 | 150,310 | 121,562 | 20,664 |
| Specialty centers | 5,448 | 2,703 | 6,087 | 6,216 | 5,027 | 855 |
| **Total (non-auto)** | **363,514** | **180,346** | **406,169** | **414,779** | **335,448** | **57,022** |

Source: Bay Area Economics.

**Buildout Neighborhood Retail Demand**. By buildout, Neighborhoods 1, 3, 4, and 5 would all be capable of supporting neighborhood retail centers, while Neighborhood 2 and Neighborhood 6 would still fall far short of adequate population to support neighborhood centers. Neighborhood 2 might support some type of small, unanchored strip retail center emphasizing convenience goods and services. Such a center might include fast-food or quick-serve (e.g., taqueria, pizza, video rentals, cleaners, coffee shop). Neighborhood 6 might also support a limited amount of neighborhood retail; however, it is likely that such a small amount of retail space would have difficulty achieving a critical mass and it is perhaps more likely that retail demand from this neighborhood would be served by retail facilities located nearby, but in Neighborhood

5.

**Buildout Community Retail Demand**. The combined neighborhood demand for community retail facilities would total approximately 507,000 square feet by buildout. It is likely that this long-term growth would not support two distinct community retail centers along the corridor, but that it would help to solidify market support for revitalized community retail facilities in the Folsom Boulevard and Zinfandel Drive area. There may still be potential to support a second community retail center towards the west end of the Folsom Boulevard corridor; however, it would require a location that could attract residents located to the west and south of Neighborhoods 1, 2, and 3. Locations at or west of Bradshaw Road might provide this potential.

**Buildout Regional Retail Demand**. Folsom Boulevard corridor neighborhoods would generate demand for approximately 664,000 square feet of regional retail centers at build-out. This is still below the size of a typical regional retail center; however, as with the present, certain locations along the corridor, particularly in the Folsom Boulevard/Sunrise Boulevard area may prove attractive as a regional retail location that draws shoppers from a larger surrounding area.

**Office Growth**

BAE calculated the amount of office space demanded along Folsom Boulevard using office space projections by TAZ from the City's General Plan. According to Pacific Municipal Consultants, the numbers for existing conditions were created using some data from the SACOG Blueprint project. Using these numbers, the amount of existing office space in the Folsom Boulevard neighborhoods described in the "Residential Growth" section above is estimated at 2.8 million square feet.

Two scenarios were used to project the growth in office demand and they are described as follows:

Scenario 1: General Plan Projection. In this projection, we totaled the City's office space projections for the TAZ's which comprise the Folsom Boulevard neighborhoods. Table 7 shows that under this scenario, the incremental growth in office space demand from 2005 is 2,900,000 square feet by 2025, and 4,500,000 square feet by 2050.

Compared with the total existing space for the Rancho Cordova Planning Area ("Rancho Cordova Office Market and Demand Projections", January 13, 2006), the Folsom Boulevard corridor represents 17 percent of the total in 2005. By 2025, Folsom Boulevard is projected to represent 26 percent of citywide office demand.

Scenario 2: 2005 Share of Region Remains Constant. In this projection, we assumed that the Folsom Boulevard corridor would maintain the same percentage of the region's office space throughout the planning period. In 2005, the Folsom Boulevard corridor

had a 2.4% share of the total office space in Sacramento, Placer and El Dorado counties. Keeping this share constant across the planning period, Table 7 shows that under this scenario, the incremental growth in office space demand from 2005 is 1,000,000 square feet by 2025, and 2,800,000 square feet by 2050, considerably less than under the General Plan growth projection scenario, but still representing substantial growth over the long term.

Under this scenario, the Folsom Boulevard corridor contributes 17 percent of citywide office demand in 2005 and in 2025. This percentage remains constant since the projections for this scenario use the assumption that the City and Folsom Boulevard share of regional demand remain constant over the planning period.

Under both scenarios, the total amount of new office space demanded can be divided into small and medium-to-large offices. The rationale for examining these two size classes of office spaces is that smaller office users are more likely to be attracted to mixed-use, multi-tenant office spaces, which tend to offer smaller spaces. For example, an office tenant with fewer than 20 employees could fit into an office space with about 5,000 square feet or less, while a larger firm would require a larger contiguous space. Spaces appropriate for the smaller users are likely to be offered in infill and redevelopment projects that occur on relatively small parcels. We would expect these types of projects to be developed in scattered locations along the Folsom Boulevard corridor, taking advantage of infill opportunities that do not require assembly of parcels or significant redevelopment of existing buildings.

Meanwhile, medium-to-large office users are more likely to locate in office park settings or in larger, single-user buildings that offer blocks of contiguous space that are 5,000 square feet or more, which are more efficient for the use of bigger firms. These types of developments are more likely to occur on larger sites where vacant land currently exists, or where significant redevelopment would be necessary to undertake the development of the new space that can accommodate larger users. Often, these larger users are more interested in projecting a "corporate" image and like to be located in a recognizable office location, such as a business park or a larger, prominently located signature office building.

The study calculated the amount of space that would be demanded in each size-category using data from the "ZIP Code Business Patterns" database from the Census Bureau[1]. The database provides the number of employees in each size category of establishment for a given ZIP Code, classified by industry. For the purposes of determining which businesses are small office users and which are medium-to-large office users, the study assumed that in general, offices with fewer than 20 employees are more likely to be locally-oriented small professional office users, whereas those with 20 or more employees are more likely to be more regionally-oriented medium-to-

[1] http://censtats.census.gov/, "County Business Patterns Data (NAICS)", April 2006.

large office users.

For the Rancho Cordova ZIP Codes of 95670 and 95827, we calculated the percentage of establishments with fewer than 20 employees in the following industries:

- Information
- Finance and insurance
- Real estate and rental and leasing
- Professional, scientific and technical service
- Management of companies and enterprises
- Administration, support, waste management, remediation services
- Health care and social assistance

For these two ZIP Codes, of the total 37,000 employees in the industries above, 12 percent worked at establishments with fewer than 20 employees, which are assumed to be small offices. The remaining 88 percent worked at establishments with 20 or more employees, which are assumed to be medium-to-large offices. Applying these percentages to the office space in the Folsom Boulevard corridor, Table 7 shows how the total office space demand can be broken down into the two size classes, under the two different scenarios above.

**Table 7: Office Growth on Folsom Boulevard from 2005 to Build-out.**

| | Office Space in Square Feet | | |
|---|---|---|---|
| | **2005** | **Total Through 2025** | **Total Through 2050** |
| **Scenario 1: General Plan Projection** | | | |
| Total amount of office space | 2,834,000 | 5,746,000 | 7,310,000 |
| Increment from 2005 | | 2,912,000 | 4,476,000 |
| Increment for small offices | | 349,000 | 537,000 |
| Increment for medium to large offices | | 2,562,000 | 3,940,000 |
| **Scenario 2: 2005 Share of Region Constant** | | | |
| Total amount of office space | 2,834,000 | 3,836,000 | 5,650,000 |
| Increment from 2005 | | 1,002,000 | 2,817,000 |
| Increment for small offices | | 120,000 | 338,000 |
| Increment for medium-to-large offices | | 882,000 | 2,479,000 |

Source: Bay Area Economics.

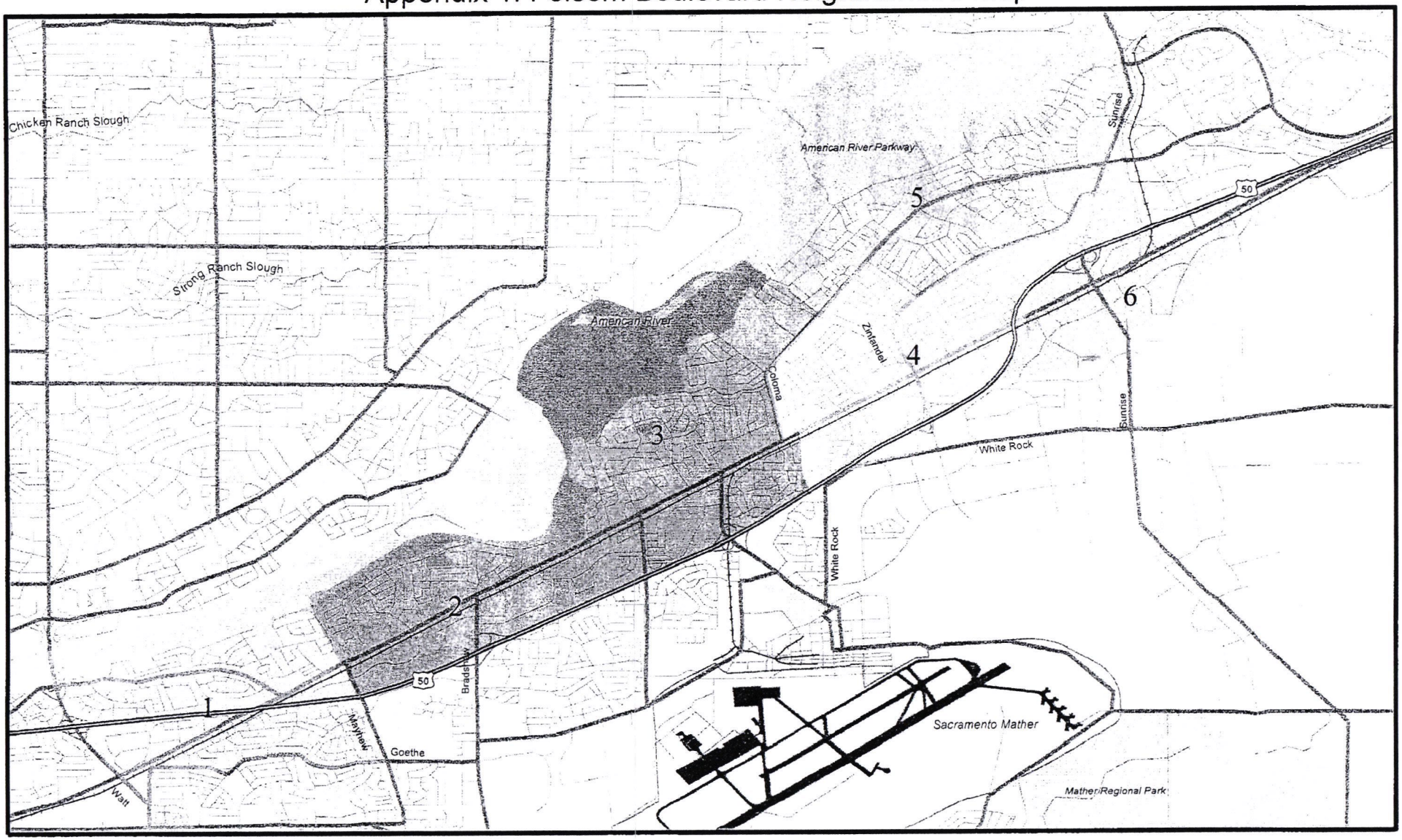
As shown in the table, based on current patterns, we expect that a relatively small portion (12 percent) of overall office demand will be in the small office user category and the vast majority of the increased space demanded will be in the medium-to-large office category. Under Scenario 1, the majority of the increased demand will occur between 2005 and 2025, but a substantial amount of increased demand will occur between 2025 and 2050. Under Scenario 2, the growth in the next 20 years will account for just over one-third of the projected growth through 2050, while two-thirds of the office demand growth will occur between 2025 and 2050. Detailed data are shown in Appendix 5.

The primary location in Rancho Cordova for large, multi-storey offices or signature office buildings is the corner of Sunrise Boulevard and Folsom Boulevard. Existing conditions include an 11-storey hotel on the northeast corner, and a light-rail stop on the southeast corner. The northwest corner is currently occupied by a 5-storey hotel, a small restaurant, an empty single-storey shopping mall and a large parking lot. This corner offers good visibility from Sunrise Boulevard and Highway 50, and the light rail stop could facilitate denser office construction by reducing the need for surface parking.

Another possible location for large office development is on Bradshaw Road south of Folsom Boulevard. Because of its proximity to the Franchise Tax Board office complex, this may be an attractive location for a government tenant. If the proposed County retail project is built, this area would be adjacent to restaurants and other amenities. The one drawback of the site is that it does not have a light rail stop. The closest one is Butterfield, more than a half-mile away, which would require shuttle service.

Small office space would likely be included in infill or mixed-use developments that are part of other projects at various locations along the corridor, including Paseo Drive, Mills Winery at Horn Road, and Coloma Road.

# Appendix 1: Folsom Boulevard Neighborhood Map



## Appendix 2: TAZ assignments for Folsom Boulevard neighborhoods

| # | Neighborhood | TAZ | Comment |
|---|---|---|---|
| N-1 | Watt/La Riviera, La Quinta/Norcade, Rosemont | 589 | |
| | | 904 | |
| | | 592 | |
| | | 907 | |
| N-2 | N. Butterfield, S. Butterfield, Bradshaw/Folsom , non-residential section of Fite Circle | 590 | |
| | | 905 | |
| | | 906 | |
| | | 591 | |
| | | 570 | 50% split with N-3 |
| | | 582 | All dwellings in N-3 |
| N-3 | Mills Station, La Loma, Cordova Gardens | 582 | Fite Circle dwellings |
| | | 583 | |
| | | 901 | 50% split with N-4 |
| | | 570 | 50% split with N-2 |
| | | 567 | |
| | | 568 | |
| | | 569 | |
| | | 572 | |
| N-4 | White Rock, Rancho, Olson, Zinfandel | 901 | 50% split with N-3 |
| | | 577 | |
| | | 574 | |
| | | 902 | |
| | | 575 | |
| N-5 | Ambassador, Benita | 576 | |
| | | 573 | |
| | | 571 | |
| N-6 | Trade Center, Prospect/Gold Center, E. of Sunrise | 903 | No residences planned |
| | | 584 | Exclude – all residential growth in south of TAZ |
| | | 899 | All residential growth along Folsom |
| | | 900 | |

Source: Bay Area Economics.

## Appendix 3a: Folsom Boulevard Residential Projections - Neighborhood 1

| Number of Households by Unit Type | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| **Neighborhood 1 For-Sale** | | | | | | | | |
| ***Single-family, detached (households)*** | 2,860 | 2,914 | 2,914 | 2,939 | 2,939 | 2,956 | 2,956 | 2,956 |
| ***Single-family, attached (households)*** | 310 | 340 | 340 | 342 | 342 | 343 | 343 | 343 |
| ***Multi-family (households)*** | 564 | 593 | 593 | 602 | 602 | 609 | 609 | 609 |
| ***Total*** | **3,734** | **3,847** | **3,847** | **3,883** | **3,883** | **3,907** | **3,907** | **3,907** |
| **Neighborhood 1 - Rental** | | | | | | | | |
| ***Single-family, detached (households)*** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ***Single-family, attached (households)*** | 310 | 340 | 340 | 342 | 342 | 343 | 343 | 343 |
| ***Multi-family (households)*** | 1,136 | 1,196 | 1,196 | 1,215 | 1,215 | 1,227 | 1,227 | 1,227 |
| ***Total*** | **1,446** | **1,537** | **1,537** | **1,557** | **1,557** | **1,570** | **1,570** | **1,570** |

| Total | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| ***Single-family, detached (households)*** | 2,860 | 2,914 | 2,914 | 2,939 | 2,939 | 2,956 | 2,956 | 2,956 |
| ***Single-family, attached (households)*** | 621 | 681 | 681 | 683 | 683 | 685 | 685 | 685 |
| ***Multi-family (households)*** | 1,700 | 1,789 | 1,789 | 1,817 | 1,817 | 1,836 | 1,836 | 1,836 |
| ***Total*** | **5,180** | **5,383** | **5,383** | **5,440** | **5,440** | **5,477** | **5,477** | **5,477** |

Sources: PMC, BAE, 2006.

## Appendix 3b: Folsom Boulevard Residential Projections - Neighborhood 2

| Number of Households by Unit Type | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| **Neighborhood 2 - For-Sale** | | | | | | | | |
| ***Single-family, detached (households)*** | 947 | 961 | 1,045 | 1,130 | 1,157 | 1,157 | 1,157 | 1,157 |
| ***Single-family, attached (households)*** | 92 | 100 | 125 | 150 | 167 | 167 | 167 | 167 |
| ***Multi-family (households)*** | 341 | 346 | 397 | 449 | 535 | 612 | 614 | 614 |
| ***Total*** | **1,380** | **1,406** | **1,568** | **1,729** | **1,859** | **1,935** | **1,938** | **1,938** |
| **Neighborhood 2 - Rental** | | | | | | | | |
| ***Single-family, detached (households)*** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ***Single-family, attached (households)*** | 92 | 100 | 125 | 150 | 167 | 167 | 167 | 167 |
| ***Multi-family (households)*** | 486 | 493 | 557 | 620 | 710 | 786 | 789 | 789 |
| ***Total*** | **578** | **593** | **682** | **770** | **876** | **953** | **955** | **955** |

| Total | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| ***Single-family, detached (households)*** | 947 | 961 | 1,045 | 1,130 | 1,157 | 1,157 | 1,157 | 1,157 |
| ***Single-family, attached (households)*** | 183 | 200 | 250 | 300 | 334 | 334 | 334 | 334 |
| ***Multi-family (households)*** | 827 | 839 | 954 | 1,069 | 1,245 | 1,398 | 1,403 | 1,403 |
| ***Total*** | **1,958** | **1,999** | **2,249** | **2,499** | **2,735** | **2,888** | **2,893** | **2,893** |

Sources: PMC, BAE, 2006.

## Appendix 3c: Folsom Boulevard Residential Projections - Neighborhood 3

| Number of Households by Unit Type | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| **Neighborhood 3 - For-Sale** | | | | | | | | |
| ***Single-family, detached (households)*** | 2,031 | 2,084 | 2,143 | 2,212 | 2,334 | 2,382 | 2,382 | 2,382 |
| ***Single-family, attached (households)*** | 861 | 897 | 925 | 955 | 999 | 1,060 | 1,060 | 1,060 |
| ***Multi-family (households)*** | 695 | 707 | 724 | 743 | 796 | 926 | 926 | 926 |
| ***Total*** | **3,586** | **3,688** | **3,793** | **3,910** | **4,130** | **4,368** | **4,368** | **4,368** |
| **Neighborhood 3 - Rental** | | | | | | | | |
| ***Single-family, detached (households)*** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ***Single-family, attached (households)*** | 861 | 897 | 925 | 955 | 999 | 1,060 | 1,060 | 1,060 |
| ***Multi-family (households)*** | 922 | 946 | 969 | 994 | 1,061 | 1,215 | 1,215 | 1,215 |
| ***Total*** | **1,783** | **1,843** | **1,894** | **1,948** | **2,060** | **2,274** | **2,274** | **2,274** |

| Total | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| ***Single-family, detached (households)*** | 2,031 | 2,084 | 2,143 | 2,212 | 2,334 | 2,382 | 2,382 | 2,382 |
| ***Single-family, attached (households)*** | 1,721 | 1,794 | 1,850 | 1,909 | 1,999 | 2,120 | 2,120 | 2,120 |
| ***Multi-family (households)*** | 1,617 | 1,653 | 1,693 | 1,737 | 1,857 | 2,141 | 2,141 | 2,141 |
| ***Total*** | **5,369** | **5,531** | **5,687** | **5,858** | **6,190** | **6,642** | **6,642** | **6,642** |

Sources: PMC, BAE, 2006.

## Appendix 3d: Folsom Boulevard Residential Projections - Neighborhood 4

| Number of Households by Unit Type | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| **Neighborhood 4 - For-Sale** | | | | | | | | |
| ***Single-family, detached (households)*** | 2,162 | 2,278 | 2,381 | 2,493 | 2,591 | 2,608 | 2,608 | 2,608 |
| ***Single-family, attached (households)*** | 705 | 744 | 801 | 864 | 919 | 929 | 929 | 929 |
| ***Multi-family (households)*** | 282 | 416 | 513 | 613 | 886 | 951 | 1,012 | 1,012 |
| ***Total*** | **3,149** | **3,438** | **3,696** | **3,969** | **4,396** | **4,488** | **4,549** | **4,549** |
| **Neighborhood 4 - Rental** | | | | | | | | |
| ***Single-family, detached (households)*** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ***Single-family, attached (households)*** | 705 | 744 | 801 | 864 | 919 | 929 | 929 | 929 |
| ***Multi-family (households)*** | 421 | 564 | 674 | 789 | 1,077 | 1,145 | 1,205 | 1,205 |
| ***Total*** | **1,126** | **1,308** | **1,476** | **1,653** | **1,996** | **2,074** | **2,134** | **2,134** |

| Total | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| ***Single-family, detached (households)*** | 2,162 | 2,278 | 2,381 | 2,493 | 2,591 | 2,608 | 2,608 | 2,608 |
| ***Single-family, attached (households)*** | 1,410 | 1,488 | 1,603 | 1,727 | 1,838 | 1,858 | 1,858 | 1,858 |
| ***Multi-family (households)*** | 703 | 979 | 1,188 | 1,402 | 1,963 | 2,096 | 2,217 | 2,217 |
| ***Total*** | **4,274** | **4,746** | **5,172** | **5,622** | **6,392** | **6,562** | **6,683** | **6,683** |

Sources: PMC, BAE, 2006.

## Appendix 3e: Folsom Boulevard Residential Projections - Neighborhood 5

| Number of Households by Unit Type | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| **Neighborhood 5 - For-Sale** | | | | | | | | |
| ***Single-family, detached (households)*** | 2,120 | 2,157 | 2,278 | 2,316 | 2,474 | 2,474 | 2,474 | 2,474 |
| ***Single-family, attached (households)*** | 927 | 956 | 1,015 | 1,044 | 1,132 | 1,132 | 1,132 | 1,132 |
| ***Multi-family (households)*** | 162 | 171 | 182 | 191 | 211 | 211 | 211 | 211 |
| ***Total*** | **3,208** | **3,284** | **3,475** | **3,550** | **3,817** | **3,817** | **3,817** | **3,817** |
| **Neighborhood 5 - Rental** | | | | | | | | |
| ***Single-family, detached (households)*** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ***Single-family, attached (households)*** | 927 | 956 | 1,015 | 1,044 | 1,132 | 1,132 | 1,132 | 1,132 |
| ***Multi-family (households)*** | 191 | 202 | 214 | 226 | 249 | 249 | 249 | 249 |
| ***Total*** | **1,117** | **1,157** | **1,229** | **1,269** | **1,381** | **1,381** | **1,381** | **1,381** |

| Total | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| ***Single-family, detached (households)*** | 2,120 | 2,157 | 2,278 | 2,316 | 2,474 | 2,474 | 2,474 | 2,474 |
| ***Single-family, attached (households)*** | 1,854 | 1,911 | 2,030 | 2,088 | 2,264 | 2,264 | 2,264 | 2,264 |
| ***Multi-family (households)*** | 353 | 373 | 396 | 417 | 460 | 460 | 460 | 460 |
| ***Total*** | **4,326** | **4,441** | **4,704** | **4,820** | **5,198** | **5,198** | **5,198** | **5,198** |

Sources: PMC, BAE, 2006.

## Appendix 3f: Folsom Boulevard Residential Projections - Neighborhood 6

**Number of Households by Unit Type**

| | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| **Neighborhood 6 - For-Sale** | | | | | | | | |
| ***Single-family, detached (households)*** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ***Single-family, attached (households)*** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ***Multi-family (households)*** | 0 | 0 | 28 | 112 | 337 | 505 | 561 | 561 |
| ***Total*** | **0** | **0** | **28** | **112** | **337** | **505** | **561** | **561** |
| **Neighborhood 6 - Rental** | | | | | | | | |
| ***Single-family, detached (households)*** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ***Single-family, attached (households)*** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ***Multi-family (households)*** | 0 | 0 | 28 | 112 | 337 | 505 | 561 | 561 |
| ***Total*** | **0** | **0** | **28** | **112** | **337** | **505** | **561** | **561** |

**Total**

| | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| ***Single-family, detached (households)*** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ***Single-family, attached (households)*** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ***Multi-family (households)*** | 0 | 0 | 56 | 224 | 673 | 1,010 | 1,122 | 1,122 |
| ***Total*** | **0** | **0** | **56** | **224** | **673** | **1,010** | **1,122** | **1,122** |

Sources: PMC, BAE, 2006.

## Appendix 3g: Folsom Boulevard Total Residential Projections

| Number of Households by Unit Type | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| **Total Folsom Boulevard Residences - For-Sale** | | | | | | | | |
| *Single-family, detached (households)* | 10,120 | 10,394 | 10,762 | 11,089 | 11,494 | 11,576 | 11,576 | 11,576 |
| *Single-family, attached (households)* | 2,894 | 3,037 | 3,207 | 3,354 | 3,559 | 3,630 | 3,630 | 3,630 |
| *Multi-family (households)* | 2,043 | 2,232 | 2,437 | 2,710 | 3,368 | 3,813 | 3,933 | 3,933 |
| *Total. For-Sale* | **15,057** | **15,663** | **16,406** | **17,153** | **18,421** | **19,019** | **19,139** | **19,139** |
| **Total Folsom Boulevard Residences - Rental** | | | | | | | | |
| *Single-family, detached (households)* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Single-family, attached (households)* | 2,894 | 3,037 | 3,207 | 3,354 | 3,559 | 3,630 | 3,630 | 3,630 |
| *Multi-family (households)* | 3,156 | 3,400 | 3,638 | 3,955 | 4,648 | 5,127 | 5,246 | 5,246 |
| *Total, Rental* | **6,050** | **6,437** | **6,845** | **7,309** | **8,207** | **8,757** | **8,876** | **8,876** |

| Total For-Sale and Rental | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 |
|---|---|---|---|---|---|---|---|---|
| *Single-family, detached (households)* | 10,120 | 10,394 | 10,762 | 11,089 | 11,494 | 11,576 | 11,576 | 11,576 |
| *Single-family, attached (households)* | 5,788 | 6,075 | 6,414 | 6,707 | 7,117 | 7,260 | 7,260 | 7,260 |
| *Multi-family (households)* | 5,199 | 5,632 | 6,076 | 6,665 | 8,016 | 8,940 | 9,179 | 9,179 |
| *Total* | **21,107** | **22,101** | **23,251** | **24,462** | **26,627** | **27,776** | **28,015** | **28,015** |

Sources: PMC, BAE, 2006.

## Appendix 4a: Summary of Potential Retail Demand in Neighborhood 1: Watt/La Riviera, La Quinta/Norcade and Rosemont

| Projected Neighborhood 1 Residential Units | 2006 | 2007 | 2008 | 2009 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | Buildout |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Detached Units | 2,860 | 2,860 | 2,887 | 2,887 | 2,914 | 2,914 | 2,939 | 2,939 | | | 2,956 |
| All Other Units | 2,320 | 2,320 | 2,395 | 2,395 | 2,470 | 2,470 | 2,501 | 2,501 | | | 2,521 |
| **Projected Neighborhood 1 Retail Demand (a)** | | | | | | | | | | | |
| Single Family Detached Units | $91,049,005 | $91,049,005 | $91,900,569 | $91,900,569 | $92,752,134 | $92,752,134 | $93,561,997 | $93,561,997 | $0 | $0 | $94,101,905 |
| All Other Units | $47,137,502 | $47,137,502 | $48,657,182 | $48,657,182 | $50,176,862 | $50,176,862 | $50,801,596 | $50,801,596 | $0 | $0 | $51,218,086 |
| **Total Retail Demand** | **$138,186,506** | **$138,186,506** | **$140,557,751** | **$140,557,751** | **$142,928,996** | **$142,928,996** | **$144,363,593** | **$144,363,593** | **$0** | **$0** | **$145,319,991** |
| Estimated Square Feet of Retail Space Demanded (b) | 394,819 | 394,819 | 401,594 | 401,594 | 408,369 | 408,369 | 412,467 | 412,467 | 0 | 0 | 415,200 |
| Estimated Additional Square Feet for "Retail" Services (c) | 63,471 | 63,471 | 64,560 | 64,560 | 65,649 | 65,649 | 66,308 | 66,308 | 0 | 0 | 66,747 |
| **Estimated Total Shopping Retail Sq. Ft. Demanded** | **458,289** | **458,289** | **466,153** | **466,153** | **474,018** | **474,018** | **478,775** | **478,775** | - | - | **481,947** |
| **Shopping Center Space Allocation by Type (d)** | | | | | | | | | | | |
| Neighborhood/Local Convenience Centers | 115,574 | 115,574 | 117,558 | 117,558 | 119,541 | 119,541 | 120,741 | 120,741 | 0 | 0 | 121,541 |
| Community Centers | 99,649 | 99,649 | 101,359 | 101,359 | 103,069 | 103,069 | 104,103 | 104,103 | 0 | 0 | 104,793 |
| Regional Centers | 147,372 | 147,372 | 149,901 | 149,901 | 152,430 | 152,430 | 153,960 | 153,960 | 0 | 0 | 154,980 |
| Specialty Centers (excluding Autos) | 6,095 | 6,095 | 6,199 | 6,199 | 6,304 | 6,304 | 6,367 | 6,367 | 0 | 0 | 6,410 |
| **Total Non-Auto Square Feet Demanded** | **368,690** | **368,690** | **375,017** | **375,017** | **381,343** | **381,343** | **385,171** | **385,171** | **0** | **0** | **387,723** |
| **Estimated Neighborhood 1 Capture Potential (e)** | | | | | | | | | | | |
| Neighborhood/Local Convenience Centers | 115,574 | 115,574 | 117,558 | 117,558 | 119,541 | 119,541 | 120,741 | 120,741 | 0 | 0 | 121,541 |
| Community Centers | 99,649 | 99,649 | 101,359 | 101,359 | 103,069 | 103,069 | 104,103 | 104,103 | 0 | 0 | 104,793 |
| Regional Centers | 125,266 | 125,266 | 127,416 | 127,416 | 129,565 | 129,565 | 130,866 | 130,866 | 0 | 0 | 131,733 |
| Specialty Centers (excluding Autos) | 5,181 | 5,181 | 5,270 | 5,270 | 5,358 | 5,358 | 5,412 | 5,412 | 0 | 0 | 5,448 |
| **Total Non-Auto Square Feet Captured** | **345,670** | **345,670** | **351,602** | **351,602** | **357,533** | **357,533** | **361,122** | **361,122** | **0** | **0** | **363,514** |

Notes:

(a) Retail demand assumptions:

| | |
|---|---|
| Average single-family detached demand per housing unit | $32,484 |
| Average attached multifamily unit demand per housing unit | $21,386 |
| Average single-family vacancy rate | 2.0% |
| Average single-family vacancy rate | 5.0% |

(b) Retail space productivity assumption (annual sales) $350 per sq. ft.

(c) Includes personal services, entertainment/recreation, and similar uses. Excludes financial institutions. Retail represents approximately 86% of shopping center space.

(d) Shopping center demand allocations:

| | |
|---|---|
| Neighborhood Centers | 25.2% |
| Community Centers | 21.7% |
| Regional Centers | 32.2% |
| Specialty Centers (excluding Auto sales) | 1.3% |

(e) Shopping center demand capture assumptions:

| | |
|---|---|
| Neighborhood Centers | 100% |
| Community Centers | 100% |
| Regional Centers | 85% |
| Specialty Centers (excluding Auto sales) | 85% |

Sources: City of Rancho Cordova Planning; Claritas, Inc.; U.S. Census, 2000; Urban Land Institute; Leland Consulting; BAE.

## Appendix 4b: Summary of Potential Retail Demand in Neighborhood 2: North and South Butterfield, Bradshaw/Folsom and non-residential section of Fite Circle

| Projected Neighborhood 2 Residential Units | 2006 | 2007 | 2008 | 2009 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | Buildout |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Detached Units | 947 | 953 | 955 | 961 | 961 | 1,045 | 1,130 | 1,157 | | | 1,157 |
| All Other Units | 1,010 | 1,022 | 1,027 | 1,039 | 1,039 | 1,204 | 1,369 | 1,579 | | | 1,737 |
| **Projected Neighborhood 2 Retail Demand (a)** | | | | | | | | | | | |
| Single Family Detached Units | $30,154,153 | $30,324,466 | $30,409,623 | $30,579,936 | $30,579,936 | $33,272,313 | $35,964,691 | $36,816,256 | $0 | $0 | $36,816,256 |
| All Other Units | $20,529,391 | $20,757,953 | $20,872,234 | $21,100,795 | $21,100,795 | $24,461,664 | $27,822,534 | $32,069,714 | $0 | $0 | $35,279,733 |
| **Total Retail Demand** | **$50,683,544** | **$51,082,419** | **$51,281,856** | **$51,680,731** | **$51,680,731** | **$57,733,978** | **$63,787,225** | **$68,885,970** | **$0** | **$0** | **$72,095,989** |
| Estimated Square Feet of Retail Space Demanded (b) | 144,810 | 145,950 | 146,520 | 147,659 | 147,659 | 164,954 | 182,249 | 196,817 | 0 | 0 | 205,989 |
| Estimated Additional Square Feet for "Retail" Services (c) | 23,280 | 23,463 | 23,554 | 23,738 | 23,738 | 26,518 | 29,298 | 31,640 | 0 | 0 | 33,115 |
| **Estimated Total Shopping Retail Sq. Ft. Demanded** | **168,090** | **169,413** | **170,074** | **171,397** | **171,397** | **191,472** | **211,547** | **228,457** | - | - | **239,103** |
| **Shopping Center Space Allocation by Type (d)** | | | | | | | | | | | |
| Neighborhood/Local Convenience Centers | 42,390 | 42,724 | 42,890 | 43,224 | 43,224 | 48,287 | 53,349 | 57,614 | 0 | 0 | 60,299 |
| Community Centers | 36,549 | 36,836 | 36,980 | 37,268 | 37,268 | 41,633 | 45,998 | 49,675 | 0 | 0 | 51,990 |
| Regional Centers | 54,053 | 54,478 | 54,691 | 55,116 | 55,116 | 61,572 | 68,027 | 73,465 | 0 | 0 | 76,888 |
| Specialty Centers (excluding Autos) | 2,235 | 2,253 | 2,262 | 2,279 | 2,279 | 2,546 | 2,813 | 3,038 | 0 | 0 | 3,180 |
| **Total Non-Auto Square Feet Demanded** | **135,227** | **136,291** | **136,823** | **137,887** | **137,887** | **154,038** | **170,188** | **183,792** | **0** | **0** | **192,357** |
| **Estimated Neighborhood 2 Capture Potential (e)** | | | | | | | | | | | |
| Neighborhood/Local Convenience Centers | 42,390 | 42,724 | 42,890 | 43,224 | 43,224 | 48,287 | 53,349 | 57,614 | 0 | 0 | 60,299 |
| Community Centers | 36,549 | 36,836 | 36,980 | 37,268 | 37,268 | 41,633 | 45,998 | 49,675 | 0 | 0 | 51,990 |
| Regional Centers | 45,945 | 46,306 | 46,487 | 46,849 | 46,849 | 52,336 | 57,823 | 62,445 | 0 | 0 | 65,355 |
| Specialty Centers (excluding Autos) | 1,900 | 1,915 | 1,923 | 1,938 | 1,938 | 2,164 | 2,391 | 2,583 | 0 | 0 | 2,703 |
| **Total Non-Auto Square Feet Captured** | **126,784** | **127,781** | **128,280** | **129,278** | **129,278** | **144,420** | **159,562** | **172,317** | **0** | **0** | **180,346** |

Notes:

(a) Retail demand assumptions:

| | |
|---|---|
| Average single-family detached demand per housing unit | $32,484 |
| Average attached multifamily unit demand per housing unit | $21,386 |
| Average single-family vacancy rate | 2.0% |
| Average single-family vacancy rate | 5.0% |

(b) Retail space productivity assumption (annual sales) $350 per sq. ft.

(c) Includes personal services, entertainment/recreation, and similar uses. Excludes financial institutions. Retail represents approximately 86% of shopping center space.

(d) Shopping center demand allocations:

| | |
|---|---|
| Neighborhood Centers | 25.2% |
| Community Centers | 21.7% |
| Regional Centers | 32.2% |
| Specialty Centers (excluding Auto sales) | 1.3% |

(e) Shopping center demand capture assumptions:

| | |
|---|---|
| Neighborhood Centers | 100% |
| Community Centers | 100% |
| Regional Centers | 85% |
| Specialty Centers (excluding Auto sales) | 85% |

Sources: City of Rancho Cordova Planning; Claritas, Inc.; U.S. Census, 2000; Urban Land Institute; Leland Consulting; BAE.

Appendix 4c: Summary of Potential Retail Demand in Neighborhood 3: Fite Circle residential, Mills Station, La Loma, Cordova Gardens

| Projected Neighborhood 3 Residential Units | 2006 | 2007 | 2008 | 2009 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | Buildout |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Detached Units | 2,031 | 2,037 | 2,039 | 2,053 | 2,084 | 2,143 | 2,212 | 2,334 | | | 2,382 |
| All Other Units | 3,338 | 3,349 | 3,355 | 3,374 | 3,447 | 3,543 | 3,646 | 3,856 | | | 4,261 |
| **Projected Neighborhood 3 Retail Demand (a)** | | | | | | | | | | | |
| Single Family Detached Units | $64,660,838 | $64,831,151 | $64,916,307 | $65,347,342 | $66,352,030 | $68,234,864 | $70,420,441 | $74,299,439 | $0 | $0 | $75,813,155 |
| All Other Units | $67,814,188 | $68,042,750 | $68,157,031 | $68,549,547 | $70,024,124 | $71,983,353 | $74,065,091 | $78,335,635 | $0 | $0 | $86,558,769 |
| **Total Retail Demand** | **$132,475,026** | **$132,873,901** | **$133,073,338** | **$133,896,889** | **$136,376,154** | **$140,218,216** | **$144,485,532** | **$152,635,073** | **$0** | **$0** | **$162,371,923** |
| Estimated Square Feet of Retail Space Demanded (b) | 378,500 | 379,640 | 380,210 | 382,563 | 389,646 | 400,623 | 412,816 | 436,100 | 0 | 0 | 463,920 |
| Estimated Additional Square Feet for "Retail" Services (c) | 60,847 | 61,031 | 61,122 | 61,500 | 62,639 | 64,404 | 66,364 | 70,107 | 0 | 0 | 74,579 |
| **Estimated Total Shopping Retail Sq. Ft. Demanded** | **439,347** | **440,670** | **441,332** | **444,063** | **452,285** | **465,027** | **479,180** | **506,207** | - | - | **538,499** |
| **Shopping Center Space Allocation by Type (d)** | | | | | | | | | | | |
| Neighborhood/Local Convenience Centers | 110,798 | 111,131 | 111,298 | 111,987 | 114,060 | 117,274 | 120,843 | 127,659 | 0 | 0 | 135,802 |
| Community Centers | 95,530 | 95,818 | 95,961 | 96,555 | 98,343 | 101,114 | 104,191 | 110,068 | 0 | 0 | 117,089 |
| Regional Centers | 141,281 | 141,706 | 141,919 | 142,797 | 145,441 | 149,539 | 154,090 | 162,781 | 0 | 0 | 173,165 |
| Specialty Centers (excluding Autos) | 5,843 | 5,861 | 5,869 | 5,906 | 6,015 | 6,185 | 6,373 | 6,732 | 0 | 0 | 7,162 |
| **Total Non-Auto Square Feet Demanded** | **353,452** | **354,516** | **355,048** | **357,245** | **363,860** | **374,111** | **385,496** | **407,240** | **0** | **0** | **433,218** |
| **Estimated Neighborhood 3 Capture Potential (e)** | | | | | | | | | | | |
| Neighborhood/Local Convenience Centers | 110,798 | 111,131 | 111,298 | 111,987 | 114,060 | 117,274 | 120,843 | 127,659 | 0 | 0 | 135,802 |
| Community Centers | 95,530 | 95,818 | 95,961 | 96,555 | 98,343 | 101,114 | 104,191 | 110,068 | 0 | 0 | 117,089 |
| Regional Centers | 120,089 | 120,450 | 120,631 | 121,378 | 123,625 | 127,108 | 130,976 | 138,364 | 0 | 0 | 147,190 |
| Specialty Centers (excluding Autos) | 4,967 | 4,982 | 4,989 | 5,020 | 5,113 | 5,257 | 5,417 | 5,722 | 0 | 0 | 6,087 |
| **Total Non-Auto Square Feet Captured** | **331,383** | **332,381** | **332,880** | **334,940** | **341,142** | **350,752** | **361,427** | **381,813** | **0** | **0** | **406,169** |

Notes:

(a) Retail demand assumptions:

| | |
|---|---|
| Average single-family detached demand per housing unit | $32,484 |
| Average attached multifamily unit demand per housing unit | $21,386 |
| Average single-family vacancy rate | 2.0% |
| Average single-family vacancy rate | 5.0% |

(b) Retail space productivity assumption (annual sales) $350 per sq. ft.

(c) Includes personal services, entertainment/recreation, and similar uses. Excludes financial institutions. Retail represents approximately 86% of shopping center space.

(d) Shopping center demand allocations:

| | |
|---|---|
| Neighborhood Centers | 25.2% |
| Community Centers | 21.7% |
| Regional Centers | 32.2% |
| Specialty Centers (excluding Auto sales) | 1.3% |

(e) Shopping center demand capture assumptions:

| | |
|---|---|
| Neighborhood Centers | 100% |
| Community Centers | 100% |
| Regional Centers | 85% |
| Specialty Centers (excluding Auto sales) | 85% |

Sources: City of Rancho Cordova Planning; Claritas, Inc.; U.S. Census, 2000; Urban Land Institute; Leland Consulting; BAE.

**Appendix 4d: Summary of Potential Retail Demand in Neighborhood 4: White Rock, Rancho, Olson, Zinfandel**

| Projected Neighborhood 4 Residential Units | 2006 | 2007 | 2008 | 2009 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | Buildout |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Detached Units | 2,162 | 2,179 | 2,224 | 2,252 | 2,278 | 2,381 | 2,493 | 2,591 | | | 2,608 |
| All Other Units | 2,112 | 2,144 | 2,232 | 2,321 | 2,468 | 2,790 | 3,129 | 3,801 | | | 4,075 |
| **Projected Neighborhood 4 Retail Demand (a)** | | | | | | | | | | | |
| Single Family Detached Units | $68,827,139 | $69,378,507 | $70,786,853 | $71,700,813 | $72,527,865 | $75,809,016 | $79,365,852 | $82,472,234 | $0 | $0 | $83,023,602 |
| All Other Units | $42,916,733 | $43,552,236 | $45,356,145 | $47,155,380 | $50,133,181 | $56,691,981 | $63,568,532 | $77,221,677 | $0 | $0 | $82,790,044 |
| **Total Retail Demand** | **$111,743,872** | **$112,930,743** | **$116,142,997** | **$118,856,193** | **$122,661,046** | **$132,500,997** | **$142,934,384** | **$159,693,910** | **$0** | **$0** | **$165,813,646** |
| Estimated Square Feet of Retail Space Demanded (b) | 319,268 | 322,659 | 331,837 | 339,589 | 350,460 | 378,574 | 408,384 | 456,268 | 0 | 0 | 473,753 |
| Estimated Additional Square Feet for "Retail" Services (c) | 51,325 | 51,870 | 53,346 | 54,592 | 56,340 | 60,859 | 65,651 | 73,349 | 0 | 0 | 76,160 |
| **Estimated Total Shopping Retail Sq. Ft. Demanded** | **370,593** | **374,530** | **385,183** | **394,181** | **406,800** | **439,434** | **474,035** | **529,618** | **-** | **-** | **549,913** |
| **Shopping Center Space Allocation by Type (d)** | | | | | | | | | | | |
| Neighborhood/Local Convenience Centers | 93,459 | 94,451 | 97,138 | 99,407 | 102,589 | 110,819 | 119,545 | 133,563 | 0 | 0 | 138,681 |
| Community Centers | 80,580 | 81,436 | 83,753 | 85,709 | 88,453 | 95,549 | 103,072 | 115,158 | 0 | 0 | 119,571 |
| Regional Centers | 119,172 | 120,438 | 123,863 | 126,757 | 130,815 | 141,309 | 152,436 | 170,309 | 0 | 0 | 176,836 |
| Specialty Centers (excluding Autos) | 4,929 | 4,981 | 5,123 | 5,242 | 5,410 | 5,844 | 6,304 | 7,044 | 0 | 0 | 7,313 |
| **Total Non-Auto Square Feet Demanded** | **298,140** | **301,306** | **309,877** | **317,116** | **327,267** | **353,521** | **381,358** | **426,073** | **0** | **0** | **442,401** |
| **Estimated Neighborhood 4 Capture Potential (e)** | | | | | | | | | | | |
| Neighborhood/Local Convenience Centers | 93,459 | 94,451 | 97,138 | 99,407 | 102,589 | 110,819 | 119,545 | 133,563 | 0 | 0 | 138,681 |
| Community Centers | 80,580 | 81,436 | 83,753 | 85,709 | 88,453 | 95,549 | 103,072 | 115,158 | 0 | 0 | 119,571 |
| Regional Centers | 101,296 | 102,372 | 105,284 | 107,743 | 111,192 | 120,112 | 129,570 | 144,763 | 0 | 0 | 150,310 |
| Specialty Centers (excluding Autos) | 4,189 | 4,234 | 4,354 | 4,456 | 4,599 | 4,968 | 5,359 | 5,987 | 0 | 0 | 6,216 |
| **Total Non-Auto Square Feet Captured** | **279,524** | **282,493** | **290,529** | **297,316** | **306,834** | **331,448** | **357,547** | **399,470** | **0** | **0** | **414,779** |

Notes:

(a) Retail demand assumptions:

| | |
|---|---|
| Average single-family detached demand per housing unit | $32,484 |
| Average attached multifamily unit demand per housing unit | $21,386 |
| Average single-family vacancy rate | 2.0% |
| Average single-family vacancy rate | 5.0% |

(b) Retail space productivity assumption (annual sales) $350 per sq. ft.

(c) Includes personal services, entertainment/recreation, and similar uses. Excludes financial institutions. Retail represents approximately 86% of shopping center space.

(d) Shopping center demand allocations:

| | |
|---|---|
| Neighborhood Centers | 25.2% |
| Community Centers | 21.7% |
| Regional Centers | 32.2% |
| Specialty Centers (excluding Auto sales) | 1.3% |

(e) Shopping center demand capture assumptions:

| | |
|---|---|
| Neighborhood Centers | 100% |
| Community Centers | 100% |
| Regional Centers | 85% |
| Specialty Centers (excluding Auto sales) | 85% |

Sources: City of Rancho Cordova Planning; Claritas, Inc.; U.S. Census, 2000; Urban Land Institute; Leland Consulting; BAE.

## Appendix 4e: Summary of Potential Retail Demand in Neighborhood 5: Benita and Ambassador

| Projected Neighborhood 5 Residential Units | 2006 | 2007 | 2008 | 2009 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | Buildout |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Detached Units | 2,120 | 2,120 | 2,120 | 2,142 | 2,157 | 2,278 | 2,316 | 2,474 | | | 2,474 |
| All Other Units | 2,206 | 2,206 | 2,206 | 2,253 | 2,284 | 2,426 | 2,504 | 2,724 | | | 2,724 |
| **Projected Neighborhood 5 Retail Demand (a)** | | | | | | | | | | | |
| Single Family Detached Units | $67,480,552 | $67,480,552 | $67,480,552 | $68,192,047 | $68,666,376 | $72,526,273 | $73,712,097 | $78,757,819 | $0 | $0 | $78,757,819 |
| All Other Units | $44,821,412 | $44,821,412 | $44,821,412 | $45,772,838 | $46,407,121 | $49,289,027 | $50,874,736 | $55,342,351 | $0 | $0 | $55,342,351 |
| **Total Retail Demand** | **$112,301,965** | **$112,301,965** | **$112,301,965** | **$113,964,884** | **$115,073,497** | **$121,815,301** | **$124,586,833** | **$134,100,169** | **$0** | **$0** | **$134,100,169** |
| Estimated Square Feet of Retail Space Demanded (b) | 320,863 | 320,863 | 320,863 | 325,614 | 328,781 | 348,044 | 355,962 | 383,143 | 0 | 0 | 383,143 |
| Estimated Additional Square Feet for "Retail" Services (c) | 51,582 | 51,582 | 51,582 | 52,345 | 52,855 | 55,951 | 57,224 | 61,594 | 0 | 0 | 61,594 |
| **Estimated Total Shopping Retail Sq. Ft. Demanded** | **372,444** | **372,444** | **372,444** | **377,959** | **381,636** | **403,995** | **413,187** | **444,737** | - | - | **444,737** |
| **Shopping Center Space Allocation by Type (d)** | | | | | | | | | | | |
| Neighborhood/Local Convenience Centers | 93,926 | 93,926 | 93,926 | 95,316 | 96,244 | 101,882 | 104,200 | 112,157 | 0 | 0 | 112,157 |
| Community Centers | 80,983 | 80,983 | 80,983 | 82,182 | 82,981 | 87,843 | 89,842 | 96,702 | 0 | 0 | 96,702 |
| Regional Centers | 119,767 | 119,767 | 119,767 | 121,540 | 122,723 | 129,913 | 132,868 | 143,014 | 0 | 0 | 143,014 |
| Specialty Centers (excluding Autos) | 4,953 | 4,953 | 4,953 | 5,027 | 5,075 | 5,373 | 5,495 | 5,915 | 0 | 0 | 5,915 |
| **Total Non-Auto Square Feet Demanded** | **299,629** | **299,629** | **299,629** | **304,065** | **307,023** | **325,011** | **332,405** | **357,788** | **0** | **0** | **357,788** |
| **Estimated Neighborhood 5 Capture Potential (e)** | | | | | | | | | | | |
| Neighborhood/Local Convenience Centers | 93,926 | 93,926 | 93,926 | 95,316 | 96,244 | 101,882 | 104,200 | 112,157 | 0 | 0 | 112,157 |
| Community Centers | 80,983 | 80,983 | 80,983 | 82,182 | 82,981 | 87,843 | 89,842 | 96,702 | 0 | 0 | 96,702 |
| Regional Centers | 101,802 | 101,802 | 101,802 | 103,309 | 104,314 | 110,426 | 112,938 | 121,562 | 0 | 0 | 121,562 |
| Specialty Centers (excluding Autos) | 4,210 | 4,210 | 4,210 | 4,273 | 4,314 | 4,567 | 4,671 | 5,027 | 0 | 0 | 5,027 |
| **Total Non-Auto Square Feet Captured** | **280,921** | **280,921** | **280,921** | **285,080** | **287,853** | **304,718** | **311,651** | **335,448** | **0** | **0** | **335,448** |

Notes:

(a) Retail demand assumptions:

| | |
|---|---|
| Average single-family detached demand per housing unit | $32,484 |
| Average attached multifamily unit demand per housing unit | $21,386 |
| Average single-family vacancy rate | 2.0% |
| Average single-family vacancy rate | 5.0% |

(b) Retail space productivity assumption (annual sales) $350 per sq. ft.

(c) Includes personal services, entertainment/recreation, and similar uses. Excludes financial institutions. Retail represents approximately 86% of shopping center space.

(d) Shopping center demand allocations:

| | |
|---|---|
| Neighborhood Centers | 25.2% |
| Community Centers | 21.7% |
| Regional Centers | 32.2% |
| Specialty Centers (excluding Auto sales) | 1.3% |

(e) Shopping center demand capture assumptions:

| | |
|---|---|
| Neighborhood Centers | 100% |
| Community Centers | 100% |
| Regional Centers | 85% |
| Specialty Centers (excluding Auto sales) | 85% |

Sources: City of Rancho Cordova Planning; Claritas, Inc.; U.S. Census, 2000; Urban Land Institute; Leland Consulting; BAE.

## Appendix 4f: Summary of Potential Retail Demand in Neighborhood 6: Trade Center, Prospect/Gold Center, East of Sunrise

| Projected Neighborhood 6 Residential Units | 2006 | 2007 | 2008 | 2009 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | Buildout |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Detached Units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 |
| All Other Units | 0 | 0 | 0 | 0 | 0 | 56 | 224 | 673 | | | 1,122 |
| **Projected Neighborhood 6 Retail Demand (a)** | | | | | | | | | | | |
| Single Family Detached Units | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| All Other Units | $0 | $0 | $0 | $0 | $0 | $1,139,760 | $4,559,039 | $13,677,118 | $0 | $0 | $22,795,197 |
| **Total Retail Demand** | **$0** | **$0** | **$0** | **$0** | **$0** | **$1,139,760** | **$4,559,039** | **$13,677,118** | **$0** | **$0** | **$22,795,197** |
| Estimated Square Feet of Retail Space Demanded (b) | 0 | 0 | 0 | 0 | 0 | 3,256 | 13,026 | 39,077 | 0 | 0 | 65,129 |
| Estimated Additional Square Feet for "Retail" Services (c) | 0 | 0 | 0 | 0 | 0 | 524 | 2,094 | 6,282 | 0 | 0 | 10,470 |
| **Estimated Total Shopping Retail Sq. Ft. Demanded** | - | - | - | - | - | **3,780** | **15,120** | **45,360** | - | - | **75,599** |
| **Shopping Center Space Allocation by Type (d)** | | | | | | | | | | | |
| Neighborhood/Local Convenience Centers | 0 | 0 | 0 | 0 | 0 | 953 | 3,813 | 11,439 | 0 | 0 | 19,065 |
| Community Centers | 0 | 0 | 0 | 0 | 0 | 822 | 3,288 | 9,863 | 0 | 0 | 16,438 |
| Regional Centers | 0 | 0 | 0 | 0 | 0 | 1,216 | 4,862 | 14,586 | 0 | 0 | 24,310 |
| Specialty Centers (excluding Autos) | 0 | 0 | 0 | 0 | 0 | 50 | 201 | 603 | 0 | 0 | 1,005 |
| **Total Non-Auto Square Feet Demanded** | **0** | **0** | **0** | **0** | **0** | **3,041** | **12,164** | **36,491** | **0** | **0** | **60,819** |
| **Estimated Neighborhood 6 Capture Potential (e)** | | | | | | | | | | | |
| Neighborhood/Local Convenience Centers | 0 | 0 | 0 | 0 | 0 | 953 | 3,813 | 11,439 | 0 | 0 | 19,065 |
| Community Centers | 0 | 0 | 0 | 0 | 0 | 822 | 3,288 | 9,863 | 0 | 0 | 16,438 |
| Regional Centers | 0 | 0 | 0 | 0 | 0 | 1,033 | 4,133 | 12,398 | 0 | 0 | 20,664 |
| Specialty Centers (excluding Autos) | 0 | 0 | 0 | 0 | 0 | 43 | 171 | 513 | 0 | 0 | 855 |
| **Total Non-Auto Square Feet Captured** | **0** | **0** | **0** | **0** | **0** | **2,851** | **11,404** | **34,213** | **0** | **0** | **57,022** |

Notes:

(a) Retail demand assumptions:

| | |
|---|---|
| Average single-family detached demand per housing unit | $32,484 |
| Average attached multifamily unit demand per housing unit | $21,386 |
| Average single-family vacancy rate | 2.0% |
| Average single-family vacancy rate | 5.0% |

(b) Retail space productivity assumption (annual sales) $350 per sq. ft.

(c) Includes personal services, entertainment/recreation, and similar uses. Excludes financial institutions. Retail represents approximately 86% of shopping center space.

(d) Shopping center demand allocations:

| | |
|---|---|
| Neighborhood Centers | 25.2% |
| Community Centers | 21.7% |
| Regional Centers | 32.2% |
| Specialty Centers (excluding Auto sales) | 1.3% |

(e) Shopping center demand capture assumptions:

| | |
|---|---|
| Neighborhood Centers | 100% |
| Community Centers | 100% |
| Regional Centers | 85% |
| Specialty Centers (excluding Auto sales) | 85% |

Sources: City of Rancho Cordova Planning; Claritas, Inc.; U.S. Census, 2000; Urban Land Institute; Leland Consulting; BAE.

**Appendix 4g: Summary of Potential Retail Demand in Folsom Boulevard Neighborhoods**

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | Buildout |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Estimated Total Folsom Boulevard Neighborhoods Capture Potential** | | | | | | | | | | | |
| Neighborhood/Local Convenience Centers | 456,146 | 457,806 | 462,810 | 467,492 | 475,658 | 498,756 | 522,492 | 563,172 | | | 587,544 |
| Community Centers | 393,291 | 394,722 | 399,036 | 403,073 | 410,114 | 430,029 | 450,494 | 485,568 | | | 506,582 |
| Regional Centers | 494,398 | 496,197 | 501,620 | 506,695 | 515,546 | 540,581 | 566,307 | 610,398 | | | 636,815 |
| Specialty Centers (excluding Autos) | 20,447 | 20,521 | 20,746 | 20,956 | 21,322 | 22,357 | 23,421 | 25,244 | | | 26,337 |
| **Total Non-Auto Square Feet Captured** | 1,364,282 | 1,369,246 | 1,384,211 | 1,398,215 | 1,422,640 | 1,491,723 | 1,562,713 | 1,684,383 | | | 1,757,278 |

Sources: City of Rancho Cordova Planning; Claritas, Inc.; U.S. Census, 2000; Urban Land Institute; Leland Consulting; BAE.

## Appendix 5: Folsom Boulevard Office Space Projections

### Projected Office Space on Folsom Boulevard

| Scenario 1: Folsom Boulevard TAZs - SACOG Blueprint Baseline | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2050 | Average Annual |
|---|---|---|---|---|---|---|---|---|---|
| ***Office Square Feet*** | ***2,833,947*** | ***3,381,669*** | ***4,035,250*** | ***4,815,149*** | ***5,745,781*** | ***6,856,278*** | 8,181,402 | 7,310,005 | |
| ***Incremental Office Growth from 2005*** | | | | | ***2,911,834*** | | | ***4,476,058*** | *99,468* |
| ***Incremental Growth in Local-serving Offices*** | | | | | ***349,420*** | | | ***537,127*** | |
| ***Incremental Growth in Regional-serving Offices*** | | | | | ***2,562,414*** | | | ***3,938,931*** | |
| *Pct. Of Sacramento/Placer/El Dorado Counties* | *2.4%* | *2.5%* | *2.8%* | *3.2%* | *3.6%* | *4.0%* | *4.4%* | *3.1%* | |
| **Scenario 2: Folsom Boulevard TAZs - Constant 2005 Share of Growth** | | | | | | | | | |
| ***Office Square Feet*** | ***2,833,947*** | ***3,215,052*** | ***3,408,978*** | ***3,623,650*** | ***3,836,434*** | ***4,142,093*** | ***4,473,830*** | ***5,650,449*** | |
| ***Incremental Office Growth from 2005*** | | | | | ***1,002,487*** | | | ***2,816,501*** | *62,589* |
| ***Incremental Growth in Local-serving Offices*** | | | | | ***120,298*** | | | ***337,980*** | |
| ***Incremental Growth in Regional-serving Offices*** | | | | | ***882,189*** | | | ***2,478,521*** | |
| *Pct. Of Sacramento/Placer/El Dorado Counties* | *2.4%* | *2.4%* | *2.4%* | *2.4%* | *2.4%* | *2.4%* | *2.4%* | *2.4%* | |

### Projected Office Space in Sacramento, Placer, Yolo, El Dorado Counties

| **Projected Office Employees** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Office | 327,623 | 359,572 | 378,813 | 399,863 | 420,470 | | | |
| Medical | 60,329 | 73,487 | 78,940 | 85,080 | 91,273 | | | |
| ***Subtotal Office*** | ***387,952*** | ***433,060*** | ***457,753*** | ***484,942*** | ***511,743*** | | | |
| **Projected Office Square Feet** | **2005** | **2010** | **2015** | **2020** | **2025** | **2030** | **2035** | **2050** |
| Office | 81,905,656 | 89,893,059 | 94,703,296 | 99,965,654 | 105,117,501 | 111,883,312 | 119,084,599 | 143,590,746 |
| Medical | 36,197,473 | 44,092,396 | 47,363,890 | 51,047,903 | 54,763,703 | 60,736,036 | 67,359,690 | 91,888,464 |
| ***Subtotal Office*** | ***118,103,129*** | ***133,985,455*** | ***142,067,186*** | ***151,013,557*** | ***159,881,204*** | ***172,619,348*** | ***186,444,289*** | ***235,479,210*** |
| ***Compound Annual Growth Rate*** | | 2.6% | 1.2% | 1.2% | 1.1% | 1.5% | 1.6% | 1.6% |

Notes:

Assumed Employment Densities

| | |
|---|---|
| Office | 250 sq. ft. per employee |
| Medical | 600 sq. ft. per employee |

Rancho Cordova 1990 - 2005 Annual Average Growth Rates (SACOG RAD #12 for Rancho Cordova)

| | 1990 | 2005 | |
|---|---|---|---|
| Office | 18243 | 43916 | 6% |
| Medical | 825 | 1824 | 5% |

Sources: SACOG, BAE, 2006.

# FOLSOM BOULEVARD CONFIDENTIAL INTERVIEWS

## AN ASSESSMENT BY COMMUNITY STAKEHOLDERS

## RANCHO CORDOVA, CALIFORNIA

Leland Consulting Group (LCG) is assisting the City of Rancho Cordova in preparing the real estate strategy components for the specific area plan for Folsom Boulevard. To get a better understanding of local conditions, LCG conducted a series of stakeholder interviews with community leaders, real estate professionals and business owners to discuss opportunities for new development and obstacles to realizing this goal.

Stakeholders discussed the history of the Boulevard, physical and social conditions, the state of retailing and other land uses there, how the Boulevard might develop, and the public action needed for the area to realize its potential. These meetings helped reveal how the Boulevard can evolve both in the short- and in the long-term and where the City should focus its energies.

Most importantly, stakeholders showed a passion for and a pride in the area that bode well for these efforts. They care about what happens here. This, more than any other fact, creates great opportunities for new development.

Here are some of the key issues and topics they discussed:

- *"Who are we building for?"* Almost universally, stakeholders voiced the goal of making the Boulevard work better for those who already live nearby.

- *Retail leakage.* Beyond more selection of clothing and home furnishings, stakeholders expressed the need for more upscale restaurants, entertainment, coffee shops, and places to gather.

- *Identity and Definition.* Stakeholders described how the functioning of the street has changed over the last 40 years, and how the lack of landmarks reflects the ambiguous nature of this place now. The relationship between this street and the surrounding neighborhoods needs to be better defined, as do various places on the street along its length.

- *Streetscape issues.* These include unsightly billboards, overhead utility lines, numerous driveways and parking lots, speeding, and also, significantly, the raw edge of the rail lines. The need for more landscaping should be balanced with retail access and visibility.

- *Safety and Policing.* Stakeholders said that some problems spill over from surrounding neighborhoods and contribute to its image problems. Thus, the street and its environs need to be looked at holistically, and not just as "fixing the Boulevard."

- *A mandate for public action.* Stakeholders expressed near consensus on the need to focus early efforts on improving access, visibility, circulation, and the mix of tenants around Zinfandel Road and Olson Road where they would also like to see civic uses. They also expressed a desire for more transit-oriented development, particularly at Mills Station, and for improving conditions in and around the intersection of Folsom and Coloma. They stated support for active intervention, including land assembly.

The following sections provide a more detailed summary of these major points.

## "Who Are We Building For?"

Stakeholders posed this question out of concern that new development to the east not create a "tale of two cities," with Folsom Boulevard left behind economically. They want to make sure that the Boulevard attracts its share of new stores, restaurants, and housing, and that new development here is as nice as that to the east.

Stakeholders said that while many residents in nearby neighborhoods are selling their houses, many of these same people are staying in the city and buying into the Sunrise Douglas area. In some cases, they are selling their old houses to their sons and daughters, who are moving back into the neighborhoods they grew up in, and updating these homes. This kind of turnover is creating family ties to the city across the city. Stakeholders see the affordable housing in nearby neighborhoods as a resource that will draw in more young families.

Stakeholders described the prominence of the Ukrainian and Korean communities, for which they said the latter increased by more than 18,000 people since the late 1990s. Many sold high value homes in the Bay Area and used part of their home equity to start new businesses here. While many of the Korean-owned businesses are located on the Boulevard to the west, many are likely to follow the Koreana Market to the Zinfandel Road area. Some stakeholders noted that some of these stores do not draw more English speakers because their signs are in foreign languages.

## Retail Selection and Leakage

Many stakeholders want more stores and places to eat out, and they believe that stores such as Target are so poorly managed or marketed that they are not living up to their potential. They would like to shop in stores such as J.C. Penney's, Gotschalk's and Old Navy, for which they now drive some distance to visit. Some of the retail brokers interviewed think that this area is "caught in the middle" and may, in fact, have difficulty drawing better chains until the image of the area changes or there are much better centers in which to locate. Clearly, there is a danger that chain stores will want to locate in the Sunrise Douglas area unless there are better places on Folsom to draw them to.

Stakeholders, developers, community leaders, and corporate leaders alike voiced a strong need for more upscale sit-down restaurants similar to the Metro Grill. They also want more casual dining and coffee shops such as an Applebee's and Starbucks. An executive from a large insurance company with offices south of Highway 50 said his employees have few places to go on their lunch hour, and that they would probably go to restaurants in the Zinfandel Road area if access and circulation in that area is significantly improved. Industry representatives said that the base of business for new restaurants includes about 60,000 office workers nearby.

## Identity and Function of the Boulevard

Long-time residents of Rancho Cordova described the Boulevard's better days, when its status as a major regional highway drew a variety of strong retailers. They said that after Mather closed, the Boulevard may have lost as much as 30 percent of its retail volume. While the area has gradually rebounded over the last ten years, the Boulevard's identity and function have yet to be defined, and this lack of definition is reflected in the lack of area landmarks, and little distinction between the various segments.

They described a street that now serves as more of a local arterial, a route between the freeway and individual neighborhoods, and that also serves as a cut-through for commuters trying to go north on Sunrise. Speeding came up as a topic in so many of the sessions that it is clear that carrying capacity and service levels need to be examined in terms of how the street works at the local and neighborhood levels.

Some said that the lack of landmarks reflects the Boulevard's lack of identity. People unfamiliar with the Boulevard do not have a good sense of where they are or how close they are to their destination. They indicated that while the Boulevard as a whole needs a new, better look, there should be visual elements that distinguish one segment from another.

## Streetscape Issues

Many stakeholders commented on the ugliness of the street, including the prevalence of billboards, lack of landscaping, wide expanses of asphalt and numerous driveways, high overhead utility lines, and especially the raw edge created by the tracks on the south side of the street.

One stakeholder said that many pedestrians walk through his parking lot to avoid being hit by cars that pull out into the street across dimly lit sidewalks. Another stakeholder said that an employee of his who could easily commute by light rail avoids doing so because walking routes to and from the stations are dimly lit.

While various public plans call for adding lush landscaping on the medians and curbs, this landscaping needs to be carefully selected to avoid harming the visibility of businesses. Two business owners commented that visibility is a major problem for them, since they are located in a center near Zinfandel that is particularly poorly planned. The type, size and placement of new trees on the side or in the middle of the street may need to vary from one part of the Boulevard to another.

One stakeholder who runs an auto-related business on the Boulevard said that he feels that civic leaders have blamed businesses such as his for these appearance problems, and that they do not want to include his type of business in plans for the Boulevard's future. He noted that he provides employment for dozens of residents, and that even though he plans to move his business in about ten years, when the area around him redevelops, he would like to feel welcome while he stays.

## The Light Rail Line as Challenge and Opportunity

Of all the streetscape issues, the light rail line may be the most challenging. Stakeholders said the rail line is both unsightly and creates one-sided development. For much of the rest of the line, stakeholders expressed a desire to see the street visually buffered from the rail line with trees and shrubs.

One stakeholder commented that because so much of the Boulevard is one-sided, new retail development should be focused not only at "pulse points" but on "main streets" that intersect with Folsom. He commented that these streets will be narrower, calmer and more conducive to the kinds of local retail and mixed-use development that many citizens want to see developed.

Stakeholders are excited about potential for transit-related development, and how this can bring energy and life to the street. Stakeholders showed consensus that transit-related development happen first in the Zinfandel Road area and at Mills Station.

## New Housing Development

LCG found surprising support for new housing development along the Boulevard, particularly around transit stations. Stakeholders see the need for more types of housing to meet the needs of students, young commuters and seniors, and they see the transit stations as a natural place to build multifamily housing for people who may not need a car day-to-day.

Some stakeholders said that foreign-speaking seniors might be particularly drawn to living in multifamily housing if this is near a community or senior center that draws people of a similar background, or that offer essential "life skills" classes such as English language classes. They identified the Zinfandel Road area as a prime location for this type of housing.

## Traffic, Safety and Policing Issues

While there appears to be drug dealing and prostitution at some of the older hotels on the Boulevard, stakeholders said that many area problems overflow from neighborhoods nearby, particularly from older apartments near Coloma and on Redburn Lane. Converting some of these problem projects into senior and mixed-income projects run by a non-profit organization may help stem some of these problems. At the very least, intense policing of these issues may help create the momentum for longer-term change in property maintenance and use.

Stakeholders said many residents living near the Boulevard and Coloma continue to refer to this area as the "ghetto," even though conditions have improved over the last ten years. Eliminating the use of this word and changing perceptions of this area will be key to drawing new investment here.

## A Mandate for Redevelopment

Stakeholders expressed a clear desire for government land assembly and redevelopment, particularly if this will spark redevelopment of the various centers around Zinfandel and Olson Roads. Real estate professionals said that many of the small landowners in the area lack development experience and have undue expectations of value, meaning that they are unlikely to redevelop the properties themselves, or in the near future.

In discussing Zinfandel Road and Mills Station, stakeholders said they would like both better places to shop and to eat, and more civic places that will provide a community place to gather. The desire to see Folsom Boulevard improved and the shopping around Zinfandel Road appears to be closely tied to the movement for city incorporation. People hope that these will become places that they can take pride in.

Some stakeholders also voiced a surprising degree of support for new residential development up and down the Boulevard, particularly in western segments of the street. They see the possibility of replacing older, highway-oriented commercial development with residential development, which effectively brings nearby neighborhoods right out and onto the Boulevard.

# *Folsom Boulevard Development Strategy*

April 2006

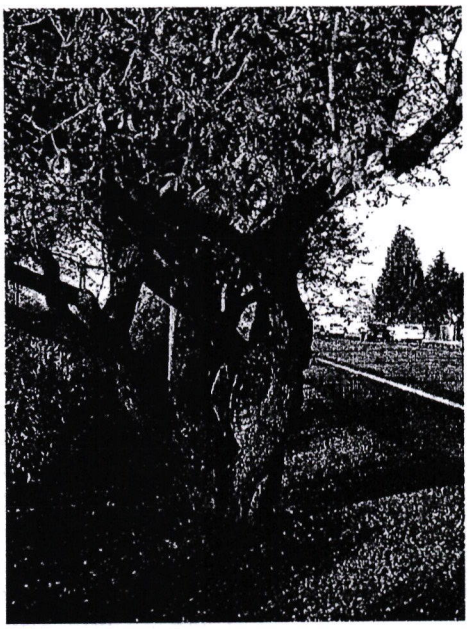
Prepared for
The City of Rancho Cordova



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## *Introduction*



Folsom Boulevard physically defines much of the City of Rancho Cordova. Many of the City's neighborhoods grew up around this major street, and much of the City's shopping takes place along it. The boulevard is an integral part of the community, and citizens are concerned about updating and revitalizing this major street as a place that they can take pride in and enjoy day to day. The City has engaged a team of consultants to prepare a specific area plan for the boulevard that will define its future and guide real change. As part of this effort, the City has engaged Leland Consulting Group (LCG) to provide a real estate strategy for the boulevard that will ground this specific plan in the market realities.

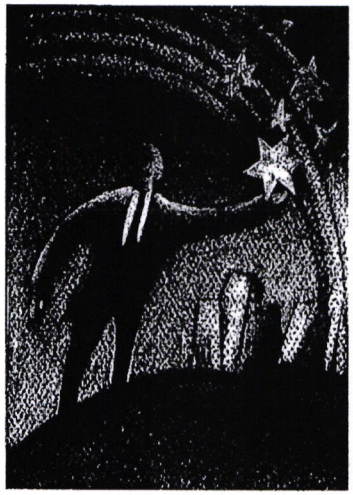
Beginning last fall with work on the General Plan Pro Forma, LCG has spent extensive time on the boulevard, understanding how it functions, and examining possibilities for new development. LCG has also carried out a series of "stakeholder interviews" to identify their views of obstacles to and opportunities for development. LCG has also worked closely with Bay Area Economics to understand future demand for retail and office space.

LCG's previous written work products include a summary of these stakeholder interviews and a summary "big ideas" memo that outlines key concepts for redeveloping the boulevard. These concepts and planning approaches include:

- Folsom Boulevard as a Link between Local Places
- Pulse Points of Activity
- Transit Villages
- Re-Greening the Boulevard
- Revitalizing Adjoining Neighborhoods
- Neighborhood Gateways
- The Public Square

This report summarizes how these ideas can be applied at specific points up and down the boulevard. Our recommendations are also guided by a general approach to making redevelopment work, described in the next section. The appendix to this report includes two key tables that quantify our recommendations for future land uses in specific sub areas.

## *A General Approach to Redevelopment*



These recommendations are intended to guide planning and policy at a *strategic* level. Planning is a political process, and the boulevard is so long and so complicated that no team can produce a perfect plan without extensive public consultation. The community must understand, support and help create the plan, which should evolve with feedback from the real estate professionals who will get most of it built. The ideas and recommendations stated here provide a starting point for these discussions.

Most importantly, there should be strong community consensus about how the boulevard should evolve before dealing with more tactical issues. The most potentially contentious issues here concern rezoning land now developed with strip retail into more residential use. The community needs to thoroughly understand these issues and the trade-offs involved, and to then get behind the approach and plan. This will ensure that there is both short-term and long-term support for the overall vision and specific redevelopment actions.

Even with a good plan in place, the public should not expect to see change overnight. Folsom Boulevard is such a long, complicated street that it may take decades to redevelop it. There are immediate opportunities to make sections of the boulevard safer, more attractive and more valuable, but transforming the entire boulevard will take longer, especially the more daunting stretches with challenging physical, market or social conditions.

Several key considerations should guide action:

- **Long-Term Vision.** Folsom Boulevard is no longer the major artery it once was. The City needs to define a new, more local role for this street, one that will orient it more to the local community. This requires a long-term vision with clear, concise, unambiguous language. Various planning documents have described Folsom Boulevard as Rancho Cordova's "Main Street." The vision needs to specifically describe what this means, for "Main Street" means different things to different people, particularly people of different generations.
- **Redevelopment Risks and Returns.** Redevelopment is pioneering work and carries considerable risks for those first in. To bring back the boulevard, the City must change conditions both on the street and around it, reducing the market risks for these pioneers.
- **Private Investment Follows Public Commitment.** Boulevard redevelopment is risky business. Developers are betting that they can change the area, but they cannot do this alone. To attract new investment, the public must show commitment to change, both in the statements of its political leaders and in its financial actions. This financial

commitment can take many forms, including infrastructure improvements, land assembly, technical assistance to developers, and fee waivers.

- **Focused Investment.** Folsom Boulevard is a street long in distance and more than 150 years long in history. The boulevard stretches an even ten miles from Watt Avenue to Hazel, and more than four miles from Bradshaw Road to Sunrise Boulevard. Redevelopment action should be focused to leverage private investment. Public dollars stretch only so far.
- **Silver Bullets.** Rancho Cordovans are eager to see redevelopment work. This political capital needs to be spent wisely, and we recommend focusing these efforts in perhaps three locations or programs. The list of possible first programs includes a new town center near Zinfandel Road, a transit village around Mills Station and selected neighborhood revitalization.
- **Leadership!** This makes the difference between a plan that sits on a shelf and real on-the-ground change. Leaders help the community create and communicate the vision. They are also the people who will use their political capital to see the plan become a reality.

## *Pulse Points of Activity*

This and the following six sections describe LCG's strategic recommendations for applying these concepts at specific points up and down the boulevard. Our key recommendation is to create pulse points of activity where people go to shop or work at centers with a critical mass of retail development.



These pulse points put investment where there is the greatest chance of redevelopment success. They are located at intersections with roads that connect to Highway 50 or that run into the neighborhoods. In some cases, they are already established shopping areas or job centers. In others, they carry opportunities for large-scale, master-planned development. The primary pulse points are:

- **Zinfandel Road.** This area now has about one million square feet of retail, including the Safeway and Wal-Mart on the northeast corner, the Ross-anchored center on the southeast corner, the three different centers around Olson Road, and the scattered retail between Don Juan and the Highway 50 overpass.
- **Bradshaw Road.** A developer has proposed redeveloping the drive-in theater here with specialty retail, restaurant and cinema space. This will probably become a major regional destination if approved. The area immediately north of this center, at the

southwest corner of Bradshaw Road and Folsom Boulevard, could become either a major employment center or a master-planned residential community with offices and shops.

- **Coloma Road.** This road is a major gateway to nearby neighborhoods, and the Raley's store is a strong anchor tenant at this existing pulse point. The main shopping center may take some years to redevelop, but there are nearer-term opportunities across the street to mix housing and retail.
- **Sunrise Boulevard.** Three of the four quadrants at this intersection have tremendous potential for redevelopment, but this area needs to be positioned so that it does not compete with a new town center in the Zinfandel Road area. LCG recommends giving strong consideration to the establishment of a new generation of home improvement showrooms, focused in one or two centers that create a place for "one stop shopping" in home design decisions. The areas closer to the freeway land are ideally situated for office development, perhaps even high-rise development that would create a skyline for the city.
- **Hazel.** The major landowner in this area has considered building a large retail center near this intersection. Ten or 20 years from now, this could become an even more important major north-south connector between Highway 50 and I-80. If this area develops with a major mall, it is also likely to attract office tenants.

Secondary pulse points include:

- **La Riviera Drive.** This road is a gateway to the neighborhood and there is a moderately healthy shopping center whose fortunes may improve with a general upgrade of Folsom Boulevard. In the mid- to longer-term, properties on both sides of Tuolumne Drive might be redeveloped with denser housing built on some of the excess roadway of that street.
- **Routier Road / West La Loma Drive.** This combination of streets connects to areas south of the freeway, and serves as a gateway to neighborhoods north of Folsom Boulevard. Strip development north of Folsom Boulevard and on either side of the intersection might be redeveloped with mixed-use development that has a greater sense of place.

## *Transit Villages*

Transit villages afford an opportunity to provide housing and offices next to the RT stops, along with civic uses such as libraries, community colleges, or day care centers. Potential sites include:



- **Butterfield.** This stop already has a huge State office complex nearby, and there are opportunities to develop more offices to the east of this, and housing to the north. This is not a strong retail location, but there are limited opportunities for adding convenience stores and

restaurants that will serve office workers and future residents.

- **Horn Road.** This is designated as a future RT stop. This stop would be near the Mills Winery, which would provide a commercial focus for master-planned residential development on the large pasture that runs north to the American River.
- **Mills Station.** This is both a commute route to the freeway and a transit stop. Redevelopment is already underway on vacant properties north of Folsom Boulevard. Large warehouse properties south and west of the Mills Station RT stop could be assembled for residential development near the transit stop and offices next to the freeway.
- **Don Juan and Cordova Lane.** This stretch of land north of the boulevard is ideally sited for redevelopment with medium-density housing, particularly if this is linked north to the school and parks and south to a new city center inside Olson Road.

## *Re-Greening with Residential Development*

LCG's recommended Folsom Boulevard strategy is based on "spaces and places": pulse points of greater activity separated by greener, more residential stretches of new residential development. Longer term, there is an opportunity here to "re-green" the boulevard with new residential that will re-integrate the boulevard with surrounding neighborhoods. These residential spaces can provide relief from strip retail. Two potential areas for re-greening the boulevard are West La Loma to Paseo, and Investment Circle/Mills Park.



It may take a number of years for this redevelopment to be financially feasible, for current residential values are not high enough to justify the purchase of relatively expensive land now improved with retail buildings. In relative terms, the value of neighboring residential areas will need to rise before developers can be certain that a market exists for new housing on the boulevard. In planning for the future, the City might either phase in new pure residential zoning in these areas, or allow for hybrid ground floor commercial uses, such as offices or destination service retail, like title companies or realty offices. Where this residential redevelopment does occur, it might either face out to the street, with limited curb cuts, or into the neighborhoods with access via side streets. The latter option would create more buffering from the street and would be more integrated with surrounding neighborhoods.

## The RT Line

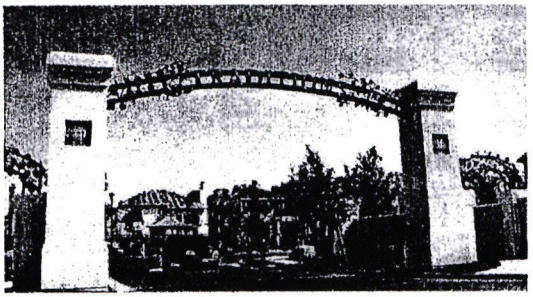


The RT line is both a challenge and an opportunity. As a challenge, the RT line creates a raw edge along the south side of the boulevard that prevents two-sided development. Because good retail development requires stores on both sides of the street, this makes it almost impossible to create good "Main Street" retail along most of Folsom Boulevard. (Folsom Boulevard is also too wide for pedestrian-oriented shopping.) LCG recommends buffering the street from the railway tracks in the green spaces between the major pulse points, and at the pulse points to better integrate the RT stations with neighboring commercial development. As one stakeholder noted, these stops can become an exciting part of the urban scene, each with its own character. Raising ridership and use of these stops will also likely require construction of new park-and-ride lots and parking garages.

## Neighborhood Revitalization & Neighborhood Gateways

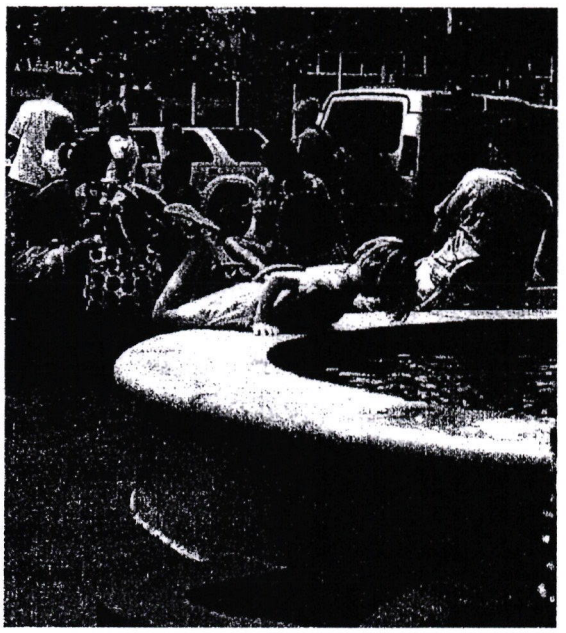
Strong neighborhoods make strong cities.

A number of local real estate professionals point towards the success of Roseville's "outside in" strategy, where that City focused on improving neighborhood housing values to help attract new development on its major commercial streets. For new residential development on Folsom Boulevard to be financially feasible, the relative value of some neighboring residential areas must be higher. The City should adopt a long-term plan that will increase both homeownership rates and relative housing values. Carefully managed, these programs can produce a higher return than just about any investment in roadway beautification. This neighborhood campaign should include resolving social issues that have given rise to the use of the word "ghetto" for nearby areas. The use of that word is a major image problem.



LCG has also recommended the establishment of "neighborhood gateways" with plazas at major pulse points, such as Coloma Road, and monuments or signage in more residential locations, such as West La Loma Road. Neighborhood groups should be heavily involved in identifying and creating these gateways. The gateway program carried out in Minneapolis may provide a guide for these efforts.

## *The City Center and the Town Square*



Downtowns give cities visibility. They are all about people. They are also the recognizable heart of the community, the place for people watching, to be around other people, to run into people they know. They are also the place people show off to their relatives. Good Place Making is essential.

Stakeholders voiced almost unanimous support for creating this town center in the Zinfandel Road area near Olson Road, on the west side of the Highway 50 overpass, so that it will be near those who voted for incorporation.

Key features and opportunities include the creation of:

- **The Town Square.** The town square provides a public realm where people can meet and linger. It is the place people go to relax and celebrate, to people watch, to simply enjoy living in a place.
- **Main Street.** It is indeed possible to reconfigure the various shopping centers in the Zinfandel Road area to create a true main street. Properly linked together, these places would have activity morning, noon and night.
- **City Hall.** Long term, the city hall will have more visibility if it is located in a shopping area where there is activity before, during and after regular business hours. The City could make its new hall the center piece of the redevelopment of the Zinfandel Road/ Olson Road area, set next to a public square or at the end of a main street.
- **Community Facilities.** There is an opportunity here to add civic uses that bring the community together. Possibilities include a performing arts center, senior center, recreation complex, library or other buildings that attract day-to-day use.
- **Downtown Housing.** Downtowns across the U.S. are becoming places to both shop and live. Higher density residential development in and around the city center will help link it to surrounding neighborhoods. Land immediately north across Folsom Boulevard should be redeveloped with mid-rise housing and integrated with streets and walking routes leading to the new "downtown" or town center. The RT platform and tracks should be rebuilt so that they link rather than divide Folsom Boulevard and the shopping areas to the south.
- **Freeway Visibility.** Highway 50 wraps around this area, and there is an opportunity to use this curve to draw attention to the city center with pylons or some other form of vertical structure that announces the city center. The proposed pedestrian bridge over the freeway here can be part of this gateway to the city.

## Recommendations for Specific Sub-Areas

The attached tables quantify LCG's recommendations for future land uses in specific sub-areas of the boulevard corridor. The table marked "Today" shows estimated current levels of development. The table labeled "Tomorrow" shows how these areas might be redeveloped over the long term of 20 years or more.

Our recommendations focus future local retail at the pulse points. We recommend decreasing the total amount of local-serving retail and increase the amount of comparison-goods retail that will have more of a regional draw. There is simply too much marginal retail at present, and this shows in the condition of a number of the properties, as well as in outright vacancies. The reduction in local retail space should make the remaining retail space stronger, by reducing competition from more marginal properties, by adding more households on the boulevard itself, and by improving the overall attractiveness of the boulevard.

## Next Steps



These suggestions need to be subjected to widespread public debate, so that bold public action is backed by strong community consensus. It is also important to set public expectations about what results can be achieved, and how quickly, so that the public does not grow cynical about not getting results faster. Small, early victories are essential to building momentum, and will draw in new investors and developers.

Plans of this scale and time frame are evolutionary in nature. Community discussion and debate will tell where to start. If the plans are solid, they will draw development interest, and specific development proposals will test the new zoning codes and show which parts need to be revised and improved. It is idealistic to think that good codes and plans can be created without some revision.

We also recommend actively engaging the development community in an ongoing dialogue. Small, local developers are a great source of innovation, and they have a keen understanding of the obstacles and opportunities for development.

Rezoning various sections of the boulevard from retail to residential use will probably require phasing in the new regulations, and navigating between the long-term vision and

near-term obstacles. The overall goal for this planning effort should be to make Folsom Boulevard an integral, vital part of the city, a place that is a part of everyone's daily life.

There are indeed significant challenges to redeveloping Folsom Boulevard. Other, more affluent communities may have higher land values and more opportunities for near-term redevelopment, but the City of Rancho Cordova has one essential element that many of these communities are lacking, and that is the political will to act. This ingredient, above all others, will help make for success here.

**Table 1: Patterns of Development Today**

| Location | Sub-Area | Acres | Retail | Office | Hotel | Mini | Flex | Whs | SF | MF |
|---|---|---|---|---|---|---|---|---|---|---|
| NWC Riviera | **1.1** | 15.6 | - | - | - | - | - | - | 22 | 159 |
| SWC Bradshaw | **1.2** | 59.9 | - | - | - | 107,158 | - | 325,278 | - | - |
| NEC Riviera | **1.3** | 14.5 | 43,312 | 90,225 | - | - | - | - | 4 | - |
| NWC Butterfield | **1.5** | 13.9 | | | | | | | 1 | |
| NWC Bradshaw | **1.7** | 29.1 | 93,683 | 47,860 | 34,120 | - | - | - | - | 162 |
| Tank Farm | **2** | 42.4 | | | | | | | | |
| Horse farm | **2.1** | 49.3 | - | - | 21,630 | - | - | - | 1 | - |
| Mills Winery | **2.2** | 173.3 | 55,364 | - | - | - | 1,374,936 | - | - | - |
| NEC Rod Beaudry | **2.3** | 7.6 | | 71,467 | | | | | | |
| Mills Station | **2.41** | 71.9 | - | - | - | - | - | 936,695 | - | - |
| SEC Mather | **2.42** | 6.7 | 34,892 | - | - | - | - | - | - | - |
| NEC W. LaLoma | **2.5** | 10.0 | 76,952 | | | | | | | |
| Mini storage | **2.6** | 4.8 | | | | 62,726 | | | | |
| NWC Paseo | **2.7** | 17.3 | 96,989 | - | - | - | - | - | - | - |
| NEC Paseo | **2.9** | 7.3 | 15,400 | - | 21,100 | - | - | - | - | - |
| Raley's | **2.11** | 22.1 | 255,974 | | | | | | | |
| NEC Coloma | **3.1** | 21.1 | 132,053 | 41,000 | - | - | - | - | - | - |
| SWC Zinfandel | **3.2** | 11.8 | 104,098 | 18,216 | - | - | - | - | - | - |
| Walmart/Cordova Inn | **3.3** | 29.1 | 294,942 | - | 35,804 | - | - | - | 5 | 10 |
| Zinfandel/ Olson Rd. | **3.4** | 48.4 | 721,000 | 184,000 | - | - | - | - | - | - |
| NEC Cordova Ln. | **3.5** | 12.0 | 70,944 | - | - | - | - | - | - | 26 |
| SWC Olsen | **3.6** | 39.1 | | 162,500 | - | - | - | - | - | - |
| NWC Sunrise | **3.7** | 31.6 | 148,449 | - | 52,096 | 237,184 | - | - | - | - |
| SWC Sunrise | **3.8** | 48.1 | - | 19,658 | - | - | 430,491 | 42,984 | - | - |
| NEC Sunrise | **3.9** | 24.1 | 9,872 | - | 388,491 | - | 52,750 | 17,729 | - | - |
| NEC Citrus | **4.1** | 63.0 | | | | | 761,507 | | | |
| Trade Center Dr. | **4.2** | 121.0 | | | | | 1,527,387 | | | |
| NWC Hazel | **5.1** | 20.0 | - | - | 20,775 | 59,610 | 97,033 | - | - | - |
| **Total** | | 1,015 | 2,153,924 | 634,926 | 574,016 | 466,678 | 4,244,104 | 1,322,686 | 33 | 356 |

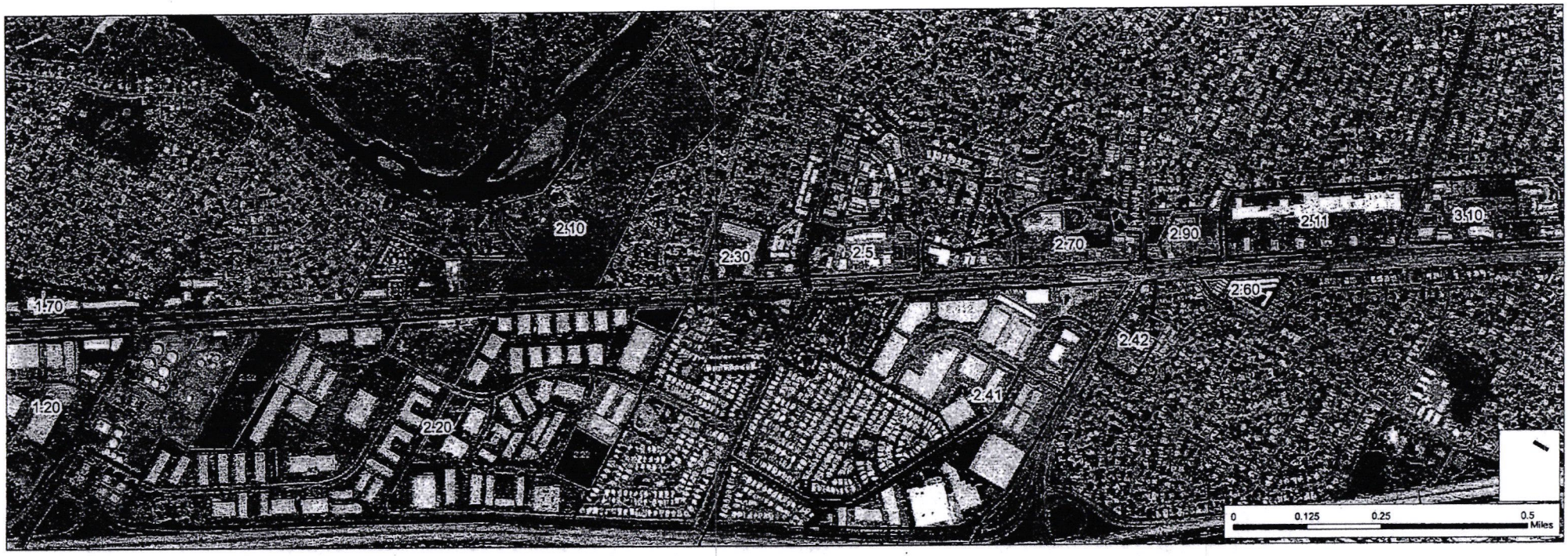
Table 2: Recommended Development Tomorrow

| Location | Sub-Area | Acres | Retail | Office | Hotel | Mini | Flex | Whs | SF | MF |
|---|---|---|---|---|---|---|---|---|---|---|
| NWC Riviera | 1.1 | 15.6 | - | - | - | - | - | - | - | 313 |
| SWC Bradshaw | 1.2 | 59.9 | 314,612 | 351,529 | - | 107,158 | - | - | - | - |
| NEC Riviera | 1.3 | 14.5 | 50,094 | 75,000 | - | - | - | - | - | 74 |
| NWC Butterfield Wy | 1.5 | 13.9 | | | | | | | | 277.6 |
| NWC Bradshaw | 1.7 | 29.1 | 50,000 | - | - | - | - | - | - | 472 |
| Tank Farm | 2 | 42.4 | | | | | | | | |
| Horse farm | 2.1 | 49.3 | - | - | - | - | - | - | - | 986 |
| Mills Winery | 2.2 | 173.3 | 25,000 | 57,717 | - | - | 1,623,881 | - | - | 4 |
| NEC Rod Beaudry | 2.3 | 7.6 | | 71,467 | | | | | | |
| Mills Station LRT | 2.41 | 71.9 | - | 200,000 | - | - | - | - | - | 1,640 |
| SEC Mather | 2.42 | 6.7 | 25,000 | - | - | - | - | - | - | 74 |
| NEC W. LaLoma | 2.5 | 10.0 | 25,000 | | | | | | | 154 |
| Mini storage | 2.6 | 4.8 | | | | 62,726 | | | | |
| NWC Paseo | 2.7 | 17.3 | - | 50,000 | - | - | - | - | - | 270 |
| NEC Paseo | 2.9 | 7.3 | 16,792 | - | - | - | - | - | - | 103 |
| Raley's | 2.11 | 22.1 | 200,000 | 50,000 | | | | | | 90 |
| NEC Coloma | 3.1 | 21.1 | 25,000 | - | - | - | - | - | - | 432 |
| SWC Zinfandel | 3.2 | 11.8 | 104,098 | - | - | - | - | - | - | 91 |
| Walmart/Cordova Inn | 3.3 | 29.1 | 251,123 | - | - | - | - | - | - | 390 |
| Zinfandel/ Olson Rd. | 3.4 | 48.4 | 726,000 | 81000 | | - | - | 121 | - | - |
| NEC Cordova Ln. | 3.5 | 12.0 | - | - | - | - | - | - | - | 476 |
| SWC Olsen | 3.6 | 39.1 | - | 162,500 | - | - | - | - | - | - |
| NWC Sunrise | 3.7 | 31.6 | 34,665 | 538,262 | 52,096 | - | - | - | - | - |
| SWC Sunrise | 3.8 | 48.1 | 250,000 | 262,066 | - | - | 424,971 | - | - | - |
| NEC Sunrise | 3.9 | 24.1 | 59,872 | - | 449,257 | - | 52,750 | - | - | 50 |
| NEC Citrus | 4.1 | 63.0 | | | | | 761,507 | | | |
| Trade Center Dr. | 4.2 | 121.0 | | | | | 1,527,387 | | | |
| NWC Hazel | 5.1 | 20.0 | 196,129 | - | 20,775 | - | - | - | - | - |
| Total | | 1,015 | 2,353,385 | 1,899,541 | 522,128 | 169,884 | 4,390,497 | 121 | - | 5,897 |

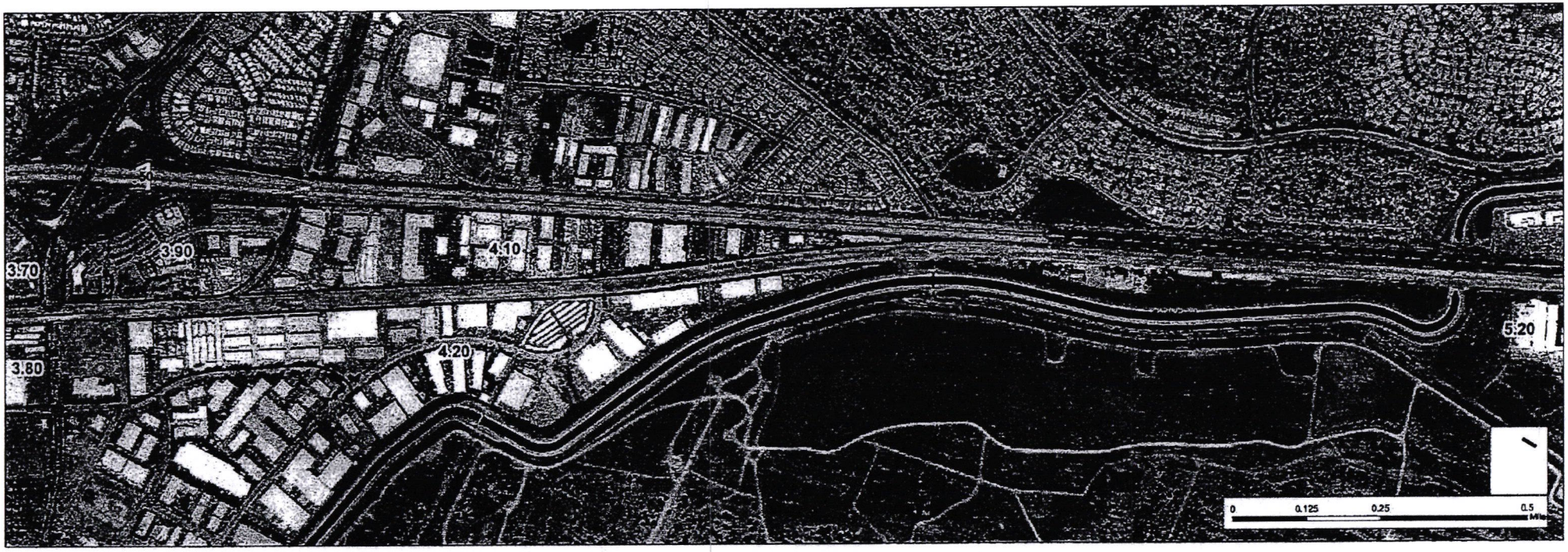
Table 3: Difference

| Location | Sub-Area | Acres | Retail | Office | Hotel | Mini | Flex | Whs | SF | MF |
|---|---|---|---|---|---|---|---|---|---|---|
| NWC Riviera | **1.1** | 15.6 | - | - | - | - | - | - | (22) | 154 |
| SWC Bradshaw | **1.2** | 59.9 | 314,612 | 351,529 | - | - | - | (325,278) | - | - |
| NEC Riviera | **1.3** | 14.5 | 6,782 | (15,225) | - | - | - | - | (4) | 74 |
| NWC Butterfield | **1.5** | 13.9 | - | - | - | - | - | - | (1) | 278 |
| NWC Bradshaw | **1.7** | 29.1 | (43,683) | (47,860) | (34,120) | - | - | - | - | 310 |
| Tank Farm | **2.0** | 42.4 | - | - | - | - | - | - | - | - |
| Horse farm | **2.1** | 49.3 | - | - | (21,630) | - | - | - | (1) | 986 |
| Mills Winery | **2.2** | 173.3 | (30,364) | 57,717 | - | - | 248,945 | - | - | 4 |
| NEC Rod Beaudry | **2.3** | 7.6 | - | - | - | - | - | - | - | - |
| Mills Station | **2.41** | 71.9 | - | 200,000 | - | - | - | (936,695) | - | 1,640 |
| SEC Mather | **2.42** | 6.7 | (9,892) | - | - | - | - | - | - | 74 |
| NEC W. LaLoma | **2.5** | 10.0 | (51,952) | - | - | - | - | - | - | 154 |
| Mini storage | **2.6** | 4.8 | - | - | - | - | - | - | - | - |
| NWC Paseo | **2.7** | 17.3 | (96,989) | 50,000 | - | - | - | - | - | 270 |
| NEC Paseo | **2.9** | 7.3 | 1,392 | - | (21,100) | - | - | - | - | 103 |
| Raley's | **2.11** | 22.1 | (55,974) | 50,000 | - | - | - | - | - | 90 |
| NEC Coloma | **3.1** | 21.1 | (107,053) | (41,000) | - | - | - | - | - | 432 |
| SWC Zinfandel | **3.2** | 11.8 | - | (18,216) | - | - | - | - | - | 91 |
| Walmart/Cordova Inn | **3.3** | 30.4 | (43,819) | - | (35,804) | - | - | - | (5) | 380 |
| Zinfandel/ Olson Rd. | **3.4** | 48.4 | 5,000 | (103,000) | - | - | - | 121 | - | - |
| NEC Cordova Ln. | **3.5** | 12.0 | (70,944) | - | - | - | - | - | - | 451 |
| SWC Olsen | **3.6** | 39.1 | - | - | - | - | - | - | - | - |
| NWC Sunrise | **3.7** | 31.1 | (113,784) | 538,262 | - | (237,184) | - | - | - | - |
| SWC Sunrise | **3.8** | 48.1 | 250,000 | 242,408 | - | - | (5,520) | (42,984) | - | - |
| NEC Sunrise | **3.9** | 24.1 | 50,000 | - | 60,766 | - | - | (17,729) | - | 50 |
| NEC Citrus | **4.1** | 63.0 | - | - | - | - | - | - | - | - |
| Trade Center Dr. | **4.2** | 121.0 | - | - | - | - | - | - | - | - |
| NWC Hazel | **5.1** | 20.0 | 196,129 | - | - | (59,610) | (97,033) | - | - | - |
| **Total** | | 1,016 | 199,461 | 1,264,615 | (51,888) | (296,794) | 146,393 | (1,322,565) | (33) | 5,540 |


1:10
1:30
1:5
1:70
1:20
2:20
0
0.125
0.25
0.5
Miles


2.10
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2.70
2.90
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3.10
2.60
1.70
2.42
2.41
1.20
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0.125
0.25
0.5
Miles


2.11
3.10
3.30
3.20
3.40
3.60
3.5
3.70
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4.10
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0
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Miles


3.70
3.90
4.10
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5-10
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Miles

CITY OF RANCHO CORDOVA

THE BOULEVARD

# Workshop #1 Feedback - March 21, 2006

## Pulse Points Table – *Loreli Cappel*

Pulse Point Prioritization Exercise Results

| Location | #1 Priority (5 pts) | #2 Priority (3 pts) | #3 Priority (1 pt) | Total |
|---|---|---|---|---|
| Mills Station | 10 | 10 | 1 | 81 |
| Zinfandel | 9 | 5 | 3 | 63 |
| Coloma | 4 | 2 | 7 | 33 |
| Sunrise | 0 | 3 | 4 | 13 |
| Routier/La Loma | 1 | 1 | 1 | 9 |
| Bradshaw | 1 | 0 | 3 | 8 |

General Comments:

- It seems that a common thread throughout all exercises is a need for increased high-end retail, increased lighting and improved street maintenance along the corridor and adjacent neighborhoods.
- The stretch of Folsom Blvd between Coloma to Aramon is in need of the most immediate attention for revitalization. Attention to this area will give the corridor an immediate image change. Current development in this area is "tired".

Pulse Point Discussion:

Mills Station –

- This pulse point has the opportunity to become a unique pubic place.
- It has the farthest way to come as far as revitalization but also has the most potential for success due to the proximate high density residential.
- This node should contain a public space including uses such as an ice cream shop, bookstore.
- It should not bust be a retail center, but rather a place to linger.
- It should feature kid's activities, movies, etc
- It should have an above grade LRT rail pass
- As a large senior res. Development is planned for that area, supporting senior uses should follow, such as high-scale pharmacy, senior center, etc.
- Straw Hat Pizza is a definite hot spot for Rancho Residents, but adjacent high-density development makes the area "unwalkable" and perceptually unsafe.

Zinfandel –

- It was well known and generally embraced that this may be the future location for City Hall
- This area should have an amphitheatre
- Retail anchors should remain
- Across from the Zinfandel Centers is a good place for more upscale restaurants, mixed-use (residential over retail)
- The Cordova inn needs a new identity. It needs to be completely replaced not reused. This will erase the "stigma" it brings with it.

Coloma –

- This is a major neighborhood gateway, moreso than a "pulse point"
- This is a major Pulse point and great opportunity for a distinctive entrance.
- An arch or major landmark could be an opportunity for "dressing up" this neighborhood.
- There is a major over-concentration of liquor stores in this pulse point. There are 4 or 5 retailers at the Coloma/Folsom Blvd. Intersection alone. Please bring in decent neighborhood serving commercial.
- Suggested uses include Nice local restaurants, coffee shop, drug store, gathering place (other than a bar), bookstore
- Too many "Check Cashing" businesses present.
- The adjacent neighborhoods are in great disrepair – mostly streets.

Bradshaw –

- We've heard the tanks aren't going anywhere, so why can't we do immediate short-term screening?
- Landscaping?
- Murals such as those in Long Beach, Ca or Japan would soften the appearance somewhat

CITY OF RANCHO CORDOVA

# THE BOULEVARD

## Public Plaza Table – *Paul Junker*

**Surrounding Uses:**
Generally, the participants were at least as interested in the surrounding or
Bookstore (3)[1]
Restaurants (4)
- White table cloth (2)
- Casual
- Outdoor seating facing plaza (3)

Community facilities
Cultural activities (theater, ballet, etc.)
Retail – range of shopping surrounding or nearby (2)
Structured parking for cars
Entertainment (3)
- Movies
- Performing Arts

**Important Design Features:**
Good lighting
Pathways and walking features (2)
A space enclosed or defined by surrounding uses and buildings
Good traffic flow – vehicular, bicycle, pedestrian
Walking distance to Light Rail (2)
Connection to or within the Downtown
Street trees and shade (2)
Needs to be designed for LOTS of uses
Green areas and plants
Places to relax and sit
- Benches
- Seating walls
- Steps

High quality design/High quality materials
Safety, security, good lighting

**Appropriate Uses/Activities for Plaza:**
Farmers market (4)
Place for community congregation - 500 people
Classes – Dance, Tai Chi, etc. (2)
Community contests and events

supporting uses and they were in the actual plaza uses. Key supporting/surrounding uses and related concepts that would frame the plaza included:

Community events – Youth teams, parades, community orientation (3)
Outdoor movie night
Activities from morning to late evening – weekdays and weekends
A place to walk to and eat lunch – nearby employees
"Kaleidoscope of Activities"
Community Center (2)
- Performing arts (2)
- Amphitheater (3)
- Kids activities
- Outdoor seating

Horseshoes and Bacci Ball
A place for festivals and events – focus on local performers, not regional scale shows
Festivals:
- Music (3)
- Arts and Crafts Faires
- Ethnic Celebrations

"A place to play"
- Active and passive
- Young and old
- Game tables built in
- WiFi access

**Size of Plaza:**
3 to 4 acres
1 to 3 acres

**Signature Features:**
A place for community events
A place for families and all residents
Water feature – kid friendly play fountain (3)
Community history features/Historic memorials
- Railroad
- Gold mining
- Mather Field/Aerojet
- Pony express

Pond or water feature
Sculpture garden (2)

**General Comments:**
1) Every node or pulse point should have a public plaza – varying in scale, 2) Office parks should have appropriate scale/feature public plazas, 3) Management and correct promotion of plaza is important, 4) Need changing/rotating exhibits – don't get stagnant

1. Parenthesis notes multiple groups identified same comment/concept

CITY OF RANCHO CORDOVA

THE BOULEVARD

## Transit Villages Table – *Jeff Beiswenger*

The transit village sessions discussion focused on the following primary themes:

- Security. Crime is a problem along Folsom Blvd and is focused at the transit stops. Participants were relieved that the police had just conducted a significant arrest of drug dealers, but were still concerned that problems remain. Suggestions for improving security include improved lighting, extended hours, redevelopment of land uses around transit stops, create more activity at transit stops. Instead of parking, place building next to transit stops with plazas full of activity and the windows and doors of active buildings nearby.
- Entertainment. Recreation facilities (indoor/outdoor), theaters, bowling alleys, cultural centers, concerts were all mentioned as potential uses near transit stops.
- Upscale, high-end store and restaurant. Participants expressed that Rancho Cordova has a surplus of fast-food and low cost restaurants. More sit-down restaurants are needed. A specialty grocery store that sells natural foods would also be a good use.
- Sopping, shopping, shopping.
- Surround stations. Park and ride are not considered a good use of space. Buildings should be adjacent to stations with parking behind.
- Focus on Mills and Zinfandel/Cordova Town Center. These are critical to the redevelopment of the Boulevard.
- Redevelop. Ideas included park-like beautification near transit stops, a large signature project, lot assemblage focuses on dilapidated properties, expansion of existing businesses. Subsidizes businesses if needed to encourage and appropriate use and "seed" a particular area. facilities/commercial businesses.
- Encourage quality development and design. Plenty of strip malls along Folsom Blvd already.
- Less low-end apartments, more high quality housing.

**Comments on specific transit stops:**

Starfire/Tiber

Consider removing one. Both are under-utilized and both are probably not needed. Tiber could use some additional redevelopment adjacent to the Station.

Butterfield

Under-utilized opportunity. New development is proposed to the east of the station and should connect to the transit stop. Development should be encouraged immediately adjacent to station.

Horn Road

This is a proposed stop and should only be added development new can occur around it. Parking should be added in conjunction with development if a stop is added

Mather Field / Mills

This station was the biggest disappointment for the most participants. Several comment were made regarding illegal activity (drug dealing, prostitution). Many participants were perplexed as to why the lower level of Mills Station is not being used for a coffee shop, store or other retail use. Is rent too high? What is going on?

A few participants were concerned with the "temporary" coffee shop immediately adjacent to the Historic Mills Station building. It is felt that this should move into a permanent space. The temporary use conveys the wrong image for the transit stop.

One participant pointed out a potentially significant opportunity for a crossing between the transit stop and the south side of Highway 50. A RR bridge crosses Highway 50 immediately south of Mills Station that is not currently being used. Would be an ideal location for a pedestrian crossing over Highway 50.

Coloma

Several participants mentioned that the intersection of Coloma and Folsom was a significant intersection for transit users and recieved a high volume of transit users and pedestrian traffic. The street provides access to housing, schools and is the primary transit connection to Sunrise. A participant mentioned that this could be a trade for removing the underutilized Starfire or Tiber stops. This location get a high volume of transit use

Zinfandel

This stop experience a high volume of jaywalkers across to the Walmart and Raley's grocery store shopping center. An easier and safer access is needed across Folsom. A pedestrian overcrossing was called for. The light rail line might cross over Zinfandel on a bridge in the future. This may provide an opportunity to combine with a pedestrian overcrossing. A good transit connection should also be provide south of Highway 50 to provide transit connections to residential developments along Zinfandel (Capital Village, Stone Creek, etc.)

Cordova Town Center

A group of participant developed a concept for elevating the track from the Zinfandel stop to the Cordova Town Center track. This would allow a free flow of pedestrian and vehicular traffic under the tracks.

Sunrise

This stop is quite noisy and any development should consider compatible uses (probably non-residential). The empty and under-utilized big-box developments should be redeveloped into higher intensity uses.

Rancho Cordova Parkway / Mineshaft

Major shopping south of canal will create a premier destination and is a great idea. The transit stop and the connection between this future transit stop and the development is critical.

CITY OF RANCHO CORDOVA

# THE BOULEVARD

## Neighborhood Gateways Table – *Martti Eckert*

1) Where are the major gateways to the neighborhoods adjacent to Folsom Boulevard?

- Hazel Avenue
- Future intersection(s) accessing neighborhoods in the Westborough Planning Area
- Sunrise Boulevard
- McGregor Drive
- Olsen Drive/Cordova Lane[1]
- Don Juan Drive[1]
- Zinfandel Drive[1]
- Aramon Drive
- Coloma Road[1]
- Mather Field Road/Paseo Drive[1]
- (East?) La Loma Drive[1]
- Bravado Drive
- Routier Drive/West La Loma Drive[1]
- Rod Beaudry Drive
- Paseo Rio Way
- Bradshaw Road
- Butterfield Way

1 – "Major" gateway appropriate for commercial development

2) What features are appropriate for neighborhood gateways (i.e.: lighting, banners, distinguishing art, landscape, other signage)?

- "Acorn" style street lamps
- Banners hung from posts or street lamps
- Sculptures
- Landscaping (markings)
- Piers/Bollards/Columns
- Archways
- Gates
- Coordinated Signage
- Fountains
- Historical markers
- Trees and other larger vegetation

3) "Minor" Gateway Considerations

- Improve Signage
- Improve lighting
- Consider implementing low maintenance measures.
- Seek public funding to finance improvements.
- Elements conveying exclusivity (i.e. Gold River) should be avoided.
- Banners may express neighborhood, community, and/or corridor identity or differentiate neighborhoods according to historical associations
- Street sign colors can serve a similar purpose.
- Lighted signage

4) "Major" Gateway Considerations

- Focus/orient commercial development towards neighborhoods north of Folsom Boulevard, but wherever possible, support four-corner development across Folsom Boulevard.
- Program space for a farmers' market.
- Seek to emulate the development located at Fulton and Marconi.
- Improve lighting

5) Pedestrian/Transit Connection Considerations
- Improve lighting
- Implement traffic calming measures to make crossing Folsom Boulevard safer.
- Improve or install sidewalks on the south side of Folsom Boulevard, especially between gateway intersections and light rail stations. This may include at grade railroad crossing.
- Include breaks in the sound walls along the freight railroad tracks to increase the connection between neighborhoods south of Folsom Boulevard and light rail stations and gateways.

6) Redevelopment Opportunities
- Older Section 8 housing (mostly) south of Folsom Boulevard represents the best major gateway redevelopment potential in the nearer term.
- Staeger Inn should be redeveloped yesterday.

7) Problematic Issues and Opportunities
- The neighborhoods adjacent to Folsom Boulevard lack a sense of community.
- Historically gateway treatments have suffered from a lack of maintenance. The city may explore funding sources to address this problem.
- Most of the lots adjacent to the potential gateway intersection are built out, limiting redevelopment opportunities in the near term.
- The city's finite financial resources may limit publicly funded gateway (re)development in the near term.
- Sound walls, fences, and the freight railroad and light rail tracks create a major barrier between neighborhoods south of Folsom Boulevard and activity centers/nodes, including the potential gateways.

8) Miscellaneous Map Notes
- Improve connections (remove barriers) with Rosemont
- Improve way finding to amenities along the American River, including schools and parks. Consider using this as means to differentiate neighborhoods along Folsom Boulevard.

CITY OF RANCHO CORDOVA

# THE BOULEVARD

## Neighborhood Revitalization Table – *Pam Johns*

**1. What are the hot spots (and priorities) for revitalization?**

Participants identified areas in need of revitalization, then cast their votes for priority sites using the legend below. The "silver bullet" analogy was used for vote casting.

Red dot = First priority (4 points)
Blue dot = Second priority (3 points)
Yellow dot = Third priority (2 points)
Green dot = Fourth priority (1 point)

Generally, the groups were focused on problem areas associated with crime, security, and property maintenance (blight) targeting troubled apartments in specific locations, a few individual buildings/uses, and sites primed for conversion/redevelopment. There was also a lot of discussion about public versus private improvements with several people recommending that public $ be used for public improvements (e.g., streetscape and public spaces). Others felt that public $ should be used on both public and private improvements to facilitate change along the corridor.

East to West:

- Streetscape improvements (12 points)
- Vacant site on the northeast corner of Folsom and Hwy 50 (3 points)
- Downtown - Zinfandel Center (5 points)
- JoAnn's Fabric Store (4 points)
- Leanne Drive Apartments – across Olson (3 points)
- Cordova Inn – across from Downtown (42 points)
- Stagger Inn (44 points)
- Other buildings just east of Stagger Inn (4 points)
- Apartments behind Stagger Inn (14 points)
- Investment Circle (2 points)
- Mills Station and White Rock neighborhoods south of Folsom between Zinfandel Drive and Mather Field Road (36 points)
- Intersection of Folsom Boulevard and Mather Field Roads – all corners and adjoining properties (44 points)
- Old Motel 6 northeast of the intersection of Folsom and Mather Field (16 points)
- La Loma – problems with crime and property maintenance of single-family and density and subsidized housing of multifamily (30 points)
- Commercial site on the northeast corner of Folsom and Routier (5 points)

**Other comments regarding revitalization:**

- For troubled residential areas, can the City consider a rental tax that is used specifically for improvements to targeted properties? (2)
- Encourage the establishment of neighborhood associations.
- Consider the creation of an absentee landlord inventory. (1)
- Recognize projects that have upgraded or been improved in a significant way (e.g., apartments on Routier have improved fencing, lighting, and property maintenance)
- Need to deal with the worst apartments and if they are subsidized, need to figure out how to deal with displacement of residents (6)
- Consider a community prosecutor to deal with violations associated with absentee landlords, etc.
- Need to establish programs to increase pride and home ownership. (6)

- Residential streets are poorly maintained (e.g., potholes – particularly in Cordova Gardens)(2)
- Improving the pedestrian environment should include moving buildings close to the street and ensuring that businesses are not overparked. (2)
- New mf should be concentrated at or immediately adjacent to light rail stops (south side of Folsom Blvd). (3)
- Apartments along the parkway in the Cordova Gardens (Morraine Circle) neighborhood are terrible!
- Mather Field warehouses on the southwest corner - convert to a variety of uses (residential, office, spec)(2)
- Consider the White Rock and Mills Station older neighborhood areas for new higher density housing. (3)
- Need to redevelop Mills Station with other uses (2)
- Convert some of the existing apartments into home ownership (e.g., condos, townhouses, higher density single family). (2)
- Important to improve the aestethics and walkability of major connector roads to Folsom Boulevard (e.g., Routier, Mather). (5)
- Need a bowling alley and movie house along the corridor. (2)
- Need to consider how to redevelop aging and problem trailer parks (2)
- Consider reuse for Howard Johnson Hotel on Bradshaw. (1)

**2. Where should there be a strong link between neighborhoods and LRT Stations?**

- Near Walmart – there are many illegal pedestrian crossings (jay-walking) – need to figure out how to encourage the funneling of pedestrian movement and discourage random crossings (e.g., barrier in the median) (3)
- Additional pedestrian access from White Rock neighborhood area (5)
- Improve access to LRT at Zinfandel (11)
- Improve access to LRT at Mather – big problems in this area (12)
- From Lincoln Village neighborhood (7)

**3. What improvements could make the greatest impact in connecting neighborhoods to LRT Stations?**

- Need to improve lighting throughout the corridor and surrounding residential areas to improve security in a very unsafe environment. This is a key to improving access to LRT. (7)
- Improving lighting is good, but need activities/place to be/destination (1-Mayor McGarvey)
- Improving pedestrian and bicycle access along Mather Field crossing the freeway. (7)
- Need to improve lighting in existing neighborhoods – especially near parks and schools. Lights should be pedestrian with downlighting to reduce impacts to dark skies. (6)
- Need to improve shuttle service from neighborhoods to LRT and inform people about the service. (3)
- Improve all neighborhoods with sidewalks as there are many that do not have sidewalks now. (4)
- Improve the look and feel of the corridor with improved streetscape. (4)
- More pedestrian corridor (not just 4-foot sidewalks, but 6 to 12-foot-wide sidewalks with landscaping). (7)
- Minimize driveway curb cuts (eliminate some existing) to improve circulation and pedestrian safety and improve flow of traffic. (3)
- Pedestrian overcrossings over Folsom Boulevard. (3)

# Folsom Boulevard Specific Plan
# Draft TOC 5.11.05

**Preface**
**Acknowledgements**
**TOC**
**User's Guide**

a. Intro
b. History of Folsom Boulevard
c. Plan Authority, Purpose, and Overview
d. How to Use this plan
e. Making Folsom Boulevard a Great Place

**2. Intro to Specific Plan**

a. Project Area
b. Project Background
c. Community outreach
d. Planning Principles
e. Vision for Folsom Boulevard
f. Relationship to Other City Docs

**3. Planning Area**

a. Introduction
b. Historic Resources
c. Circulation/mobility
d. Zoning & Land Use
e. Economics

**4. Land Use and Development**

a. **Corridor-wide Land use & Development** (for entire corridor – minus pulse points)



i. Land Use Matrix

| Land Use Classification (described separately – like a definition section) P = Permitted by Right CUP = Conditional Use Permit Required N = Not Permitted | Folsom Boulevard Specific Plan "Zoning" Districts | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Residential | | Mixed Use | | | | Pulse Points (1) | | | | Other | | |
| | RD-M | RD-H | R-LW | RMU | OMU | CMU | VC | LTC | RTC | TOD | LI | OS | P/QP |
| Small lot single dwelling | | | | | | | | | | | | | |
| Rowhouse | | | | | | | | | | | | | |
| Rowhouse live-work | | | | | | | | | | | | | |
| Cottage cluster | | | | | | | | | | | | | |
| Duplex | | | | | | | | | | | | | |
| Flats medium density | | | | | | | | | | | | | |
| Flats high density | | | | | | | | | | | | | |
| Rowhouse work-live | | | | | | | | | | | | | |
| Rowhouse or flats with retail (allowed) | | | | | | | | | | | | | |
| Rowhouse or flats with retail (required) | | | | | | | | | | | | | |
| Office with retail (allowed) | | | | | | | | | | | | | |
| Office with retail (required) | | | | | | | | | | | | | |
| Office single use | | | | | | | | | | | | | |
| Retail single use —small scale (less than 50k sf) | | | | | | | | | | | | | |
| Retail single use —large scale (more than 50k sf) | | | | | | | | | | | | | |

Administrative Review "Fast track"

ii. Development Standards [Prototypes including site plan, 3-D model and Images]
    1. Res (Height, setbacks, parking...)
    2. Commcercial
    3. Office
    4. Mixed Use
        a. office/commercial
        b. residential/commercial
    5. Other

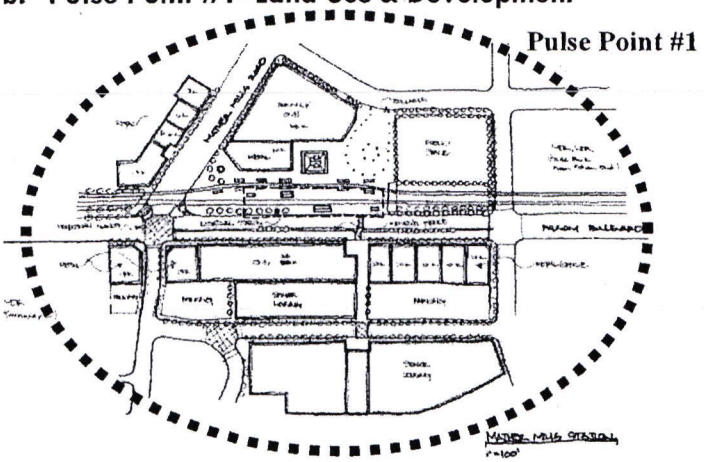
Discretionary Review

iii. Development/Design Guidelines (supplement City guides)
    1. site planning
    2. parking
    3. massing
    4. arch. Character.....

iv. Quality Requirements (for all development in project area)
    1. Architectural Quality
    2. Connectivity
    3. Open Space
    4. Landscaping
    5. Other

v. Design Review Checklist

**b. Pulse Point #1- Land Use & Development**



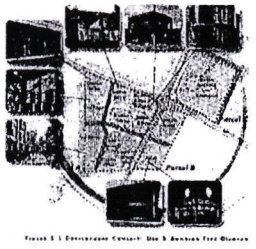

i. Vision

ii. Land Use Matrix

| Land Use Classification (described separately – like a definition section) P = Permitted by Right CUP = Conditional Use Permit Required N = Not Permitted | Folsom Boulevard Specific Plan "Zoning" Districts | | | | | | | | | | | | |
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| Rowhouse | | | | | | | | | | | | | |
| Rowhouse live-work | | | | | | | | | | | | | |
| Cottage cluster | | | | | | | | | | | | | |
| Duplex | | | | | | | | | | | | | |
| Flats medium density | | | | | | | | | | | | | |
| Flats high density | | | | | | | | | | | | | |
| Rowhouse work-live | | | | | | | | | | | | | |
| Rowhouse or flats with retail (allowed) | | | | | | | | | | | | | |
| Rowhouse or flats with retail (required) | | | | | | | | | | | | | |

Administrative Review "Fast track"

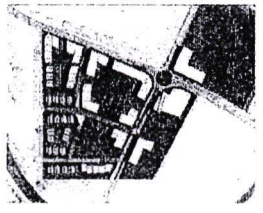
iii. Development Standards for Pulse Point #1 [Prototypes, conceptual site plan config, images]
   1. Res (Height, setbacks, parking…)
   2. Commcercial
   3. Office
   4. Mixed Use
      a. office/commercial
      b. residential/commercial
   5. Other Uses for Pulse Point #1



Discretionary Review

iv. Development Guidelines for Pulse Point #1 (supplement City guides)
   1. site planning
   2. parking
   3. massing
   4. arch. Character……

v. Design Review Checklist



**c. Pulse Point #2 Land Use & Development…….etc.**

**5. Public Improvements and Design Guidelines** [to supplement Streetscape Master Plan] (perhaps this should be done by pulse point if we determine that's the most manageable way to deal with this large planning area)

a. Gateways & Signage
b. Key Intersections
c. Design Concepts
d. Parks/plazas/public space
e. Activities, and events? (optional)

It may be helpful to roll Ch4. and Ch5. Land use, Development standards AND Public improvements/DG's into a single Chapter, according to pulse point for City staff review, Private developers, & Property owner's sake.

**6. Mobility**

a. Background
b. Existing traffic operation
c. Future traffic growth
d. Mobility improvements
e. Transit
f. Bicycle Facilities

g. Corridor Pedestrian Paths and Nodes
h. Parking (Establishment of New Parking facilities (In-lieu, pub/private, parking districts))

**7. Infrastructure & Pub facilities**

a. H20 supply
b. Sewer/wastewater
c. Solid waste
d. Stormwater/drainage
e. Energy
f. Public safety
g. Schools
h. Fire protection
i. Parks
j. Conclusions

**8. Plan Implementation**

a. Intro
b. Economic Conditions Influencing Development Potentials in Plan Area
c. Types of New Development Likely to Be Economically Viable
d. Summary of Demand Projects
e. Key Strategic Issues Identified in the Market Feasibility Study
f. Recommended Development Incentives
g. Implementation Action Plan
h. Potential Funding Mechanisms
i. Plan Administration, Policy and Regulatory Actions

**CITY COUNCIL SPECIAL MEETING**
**City Council Chambers**
**3121 Gold Canal Drive, Rancho Cordova**

**MINUTES**

**Tuesday, January 3, 2006**
**5:30 P.M. - Work Session**

## WORK SESSION

**Call to Order**

Mayor McGarvey called the meeting to order at 5:45 p.m.

**Roll Call:**

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

Staff Present: Gaebler, Hare, Meyers, Thomas, Junker, Abhar, Haven, Trimberger

**Oral Communications**

1. Public Comment

John Pruitt, Rancho Cordova City resident living in Anatolia, said he was concerned with the flooding problems on January 1 but wanted to thank staff and Council for coming out to help the residents.

Wahee Johardi, Rancho Cordova City resident living in Anatolia, thanked staff and Council for their help during the flooding. He asked if he can park on the street beside his house because it is a public street even if his CC&R's restrict parking.

Tim Foley talked about the County drainage improvement standards indicating that building pads must be above the 100-year flood standard.

Judy Waegell expressed concern that the Morrison Creek watershed is being diverted to the Laguna Creek watershed, which could make flooding potentially worse.

**Consent Calendar Item**

2. **Subject:** Resolution Changing Signatories for the City's Checking Account & Money Market Account Reflecting Change in Council Officers.
   **Recommendation:** Adopt Resolution No. 01-2006.

**AGENDA ITEM # 10**

**ACTION**: Motion by Sander second by Cooley and carried by unanimous vote, Council approved the Consent Calendar item.

**Work Session Items**

3. **Subject:** City Hall Communication Systems Update from Information Technology Manager Jay Hadley
**Recommendation:** Discussion item only; no action required.

   IT Manager Jay Hadley provided an update report. No action was taken.

4. **Subject:** Library Strategy Discussion for Rancho Cordova
**Recommendation:** Discussion item only; no action required.

   Public Speakers:

   Wahee Johardi of the Anatolia area of Rancho Cordova expressed his desire that a library be planned for the newly developed areas of the City.

   Craig Osborn of the Sun River area of Rancho Cordova said that his family found it convenient to have the Library near by and enjoys the online library services.

   Tim Foley said there was a library ballot measure when City incorporation was on the ballot.

   Anne Marie Gold said things to be considered in creating library master plans are the development of a range of options for facilities, establishing reasonable parameters for library buildings to reflect desired community services, and a decision to have smaller facilities more conveniently located to neighborhoods or larger facilities, which would not be so conveniently located to each neighborhood.

   Mr. Washburn said that if a library is for school use only, it is located in the center of the campus, for joint use the library would be located for easy access.

   Joint libraries, moving the location of the Rancho Cordova Branch Library, and governance issues were discussed by the Council. Mr. Gaebler indicated that staff would provide a report back to the City Council within a couple of weeks regarding joint use libraries.

   No action was taken.

5. **Subject:** Revisions to the Draft General Plan Land Use Map
**Recommendation:** Discussion item only; no action required.

   Public Speaker:

   Judy Waegell said she hoped that there is enough flexibility to take advantage of potential opportunities relative to commercial mixed-uses.

   There was Council discussion. No action was taken.

## ADJOURNMENT

The meeting was adjourned at 11:30 p.m.

Respectfully submitted,

_____
Lillian E. Hare, City Clerk

**Brenda Lehr**

**From:** Lillian Hare
**Sent:** Friday, June 23, 2006 10:45 AM
**To:** Brenda Lehr
**Cc:** Anna Moger; Adam Lindgren (External)
**Subject:** FW: Sex Offender Ordinance
**Importance:** High

When you draft the agenda for July 5, please add a closed session at 4:30 p.m.

Anticipated Litigation as a placeholder. The attorney's will give us the exact language.

---

**From:** Lindgren, Adam [mailto:alindgren@meyersnave.com]
**Sent:** Friday, June 23, 2006 10:42 AM
**To:** Lillian Hare
**Subject:** RE: Sex Offender Ordinance

yes.

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**From:** Lillian Hare [mailto:lhare@cityofranchocordova.org]
**Sent:** Friday, June 23, 2006 10:41 AM
**To:** Lindgren, Adam
**Subject:** RE: Sex Offender Ordinance

Do you mean a closed session on July 5?

---

**From:** Lindgren, Adam [mailto:alindgren@meyersnave.com]
**Sent:** Friday, June 23, 2006 10:40 AM
**To:** Linda Budge (External)
**Cc:** Ted Gaebler; Lillian Hare
**Subject:** FW: Sex Offender Ordinance

This is an email from our expert on sex offender issues. I agree with him that we should have a closed session on the 6th before we consider the ordinance. If we do not have a closed session, I will write a confidential memo to the Council about the risks.

---

**From:** Cohen, Alan
**Sent:** Wednesday, June 21, 2006 11:00 AM
**To:** Lindgren, Adam
**Subject:** Sex Offender Ordinance

Adam,

As you requested, I am researching the various ordinances passed by Folsom, Elk Grove and Sacramento County. The attached newspaper article is interesting and highlights some of my concerns. Even the Deputy County Counsel who drafted

the ordinance for Sacramento County commented that the ordinance will face some serious and difficult legal challenges. The Public Defender for Sacramento County has already stated that he intends to challenge the ordinance as unconstitutional.

The real rationale for these things is to send a message to the legislature to take some action. There are several measures underway in the assembly and senate. I know you are on vacation today but I would like to talk further about this with you.

Given the exposure passage of the ordinance will cause, shouldn't we first have a discussion with the council (in closed session) prior to passing anything. Couldn't we go in as part of the "anticipated litigation" exception to the Brown Act?

Can you talk today?

<<14269936p-15080885c.htm>>

# CITY COUNCIL SPECIAL MEETING
**New City Hall American River North Community Room**
**2729 Prospect Park Drive, Rancho Cordova**

**Tuesday, January 24, 2006**
**5:30 P.M. – Study Session**

# Minutes

## STUDY SESSION

**Call to Order**

Mayor McGarvey called the meeting to order at 5:55 p.m.

**Roll Call:**

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

Staff Present: Gaebler, Hare, Junker, Lindgren, Johns, Carne, Trimberger

**Pledge of Allegiance**

Council Member Skoglund led the Pledge of Allegiance.

**Oral Communications**

1. Public Comment

   None.

**Study Session Item**

2. Subject: Rancho Cordova Housing Workshop
   Recommendation: Discussion only; no action required.

   Paul Junker gave the staff report assisted by Pam Johns.

   Public speakers:

   Ross LeFever, Kathy Pounds and Sheri Laudsfall all spoke as members of "Citizens for One Rancho Cordova Affordable for All." They expressed concern about the lack of

affordable housing and stressed the need for low, very low and extremely low affordable housing.

David Enberg urged the City to adopt an affordable housing program.

Mickey Bougton said she supports an affordable housing program.

Ethan Evans of the Housing Alliance said he supports programs that require inclusionary housing. He provided a binder titled "Inclusionary Housing: Making It Work!" He said that market-rate developers are the only ones not paying for affordable housing.

Sarah Steinheimer of the Coalition for Affordable Housing, suggested that the City hold a workshop on inclusionary housing.

Arte Zahedani of the Building Industry Association said the BIA is fundamentally opposed to inclusionary housing. He said inclusionary housing pushes out market rate housing. He said he can show that communities that have inclusionary housing have higher priced homes. In response to Mr. Evans, Mr. Zahedani said he would provide "figures" to support his statement about inclusionary housing.

Bruce Page of Lennar said stakeholders need to come together and work out their differences. He said affordable housing builders need to be included.

Sandra Woods urged the Council to create a policy for affordable housing.

The Council discussed the importance of achieving balance in the market, fixing up the current housing stock, enlisting non-profit housing builders to help create housing solutions, requiring housing products that mix uses so there is housing for all. Also discussed were putting multi-family housing on the corners as is done in Sacramento County, expediting permit processing to keep costs down, building senior housing, starting a rental inspection program, holding a stakeholders meeting to resolve issues, monitor SHRA owned affordable housing units, and determining what the City can do to help first time homebuyers.

The Council requested more data and comparators with surrounding cities regarding rents, housing prices, multi-family prices and strategies for creating reinvestment in existing Rancho Cordova.

No action was taken.

## ADJOURNMENT

The meeting was adjourned at 9:25 p.m.

Respectfully submitted,

_____
Lillian E. Hare, City Clerk

**RANCHO CORDOVA CITY COUNCIL MEETING**
**American River North Community Room**
**2729 Prospect Park Drive, Rancho Cordova**

**Monday, February 6, 2006**
**5:00 P.M. – Special Meeting**
**5:30 P.M. – Regular Meeting**

# MINUTES

## Call to Order

Mayor McGarvey called the special meeting to order at 5:10 p.m.

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

## Oral Communications

Public Comment – There were no speakers who addressed the Council.

## Study Session Item

1. **Subject:** Presentation by the Sacramento Public Library Authority on the Proposed Joint Use Library for the Mather High School/Morrison Creek Middle School in Rio Del Oro, scheduled to open in 2010. Under discussion is a potential cost sharing by the City and School District. If the City agrees in concept, a project agreement and joint use agreement would be developed between the City, the Sacramento Public Library Authority and the Folsom-Cordova School District and would come before the Council at a regular meeting for approval.
   **Recommendation**: This is an informational item; no action will be taken.

**OUTCOME:** Consensus to move forward with conceptual joint use and to authorize the City Manager to execute letter of intent to the Folsom Cordova Unified School District and the Sacramento Public Library Authority.

## ADJOURN TO REGULAR MEETING

The study session adjourned at 5:49 p.m.

## REGULAR MEETING

### Call to Order

Mayor McGarvey called the regular meeting to order at 5:50 p.m. and announced the cablecast playback schedule.

Present: Council Members Budge, Cooley, Sander & Mayor McGarvey
Absent: Council Member Skoglund
Staff Present: Gaebler, Lindgren, Hare, Olea-Moger, Thomas, Sparkman, Abhar, Carney, Haven, Garcia, Stricker, McMahon

### Pledge of Allegiance

Reverend Mike Mitchum led the Pledge

### Invocation

2. Reverend Christine Leigh-Taylor, Priest, St. Clement's Episopal Church, gave the invocation.

## ORAL COMMUNICATIONS

3. **Public Comment**

The following individuals addressed the Council:

(a) Steve Hinton to inquire about the City's timeframe to determine policy for use of new community rooms
(b) Leo McFarland, President of Volunteers of America, to report on services received by Hurricane Katrina evacuees housed at Mather.
(c) Mike Mitchum, Pastor of Cordova Community Church, to encourage use of new community rooms by all, including nonprofit organizations, and to share opinion from Pacific Justice Institute wherein use of community facilities by churches does not conflict with separation of church and state mandates.
(d) Walt Myers to inquire about the City's intended result from the survey that recently appeared in the *Grapevine*.
(e) Olivia Anders to inquire status of Stagger Inn site.

## CONSENT CALENDAR ITEM

**ACTION:** Motion by Sander second by Budge and carried by 4:0 (Skoglund absent), Council approved the Consent Calendar item.

4. **Subject:** Minutes of City Council Regular Meeting of October 17, 2005
**Recommendation:** Adopt Minutes.

## CONSENT PUBLIC HEARING ITEMS

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

**ACTION:** Motion by Budge second by Sander and carried by 4:0 roll call vote (Skoglund absent), Council approved the recommended actions listed below for Consent Public Hearing Items Nos. 5, 6 & 7.

5. **Subject:** Ordinance for Zoning Text Amendment Revisions Changing the Functions of "Zoning Administrator" to "Planning Director" and Deletion of Irrelevant Zoning Code Sections
   **Recommendation:** Waive first reading and introduce Ordinance No. 01-2006. **(Roll Call Vote)**
   **Result of Recommended Action:** The recommended changes will improve the response time to the public requesting minor permits that would have been heard by the Planning Commission and removes obsolete provisions from the Code that do not apply to the City of Rancho Cordova.
   **Staff Report:** William Campbell, Planning

6. **Subject:** An Urgency Ordinance Adopting a Permanent Citywide Transportation Impact Fee
   **Recommendation:** Adopt Urgency Ordinance No. 06-2006. **(Roll Call Vote)**
   **Result of Recommended Action:** The result of this action will continue in effect the Transportation Impact Fees until fees established by Ordinance No. 33-2005 take effect on February 18, 2006.
   **Staff Report:** Cyrus Abhar, Public Works

7. **Subject:** Resolution Authorizing the City Manager to Reimburse the Cordova Recreation and Park District for Costs Incurred to Renovate Rancho Cordova Parks
   **Recommendation:** Adopt Resolution No. 10-2006.
   **Result of Recommended Action:** At the last joint meeting of the City and Cordova Recreation and Park District, the City Council gave conceptual approval of four projects to improve existing parks. This resolution and agreement are necessary to implement that initial City Council direction.
   **Staff Report:** Adam Lindgren, City Attorney's Office

## PUBLIC HEARING ITEMS

8. **Subject:** Action Items Related to the Formation of the City of Rancho Cordova Community Facilities District No. 2005-2 (Landscape Maintenance)
   **Recommendation:** Adopt the following Resolutions and waive first reading and introduce Ordinance No. 05-2006 levying a special tax within the Capital Village subdivision in Community Facilities District No. 2005-2 (Landscape Maintenance) **(Roll Call Vote)**:
   (a) Adopt Resolution No. 07-2006 forming a community facilities district and levying a special tax in Community Facilities District No. 2005-2 (Landscape Maintenance).

(b) Adopt Resolution No. 08-2006 calling for a special election in Community Facilities District No. 2005-2 (Landscape Maintenance) for the Capital Village subdivision.
(c) Adopt Resolution No. 09-2006 declaring election results of Community Facilities District No. 2005-2 (Landscape Maintenance) for the Capital Village subdivision.

**Result of Recommended Action:** The result of the recommended actions will complete the formation of the District and will authorize the levy of a special tax to pay for landscape maintenance services within the Capital Village subdivision.
**Staff Report:** Cyrus Abhar, Public Works and Bill Thomas, Finance

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

**ACTION:** Motion by Sander second by Budge and carried by 4:0 roll call vote (Skoglund absent), Council approved all recommended actions listed above.

9. **Subject:** Resolution Establishing Supplemental Community Facilities Fees Within the City of Rancho Cordova to Fund Construction of Municipal Facilities Relating to Animal Services, Telecommunication and Computer Systems, and a Records Management System
**Recommendation:** Adopt Resolution No. 06-2006.
**Result of Recommended Action:** Adoption of this resolution will allow the City to collect development impact fees from new developments in Rancho Cordova to help fund construction of municipal facilities related to animal service, telecommunication and computer systems, and a records management system.
**Staff Report:** Bill Thomas, Finance

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

**ACTION:** Motion by Sander second by Cooley and carried by 3:1 roll call vote (Budge abstained and Skoglund absent), Council adopted Resolution No. 06-2005.

## REGULAR CALENDAR ITEMS

10. **Subject:** Rancho Cordova Community Development Block Grant (CDBG) Program Funding Choices for 2006-07.
**Recommendation:** Allocate the federal limit of up to 15 percent ($105,634) of the CDBG allocation to funding public services through nonprofit community-based organizations and provide general direction on what programs and activities to support with CDBG funds during FY 2006-07.
**Result of Recommended Action:** The direct fiscal impact will be an annual entitlement of Community Development Block Grant funds to the City to be used for community and economic development activities. In FY 2006-07, the City will receive $704,227 and will likely receive a similar amount annually through 2011 to carry out the activities listed in the Consolidated Plan. Up to 20 percent of the CDBG allocation can be used for grant administration, and City General Funds are not needed for program management.
**Staff Report:** Jim Carney, City Manager's Office

The following individuals addressed the Council on Item #10:

(a) Sherry Bradley to support the item
(b) Charles Hooper to support the item

**ACTION:** Motion by Sander second by Budge and carried by 4:0 vote (Skoglund absent), Council voted in favor of using the RFP process for soliciting CDBG funding requests and provided the following general guidelines:

* Local projects
* Mid-year correction option
* Sustainable; self sufficient

**AT THIS POINT, Council took a brief recess; all Council Members in attendance reconvened.**

11. **Subject:** 2006 Kilgore Cemetery Restoration
**Recommendation:** Approve the scope and estimated fee of the 2006 Kilgore Cemetery Restoration and authorize solicitation of bids when final design is completed.
**Result of Recommended Action:** The result of recommended actions will allow staff to proceed with final design and to solicit bids for construction. Upon receipt of bids, staff will return to Council for authorization to award the contract.
**Staff Report**: Bill Thomas, Finance and Cyrus Abhar, Public Works

The following individual addressed the Council on Item #11:

Olivia Anders to support the item

**ACTION:** Motion by Budge second by Sander and carried by 4:0 vote (Skoglund absent) Council approved the recommendation.

12. **Subject:** City of Rancho Cordova Five-Year Road Rehabilitation Plan
**Recommendation:** Approve the City of Rancho Cordova Five Year Road Rehabilitation Plan that will address the challenge of deferred maintenance and approve the preliminary scope of the City of Rancho Cordova 2006 Road Rehabilitation Project that will rehabilitate several collector roads in the city.
**Result of Recommended Action:** The result of recommended actions will allow staff to begin planning for maintenance projects, to proceed with final design of the 2006 Road Rehabilitation Project, and to solicit bids for construction. Upon receipt of bids, staff will return to Council for authorization to award the contract.
**Staff Report**: Cyrus Abhar, Public Works

**ACTION:** Motion by Cooley second by Budge and carried by 4:0 vote (Skoglund absent), Council approved the recommendation.

13. **Subject:** Resolution Supporting Collaboration with Other Regional Partners in Developing a Governance Structure for the Elk Grove-Rancho Cordova-El Dorado Connector Project
**Recommendation:** Adopt Resolution No. 05-2006.
**Result of Recommended Action:** Support of collaborative transportation planning in the eastern area of Sacramento County will allow staff to take the necessary steps to implement a joint powers authority to expedite construction of the Elk Grove-Rancho Cordova-El Dorado connector.
**Staff Report**: Cyrus Abhar, Public Works

**ACTION:** Motion by Sander second by Budge and carried by 4:0 vote (Skoglund absent), Council adopted Resolution No. 05-2006 and selected Conceptual Alternative 2 (as shown in the exhibit to the staff report) as the City of Rancho Cordova's preferred alignment.

14. **Subject:** Status Report Related to US 50 Corridor Mobility Partnership and Consider Continued Participation in Partnership
**Recommendation:** Receive report and direct staff to continue participation in the partnership.
**Result of Recommended Action:** Continuing the City's participation in the partnership is a benefit to its ability to better plan future mobility in the east area of Sacramento County.
**Staff Report**: Cyrus Abhar, Public Works

**ACTION:** Consensus to continue participation in the partnership.

15. **Subject:** Resolution for Recycle Water Program to Establish a Large-Scale Recycled Water Program in Rancho Cordova and to Indicate Intent to Adopt a Citywide Recycled Water Distribution System Ordinance.
**Recommendation:** Adopt Resolution No. 11-2006
**Result of Recommended Action:** Adoption of this Resolution will impose a condition of approval for new developments requiring installation of a "purple pipe" recycled water system and indicate intent to adopt a citywide recycled water distribution ordinance.
**Staff Report**: Cyrus Abhar, Public Works

The following individuals addressed the Council on Item #15:

(a) Arte Zahedani, Northstate Building Industry Association, to advise cost is an issue and inquire if a source for the recycled water has been identified.
(b) Rex Albright, CEO of Rancho Cordova Chamber, to advise he did not know the issue would be discussed until the meeting was noticed, that the Chamber had been left out of discussion, and to suggest a resource for the recycled water should be identified.

**ACTION:** Motion by Budge second by Sander and carried by 4:0 vote (Skoglund absent), Council adopted Resolution No. 11-2005.

16. **Subject:** City Policy on Street Truck Parking
**Recommendation:** Direct staff regarding desired policy for street truck parking within the city.
**Result of Recommended Action:** Once Council has provided direction, Public Works and Police Department staffs will begin the process of implementing the chosen method of truck restriction.
**Staff Report**: Cyrus Abhar, Public Works and Tom McMahon, Police

**ACTION:** Mayor McGarvey announced Item #16 to be continued at Council Member Skoglund's request.

## CORRESPONDENCE

Council Members reported on recent correspondence.

## COUNCIL REPORTS

Council Members reported on various meetings, invitations, and events since the last Council meeting.

## AGENDA ITEM ADDITION – RESPONSE TO FCC ON TELECOMMUNICATIONS REFORM

Assistant City Attorney Adam Lindgren advised that the matter of response to the Federal Communications Commission (FCC) arose after the agenda's posting and there was need for immediate action on the matter. It was his determination that a City response to this matter could be added to the agenda with a four fifth's affirmative Council vote.

**ACTION:** Motion by Sander second by Budge and carried by 4:0 roll call vote (Skoglund absent), Council added **Response to FCC on Telecommunications Reform** to the agenda.

**ACTION:** Motion by Cooley second by Budge and carried by 4:0 roll call vote (Skoglund absent), Council authorized letter be sent to the Federal Communications Commission in support of the League of California Cities' position relative to cable franchising and continued local control.

## COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

Sander – Check on obtaining rocket test stands for use within the city before they disappear from Aerojet
Sander – Check on feasibility of establishing central battery recycling center in the city
Budge – Develop customer service policies within each city department with specific operating policies including turnaround after completion

## CITY MANAGER'S REPORT

Mr. Gaebler reported on the highlights of the League of California Cities City Managers' Conference held in Pasadena.

## CLOSED SESSION

Council adjourned to Closed Session at 11:25 p.m. for the following purpose:

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

Present: Council Members Budge, Cooley, Sander, Mayor McGarvey, City Manager Gaebler, and Assistant City Attorney Lindgren
Absent: Council Member Skoglund

## RECONVENE TO OPEN SESSION

Council reconvened into Open Session at 12:14 a.m. The Assistant City Attorney advised there was no reportable action from Closed Session.

## ADJOURNMENT

The meeting adjourned at 12:15 a.m.

_____
Anna Olea-Moger, CMC, Assistant City Clerk

**CITY OF RANCHO CORDOVA**

**ORDINANCE NO. 37-2006**

**AN ORDINANCE OF THE CITY OF RANCHO CORDOVA AMENDING A SPECIAL TAX FOR POLICE PROTECTION SUBJECT TO VOTER CONFIRMATION FOR TAX ZONE 2A, THE SUNDANCE SUBDIVISION**

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

**Section 1. Purpose, Intent and Authority.**

It is of critical importance to the City Council of the City of Rancho Cordova that residents of the City be provided with high quality police services. In carefully reviewing the City's preincorporation Comprehensive Fiscal Analysis (CFA) with the Sheriff's Department, it has become clear to City staff that the City budget does not contain adequate funding to assure the continued delivery of adequate high quality law enforcement services unless additional revenues are obtained.

It is the purpose and intent of this Ordinance to generate additional funds to pay for police services by authorizing the levy of a tax on improved parcels of real property on the secured property tax roll of Sacramento County that are within Zone 2A of the Rancho Cordova Special Police Tax Area.

This tax is a special tax within the meaning of Section 4 of the Article XIIIA of the California Constitution. Because the burden of this tax falls upon property, this tax also is a property tax, but this tax is not determined according to nor in any manner based upon the value of property; this tax is levied on a parcel and use of property basis. Insofar as not inconsistent with this Ordinance or with legislation authorizing special taxes and insofar as applicable to a property tax that is not based on value, such provisions of the California Revenue and Taxation Code and of Article XIII of the California Constitution as relate to ad valorem property taxes are intended to apply to the collection and administration of this tax (Section 4 of this Ordinance), as authorized by law.

The revenues raised by this tax are to be used solely for the purposes of obtaining, furnishing, operating, and maintaining police protection equipment or apparatus, for paying the salaries and benefits of police protection personnel, and for such other police protection service expenses as are deemed necessary for the benefit of the residents of Zone 2A.

**AGENDA ITEM # 11**

This Ordinance is enacted pursuant to the authority of Government Code Section 53978.

**Section 2. Definitions.**

The following definitions shall apply throughout this Ordinance.

A. "Constant first year dollars" shall mean an actual dollar amount which, in years subsequent to the first fiscal year the tax is levied, shall have the same purchasing price as the base amount in first fiscal year dollars as measured by the Consumer Price Index. The base amount shall be the amount of tax per parcel as specified in Section 3.A herein. The adjustments from actual to constant dollars shall be made by use of the Consumer Price Index, as specified in Section 3.B herein.

B. "Consumer Price Index" means the Consumer Price Index for all Urban Consumers (CPI-U) for the San Francisco-Oakland-San Jose Area as published by the U.S. Department of Labor, Bureau of Labor Statistics. If the Consumer Price Index is discontinued or revised, such other government index or computation with which it is replaced shall be used in order to obtain substantially the same result as would be obtained if the Consumer Price Index had not been discontinued or revised.

C. "Fiscal year" means the period of July 1 through the following June 30.

D. "Rancho Cordova Special Police Tax Area" means all the properties within the jurisdictional limits of the City of Rancho Cordova.

E. "Rancho Cordova Special Police Tax Area Zone 2A" ("Zone 2A") means that portion of the incorporated area of the City of Rancho Cordova located within the boundaries described in Exhibit A hereto and as shown on the map Exhibit B hereto.

F. "Parcel" means the land and any improvements thereon, designated by an assessor's parcel map and parcel number and carried on the secured property tax roll of Sacramento County. For the purposes of this Ordinance, parcel does not include any land or improvements outside of the boundaries of Zone 2A nor any land or improvements owned by any governmental entity.

G. Pursuant to Government Code §53978, "voter" means a person owning real property within Zone 2A at the time this Ordinance was adopted, as shown on the last equalized assessment roll prepared by the Sacramento County Assessor's Office.

**Section 3. Amount and Level of Taxes.**

The tax per year on each parcel in Zone 2A shall not exceed the amount applicable to the parcel, as specified below.

**A. For First Fiscal Year:**

The tax shall be assessed on a residential parcel within Zone 2A in the first fiscal year after a residential building permit has been issued for the parcel. The tax per year for the first fiscal year shall be the amount of Tax per Parcel for the Land Use Code Category as set forth on Exhibit C hereto. The use code assigned to each parcel shall be reviewed and updated periodically.

**B. For Subsequent Fiscal Year:**

In order to keep the tax on each parcel in constant first year dollars for each fiscal year subsequent to the first fiscal year, the tax per year shall be adjusted as set forth below to reflect any increase in the Consumer Price Index beyond the first fiscal year the tax is levied.

In June or July of each year, City Council shall determine the amount of taxes to be levied upon the parcels in Zone 2A for the then current fiscal year, as set forth below.

For each Land Use Code Category on Exhibit C, the tax per year on each parcel for each fiscal year subsequent to the first fiscal year shall be an amount determined as follows:

| | | | | |
|---|---|---|---|---|
| Tax per Parcel for then Current Fiscal Year | = | Tax per Parcel for Immediately Preceding Fiscal Year | X | Consumer Price Index for the Period from April of Immediately Preceding Fiscal to April of then Current Fiscal Year |

Provided, however, that in no event shall the tax per parcel for any fiscal year be less than the amount established for the first fiscal year.

The taxes levied on each parcel pursuant to this Article shall be a charge upon the parcel and shall be due and collectible as set forth in Section 4, below.

**Section 4. Collection and Administration.**

**A. Taxes as Liens Against the Property.**

The amount of taxes for each parcel each year shall constitute a lien on such property, in accordance with Revenue and Taxation Code Section 2187, and shall have the same effect as an ad valorem real property tax lien until fully paid.

**B. Collection.**

The taxes on each parcel shall be billed on the secured roll tax bills for ad

valorem property taxes and are to be collected in the same manner in which Sacramento County collects secured roll ad valorem property taxes. Insofar as feasible and insofar as not inconsistent with this Ordinance, the times and procedure regarding exceptions, due dates, installment payments, corrections, cancellations, refunds, late payments, penalties, liens, and collections for secured roll ad valorem property taxes shall be applicable to the collection of this tax. Notwithstanding anything to the contrary in the foregoing, as to this tax:

i) The secured roll tax bills shall be the only notices required for this tax, and

ii) The homeowners and veterans exemptions shall not be applicable because such exemptions are determined by dollar amount of value.

**C. Costs of Administration by County.**

The reasonable costs incurred by the County officers collecting and administering this tax shall be deducted from the collected taxes.

**Section 5. Severability Clause.**

If any article, section, subsection, sentence, phrase of clause of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portion of this Ordinance. The voters of Zone 2A hereby declare that they would have adopted the remainder of this Ordinance, including each article, section, subsection, sentenced phrase or clause, irrespective of the invalidity of any other article, section, subsection, sentence, phrase or clause.

**Section 6. Effective Date and Posting.**

This Ordinance shall take effect immediately upon its confirmation by two-thirds of the voters voting within Zone 2A in an election to be held on August 7, 2006, so that taxes shall first be collected hereunder for the tax year beginning July 1, 2006.

**ADOPTED, THIS** 3rd day of July, 2006 by the following vote:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

APPROVED:

_____

Robert J. McGarvey, Mayor

**ATTEST:**

_____

Lillian E. Hare, City Clerk

## EXHIBIT A

## Description of Property

**All that certain real property situated in the City of Rancho Cordova, County of Sacramento, State of California, and being more particularly described as follows:**

PARCEL 3, AS SHOWN ON THAT CERTAIN PARCEL MAP ENTITLED "PARCEL MAP SUBDIVISION NO. RC-03-004 FOR MATHER EAST A PORTION OF SECTION 7 AND 18 T8N, R7E., M.D.M.", RECORDED IN BOOK 174 OF PARCEL MAPS, AT PAGE 15, RECORDS OF SAID COUNTY.

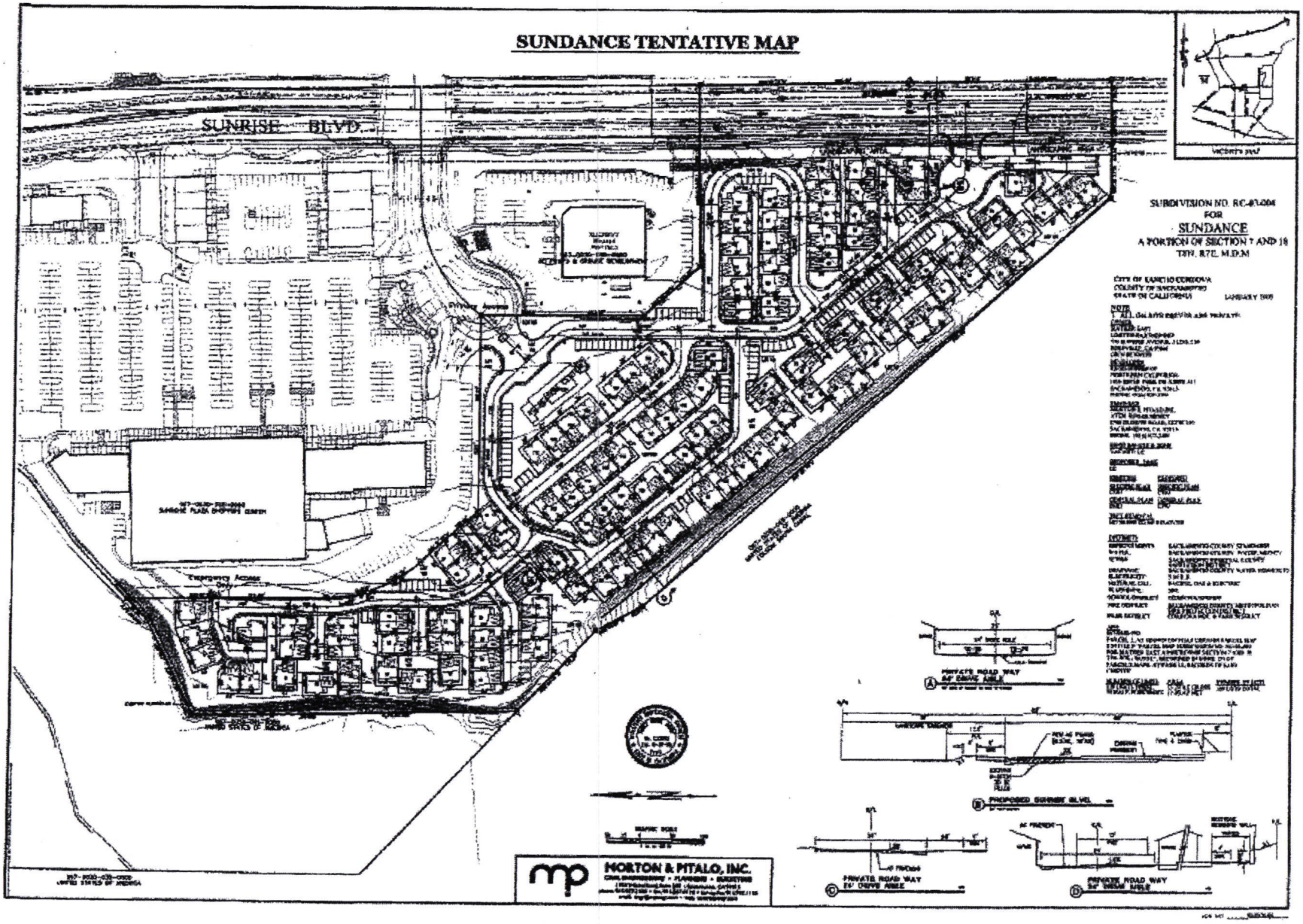
APN: 067-0030-040



**EXHIBIT B**

**Map of Property**

EXHIBIT B: Tentative Subdivision Map



## EXHIBIT C

## Amount of Tax per Parcel by Land Use Category

A. Residential Dwelling Units

The amount of Tax per Parcel for all residential dwelling Land Use Code Categories shall be $450 for each residential dwelling unit. (Multi-family residential units on a single parcel shall be assessed on a proportionately equivalent basis (e.g., a two-unit attached housing structure, such as a duplex, would be deemed to consist of two residential parcels for purposes of the police tax)).

B. Non-Residential

The amount of Tax per Parcel for all Non-Residential Land Use Categories (except Recreational and Agricultural) shall be $ 0.25 for each square foot of gross parcel area.

**CITY OF RANCHO CORDOVA**

**ORDINANCE NO. 38-2006**

**AN ORDINANCE OF THE CITY OF RANCHO CORDOVA ESTABLISHING A SPECIAL TAX FOR POLICE PROTECTION SUBJECT TO VOTER CONFIRMATION FOR THE GRANTLINE 208 SUBDIVISION**

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

**Section 1. Purpose, Intent and Authority.**

It is of critical importance to the City Council of the City of Rancho Cordova that residents of the City be provided with high quality police services. In carefully reviewing the City's preincorporation Comprehensive Fiscal Analysis (CFA) with the Sheriff's Department, it has become clear to City staff that the City budget does not contain adequate funding to assure the continued delivery of adequate high quality law enforcement services unless additional revenues are obtained.

It is the purpose and intent of this Ordinance to generate additional funds to pay for police services by authorizing the levy of a tax on improved parcels of real property on the secured property tax roll of Sacramento County that are within Zone 37 of the Rancho Cordova Special Police Tax Area.

This tax is a special tax within the meaning of Section 4 of the Article XIIIA of the California Constitution. Because the burden of this tax falls upon property, this tax also is a property tax, but this tax is not determined according to nor in any manner based upon the value of property; this tax is levied on a parcel and use of property basis. Insofar as not inconsistent with this Ordinance or with legislation authorizing special taxes and insofar as applicable to a property tax that is not based on value, such provisions of the California Revenue and Taxation Code and of Article XIII of the California Constitution as relate to ad valorem property taxes are intended to apply to the collection and administration of this tax (Section 4 of this Ordinance), as authorized by law.

The revenues raised by this tax are to be used solely for the purposes of obtaining, furnishing, operating, and maintaining police protection equipment or apparatus, for paying the salaries and benefits of police protection personnel, and for such other police protection service expenses as are deemed necessary for the benefit of the residents of Zone 37.

This Ordinance is enacted pursuant to the authority of Government Code Section 53978.

**Section 2. Definitions.**

The following definitions shall apply throughout this Ordinance.

A. "Constant first year dollars" shall mean an actual dollar amount which, in years subsequent to the first fiscal year the tax is levied, shall have the same purchasing price as the base amount in first fiscal year dollars as measured by the Consumer Price Index. The base amount shall be the amount of tax per parcel as specified in Section 3.A herein. The adjustments from actual to constant dollars shall be made by use of the Consumer Price Index, as specified in Section 3.B herein.

B. "Consumer Price Index" means the Consumer Price Index for all Urban Consumers (CPI-U) for the San Francisco-Oakland-San Jose Area as published by the U.S. Department of Labor, Bureau of Labor Statistics. If the Consumer Price Index is discontinued or revised, such other government index or computation with which it is replaced shall be used in order to obtain substantially the same result as would be obtained if the Consumer Price Index had not been discontinued or revised.

C. "Fiscal year" means the period of July 1 through the following June 30.

D. "Rancho Cordova Special Police Tax Area" means all the properties within the jurisdictional limits of the City of Rancho Cordova.

E. "Rancho Cordova Special Police Tax Area Zone 37" ("Zone 37") means that portion of the incorporated area of the City of Rancho Cordova located within the boundaries described in Exhibit A hereto and as shown on the map Exhibit B hereto.

F. "Parcel" means the land and any improvements thereon, designated by an assessor's parcel map and parcel number and carried on the secured property tax roll of Sacramento County. For the purposes of this Ordinance, parcel does not include any land or improvements outside of the boundaries of Zone 37 nor any land or improvements owned by any governmental entity.

G. Pursuant to Government Code §53978, "voter" means a person owning real property within Zone 37 at the time this Ordinance was adopted, as shown on the last equalized assessment roll prepared by the Sacramento County Assessor's Office.

**Section 3. Amount and Level of Taxes.**

The tax per year on each parcel in Zone 37 shall not exceed the amount applicable to the parcel, as specified below.

**A. For First Fiscal Year:**

The tax shall be assessed on a residential parcel within Zone 37 in the first fiscal year after a residential building permit has been issued for the parcel. The tax per year for the first fiscal year shall be the amount of Tax per Parcel for the Land Use Code Category as set forth on Exhibit C hereto. The use code assigned to each parcel shall be reviewed and updated periodically.

**B. For Subsequent Fiscal Year:**

In order to keep the tax on each parcel in constant first year dollars for each fiscal year subsequent to the first fiscal year, the tax per year shall be adjusted as set forth below to reflect any increase in the Consumer Price Index beyond the first fiscal year the tax is levied.

In June or July of each year, City Council shall determine the amount of taxes to be levied upon the parcels in Zone 37 for the then current fiscal year, as set forth below.

For each Land Use Code Category on Exhibit C, the tax per year on each parcel for each fiscal year subsequent to the first fiscal year shall be an amount determined as follows:

| | | | | |
|---|---|---|---|---|
| Tax per Parcel for then Current Fiscal Year | = | Tax per Parcel for Immediately Preceding Fiscal Year | X | Consumer Price Index for the Period from April of Immediately Preceding Fiscal to April of then Current Fiscal Year |

Provided, however, that in no event shall the tax per parcel for any fiscal year be less than the amount established for the first fiscal year.

The taxes levied on each parcel pursuant to this Article shall be a charge upon the parcel and shall be due and collectible as set forth in Section 4, below.

**Section 4. Collection and Administration.**

**A. Taxes as Liens Against the Property.**

The amount of taxes for each parcel each year shall constitute a lien on such property, in accordance with Revenue and Taxation Code Section 2187, and shall have the same effect as an ad valorem real property tax lien until fully paid.

**B. Collection.**

The taxes on each parcel shall be billed on the secured roll tax bills for ad

valorem property taxes and are to be collected in the same manner in which Sacramento County collects secured roll ad valorem property taxes. Insofar as feasible and insofar as not inconsistent with this Ordinance, the times and procedure regarding exceptions, due dates, installment payments, corrections, cancellations, refunds, late payments, penalties, liens, and collections for secured roll ad valorem property taxes shall be applicable to the collection of this tax. Notwithstanding anything to the contrary in the foregoing, as to this tax:

i) The secured roll tax bills shall be the only notices required for this tax, and

ii) The homeowners and veterans exemptions shall not be applicable because such exemptions are determined by dollar amount of value.

**C. Costs of Administration by County.**

The reasonable costs incurred by the County officers collecting and administering this tax shall be deducted from the collected taxes.

**Section 5. Severability Clause.**

If any article, section, subsection, sentence, phrase of clause of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portion of this Ordinance. The voters of Zone 37 hereby declare that they would have adopted the remainder of this Ordinance, including each article, section, subsection, sentenced phrase or clause, irrespective of the invalidity of any other article, section, subsection, sentence, phrase or clause.

**Section 6. Effective Date and Posting.**

This Ordinance shall take effect immediately upon its confirmation by two-thirds of the voters voting within Zone 37 in an election to be held on August 7, 2006, so that taxes shall first be collected hereunder for the tax year beginning July 1, 2006.

**ADOPTED, THIS** 3rd day of July, 2006 by the following vote:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

APPROVED:

_____

Robert J. McGarvey, Mayor

**ATTEST:**

_____

Lillian E. Hare, City Clerk

## EXHIBIT A

## Description of Property

**All that certain real property situated in the City of Rancho Cordova, County of Sacramento, State of California, and being more particularly described as follows:**

The North One-Half of the following described property:

The North One-Half and the North 50 rods of the South One-Half of Section15, Township 8 North, Range 7 East, M.D.B. & M.

APN: 067-0040-012

This description is for a **development agreement only** and not intended to circumvent the Subdivision Map Act and shall not be used for sale, lease or finance. Any conveyance must comply with the Subdivision Map Act and local ordinances.




Craig E. Spiess P.L.S. 7944
Expires: December 31, 2007

Date: 3/22/06

**EXHIBIT B**

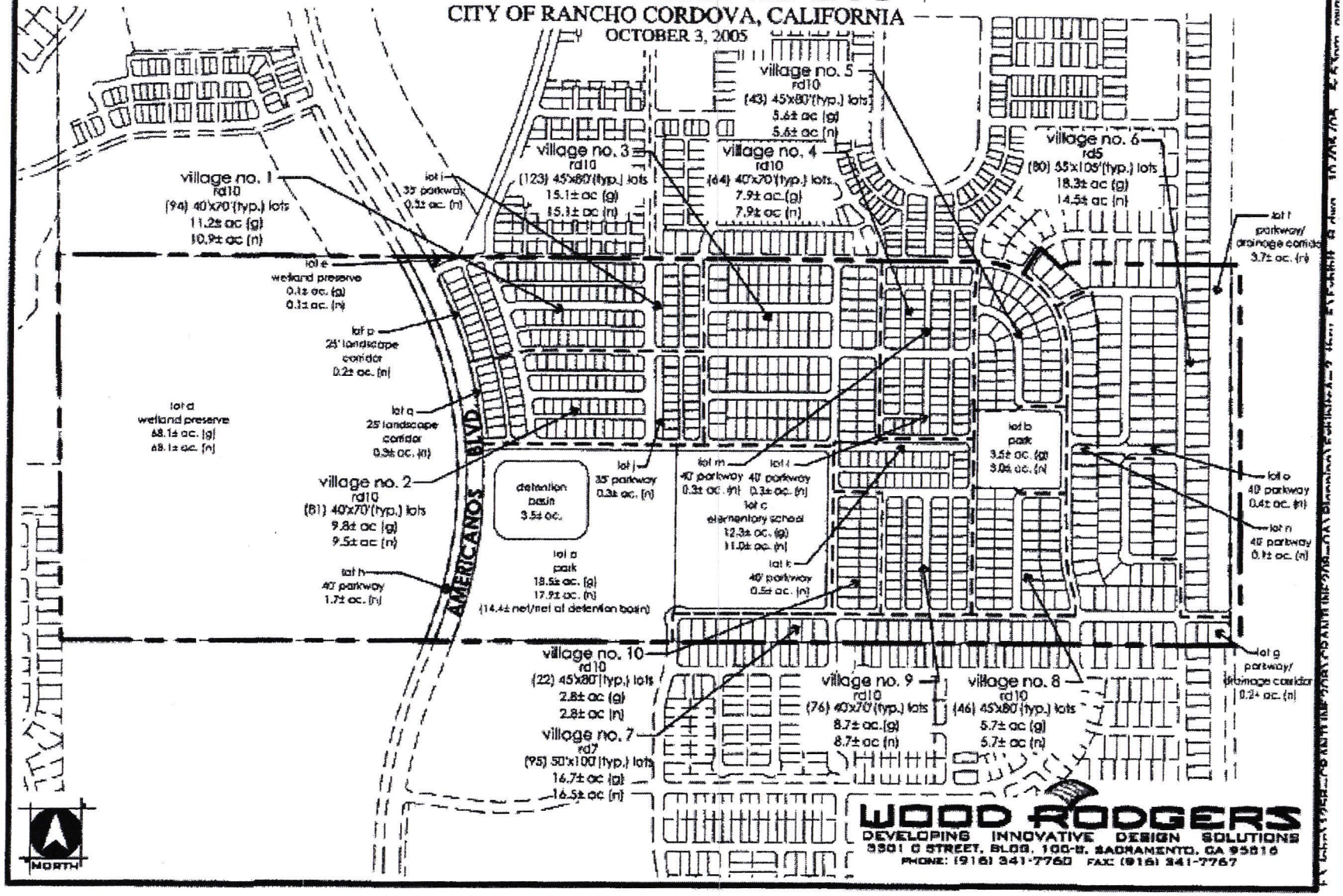
**Map of Property**

# EXHIBIT B LARGE LOT TENTATIVE SUBDIVISION MAP

# GRANTLINE 208

## CITY OF RANCHO CORDOVA, CALIFORNIA

OCTOBER 3, 2005





WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS
3301 C STREET, BLDG. 100-B, SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767

## EXHIBIT C

## Amount of Tax per Parcel by Land Use Category

A. Residential Dwelling Units

The amount of Tax per Parcel for all residential dwelling Land Use Code Categories shall be $450 for each residential dwelling unit. (Multi-family residential units on a single parcel shall be assessed on a proportionately equivalent basis (e.g., a two-unit attached housing structure, such as a duplex, would be deemed to consist of two residential parcels for purposes of the police tax)).

B. Non-Residential

The amount of Tax per Parcel for all Non-Residential Land Use Categories (except Recreational and Agricultural) shall be $ 0.25 for each square foot of gross parcel area.

**CITY OF RANCHO CORDOVA**

**ORDINANCE NO. 39-2006**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING THE DEVELOPMENT AGREEMENT FOR ANTHOLOGY AT ANATOLIA, RC-04-157**

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

**Section 1: Recitals**

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

B. The proposed Anthology at Anatolia (Project) (RC-04-157) is located south of Douglas Road and east of Sunrise Blvd, and is designated as Low Density Residential by the General Plan.

C. Cambridge Homes has filed an application requesting approval of a Development Agreement for the Project.

D. A Development Agreement between the City of Rancho Cordova and Cambridge Homes has been presented to the City Council, a copy of which is attached hereto as Exhibit A.

E. On May 25, 2006, the Planning Commission, as the planning agency for purposes of development agreement review, held a properly noticed public hearing pursuant to Government Code Section 65867 and recommended that the City Council approve the Development Agreement.

F. On June 19, 2006, the City Council, as the legislative body for purposes of development agreement approval, held a properly noticed public hearing pursuant to Government Code Section 65867 and considered all comments received in writing and all testimony received at the public hearing.

G. In 2002, Sacramento County ("County"), certified as adequate and complete, the Final EIR (the "EIR") for Sunridge Specific Plan and Zoning Ordinance for the Project. The Anthology at Anatolia project was analyzed within an earlier adopted Mitigated Negative Declaration for Anatolia I, II and III. Within the study of the environmental issues, aesthetics of the new development were identified and the implementation of the adopted design guidelines for the SunRidge Specific Plan reduced the negative impacts of poor design to less than significant. Mitigation measures were required in the EIR and Mitigated Negative Declaration and were incorporated into the Project and into the terms and conditions of the Development Agreement.

**Section 2: Findings and Determinations**

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

A. The Development Agreement is consistent with the objectives, policies, general land uses and programs specified and contained in the City's General Plan, in that (a) the land use designation for the Project site is Low Density Residential, the proposed project would create 118 single family lots consistent with that land use, (b) the project is consistent with the fiscal policies and the provisions for infrastructure and public services of the General Plan, and (c) the Development Agreement includes provisions relating to financing, construction and maintenance of public facilities, park development fees and similar provisions set forth in the General Plan.

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

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

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

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

**Section 3: Approval**

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

**Section 4: Amendment of the Zoning Code**

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

"101-820. Development Agreement for Anthology at Anatolia"

Pursuant to Government Code section 57376, the City Council hereby declares its intention that Title I, Chapter 1, Article 4, of the Rancho Cordova Zoning Code, as amended, shall supersede Title I, Chapter 1, Article 4 of the Sacramento County Zoning Code.

**Section 5: Recordation**

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

**Section 6: Effective Date and Publication of Ordinance Summary**

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

**ADOPTED, THIS** ___ day of _____, 2006, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

_____
Robert J. McGarvey, Mayor

**ATTEST:**

_____
Lillian E. Hare, City Clerk

**Exhibit A**

OFFICIAL BUSINESS
Document entitled to free recording
Government Code Section 6103

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

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

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

# DEVELOPMENT AGREEMENT

## BY AND BETWEEN

## CITY OF RANCHO CORDOVA

## AND

## CH (ANATOLIA I), LP, AS LANDOWNERS

## RELATIVE TO ANTHOLOGY AT ANATOLIA

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**DEVELOPMENT AGREEMENT**
**RELATIVE TO ANTHOLOGY AT ANATOLIA**

This Development Agreement is entered into as of this _____ day of _____, 2006, by and between City OF RANCHO CORDOVA, a municipal corporation ("City"), and CH (ANATOLIA I), LP, a California limited partnership ("Landowner"). City and Landowner are hereinafter collectively referred to as the "Parties" and singularly as "Party."

**RECITALS**

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

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

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

4. **Public Hearing**. On May 25th, 2006, the Planning Commission of City of Rancho Cordova, serving as City's planning agency for purposes of development agreement review pursuant to Government Code Section 65867, considered this Agreement and recommended approval of this Agreement to City Council.

5. **Environmental Review**. On September 22, 2005, City Council certified as adequate and complete, the Mitigated Negative Declaration ("MND") for the Project. Mitigation measures were required in the MND and are incorporated into the Project and into the terms and conditions of this Agreement, as reflected by the findings adopted by City Council concurrently with this Agreement.

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

**6.1.** The Sunridge Specific Plan adopted by County, as adopted by the City on July 1, 2003, by City Resolution No. 06-2003 (the "Specific Plan"), and as amended to the Zoning Code by the City on April 17, 2006, by City Ordinances Nos. 13-2006 and 14-2006 (the "Zoning Code Amendments");

**6.2.** The Amendments to the Master Mitigation Monitoring Reporting Program as approved by the City on April 17, 2006, by Resolution No. 31-2006 (the "Mitigation Monitoring Reporting Program");

**6.3.** The MND. The Mitigation Measures in both the MND and the Environmental Impact Report ("EIR") are incorporated into the Project and into the terms and conditions of this Agreement.

**6.4.** The Addendum to the Final EIR for the Sunridge Specific Plan and Zoning Ordinance (the "EIR Addendum"), dated April 3, 2006, addressing the revision of the roadway improvement phasing affecting the Property pursuant to the Map Condition Amendment as prepared by the City.

**6.5.** The Tentative Subdivision Map for the Project (attached hereto as Exhibit B) approved by the City on _____, by City Resolution No. _____;

**6.6.** This Development Agreement, as adopted on _____, 2006 by City Ordinance No. ____-2006 (the "Adopting Ordinance").

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

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

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

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

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

## AGREEMENT

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

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

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

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

5. **Effective Date and Term**.

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

5.2. **Term**. Upon execution, the term of this Agreement shall commence on the Effective Date and extend for a period of fifteen (15) years, unless said term is terminated, modified or extended by circumstances set forth in this Agreement. Following the expiration of the term, this Agreement shall be deemed terminated and of no further force and effect. Said termination of the Agreement shall not affect any right or duty created by City approvals for the Property adopted prior to, concurrently with, or subsequent to the approval of this Agreement.

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

6. **Use of Property**.

6.1. **Right to Develop**. Landowner shall have the vested right to develop the Project in accordance with the terms and conditions of this Agreement, the Project Approvals, and any amendments to any of them as shall, from time to time, be approved pursuant to this Agreement. Landowner's vested right to develop the Property shall be subject to subsequent

approvals; provided however, except as provided in Section 6.3, that any conditions, terms, restrictions and requirements for such subsequent approvals shall not prevent development of the Property for the uses, or reduce the density and intensity of development, or limit the rate or timing of development set forth in this Agreement, as long as Landowner is not in default under this Agreement.

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

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

6.4. **Additional Conditions**.

6.4.1. **New Park Development Obligation.** The Project shall be subject to Resolution No. 28-2005, which establishes revised standards for park and open space in the City. Landowner shall pay development impact fees to mitigate the costs of designing, constructing and installing park improvements based on the seven (7) acre per one thousand (1,000) population standard as set forth in Resolution No. 28-2005. These development impact fees shall be in the amount of eleven thousand and twenty-seven dollars ($11,027) per single-family residential parcel or residential parcel equivalent which shall be adjusted on an annual basis beginning on March 1st 2007, by the higher of either: (a) the method described in City Ordinance No. 24-2004, relating to the establishment of development impact fees within the Sunrise Douglas Community Plan which provides for an annual program fee adjustment, (b) the method provided in any subsequent revisions of City Ordinance No. 24-2004, or (c) four (4) percent. The development impact fee of eleven thousand and twenty-seven dollars ($11,027) shall not include the costs of park street frontage improvements. To fulfill the park land dedication obligation, Landowner shall be obligated to dedicate park land with completed street frontage improvements to the Cordova Recreation and Park District to satisfy a total park land obligation of 2.44 net acres (calculated as 7 acres of park land per 1,000 residents). This park land dedication obligation may be satisfied by Landowner applying park dedication credits from other owners within the Sunridge Specific Plan area, as described in Exhibit E.

6.4.2. **Timing of Dedications and Improvements of Parks.** Prior to the recordation of any small lot final map for the Project or for any individual residential or non-residential parcel of the Property, but not prior to construction of model homes, Landowner shall: (1) fulfill the obligations described in Resolution No. 28-2005, and (2) dedicate 2.44 net acres of land to Cordova Recreation and Park District pursuant to Section 6.4.1 hereof. Prior to the issuance of the first building permit for the Project, Landowner agrees to pay development impact fees referenced in Section 6.4.1. Landowner will be deemed to have satisfied in full its new park development obligation, after fulfilling the requirements described in Section 6.4.1 and 6.4.2.

6.4.3. **In-fill Park and Open Space Renovation and Acquisition Fee**. Landowner agrees that it shall pay City the total sum of one thousand and five hundred dollars ($1500.00) for each residential parcel shown on the final maps for the Property. Beginning on January 1, 2006, the fee shall be adjusted annually on each January 1 based upon the percentage change in the United States Department of Labor Consumer Price Index for all Urban Consumers for the San Francisco-Oakland-San Jose area between April and April of each year. This fee shall be paid to City no later than prior to issuance of the building permit for each residential parcel for the Property. It shall be used by City, at its sole discretion to acquire, renovate, repair, improve or maintain parks or open space in that portion of City outlined in Exhibit C. This payment is made voluntarily by Landowner. It is in addition to all other existing park fees, and construction and dedication obligations, including without limitation any fees paid pursuant to California Government Code Section 66477 (the "Quimby Act"). Landowner agrees that it shall not claim any credit or right to reimbursement of any other existing park fees, and construction and dedication obligations, including Quimby Act fees, as a result of paying the existing park renovation fees required under this Section.

6.4.4. **Police Tax**. Landowner agrees to vote in favor of and to cooperate in the creation of a special tax zone area within the Rancho Cordova Special Police Tax Area. A vote by Landowner to repeal or amend the special tax shall constitute an event of default under this Agreement and in addition to all other remedies, Landowner shall be obligated to pay under this Agreement, the difference between the amount of the tax before the vote to repeal or amend the tax, and the amount of the proposed special tax. The boundaries of the special tax zone area shall be contiguous with the boundaries of the Property. Landowner shall vote in favor of and cooperate in the levy of a special tax for police services on each residential parcel or residential parcel equivalent on the Property. City is in the process of preparing a General Plan Fiscal Analysis which will include a review of the current shortfall of revenue for police services, and a new proposed amount of the special police tax. The special tax shall be in the amount of the lesser of (1) $450 annually, per single-family residential parcel or residential parcel equivalent, and $0.25 for each square foot of gross parcel area of non-residential use (excluding recreational and agricultural uses), or (2) the amount calculated in the General Plan Fiscal Analysis which City is in the process of preparing. Multi-family residential units on a single parcel shall be assessed on a proportionately equivalent basis (e.g., a two-unit attached housing structure, such as a duplex, would be deemed to consist of two residential parcels for purposes of the police tax). The amount of the special tax shall be adjusted annually based upon the percentage change in the United States Department of Labor Consumer Price Index for all Urban Consumers for the San Francisco-Oakland-San Jose area between April and April of each year. If the Consumer Price Index is discontinued, or revised, such other government index or computation with which it is replaced shall be used in order to obtain substantially the same result as would be obtained if the Consumer Price Index had not been discontinued or revised. The special tax shall be payable annually following issuance of a

building permit for each subject parcel. Landowner shall pay all the costs of conducting the election and all costs related to the implementation of this Section for the Project.

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

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

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

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

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

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

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

8.2. **Development Impact Fees, Exactions and Dedications**. Landowner shall pay all development impact fees, dedications of land, connection or mitigation fees, and exactions required by City to support in the construction of any public facilities and improvements or the provision of public services in relation to development of the Property (together "Exactions") authorized by City after the Effective Date as long as said Exactions otherwise comply with applicable law, and are either (i) required on a City-wide basis, or (ii) apply uniformly to all properties within City that are zoned consistent with the Project Approvals,

or (iii) apply uniformly to all properties that are similarly situated, whether by geographic location or other distinguishing circumstances. Except as otherwise provided in this Agreement, Exactions required by City to be paid by Landowner that do not meet one of the preceding criteria, shall be the Exactions authorized as of the Effective Date. Wherever this Agreement obligates Landowner to design, construct or install any improvements, the cost thereof may be provided by Landowner or by a Community Facilities District (CFD) or other such financing mechanism acceptable to City, subject to and in accordance with the provisions thereof.

9. **Community Facilities District**.

**9.1. Community Facilities District Formation - Financing.** City acknowledges that Landowner may cause to be formed a Community Facilities District ("CFD") pursuant to the provisions of Section 53311 et seq. of the Government Code for the purpose of financing the acquisition or construction of a portion of the Improvements described in Section 8.2.

**9.2. Issuance of Bonds.** City and Landowner agree that, with the consent of Landowner, and to the extent permitted by law, City and Landowner shall use their best efforts to cause bonds to be issued in amounts sufficient to achieve the purposes of this Section.

**9.3. Payment Prior to Issuance of Bonds.** Nothing in this Agreement shall be construed to preclude the payment by an owner of any of the parcels to be included within the CFD of a cash amount equivalent to its proportionate share of costs for the Improvements, or any portion thereof, prior to the issuance of bonds.

**9.4. Private Financing.** Nothing in this Agreement shall be construed to limit Landowners option to install the Improvements through the use of private financing.

**9.5. Acquisition and Payment.** City agrees that it shall use its best efforts to allow and facilitate monthly acquisition of completed Improvements or completed portions thereof, and monthly payment of appropriate amounts for such Improvements to the person or entity constructing Improvements or portions thereof, provided City shall only be obligated to use CFD bond or tax proceeds for such acquisitions.

10. **Service District for Maintenance**.

**10.1. Formation, Consent, Waiver and Special Benefit.** Landowner must cooperate in formation or annexation to, one or more financing mechanism or assessment district for maintenance purposes, as chosen by the City (herein the "Services District"), and consents herewith to the levy of such special taxes as are necessary to fund the maintenance obligations described below. No residential building permit, excluding permits for model homes, shall be issued until the formation of, and inclusion of the Property in, the Services District. For purposes of Article XIIID of the California Constitution, Landowner acknowledges hereby that all the services described herein to be provided by the Services District will provide a "special benefit" to the Property, as defined by said Article, and that the foregoing support and consent shall apply as to any claim that any portion of the services supported by the special tax does not provide special benefit to the Property. The Services District shall:

i. Provide City assured funding for the ongoing maintenance and operation of public facilities and all Improvements required herein or in the Project Approvals, whether such facilities and Improvements are located within or outside of the boundaries

of the Project, including: public roads, public streets, bridges/culverts, traffic signals, traffic signs, striping and legends, ITS operation, street lights, public alleys and associated frontage improvements such as curb, gutter and sidewalks, intersection signals, and street signs; road special features (e.g. speed bumps, textured or painted surfaces, modified crosswalks, etc.); project monument signs; all public landscaping, including street frontage landscaping and road medians; streetlights within the Property and upon the Property frontages and statuary, fountains or ornamental structures. Privately owned and maintained improvements are excluded from this provision. The maintenance costs as provided in this section is not set, fixed or capped in this Agreement. All road damage, both onsite and offsite, due to construction shall be the responsibility of Landowner and all costs associated with the damage shall be borne by Landowner.

ii. Cause to be established appropriate funding mechanisms, to the satisfaction of the Cordova Recreation and Park District, to fund the ongoing maintenance of park facilities and improvements within the Project, and any other park improvements pursuant to the Project Approvals.

iii. Cause to be established appropriate funding mechanisms, as determined appropriate by the City, in consultation with the Sacramento County Department of Water Resources, to fund the ongoing maintenance of drainage facilities within the Project consistent with the Project Approvals.

iv. Cause to be established appropriate funding mechanisms, as determined appropriate by the City, to maintain all public open space areas within the Property, other than improved park sites, including without limitation, maintaining bike trails and conducting weed abatement and providing fire prevention to the satisfaction of the Sacramento Metropolitan Fire District within such open space areas. Such fire prevention efforts may include flail mowing from adjacent private property lines into such open space areas and other such vegetation management efforts as deemed necessary by the Fire District.

v. Conduct, manage and finance any environmental mitigation monitoring required by the Project Approvals.

Landowner acknowledges that the total annual cost of the maintenance obligations in this Section 10.1 is not known as of the Effective Date, and will be determined in the future. The assessments listed herein shall be adjusted annually on each January 1, beginning on January 1, 2006, based upon the Engineering News Record.

**10.2. Public Parcel Exclusion.** Landowner expressly agrees that Parcels conveyed or to be conveyed to City or Park District shall be excluded from any assessment to be imposed by the Services District.

## 11. Amendment or Cancellation.

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

law or regulation. Any such amendment or suspension of the Agreement shall be approved by City Council in accordance with the Municipal Code and this Agreement.

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

**11.3. Insubstantial Amendments**. Notwithstanding the provisions of the preceding Section 11.2, any amendments to this Agreement which do not relate to (a) the term of the Agreement as provided in Section 5.2; (b) the permitted uses of the Property as provided in Sections 6.2 and 7.1; (c) provisions for "significant" reservation or dedication of land; (d) the location and maintenance of on-site and off-site improvements; (e) the density or intensity of use of the Project; (f) the maximum height or size of proposed buildings or (g) monetary contributions by Landowner as provided in this Agreement shall not, except to the extent otherwise required by law, require notice or public hearing before either the Planning Commission or City Council before the parties may execute an amendment hereto. City's City Manager shall determine whether a reservation or dedication is "significant".

**11.4. Amendment of Project Approvals**. Any amendment of Project Approvals relating to: (a) the permitted use of the Property; (b) provision for reservation or dedication of land; (c) the density or intensity of use of the Project; (d) the maximum height or size of proposed buildings; (e) monetary contributions by Landowner; (f) the location and maintenance of on-site and off-site improvements; or (g) any other issue or subject not identified as an "insubstantial amendment" in Section 11.3 of this Agreement, shall require an amendment of this Agreement. Such amendment shall be limited to those provisions of this Agreement, which are implicated by the amendment of the Project Approval. Any other amendment of the Project Approval(s) shall not require amendment of this Agreement unless the amendment of the Project Approval(s) relates specifically to some provision of this Agreement.

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

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

**13. Annual Review**.

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

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

Landowner is not deemed to be in compliance with the Agreement by virtue of such failure to timely initiate review.

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

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

**13.5. Non-compliance with Agreement; Hearing**. If the Planning Director determines, on the basis of substantial evidence, that Landowner has not complied in good faith with the terms and conditions of the Agreement during the period under review, City Council, upon receipt of any report or recommendation from the Planning Commission, may initiate proceedings to modify or terminate the Agreement, at which time an administrative hearing shall be conducted, in accordance with the procedures of State law and Municipal Code Section 110-05. As part of that final determination, City Council may impose conditions that it considers necessary and appropriate to protect the interest of City.

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

**14. Default**. Subject to any applicable extension of time, failure by any party to perform any term or provision of this Agreement required to be performed by such party shall constitute an event of default ("Event of Default"). For purposes of this Agreement, a party claiming another party is in default shall be referred to as the "Complaining Party," and the party alleged to be in default shall be referred to as the "Party in Default." A Complaining Party shall not exercise any of its remedies as the result of such Event of Default unless such Complaining Party first gives notice to the Party in Default as provided in Section 14.1.1, and the Party in Default fails to cure such Event of Default within the applicable cure period.

**14.1. Procedure Regarding Defaults**.

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

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

**14.1.3. Failure to Assert**. Any failures or delays by a Complaining Party in asserting any of its rights and remedies as to any default shall not operate as a waiver of any default or of any such rights or remedies. Delays by a Complaining Party in asserting any of its rights and remedies shall not deprive the Complaining Party of its right to

institute and maintain any actions or proceedings, which it may deem necessary to protect, assert, or enforce any such rights or remedies.

**14.1.4. Notice of Default.** If an Event of Default occurs prior to exercising any remedies, the Complaining Party shall give the Party in Default written notice of such default. If the default is reasonably capable of being cured within thirty (30) days, the Party in Default shall have such period to effect a cure prior to exercise of remedies by the Complaining Party. If the nature of the alleged default is such that it cannot, practicably be cured within such thirty (30) day period, the cure shall be deemed to have occurred within such thirty (30) day period if: (a) the cure shall be commenced at the earliest practicable date following receipt of the notice; (b) the cure is diligently prosecuted to completion at all times thereafter; (c) at the earliest practicable date (in no event later than thirty (30) days after the curing party's receipt of the notice), the curing party provides written notice to the other party that the cure cannot practicably be completed within such thirty (30) day period; and (d) the cure is completed at the earliest practicable date. In no event shall Complaining Party be precluded from exercising remedies if a default is not cured within ninety (90) days after the first notice of default is given.

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

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

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

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

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

**16.2. Mortgagee Not Obligated**. Notwithstanding the provisions of Section 16.1 above, no Mortgagee shall have any obligation or duty under this Agreement, before or after foreclosure or a deed in lieu of foreclosure, to construct or complete the construction of improvements, or to guarantee such construction of improvements, or to guarantee such construction or completion, or to pay, perform or provide any fee, dedication, improvements or other exaction or imposition; provided, however, that a Mortgagee shall not be entitled to devote the Property to any uses or to construct any improvements thereon other than those uses or improvements provided for or authorized by the Project Approvals or by this Agreement.

**16.3. Notice of Default to Mortgagee and Extension of Right to Cure**. If City receives notice from a Mortgagee requesting a copy of any notice of default given Landowner hereunder and specifying the address for service thereof, then City shall deliver to such Mortgagee, concurrently with service thereon to Landowner, any notice given to Landowner with respect to any claim by City that Landowner has committed an Event of Default. Each Mortgagee shall have the right during the same period available to Landowner to cure or remedy, or to commence to cure or remedy, the Event of Default claimed set forth in City's notice. City, through its City Manager, may extend the cure period provided in Section 14.1.2 for not more than an additional sixty (60) days upon request of Landowner or a Mortgagee.

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

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

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

**20. Attorneys' Fees and Costs in Legal Actions By Third Parties to the Agreement**. If any person or entity not a party to this Agreement initiates an action at law or in equity to challenge the validity of any provision of this Agreement or the Project Approvals, the parties shall cooperate and appear in defending such action. Landowner shall bear its own

costs of defense as a real party in interest in any such action, and Landowner shall reimburse City on an equal basis for all reasonable court costs and attorneys' fees expended by City in defense of any such action or other proceeding.

21. **Transfers and Assignments**. From and after recordation of this Agreement against the Property, Landowner shall have the full right to assign this Agreement as to the Property, or any portion thereof, in connection with any sale, transfer or conveyance thereof, and upon the express written assignment by Landowner and assumption by the assignee of such assignment in the form attached hereto as Exhibit F and the conveyance of Landowner's interest in the Property related thereto, Landowner shall be released from any further liability or obligation hereunder related to the portion of the Property so conveyed and the assignee shall be deemed to be the "Landowner," with all rights and obligations related thereto, with respect to such conveyed property. Prior to recordation of this Agreement, any proposed assignment of this Agreement by Landowner shall be subject to the prior written consent of City Manager on behalf of City and the form of such assignment shall be subject to the approval of City Attorney, neither of which shall be unreasonably withheld.

22. **Agreement Runs with the Land**. Except as otherwise provided for in Section 15 of this Agreement, all of the provisions, rights, terms, covenants, and obligations contained in this Agreement shall be binding upon the parties and their respective heirs, successors and assignees, representatives, lessees, and all other persons acquiring the Property, or any portion thereof, or any interest therein, whether by operation of law or in any manner whatsoever. All of the provisions of this Agreement shall be enforceable as equitable servitude and shall constitute covenants running with the land pursuant to applicable laws, including, but not limited to, Section 1468 of the Civil Code of the State of California. Each covenant to do, or refrain from doing, some act on the Property hereunder, or with respect to any owned property; (a) is for the benefit of such properties and is a burden upon such properties; (b) runs with such properties; and (c) is binding upon each party and each successive owner during its ownership of such properties or any portion thereof, and shall be a benefit to and a burden upon each party and its property hereunder and each other person succeeding to an interest in such properties.

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

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

25. **Insurance**.

25.1. **Public Liability and Property Damage Insurance.** At all times that Landowner is constructing any improvements that will become public improvements, Landowner shall maintain in effect a policy of comprehensive general liability insurance with a

per-occurrence combined single limit of not less than one million ($1,000,000) dollars and a deductible of not more than ten thousand ($10,000.00) dollars per claim. The policy so maintained by Landowner shall name City as an additional insured and shall include either a severability of interest clause or cross-liability endorsement.

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

**25.3. Evidence of Insurance.** Prior to commencement of construction of any improvements which will become public improvements, Landowner shall furnish City satisfactory evidence of the insurance required in Sections 25.1 and 25.2 and evidence that the carrier is required to give City at least fifteen (15) days prior written notice of the cancellation or reduction in coverage of a policy. The insurance shall extend to City, its elective and appointive boards, commissions, officers, agents, employees and representatives and to Landowner performing work on the Project.

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

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

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

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

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

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

CH (ANATOLIA I), LP
Attn: Darryl Conrad
3001 I Street
Sacramento, CA 95816

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

**29. Form of Agreement; Recordation; Exhibits**. Except when this Agreement is automatically terminated due to the expiration of the Term of the Agreement or the provisions of Section 5.3 (Automatic Termination Upon Completion and Sale of Residential Lot), City shall cause this Agreement, any amendment hereto and any other termination of any parts or provisions hereof, to be recorded, at Landowner's expense, with the county Recorder within ten (10) days of the effective date thereof. Any amendment or termination of this Agreement to be recorded that affects less than all of the Property shall describe the portion thereof that is the subject of such amendment or termination. This Agreement is executed in three duplicate originals, each of which is deemed to be an original. This Agreement consists of 18 pages and 8 Exhibits, which constitute the entire understanding and agreement of the parties.

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

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

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

| "CITY" | "LANDOWNER" |
|---|---|
| CITY OF RANCHO CORDOVA,<br>a municipal corporation | CH (ANATOLIA I), LP<br>a California limited partnership |
| By: _____ | By: |
| Name: _____ | Name: Chris Stevens |
| Its: _____ | Its: |

ATTEST:

City Clerk

APPROVED AS TO FORM:

Adam U. Lindgren
Assistant City Attorney

## EXHIBIT LIST

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

## EXHIBIT A-1

## LEGAL DESCRIPTION OF THE PROPERTY

**The land referred to herein is situated in the State of California, County of Sacramento, City of Rancho Cordova, and is described as follows:**

1143.105
4/17/06
CES

# EXHIBIT "A-1"

## DESCRIPTION OF PROPERTY
## ANTHOLOGY AT ANATOLIA

All that certain real property situate in a portion of Fractional Section 8, Township 8 North, Range 7 East, Mount Diablo Base and Meridian, City of Rancho Cordova, County of Sacramento, State of California, said property being more particularly described as follows:

All of Lot 2 as shown on that certain Large Lot Map entitled "Anatolia" filed for record in Book 316 of Maps, at Page 8, Sacramento County Records.




Craig E. Spiess P.L.S. 7944
Expires: December 31, 2007

Date: 4/17/06

PREPARED BY WOOD RODGERS, INC
SACRAMENTO, CALIFORNIA

EXHIBIT A-2

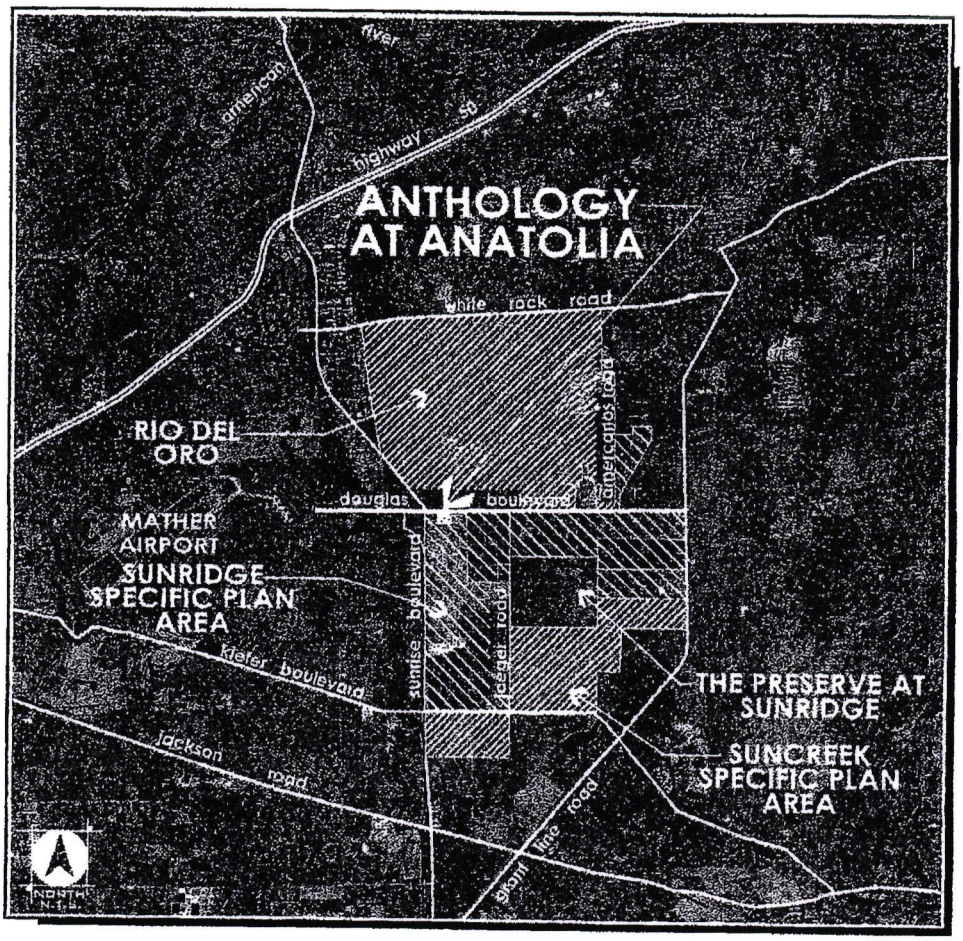
DIAGRAM OF THE PROPERTY

# EXHIBIT A-2 LOCATION MAP

# ANTHOLOGY AT ANATOLIA

CITY OF RANCHO CORDOVA, CALIFORNIA

APRIL 20, 2006




WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS
3301 C STREET, BLDG. 100-B, SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767

J:\Jobs\Sunridge 1200\Dwgs\Planning\Maps & Exhibits\RD-10 Sites\Development Agreement Exhibits\Exhibit_A-2.dwg 4/20/06 2:04pm smoss

**EXHIBIT B**

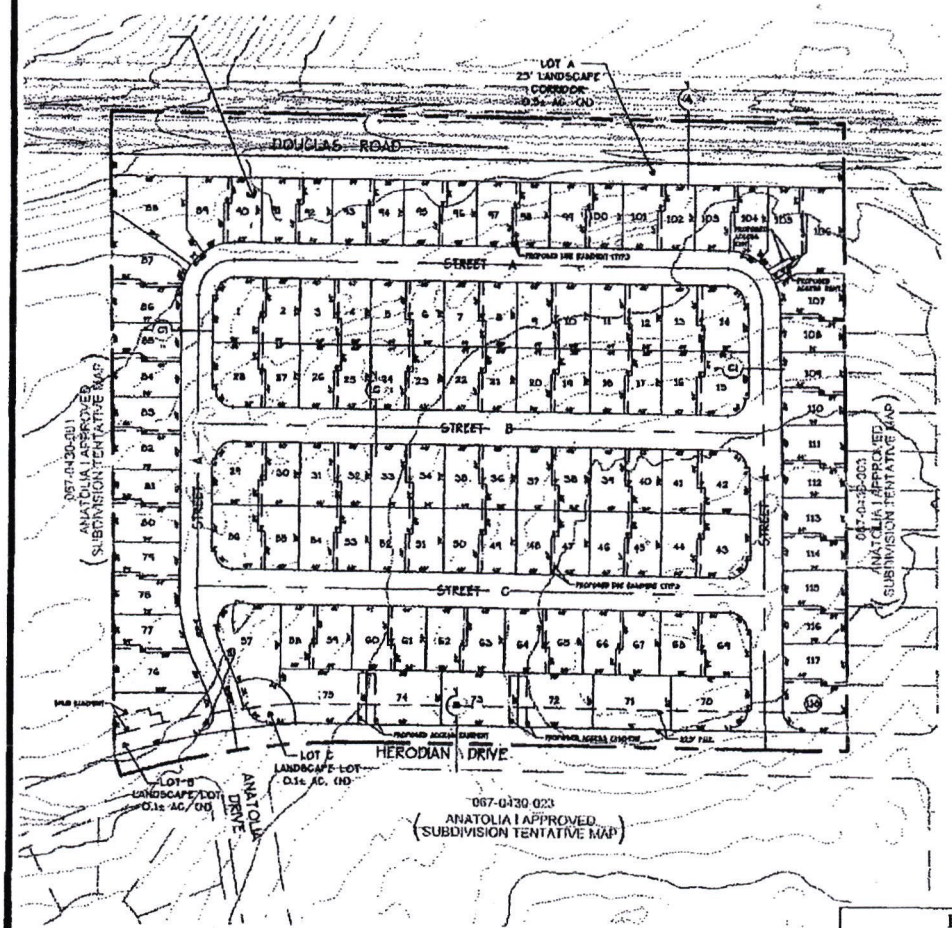
**ANTHOLOGY TENTATIVE SUBDIVISION MAP**

# EXHIBIT B TENTATIVE SUBDIVISION MAP

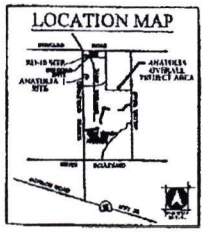
# ANTHOLOGY AT ANATOLIA

CITY OF RANCHO CORDOVA, CALIFORNIA

APRIL 20, 2006




## LOCATION MAP



## PROJECT NOTES

OWNER
AMI DEVELOPMENT IV, LP.
7000 COLLEGE TOWN DR.
SACRAMENTO, CA 95826
CONTACT: ELDER TSAKOPOULOS-ILIADOULARIS
PHONE: (916) 363-9300

APPLICANT/DEVELOPER
CATHEDRAL PACIFIC
1436 URBAN DRIVE, SUITE 100
SACRAMENTO, CA 95742
CONTACT: BRIAN YOUNG
PHONE: (916) 643-3444

ENGINEER/PLANNER/SURVEYOR
WOOD-RODGERS INC.
3301 'C' STREET, BLDG. 100-B
SACRAMENTO, CA 95816
CONTACT: GLEN ROSE/JOSH HODGSON
PHONE: (916) 341-7760

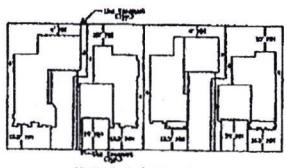
ASSESSOR'S PARCEL NUMBER
067-0430-002

AREA
143± ACRES

NUMBER OF LOTS/PARCELS
124 SINGLE FAMILY LOTS
3 LANDSCAPE LOTS

ZONING / PROPOSED ZONING
RD-10

PUBLIC SERVICES & FACILITY PROVIDERS
WATER/WASTEWATER: COUNTY OF SACRAMENTO
WATER: COUNTY OF SACRAMENTO
SEWER: SACRAMENTO COUNTY SANITATION DISTRICT 01
DRAINAGE: COUNTY OF SACRAMENTO
ELECTRICITY: SMUD
GAS: PACIFIC GAS & ELECTRIC
TELEPHONE: SBC
SCHOOL DISTRICT: ELK GROVE UNIFIED SCHOOL DISTRICT
FIRE DISTRICT: SACRAMENTO METRO FIRE DISTRICT
PARK DISTRICT: CORDOVA RECREATION & PARK DISTRICT



TYPICAL SETBACKS

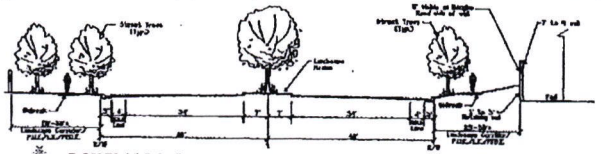
## LAND USE SUMMARY

| LOT NO./ VILLAGE NO. | GENERAL PLAN/ SPECIFIC PLAN/ ZONING DESIGNATIONS | USE | ACRES (GROSS) | ACRES (NET) | UNITS |
|---|---|---|---|---|---|
| VILLAGE 1 | LDR/SP-SD/RD-10 | SFD (CONVENTIONAL LOTS) | 13.9 | 13.1 | 118 |
| SUBTOTAL | | | 13.9 | 13.1 | 118 |
| LOTS A-C, DOUGLAS ROAD | LDR/SP-SD/RD-10 | LANDSCAPE LOTS / MAJOR ROAD | 0.1 / 1.0 | - / 1.0 | 0 / 0 |
| SUBTOTAL | | | 1.1 | 1.0 | 0 |
| TOTAL | | | 14.3 | 14.1 | 118 |

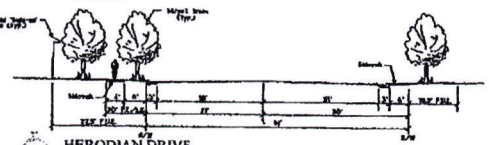
* LANDSCAPE CORRIDOR TOTALS ALREADY INCLUDED IN GROSS ACREAGES OF ABOVE PARCELS.

GROSS ACREAGES INCLUDE ALL STREETS AND LANDSCAPE CORRIDOR LOTS.
NET ACREAGES INCLUDE ONLY RESIDENTIAL STREETS SPLIT.

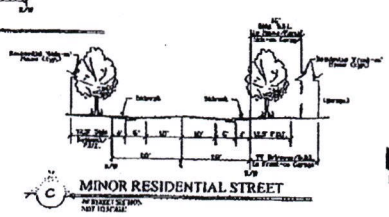
NOTES:
1. WOODSIDE RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS PURSUANT TO SECTION 66456.1(a) OF THE SUBDIVISION MAP ACT.
2. THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT.
3. A 10.5' PUBLIC UTILITY EASEMENT WILL BE LOCATED ADJACENT TO ALL PUBLIC STREETS OF THAT EXISTS AS APPROVED BY THE CITY ENGINEER.



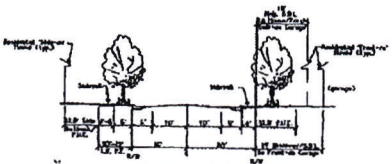
A DOUGLAS ROAD



B HERODIAN DRIVE



C MINOR RESIDENTIAL STREET



C1 MODIFIED MINOR RESIDENTIAL STREET

NORTH


WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS
3301 C STREET, BLDG. 100-B, SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767


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# EXHIBIT C

## INFILL PARK AND OPEN SPACE MAP

Exhibit C

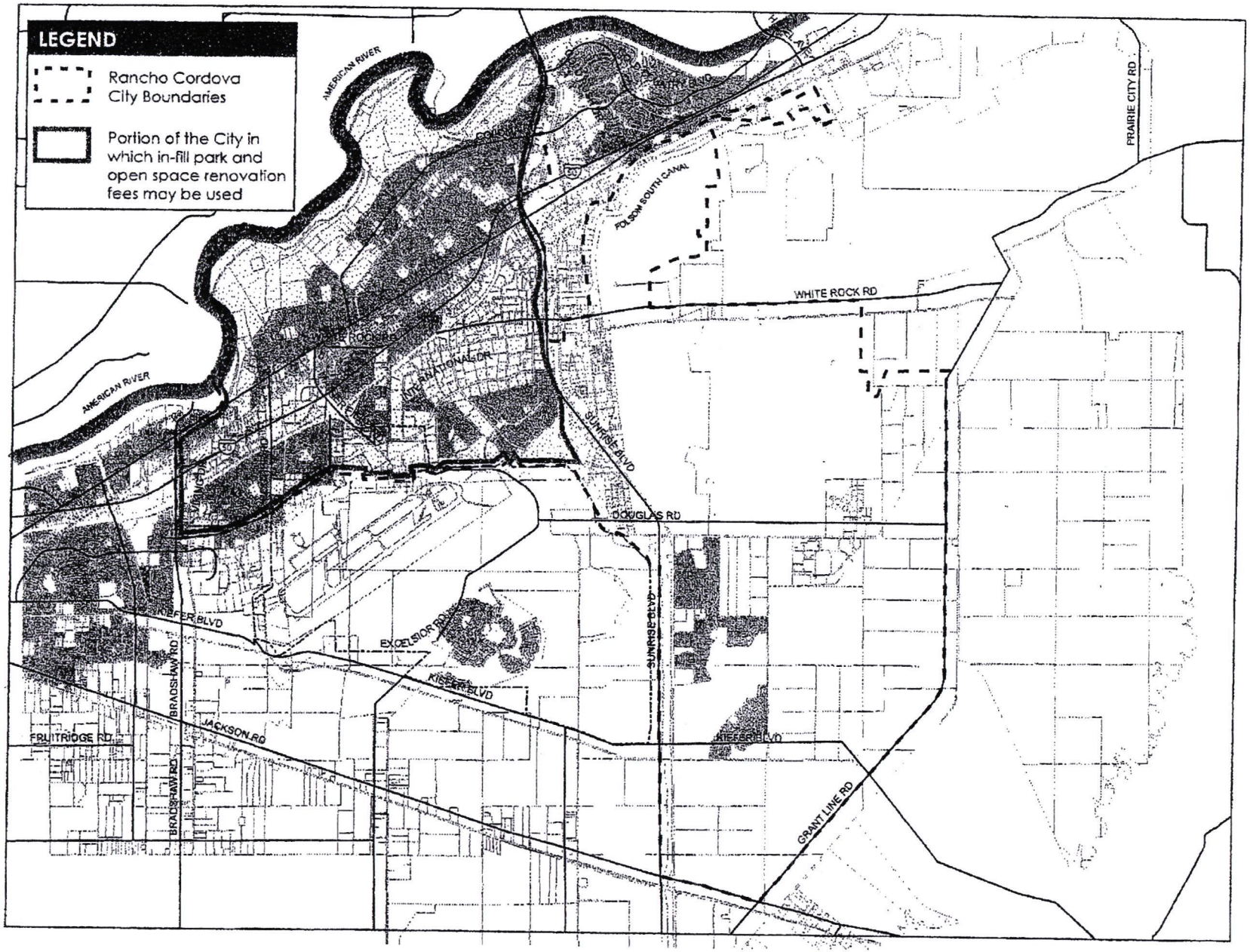

LEGEND
Rancho Cordova City Boundaries
Portion of the City in which in-fill park and open space renovation fees may be used
AMERICAN RIVER
AMERICAN RIVER
FOLSOM SOUTH CANAL
WHITE ROCK RD
INTERNATIONAL DR
SUNRISE BLVD
DOUGLAS RD
PRAIRIE CITY RD
KIEFER BLVD
EXCELSIOR RD
KIEFER BLVD
SUNRISE BLVD
KIEFER BLVD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

**EXHIBIT D-1**

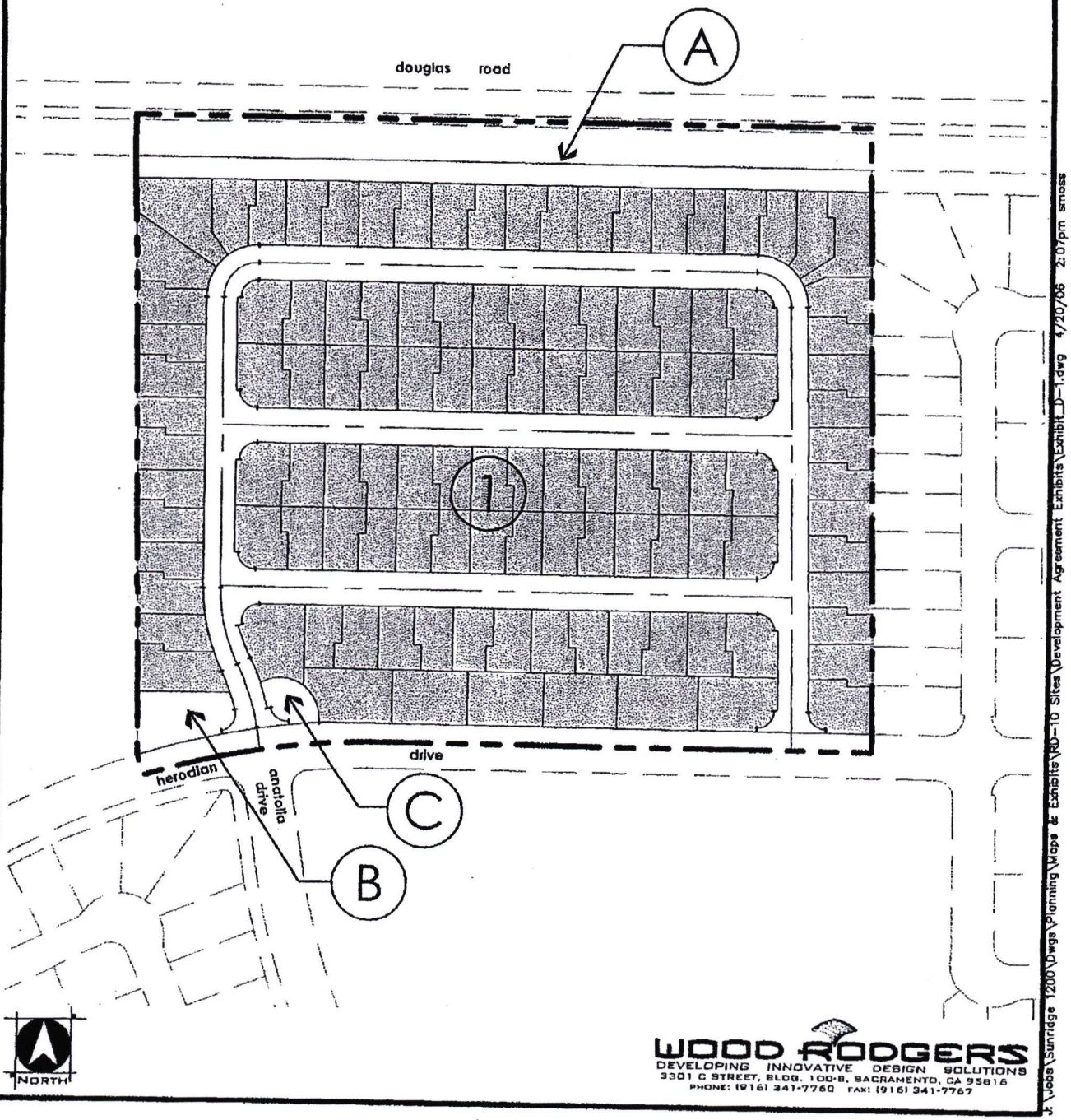
**LAND USE MAP FOR THE PROPERTY**

# EXHIBIT D-1 LAND USE MAP

# ANTHOLOGY AT ANATOLIA

CITY OF RANCHO CORDOVA, CALIFORNIA

APRIL 20, 2006




WOOD RODGERS

DEVELOPING INNOVATIVE DESIGN SOLUTIONS

3301 C STREET, BLDG. 100-B, SACRAMENTO, CA 95816

PHONE: (916) 341-7760 FAX: (916) 341-7767

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**EXHIBIT D-2**

**LAND USE TABLE**

# EXHIBIT D-2 LAND USE TABLE

# ANTHOLOGY AT ANATOLIA

CITY OF RANCHO CORDOVA, CALIFORNIA

APRIL 20, 2006

## LAND USE SUMMARY

| LOT NO./ VILLAGE NO. | GENERAL PLAN/ SPECIFIC PLAN/ ZONING DESIGNATIONS | USE | ACRES (N) | ACRES (G) | UNITS |
|---|---|---|---|---|---|
| VILLAGE 1 | LDR/RD-10/RD-10 | S-F RESIDENTIAL (CLUSTER LOTS) | 12.4 | 13.1 | 118 |
| SUBTOTAL | | | 12.4 | 13.1 | 118 |
| LOTS A-C | LDR/RD-10/RD-10 | LANDSCAPE LOTS | 0.7 | - | 0 |
| DOUGLAS ROAD | - | MAJOR ROAD | 1.0 | 1.0 | 0 |
| SUBTOTAL | | | 1.7 | 1.0 | 0 |
| TOTAL | | | 14.1 | 14.1 ACRES | 118 |

* LANDSCAPE CORRIDOR TOTALS ALREADY INCLUDED IN GROSS ACREAGES OF ABOVE PARCELS.

GROSS ACREAGES INCLUDE ALL STREETS AND LANDSCAPE CORRIDOR LOTS.
NET ACREAGES INCLUDE MINOR RESIDENTIAL STREETS ONLY.

NOTES:

1. SUBDIVIDER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS PURSUANT TO SECTION 66456.1 (A) OF THE SUBDIVISION MAP ACT.
2. THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT.
3. A 12.5' PUBLIC UTILITY EASEMENT WILL BE LOCATED ADJACENT TO ALL PUBLIC RIGHTS OF WAY EXCEPT AS APPROVED BY THE CITY ENGINEER.

note: see land use plan on previous page for detailed information

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS
3301 C STREET, BLDG. 100-B, SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767

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**EXHIBIT E**

**PARK DEDICATION LETTER**

Exhibit E

**river rock development company**
7700 college town drive, suite 250 – sacramento, ca 95826
phone: (916) 386-9675 fax: (916) 386-9854

April 24, 2006

Greg Foell
District Administrator
Cordova Recreation & Park District
2197 Chase Drive
Rancho Cordova, CA 95670

RE: Anatolia - Quimby Act Park Dedication on behalf of Cambridge Homes for Lot 2 (RD-10), known as Anthology at Anatolia **(Revised from 4/18/06)**

Dear Greg:

In satisfaction of Quimby Act parkland dedication requirements, as well as the Anthology at Anatolia Tentative Map Conditions of Approval, Sunridge-Anatolia, LLC has previously dedicated to the Cordova Recreation and Park District ("CRPD"), Lots A, D, G, 7 & 7A as shown on that Subdivision No. 01-0385.0 – Large Lot Map of Anatolia, recorded on June 18, 2003 in Book 316 of Maps at Page 8, as revised by that certain Boundary Line Adjustment recorded on June 16, 2004 in Book 20040616 at Page 1528, Official Records of Sacramento County. These five parcels of land consist of 35.50 net acres.

On October 23, 2003, we made the dedication of the Lot G Park to CRPD, on February 12, 2004 we made the dedication of the Lot A Park to CRPD, on June 9, 2004 we made the dedication of the Lot D Park to CRPD, and on July 20, 2005 we made the dedication of the Lot 7 and Lot 7A Park to CRPD. Since the initial dedication, we have requested that a total of 29.97 acres of the park dedication credits be applied to satisfy the requirements for twenty-four (24) villages in Anatolia I, II & III, leaving a remaining park credit balance of 4.20 acres.

Today, we would like to apply **2.44 acres** (0.02070 acres/s.f. lot x 118 lots) of park dedication to satisfy the Quimby Act park dedication requirements for Anthology at Anatolia, which is owned by CH (Anatolia I), LP, which is a Cambridge Homes entity, and is also sometimes referred to as Lot 2 of Anatolia I.

| Subdivision | Single Family Lots | Park Dedication |
|---|---|---|
| Anthology at Anatolia – Lot 2 | 118 | 2.44 |
| **Total** | **118** | **2.44** |

After the allocation of park dedication credits to US Home, our remaining park credit balance is 1.76 acres. The attached Park Credit Balance Sheet shows all of the park land dedications, credits utilized, and remaining credit balance.

Please send an e-mail to Marilyn Phelps at phelpsm@saccounty.net, with a copy to darryl.conrad@camhomes.com and to me at rcfong@aol.com, to let Marilyn know that this tentative map condition has been satisfied for the aforementioned village in Anatolia I.

If you should have any questions or need any further information, please do not hesitate to contact me.

Sincerely,

Ryan Fong

Attachments

c: Marilyn Phelps
Ryan Claycomb
Jean Perry
Darryl Conrad

ANATOLIA
PARK DEDICATION BALANCE SHEET
**Anatolia I - Cambridge (Anthology) - Lot 2 (RD-10) (Revised from 4/18/06)**
Prepared by: River Rock Development Company

| Submittal Date | Description | Prior Balance | Acreage Credit | Acreage Debit | New Balance |
|---|---|---|---|---|---|
| 10/23/2003 | Dedication of Parcel G (Large Lot Map of Anatolia - Subdivision No. 01-0385.0) | 0.00 | 20.46 | | 20.46 |
| 10/23/2003 | Assign Credits to Anatolia I - Village 1 (111 single family lots @ 0.0134 acres/lot) | 20.46 | Lennar | 1.49 | 18.97 |
| 10/23/2003 | Assign Credits to Anatolia I - Village 3 (149 single family lots @ 0.0134 acres/lot) | 18.97 | Lennar | 2.00 | 16.97 |
| 10/23/2003 | Assign Credits to Anatolia I - Village 4 (117 single family lots @ 0.0134 acres/lot) | 16.97 | Lennar | 1.57 | 15.40 |
| 10/23/2003 | Assign Credits to Anatolia I - Village 7 (132 single family lots @ 0.0134 acres/lot) | 15.40 | Lennar | 1.77 | 13.63 |
| 10/23/2003 | Assign Credits to Anatolia I - Village 8 (108 single family lots @ 0.0134 acres/lot) | 13.63 | Lennar | 1.45 | 12.18 |
| 10/23/2003 | Assign Credits to Anatolia II - Village 9A (101 single family lots @ 0.0134 acres/lot) | 12.18 | Lennar | 1.35 | 10.83 |
| 10/23/2003 | Assign Credits to Anatolia II - Village 9B (51 single family lots @ 0.0134 acres/lot) | 10.83 | Lennar | 0.68 | 10.15 |
| 10/23/2003 | Assign Credits to Anatolia II - Village 12A (60 single family lots @ 0.0134 acres/lot) | 10.15 | Lennar | 0.80 | 9.35 |
| 10/23/2003 | Assign Credits to Anatolia II - Village 12B (64 single family lots @ 0.0134 acres/lot) | 9.35 | Lennar | 0.86 | 8.49 |
| 12/4/2003 | Assign Credits to Anatolia II - Village 15 (114 single family lots @ 0.0134 acres/lot) | 8.49 | Lennar | 1.53 | 6.96 |
| 2/12/2004 | Assign Credits to Anatolia II - Village 16 (122 single family lots @ 0.0134 acres/lot) | 6.96 | DR Horton | 1.63 | 5.33 |
| 2/12/2004 | Assign Credits to Anatolia I - Village 6 (103 single family lots @ 0.0134 acres/lot) | 5.33 | Pulte | 1.38 | 3.95 |
| 2/12/2004 | Assign Credits to Anatolia II - Village 11 (56 single family lots @ 0.0134 acres/lot) | 3.95 | Pulte | 0.75 | 3.20 |
| 2/12/2004 | Assign Credits to Anatolia II - Village 10 (117 single family lots @ 0.0134 acres/lot) | 3.20 | JTS | 1.57 | 1.63 |
| 2/12/2004 | Assign Credits to Anatolia II - Village 13 (104 single family lots @ 0.0134 acres/lot) | 1.63 | JTS | 1.39 | 0.24 |
| 2/23/2004 | Dedication of Parcel A (Large Lot Map of Anatolia - Subdivision No. 01-0385.0) | 0.24 | 5.90 | | 6.14 |
| 2/23/2004 | Assign Credits to Anatolia II - Village 14 (92 single family lots @ 0.0134 acres/lot) | 6.14 | Cambridge | 1.23 | 4.91 |
| 3/31/2004 | Assign Credits to Anatolia I - Village 2 (106 single family lots @ 0.0134 acres/lot) | 4.91 | Morrison | 1.42 | 3.49 |
| 5/28/2004 | Assign Credits to Anatolia I - Village 5 (105 single family lots @ 0.0134 acres/lot) | 3.49 | Tim Lewis | 1.41 | 2.08 |
| 6/29/2004 | Dedication of Parcel D (Large Lot Map of Anatolia - Subdivision No. 01-0385.0) | 2.08 | 4.89 | | 6.97 |
| 6/29/2004 | Assign Credits to Anatolia III - Village 17 (91 single family lots @ 0.0134 acres/lot) | 6.97 | Lennar | 1.22 | 5.75 |
| 6/29/2004 | Assign Credits to Anatolia III - Village 18 (90 single family lots @ 0.0134 acres/lot) | 5.75 | Lennar | 1.21 | 4.54 |
| 6/29/2004 | Assign Credits to Anatolia III - Village 19 (82 single family lots @ 0.0134 acres/lot) | 4.54 | Lennar | 1.10 | 3.44 |
| 6/29/2004 | Assign Credits to Anatolia III - Village 20 (107 single family lots @ 0.0134 acres/lot) | 3.44 | Lennar | 1.43 | 2.01 |
| 7/20/2005 | Assign prtn. of Credits to Anatolia III - Village 21 (92 single family lots @ 0.0134 acres/lot) | 2.01 | Lennar | 0.73 | 1.28 |
| 7/20/2005 | Dedication of Lot 7 (BLA to Large Lot Map of Anatolia - Subdivision No. 01-0385.0) | 1.28 | 3.06 | | 4.34 |
| 7/20/2005 | Dedication of Lot 7A (BLA to Large Lot Map of Anatolia - Subdivision No. 01-0385.0) | 4.34 | 1.19 | | 5.53 |
| 4/19/2006 | Assign Credits to Anatolia II - Lot 8 (99 RD-10 single family lots @ 0.0134 acres/lot) | 5.53 | Lennar | 1.33 | 4.20 |
| | Assign Credits to Anatolia I - Lot 2 (118 RD-10 single family lots @ 0.01475 acres/lot) | 4.20 | Cambridge | 2.44 | 1.76 |
| Totals to Date | | | 35.50 | 33.74 | 1.76 |

**EXHIBIT F**

**FORM OF ASSIGNMENT**

OFFICIAL BUSINESS
Document entitled to free recording
Government Code Section 6103

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

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

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

**ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO ANTHOLOGY at ANATOLIA**

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

**RECITALS**

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

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

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

**ASSIGNMENT AND ASSUMPTION**

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

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

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

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

4. The Notice Address described in Section 28 of the Development Agreement for the Developer with respect to the Assigned Parcel shall be:

_____
_____
_____
_____

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

DEVELOPER:

CH (ANATOLIA I), LP
A California limited partnership

By: _____
Print Name: Chris Stevens
Title: General Partner

'ASSIGNEE:

_____,
a _____

By: _____
Print Name: _____
Title: _____

**CITY OF RANCHO CORDOVA**

**ORDINANCE NO. 42-2006**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AMENDING RANCHO CORDOVA ORDINANCE 4-2003 RELATING TO THE DEFINITION OF TRANSIENT IN THE TRANSIENT OCCUPANCY TAX ORDINANCE**

**WHEREAS**, on July 1, 2003, the Rancho Cordova City Council adopted Ordinance No. 4-2003, authorizing the continued imposition of the existing Sacramento County transient occupancy tax (Sacramento County Code, title 3, chapter 3.08, approved by voters on November 5, 2002) within the City of Rancho Cordova; and

**WHEREAS**, on April 19, 2004, the Rancho Cordova City Council adopted Ordinance 12-2004, amending certain sections of Ordinance 4-2003 relating to the imposition of a transient occupancy tax; and

**WHEREAS**, the City has found that certain changes to Ordinance No. 4-2003 are necessary in order to achieve, improve and enhance the intent, administration and enforcement of the Transient Occupancy Tax Ordinance; and

**WHEREAS**, this ordinance will not increase or alter the existing rate at which transients are already taxed.

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

**Section 1.** Ordinance No. 4-2003, Section 2, "Definitions," subsection (d) is hereby amended to read as follows:

(d) "Transient" means:

1. Any person, other than an individual, who exercises occupancy or is entitled to occupancy by reason of concession, permit, right of access, license or other agreement, for any period of time, or

2. Any individual who personally exercises occupancy or is entitled to occupancy by reason of concession, permit, right of access, license or other agreement for a period of thirty (30) consecutive calendar days or less, counting portions of calendar days as full days. Any such individual so occupying space in a Hotel shall be deemed to be a Transient until the period of thirty days (30) has expired unless there is an agreement in writing between the operator and the occupant providing for a longer period of occupancy. In

determining whether an individual is a Transient, uninterrupted periods of time extending both prior and subsequent to the effective date of the ordinance may be considered.

**Section 2.** Severability

If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are severable This City Council hereby declares that it would have adopted this ordinance irrespective of the invalidity of any particular portion thereof and intends that the invalid portions should be served and the balance of the ordinance be enforced.

**Section 3.** Effective Immediately.

Within fifteen (15) days from and after adoption, this Ordinance shall be published once in the Grapevine Independent, a newspaper of general circulation printed and published in Sacramento County and circulated in the City of Rancho Cordova, in accordance with Government Code Section 36933. This Ordinance shall take effect and be enforced thirty (30) days after its inception.

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

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

_____
Robert J. McGarvey, Mayor

**ATTEST:**

_____
Lillian E. Hare, City Clerk

**CITY OF RANCHO CORDOVA**

**ORDINANCE NO. 43-2006**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING AND ADOPTING THE REDEVELOPMENT PLAN FOR THE RANCHO CORDOVA REDEVELOPMENT PROJECT**

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

**WHEREAS,** the City Council of the City of Rancho Cordova (the "**City Council**") proposes to adopt the Redevelopment Plan (the "**Plan**") for the Rancho Cordova Redevelopment Project (the "**Project**");

**WHEREAS,** the Community Redevelopment Agency of the City of Rancho Cordova (the "**Agency**") is a duly constituted redevelopment agency under the laws of the State of California;

**WHEREAS,** the purpose of the Plan is to include portions of the City of Rancho Cordova (the "**City**") in a redevelopment project area (the "**Project Area**");

**WHEREAS,** the City Council has received from the Agency the Plan for the Project, a copy of which is on file at the office of the City Clerk, together with the Agency's Report to the City Council on the Rancho Cordova Redevelopment Plan Adoption ("**Report to Council**") which includes a description of the reasons for selection of the Project Area, a description of the projects proposed to be undertaken by the Agency, a description of the physical and economic conditions existing in the Project Area, the proposed method of financing the redevelopment of the Project Area, a plan for the relocation of families and persons who may be temporarily or permanently displaced from housing facilities in the Project Area, an analysis of the Preliminary Plan, the report and recommendations of the Planning Commission of the City of Rancho Cordova (the "**Planning Commission**") as to the conformity of the Plan with the City's General Plan, the Owner Participation Rules, an implementation plan, a neighborhood impact report, a summary of consultations with Project Area owners and businesses, an environmental impact report on the Plan (the "**Final EIR**"), the report of the county fiscal officer and the Agency's analysis thereof and summary of consultations with taxing agencies;

**WHEREAS**, as set forth in City Council Resolution No. 30-2006 and Agency Resolution No. 29-2006, each adopted on March 20, 2006 the City Council and the Agency have each determined that establishment of a Project Area Committee is not required pursuant to California Community Redevelopment Law (California Health and Safety Code Section 33000 *et seq.)* ("**CRL**");

**WHEREAS**, Agency staff and consultants have conducted public workshops and transmitted information about the Project, the Plan, and the redevelopment process to Project Area residents, property owners and business occupants;

**WHEREAS,** the Planning Commission has submitted to the City Council its report and recommendations concerning the Plan and its determination that the Plan conforms to the General Plan for the City of Rancho Cordova;

**WHEREAS,** on June 19, 2006, the City Council and the Agency held a joint public hearing on the adoption of the Plan in the City Council Chambers at Rancho Cordova City Hall;

**AGENDA ITEM #** 15

**WHEREAS**, notice of the public hearing was published in a newspaper of general circulation in Sacramento County once per week for four weeks prior to the date of the hearing, and a copy of such notice and affidavit of publication are on file with the City Clerk and Secretary of the Agency;

**WHEREAS**, notice of the public hearing together with a statement concerning acquisition of property by the Agency was sent by first class mail to the last known address of each assessee of each parcel of land in the Project Area, as shown on the last equalized assessment roll for the County of Sacramento;

**WHEREAS**, notice of the public hearing was sent by first class mail to all residents and businesses within the Project Area;

**WHEREAS,** notice of the public hearing was mailed by certified mail with return receipt requested to the governing body of each taxing agency that receives taxes from property in the Project Area;

**WHEREAS,** the Agency as lead agency under the California Environmental Quality Act (**"CEQA"**) prepared and certified a Final EIR for the Plan. The City Council, as a Responsible Agency under CEQA, considered the certified Final EIR before approving and adopting the Plan and adopted CEQA mitigation findings, findings regarding alternatives, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program as further set forth in Resolution 118-2006, dated June 26, 2006 and incorporated herein by reference. The City Council adopted the identified mitigation measures as interim mitigation measures pending adoption of the City's General Plan, as further set forth in Resolution 119-2006, dated June 26, 2006 and incorporated herein by reference;

**WHEREAS,** the City Council has considered the report and recommendation of the Planning Commission, the Report to Council, the Plan and its economic feasibility, and the Final EIR, has provided an opportunity for all persons to be heard, and has received and considered all evidence and testimony presented for or against any and all aspects of the Plan and has made written findings in response to each written objection of an affected property owner or taxing entity filed with the City Clerk prior to the conclusion of the joint public hearing.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:**

Section 1. The purposes and intent of the City Council with respect to the Project Area and the Plan are to accomplish the following:

1.1 ECONOMIC DEVELOPMENT

1.1.1. Retain existing businesses and attract new businesses to Project Area locations designated for business activity; promote economic development of environmentally sound, light industrial and commercial uses.

1.1.2 Increase employment opportunities and job training.

1.1.3 Assist neighborhood commercial revitalization, and attract more uses that serve the local community including neighborhood- serving retail.

1.1.4 Promote historical and cultural programs, improvements, amenities, and other development to revitalize the Project Area.

1.2 BUILDING REHABILITATION

1.2.1 Stimulate opportunities for adaptive re-use and preservation of existing building stock in the Project Area.

1.2.2 Facilitate economic development by improving and rehabilitating substandard buildings and targeting infill on vacant lots in the Project Area.

1.2.3 Encourage and assist the rehabilitation of historically significant properties to avoid demolition or replacement.

1.2.4 Provide opportunities for participation by owners and tenants in the revitalization of their properties.

1.3 TRANSPORTATION AND CIRCULATION

1.3.1 Improve pedestrian and vehicular circulation in the Project Area through the assembly of land into parcels suitable for modern, integrated development.

1.3.2 Develop a transportation system integrated with the pattern of residential, commercial and shopping areas to provide safe, convenient and efficient movement within the City and to other parts of the region.

1.3.3 Facilitate and encourage transit oriented development throughout the Project Area and City-wide.

1.4 SITE PREPARATION AND DEVELOPMENT

1.4.1 Stimulate in-fill development and land assembly opportunities on obsolete, underutilized, incompatible and vacant property in the Project Area.

1.4.2 Redesign and redevelop areas that are stagnant or improperly utilized.

1.4.3 Mitigate and reduce conflicts between residential and industrial uses in the Project Area.

1.5 PUBLIC IMPROVEMENTS AND FACILITIES

1.5.1 Provide the framework and infrastructure for restoring economic health to the Project Area.

1.5.2 Provide streetscape improvements, utility undergrounding, open space, parking and community facilities to enhance neighborhood quality and foster economic and neighborhood vitality.

1.5.3 Develop adequate civic, recreational, educational and cultural centers in locations for the best service to the community and in ways that will promote a sense of community and civic pride.

1.5.4. Improve public safety for people living and working in the Project Area.

1.5.5 Minimize/eliminate environmental hazards within the Project Area.

1.6 HOUSING

1.6.1 Improve the quality of housing by assisting new construction, rehabilitation, and conservation of single- and multi-family homes.

1.6.2 Expand, improve, and preserve the City's supply of housing affordable to persons and families with low- and moderate-incomes.

1.6.3 Stimulate home ownership opportunities in the Project Area and City-wide.

Section 2. The City Council hereby finds and determines, based on the evidence in the record, including, but not limited to, the Report to Council and all documents referenced therein, and evidence and testimony received at the joint public hearing on adoption of the Plan held on June 19, 2006, that:

(a) The Project Area is a blighted area, the redevelopment of which is necessary to effectuate the public purposes declared in the CRL. This finding is based on the following conditions which characterize the Project Area as documented in the Report to Council:

Physical Blighting Conditions

(1) Buildings in which it is unsafe or unhealthy for persons to live or work, including buildings characterized by serious building code violations, physical and structural deficiencies, dilapidation and deterioration, defective design or physical construction, faulty or inadequate utilities, lead paint hazards, and other similar factors.

(2) Factors that prevent or substantially hinder the economically viable use or capacity of buildings or lots, including flood hazards, adverse soil conditions, illegal dumping, the presence of hazardous waste, landlocked parcels, impaired access and circulation, and similar factors including obsolescence.

(3) Adjacent or nearby incompatible uses that prevent economic development, including residential uses in close proximity to warehouse and industrial uses, commercial and residential uses in proximity to interstate highways and rail lines, and similar incompatible uses in close proximity.

(4) Existence of subdivided lots of irregular form and inadequate size in multiple ownership.

Economic Blighting Conditions

(1) Depreciated or stagnant property values or impaired investments, including properties contaminated with potentially hazardous materials and wastes.

(2) Abnormally high business vacancies, abnormally low lease rates, and vacant or abandoned properties.

(3) Residential overcrowding, excessive adult businesses, and high crime rates.

Inadequate Public Improvements.

(1) Deficient street and sidewalk conditions.

(2) Circulation deficiencies.

(3) Inadequate sewage and wastewater facilities.

The foregoing conditions are so prevalent and so substantial that they are causing and will increasingly cause a reduction of, and lack of, proper utilization of the area to such an extent that they constitute a serious physical and economic burden on the City which cannot reasonably be expected to be reversed or alleviated by private enterprise or governmental action, or both, without redevelopment. This finding is based on the fact that governmental action available to the City without redevelopment would be insufficient to cause any significant correction of the blighting conditions, and that the nature and costs of the public improvements and facilities and other actions required to correct the blighting conditions are beyond the capacity of the City and private enterprise acting alone or in concert without redevelopment.

(b) The Plan will enable the Project Area to be redeveloped in conformity with the CRL and in the interest of the public peace, health, safety and welfare. This finding is based upon the fact that redevelopment of the Project Area, including the planning, development, replanning, redesign, clearance, reconstruction and other efforts will implement the objectives of the CRL by aiding in the elimination of conditions of blight, providing for higher economic and more beneficial use of under-utilized land, the development of affordable housing, and the construction and installation of public improvements, facilities and utilities in areas which are currently inadequately served.

(c) The adoption and carrying out of the Plan is economically sound and feasible. This finding is based on the fact that under the Plan, the Agency will be authorized to seek and utilize a variety of potential financing resources, including property tax increment; that the nature and timing of public redevelopment assistance will depend on the amount and availability of such financing resources, including tax increment, generated by new investment in the Project Area; and that under the Plan no public redevelopment activity can be undertaken unless the Agency can demonstrate that it has adequate revenue to finance the activity.

(d) The Plan conforms to the General Plan of the City of Rancho Cordova, including, but not limited to, the Housing Element of the General Plan, which substantially complies with the requirements of Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7 of the Government Code. This finding is based on the finding of the Planning Commission that the Plan conforms to the General Plan for the City of Rancho Cordova as currently in effect and as it may hereafter be amended.

(e) The carrying out of the Plan will promote the public peace, health, safety and welfare of the City of Rancho Cordova and will effectuate the purposes and policies of the CRL. This finding is based on the fact that redevelopment will benefit the Project Area by correcting conditions of blight as previously described herein, by coordinating public and private actions to stimulate development and improve the economic and physical conditions within the Project Area, and by increasing employment, recreation and housing opportunities within the City.

(f) The condemnation of nonresidential real property as authorized in the Plan is necessary to the execution of the Plan, and adequate provisions have been made for the payment for nonresidential property that may be acquired as provided by law. This finding is based upon: (i) the need to ensure that the provisions of the Plan will be carried out, (ii) the fact that the Plan provides the Agency with limited authority to use eminent domain to acquire nonresidential property when necessary for Plan implementation and efforts to acquire such property by negotiation have failed, (iii) the need to prevent the recurrence of blight, and (iv) the fact that the Agency has adopted Relocation Guidelines which make provision for payment of property to be acquired as provided by law.

(g) The Agency plans no displacement of persons; however, in the event any displacement does occur, the Agency has a feasible method and plan for the relocation of families, persons and businesses that might be temporarily or permanently displaced as a result of Agency action. This finding is based upon the fact that the Agency has adopted Relocation Rules and Regulations and Rules Governing Participation by Property Owners and Preferences for Business Occupants which each provide guidelines in the event that displacement of families, persons or businesses is necessary. Furthermore the Plan requires provision of relocation assistance in accordance with applicable law.

(h) There are, or will be, provided within the Project Area or within other areas not generally less desirable with regard to public utilities and public and commercial facilities and at rents or prices within the financial means of the families and persons who might be displaced from the Project Area, decent, safe and sanitary dwellings equal in number to the number of and available to such displaced families and persons and reasonably accessible to their places of employment. This finding is based upon the fact that no persons are expected to be displaced as a result of the implementation of the Plan, and upon the fact that even if persons were to be displaced, there are sufficient existing dwellings which would be available to such persons.

(i) Families and persons shall not be displaced prior to the adoption of a relocation plan pursuant to CRL Sections 33411 and 33411.1. Dwelling units housing persons and families of low or moderate income shall not be removed or destroyed prior to the adoption of a replacement housing plan pursuant to CRL Sections 33334.5, 33413, and 33413.5. This finding is based upon the fact that the Agency has adopted a plan for relocation of families, persons and businesses affected by Agency projects which requires the adoption of a relocation plan prior to any displacement, and the Plan provides for relocation assistance in accordance with law.

(j) Inclusion of any lands, buildings, or improvements which are not detrimental to the public health, safety or welfare is necessary for the effective redevelopment of the entire Project Area, and no such area is included for the purpose of obtaining the allocation of tax increment revenues without other substantial justification for its inclusion. This finding is based upon the fact that all properties within Project Area boundaries were included because they are underutilized, blighted, or affected by the existence of blighting influences, or because they are necessary accomplish the objectives and benefits of the Plan because they are surrounded by or adjacent to blighted properties, they are necessary to enable coordinated completion of improvements along commercial corridors, or because of the need to impose uniform requirements on the Project Area as a whole.

(k) All noncontiguous areas of the Project Area are either blighted or necessary for effective redevelopment and are not included for the purpose of obtaining the allocation of taxes from the areas pursuant to CRL Section 33670 without other substantial justification for their inclusion. This finding is based upon the fact that the boundaries of the Project Area were chosen to include lands that are underutilized because of blighting influences or that are affected by the existence of blighting influences, and land uses that significantly contribute to the conditions of blight and whose inclusion in necessary to accomplish the objectives and benefits of the Plan.

(l) The elimination of blight and the redevelopment of the Project Area could not reasonably be expected to be accomplished by private enterprise acting alone, without the aid and assistance of the Agency. This finding is based upon the existence of blighting influences, as described in the Agency's Preliminary Report and Report to Council, including the lack of adequate public improvements and facilities, structural deficiencies, dilapidation and deterioration, factors that hinder economically viable use, lots of irregular, form, shape and inadequate size, depreciated or stagnant property values or impaired investments, and

excessive vacant lots as enumerated in the record including the Report to Council. The lack of private investment incentive, and the cost of requiring individuals (through assessments or otherwise) to eradicate or significantly alleviate such blighting conditions, and the inadequacy of other governmental programs and financing mechanisms to eradicate or significantly eliminate such blighting conditions, make elimination of blight in the Project Area infeasible without the aid and assistance of the Agency under the Plan and the CRL.

(m) The Project Area is a predominantly urbanized area. This finding is based upon information contained in the Agency's Preliminary Report and the Report to Council, which demonstrates that all of the property in the Project Area has been or is developed for urban uses.

(n) The time limitations in the Plan are reasonably related to the proposed projects to be implemented in the Project Area and to the ability of the Agency to eliminate blight within the Project Area. This finding is supported by the fact that redevelopment depends in large part, upon private market forces beyond the control of the Agency, and shorter limitations would impair the Agency's ability to be flexible and respond to market conditions as and when appropriate and would impair the Agency's ability to maintain development standards and controls over a period of time sufficient to assure area stabilization. In addition, shorter time limitations would limit the revenue sources and financing capacity necessary to carry out proposed projects in the Project Area.

(o) The Plan contains adequate safeguards so that the work of redevelopment will be carried out pursuant to the Plan. The Plan provides for the retention of controls and the establishment of restrictions and covenants running with the land sold or leased for private use for periods of time and under conditions specified in the Plan, which the City Council deems necessary to effectuate the purposes of the Community Redevelopment Law.

Section 3. The City Council is satisfied that permanent housing facilities will be available within three years from the time any residents of the Project Area, are displaced, if any, and that pending the development of such facilities, there will be available to any such displaced residents temporary housing facilities at rents comparable to those in the City at the time of their displacement. This finding is based upon the fact that the Plan provides that no persons or families of low and moderate income shall be displaced from residences unless and until there is a suitable housing unit available and ready for occupancy by such displaced persons or families at rents comparable to those at the time of their displacement and that such housing units shall be suitable to the needs of such displaced persons or families and shall be decent, safe, sanitary and otherwise standard dwellings.

Section 4. The City Council is satisfied that the requirements of Health and Safety Code §33363 have been satisfied in that the City Council has considered all objections presented at the public hearing, and has adopted written findings in response to all written objections received prior to the close of the public hearing on the Plan, and following consideration by the City Council, all written and oral objections have been and are hereby overruled.

Section 5. The Final EIR for the Plan, a copy of which is on file in the office of the Agency and in the office of the City Clerk, having been duly reviewed and considered, is hereby incorporated into this Ordinance by reference and made a part hereof. All activities undertaken by the Agency and/or the City of Rancho Cordova pursuant to or in implementation of the Plan, shall be undertaken in accordance with the mitigation measures and monitoring program adopted in connection with the Final EIR and Plan, and the Agency shall undertake such additional environmental review or assessment as necessary at the time of the proposed implementation of such activities.

Section 6. The Plan, including all maps and documents contained therein or incorporated therein by reference, a copy of which is on file in the office of the Agency and the office of the City Clerk, having been duly reviewed and considered is hereby incorporated into this Ordinance by reference and made a part hereof, and as so incorporated is hereby designated, approved, and adopted as the official Redevelopment Plan for the Rancho Cordova Redevelopment Project.

Section 7. In order to implement and facilitate the effectuation of the Plan hereby approved, the City Council hereby: (a) pledges its cooperation in helping to carry out the Plan, (b) requests the various officials, departments, boards, and agencies of the City having administrative responsibilities in the Project Area likewise to cooperate to such end and to exercise their respective functions and powers in a manner consistent with redevelopment of the Project Area, (c) stands ready to consider and take appropriate action upon proposals and measures designed to effectuate the Plan, and (d) declares its intention to undertake and complete any proceeding, including the expenditure of moneys, necessary to be carried out by the City under the provisions of the Plan.

Section 8. The City Clerk is hereby directed to send a certified copy of this Ordinance to the Agency, whereupon the Agency is vested with the responsibility for carrying out the Plan.

Section 9. The City Clerk is hereby directed to record with the County Recorder of Sacramento County a description of the land within the Project Area and a statement that proceedings for the redevelopment of the Project Area have been instituted under the CRL.

Section 10. The Building Department of the City is hereby directed for a period of two (2) years after the effective date of this Ordinance to advise all applicants for building permits within the Project Area that the site for which a building permit is sought for the construction of buildings or for other improvements is within a redevelopment project area.

Section 11. The City Clerk is hereby directed to transmit within thirty (30) days following the adoption of the Plan, a copy of the description and statement recorded by the City Clerk pursuant to Section 9 of this Ordinance, a copy of this Ordinance, and a map or plat indicating the boundaries of the Project Area, to the Auditor-Controller and Assessor of the County of Sacramento, to the governing body of each of the taxing agencies which receives taxes from property in the Project Area, and to the State Board of Equalization.

Section 12. The City Clerk is hereby authorized and directed to certify to the passage of this Ordinance and to cause the same to be published in a newspaper of general circulation which is published and circulated in the City of Rancho Cordova.

Section 13. If any part of this Ordinance or the Plan which it approves is held to be invalid for any reason, such decision shall not affect the validity of the remaining portion of this Ordinance or of the Plan, and the City Council hereby declares that it would have passed the remainder of the Ordinance or approved the remainder of the Plan if such invalid portion thereof had been deleted.

Section 14. This Ordinance shall be in full force and effect thirty (30) days after passage.

Introduced and first read by title only at a regular meeting of the City Council of the City of Rancho Cordova held the 26th day of June 2006, and thereafter **PASSED AND ADOPTED** at an adjourned regular meeting of said City Council held the 5th day of July 2006, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTENTIONS:**

APPROVED:

_____

Robert J. McGarvey, Mayor

**ATTEST:**

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Lillian E. Hare, City Clerk

# MEMORANDUM

**DATE:** July 5, 2006

**TO:** Honorable Mayor and Council Members

**FROM:** Cyrus Abhar, Director of Public Works

**SUBJECT:** **AUTHORIZATION TO EXECUTE CONTRACT FOR THE FOLSOM SOUTH CANAL CORRIDOR STUDY**

## RECOMMENDATION

It is recommended that the City Council authorize the City Manager to execute a consultant contract for the Folsom South Canal Corridor Study. Funding for this project will be provided through a Caltrans grant ($150.000.00) and a contribution by the Folsom South Canal Partnership totaling $264,000.00. The City of Rancho Cordova has contributed $30,000.00 and will continue to provide staff time for project oversight.

## RESULT OF RECOMMENDED ACTION

This action will allow the City Manager to execute a contract for consultant services with Nolte Associates, Inc. that will develop a multi-modal plan for lands adjacent to the Folsom South Canal. The contract will be managed by the Folsom South Canal Partners with the Highway 50 TMA as a point contact.

## BACKGROUND

The Folsom South Canal Partners have obtained a Caltrans grant for a planning study that will integrate the Canal and adjacent lands into planning efforts south of Highway 50. The Corridor Study will examine how to transform lands adjacent to the Canal into a multi-modal transportation corridor addressing the following:

- Emphasizing multi-modal linkages
- Planning, funding and facilitating the construction of a new light rail station along the canal
- Planning for appropriate transit supportive development
- Connecting new residential neighborhoods with existing and future office park, commercial, educational and recreational opportunities
- Alleviating existing and expected traffic congestion
- Assisting in improving air quality in the region.

The Folsom South Canal Partnership solicited proposals for the project and received three statements of interest. A selection team with representatives from Sacramento County, the City of Rancho Cordova and the private sector was then appointed to select the consultant through a competitive process.

**AGENDA ITEM # 16**

**MEMORANDUM**

**DATE:** July 5, 2006

**TO:** Mayor and Council Members

**FROM:** William J. Thomas, Chief Financial Officer

**SUBJECT:** **RESOLUTION AMENDING CFD 2004-1**

## RECOMMENDATION

Approve the Resolution of Consideration (Resolution No. 96-2006) based on the updated Rate and Method of the Special Tax Formula, setting a public hearing and property owner election for August 7, 2006.

## RESULT OF RECOMMENDED ACTION

The result of the proposed action will result in the greater security of the police services special tax and align the tax to both the length of the bonds as well as Revenue Neutrality.

## BACKGROUND

The City of Rancho Cordova formed Community Facilities District No. 2004-1 for the Sunridge Park Project pursuant to Mello-Roos law. The District was formed to help fund public infrastructure improvements of benefit to the Project. The District was not formed to provide an ongoing Police Services Special Tax. Rather, a separate Police Safety Special Tax was established for the District under a separate government code from Mello-Roos law. The City now wishes to adjust the tax for Police Services that has been approved for Sunridge Park Project. This adjustment will not change the tax rate or basic economics that was previously approved or the manner in which it is collected. Rather, the adjustment will align the tax with Community Facilities District Law (Mello-Roos) – allowing for more straight-forward ongoing administration by the City.

The Police Services Tax that was approved on the Sunridge Park Project under the provisions of Government Code Section 53978. The plan is for the Rate & Method of the Special Tax that has been approved for the Project to be changed to include both (1) a Special Tax for Facilities and (2) a Special Tax for Public Safety. Both tax rates will remain consistent with what was previously approved for each purpose. Following approval of the new tax structure, the previous tax

that was put in place for Public Safety will be removed from the Sunridge Park Project.

This simple adjustment will allow the City to have both taxes on your Project consistent with CFD law. As these taxes will be in place for several decades, the ongoing administration for the City will be more straight-forward if both taxes are consistent under the same law.

The adjustment to the Police Services Special Tax is similar to the original formation of the Community Facilities District for the Project – requiring two City Council actions over a 30-day period. The Council will approve the Resolution of Consideration tonight – setting a public hearing and property owner election for July 5, 2006. Following approval by the property owner election, the City Council will adopt the Resolution of Approval – approving the change to the Rate & Method of the Special Tax Formula.

## FISCAL IMPACT

The City is highly dependent on the Police Tax, especially during the next 28 years to fund police services to new development areas. This change will align the Police Services Tax with the Mello-Roos district that will overlay the tax services district.

## ATTACHMENT

Resolution No. 96-2006 including (Exhibit A) Sunridge Park Area Community Facilities District No. 2004-1 – Rate and Method of Apportionment of Special Tax and (Exhibit B) List of Facilities Authorized to be Funded by CFD No. 2004-1

**CITY OF RANCHO CORDOVA**

**RESOLUTION NO. 96-2006**

**A RESOLUTION OF THE CITY COUNCIL OF CONSIDERATION TO AMEND THE RATE AND METHOD OF APPORTIONMENT AND LIST OF FACILITIES FOR SUNRIDGE PARK AREA COMMUNITY FACILITIES DISTRICT NO. 2004-1, SETTING AN ELECTION OF THE ELIGIBLE VOTERS WITHIN THE DISTRICT ON THE QUESTION OF SUCH AMENDMENT**

**WHEREAS,** on June 7, 2004, this Council adopted its "A RESOLUTION OF INTENTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA TO FORM A COMMUNITY FACILITIES DISTRICT AND TO LEVY A SPECIAL TAX IN THE SUNRIDGE PARK AREA COMMUNITY FACILITIES DISTRICT NO. 2004-1 TO FINANCE THE ACQUISITION AND CONSTRUCTION OF CERTAIN PUBLIC FACILITIES AND SERVICES IN AND FOR SUCH COMMUNITY FACILITIES DISTRICT" (the "Resolution of Intention") with respect to Sunridge Park Area Community Facilities District No. 2004-1 (the "CFD") of the City pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing with Section 53311, of the California Government Code (the "Act"); and

**WHEREAS,** the territory included in the CFD is locally referred to as the Sunridge Park Area development area, and is more particularly described in the Resolution of Intention and the boundary map referred to therein; and

**WHEREAS,** subsequent to the adoption of the Resolution of Intention, and after a duly noticed public hearing, on July 19, 2004 this Council adopted its "RESOLUTION OF FORMATION OF COMMUNITY FACILITIES DISTRICT AND TO LEVY A SPECIAL TAX IN SUNRIDGE PARK AREA COMMUNITY FACILITIES DISTRICT NO. 2004-1" (the "Resolution of Formation"), ordering the formation of the City's Sunridge Park Area Community Facilities District No. 2004-1 (the "CFD"), authorizing the levy of a special tax on property within the CFD and preliminarily establishing an appropriations limit for the CFD, all pursuant to the Act; and

**WHEREAS,** the above Resolution of Formation had attached to it and incorporated by reference a rate and method of apportionment of the Special Tax (the "RMA") and List of Facilities ("List of Facilities"); and

**WHEREAS,** on July 19, 2004, the Council adopted an Ordinance with regard to the special tax of the CFD, which Ordinance authorized the levy of special taxes for the CFD; and

**WHEREAS,** it is now necessary to amend the rate and method of apportionment of the Special Tax for the CFD through an Amended RMA in order to adjust the special taxes to include a police services component and in connection therewith to amend the list of authorized facilities for the CFD to include the authorization to include a police services component and to make other adjustment to the authorized facilities at the request of the owner of the property in the CFD; and

**WHEREAS,** the Mello-Roos Act of 1982 which is the statutory authority for creating CFDs specifically authorizes the legislative body of a public agency to adopt a resolution of consideration in order to propose a change to the rate and method of apportionment and to propose a change to the authorized facilities and/or services of the CFD after a community facilities district has been formed, which authority is found in Government Code Section 53331(a); and

**WHEREAS,** a change to the RMA and authorized facilities or services after a community facilities district has been formed cannot occur until a public hearing has been held and a majority of the eligible voters has approved the amendment.

**NOW THEREFORE,** it is hereby ordered as follows:

1. The Council hereby declares its intention to amend the RMA for the CFD through the adoption of a Resolution of Change incorporating an Amended RMA if such a change is approved by two-thirds of the eligible voters within the CFD, which for this purpose shall be the landowners within the CFD. The Amended RMA is attached hereto as Exhibit A, and incorporated herein by reference.

2. The Council hereby declares its intention to amend the authorized facilities payable from special taxes of the CFD to include, in addition to the previously authorized facilities, a services component and to modify the authorized facilities for the District. The Amended List of Facilities is attached hereto as Exhibit B, and incorporated herein by reference.

3. The Council hereby sets August 7, 2006 at 7:00 p.m. or as soon thereafter as possible in the Council Chambers, located at City Hall, 2729 Prospect Park Drive, Rancho Cordova, California as the date and time for the public hearing on the question of amending the RMA and authorized facilities and services for the CFD. Notice of the public hearing shall be published in a newspaper of general circulation at least seven (7) days before the public hearing and mailed to each eligible voter and landowner.

4. The Council hereby sets August 7, 2006 at 7 p.m. or as soon thereafter as possible in the Council Chambers, located at City Hall, 2729 Prospect Park Drive, Rancho Cordova, California as the date and time of the mailed ballot election to be held on the proposition of amending the RMA and authorized facilities and services for the CFD and authorizing the substitution of the Amended RMA for the existing RMA in the reference to the RMA and the substitution of the Amended List of Facilities for the existing List of Facilities in the respective references to the RMA and to the List of Facilities for the CFD in the Ordinance. The City Clerk is authorized to see that the ballots are mailed in accordance with Government Code Section 53318.

5. This Resolution shall take effect upon its adoption.

**PASSED AND ADOPTED** by the City Council of on the 5th day of July, 2006 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

_____
Robert J. McGarvey, Mayor

**ATTEST:**

_____
Lillian E. Hare, City Clerk

# CITY OF RANCHO CORDOVA
# SUNRIDGE PARK AREA COMMUNITY FACILITIES DISTRICT NO. 2004-1

## RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX

Special Taxes applicable to each Assessor's Parcel in the City of Rancho Cordova Sunridge Park Area Community Facilities District No. 2004-1 (herein "CFD No. 2004-1") shall be levied and collected according to the tax liability determined by the City Council through the application of the appropriate amount or rate for Taxable Property, as described below. All of the property in CFD No. 2004-1, unless exempted by law or by the provisions of Section G below, shall be taxed for the purposes, to the extent, and in the manner herein provided, including property subsequently annexed to the CFD unless a separate Rate and Method of Apportionment is adopted for the annexation area.

## A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

**"Acre or Acreage"** means the land area of an Assessor's Parcel as shown on an Assessor's Parcel Map, or if the land area is not shown on an Assessor's Parcel Map, the land area shown on the applicable Final Map or other parcel map recorded at the County Recorder's Office.

**"Act"** means the Mello-Roos Community Facilities Act of 1982, as amended, being Chapter 2.5, (commencing with Section 53311), Division 2 of Title 5 of the Government Code of the State of California.

**"Administrative Expenses"** means any or all of the following: the fees and expenses of any fiscal agent or trustee (including any fees or expenses of its counsel) employed in connection with any Bonds, and the expenses of the City in carrying out its duties with respect to CFD No. 2004-1 and the Bonds, including, but not limited to, the levy and collection of the Special Taxes, the fees and expenses of its counsel, charges levied by the County in connection with the levy and collection of Special Taxes, costs related to property owner inquiries regarding the Special Taxes, amounts needed to pay rebate to the federal government with respect to Bonds, costs associated with complying with continuing disclosure requirements under the California Government Code with respect to the Bonds and the Special Taxes, and all other costs and expenses of the City and County in any way related to the establishment or administration of CFD No. 2004-1.

**"Administrator"** shall mean the person or firm designated by the City to administer the Special Taxes according to this RMA.

**"Assessor's Parcel"** or **"Parcel"** means a lot or parcel shown on an Assessor's Parcel Map with an assigned Assessor's Parcel number.

**"Assessor's Parcel Map"** means an official map of the County Assessor designating Parcels by Assessor's Parcel Number.

**"Authorized Facilities"** means those facilities that are authorized to be funded by CFD No. 2004-1.

**"Authorized Services"** means those services that are authorized to be funded by CFD No. 2004-1.

**"Base Maximum Facilities Special Tax Rates"** means, for Fiscal Year 2003-04, the following Maximum Facilities Special Tax rates for single family residential lots in the CFD:

| | |
|---|---|
| *Level 1:* | $855 |
| *Level 2:* | $1,055 |
| *Level 3:* | $1,155 |
| *Level 4:* | $1,255 |

On July 1, 2004 and each July 1 thereafter, the Base Maximum Facilities Special Tax Rates shown above shall be increased by two percent (2%) of the amount in effect in the previous Fiscal Year.

**"Bonds"** means bonds or other debt (as defined in the Act), whether in one or more series, issued, insured or assumed by CFD No. 2004-1 related to public infrastructure and/or improvements that will serve property included within CFD No. 2004-1.

**"Buildable Lot"** means an individual lot within a Final Map for which a building permit may be issued without further subdivision of such lot.

**"Capitalized Interest"** means funds in any capitalized interest account available to pay debt service on Bonds.

**"CFD Buffer"** means an amount of Maximum Facilities Special Tax revenues that will be available to absorb the reduction in Expected Maximum Facilities Special Tax Revenues that may occur in future years if there is a loss of residential lots within Villages. The amount of the CFD Buffer as of Services Special Tax Approval is shown in Attachment 2. The CFD Buffer may be increased or decreased pursuant to Sections C below; after the CFD Buffer is adjusted, the Administrator shall send written notice to the City Manager or other designated City official(s) notifying him/her of the adjustment to, and the current amount of, the CFD Buffer.

***The amount in the CFD Buffer shall not be considered part of the total Maximum Facilities Special Tax revenues when sizing Bond issues for the CFD.***

**"CFD Formation"** means the date on which the Resolution of Formation to form CFD No. 2004-1 was adopted by the City Council.

**"City"** means the City of Rancho Cordova.

**"City Council"** means the City Council of the City of Rancho Cordova.

**"County"** means the County of Sacramento.

**"Developed Property"** means, in any Fiscal Year, the following:

*For purposes of levying the Facilities Special Tax:*

- In Zone 1, all Parcels of Taxable Property

- In Zone 2 and Zone 3, all Parcels included within a Final Map that was recorded prior to June 1 of the prior Fiscal Year, and all Parcels of Undeveloped Property for which a Redesignation Request was submitted to the City before June 1 of the prior Fiscal Year (or such later date that, in the City's sole discretion, will allow time for Special Taxes to be levied recognizing the designation of such Undeveloped Property as Developed Property)

*For purposes of levying the Services Special Tax:*

- All Parcels of Taxable Property for which a building permit for new construction was issued prior to June 1 of the preceding Fiscal Year.

**"Expected Land Uses"** means the total number of single family residential units, Acreage of Townhome Property, Acreage of Multi-Family Property and Acreage of Non-Residential Property expected within the CFD at the time of Services Special Tax Approval. The Expected Land Uses are identified in Attachment 1 and summarized in Attachment 2 of this RMA.

**"Expected Maximum Facilities Special Tax Revenues"** means the amount of annual revenue that would be available within a Village if the Maximum Facilities Special Tax was levied on the Expected Land Uses. The Expected Maximum Facilities Special Tax Revenues are shown in Attachment 2 of this RMA and may be reduced due to prepayments in future Fiscal Years.

**"Facilities Special Tax"** means a special tax levied in any Fiscal Year to pay the Facilities Special Tax Requirement.

**"Facilities Special Tax Requirement"** means the amount necessary in any Fiscal Year (i) to pay principal and interest on Bonds which are due in the calendar year which begins in such Fiscal Year, (ii) to create or replenish reserve funds, (iii) to cure any delinquencies in the payment of principal or interest on Bonds which have occurred in any prior Fiscal Year or (based on delinquencies in the payment of Facilities Special Taxes which have already taken place) are expected to occur in the Fiscal Year in which the tax will be collected (iv) to pay Administrative Expenses that have not been included in the Services Special Tax Requirement, and (v) to pay a portion of the costs, as determined by the City, of Authorized Facilities. The Facilities Special Tax Requirement may be reduced in any Fiscal Year by (i) interest earnings on or surplus balances in funds and accounts for the Bonds to the extent that such earnings or balances are available to apply against debt service pursuant to the Indenture, Bond resolution, or other legal document that set forth these terms, (ii) proceeds from the collection of penalties associated with delinquent Special Taxes, and (iii) any other revenues available to pay debt service on the Bonds as determined by the Administrator.

**"Final Bond Sale"** means the last series of Bonds issued by the CFD, which issuance shall generally use up the remaining capacity available from the Maximum Facilities Special Tax revenues that can be generated within the CFD, which revenues shall not include the CFD Buffer.

**"Final Map"** means a final map, or portion thereof, approved by the City or County pursuant to the Subdivision Map Act (California Government Code Section 66410 *et seq*) that creates Buildable Lots. The term "Final Map" shall not include any Large-Lot Subdivision Map, Assessor's Parcel Map, or subdivision map or portion thereof, that does not create Buildable Lots, including Assessor's Parcels that are designated as remainder parcels.

**"Fiscal Year"** means the period starting July 1 and ending on the following June 30.

**"Indenture"** means the bond indenture, fiscal agent agreement, trust agreement, resolution or other instrument pursuant to which Bonds are issued, as modified, amended, and/or supplemented from time to time, and any instrument replacing or supplementing the same.

**"Large-Lot Subdivision Map"** means a subdivision map recorded at the County Recorder's Office that subdivides the property in CFD No. 2004-1 into large Parcels, most of which will be subject to future subdivision.

**"Maximum Facilities Special Tax"** means the greatest amount of Facilities Special Tax that can be levied on an Assessor's Parcel in any Fiscal Year determined in accordance with Section C below.

**"Maximum Services Special Tax"** means the greatest amount of Services Special Tax that can be levied on an Assessor's Parcel in any Fiscal Year determined in accordance with Section C below.

**"Maximum Special Tax"** means, collectively, the Maximum Facilities Special Tax and Maximum Services Special Tax.

**"Multi-Family Property"** means, in any Fiscal Year, all Parcels of Taxable Property which are zoned for a maximum density of not less than twenty (20) units per acre.

**"Non-Residential Property"** means all Taxable Property in CFD No. 2004-1 that has been assigned a land use designation other than single family property, Multi-Family Property, or Townhome Property in Attachment 2.

**"Proportionately"** means, for Developed Property, that the ratio of the actual Special Tax levied in any Fiscal Year to the Maximum Special Tax authorized to be levied in that Fiscal Year is equal for all Assessor's Parcels of Developed Property. For Undeveloped Property, "Proportionately" means that the ratio of the actual Special Tax levied to the Maximum Special Tax is equal for all Assessor's Parcels of Undeveloped Property.

**"Public Property"** means any property within the boundaries of CFD No. 2004-1 that is owned by the City, federal government, State of California or other public agency.

**"Redesignation Request"** means a written notice submitted to the City by the current record owner of an Assessor's Parcel of Undeveloped Property within Zone 2 or Zone 3 requesting that the City designate the Parcel as Developed Property in the next Fiscal Year and all future Fiscal Years for the purpose of allocating the Maximum Facilities Special Tax pursuant to Section E below.

**"Residential Unit"** means a single family detached unit or an individual unit within a duplex, triplex, halfplex, fourplex, condominium, townhome, live/work, or apartment structure. A second unit (granny flat) that shares a Parcel with a single family detached unit shall not be considered a Residential Unit for purposes of levying the Services Special Tax.

**"RMA"** means this Rate and Method of Apportionment of Special Tax.

**"Services Special Tax"** means a Special Tax levied in any Fiscal Year to pay for Authorized Services.

**"Services Special Tax Approval"** means the date on which the City Council approves the RMA that authorizes the levy of a Services Special Tax for Taxable Property within CFD No. 2004-1.

**"Services Special Tax Requirement"** means that amount necessary in any Fiscal Year to (i) pay for Authorized Services, (ii) pay Administrative Expenses that have not been included in the Facilities Special Tax Requirement for the Fiscal Year, (iii) cure any delinquencies in the payment of Services Special Taxes levied in prior Fiscal Years or (based on delinquencies in the payment of Services Special Taxes which have already taken place) are expected to occur in the current Fiscal Year, and (iv) make debt service payments on outstanding Bonds as permitted pursuant to the Indenture.

**"Single Family Detached Property"** means all Parcels within CFD No. 2004-1 that are developed or expected to be developed as single family detached homes.

**"Taxable Property"** means all of the Assessor's Parcels within the boundaries of CFD No. 2004-1 which are not exempt from the Special Tax pursuant to law or Section G below.

**"Tentative Map"** means a map that is made for the purpose of showing the design of a proposed subdivision and the conditions pertaining thereto and is not based on a detailed survey of the property within the map and is not recorded at the County Recorder's Office to create legal lots.

**"Townhome Property"** means those Villages for which "townhomes" is the designated land use in Column B in Attachment 2 of this RMA.

**"Undeveloped Property"** means, in any Fiscal Year, all Parcels of Taxable Property that are not Developed Property as defined herein.

**"Village"** means a specific geographic area within a Zone (one or more Assessor's Parcels) that (i) was or will be created upon recordation of a Large-Lot Subdivision Map within CFD No. 2004-1, (ii) is expected to have Buildable Lots of a similar size, and (iii) is assigned a Maximum Facilities Special Tax burden that will ultimately be allocated to the Buildable Lots within the Village as Final Maps are recorded. The Villages that are part of the Expected Land Uses within CFD No. 2004-1

are shown in Attachment 1 and the Expected Maximum Facilities Special Tax Revenues for each Village are shown in Attachment 2. When a Large-Lot Subdivision Map is recorded within CFD No. 2004-1, the actual boundary of each Village may change slightly from that shown in Attachment 1. Such change shall have no impact on the Expected Maximum Facilities Special Tax Revenues for each Village unless the total number of Buildable Lots, Acres of Multi-Family Property, Acres of Townhome Property, or Acres of Non-Residential Property within a Village are changed. If such a change occurs, the Administrator shall follow the procedures set forth in Section C below to recalculate the Expected Maximum Facilities Special Tax Revenues within each Village.

**"Zone"** means one of the three mutually exclusive geographic areas defined below and identified in Attachment 1, and any subsequent Zones created to contain property annexed into CFD No. 2004-1 in future Fiscal Years. When a Large-Lot Subdivision Map is recorded within CFD No. 2004-1, the actual boundary of each Zone may change slightly from that shown in Attachment 1. Such change shall have no impact on the Expected Maximum Facilities Special Tax Revenues for each Zone unless the total number of Buildable Lots, Acres of Multi-Family Property, Acres of Townhome Property, or Acres of Non-Residential Property are changed. If such a change occurs, the Administrator shall follow the procedures set forth in Section C below to recalculate the Expected Maximum Facilities Special Tax Revenues within each Zone.

**"Zone 1"** means the geographic area that: (i) at CFD Formation, was included in an approved Tentative Map and generally known as Sunridge Park – Phase I, and (ii) is specifically identified in Attachment 1 of this RMA as Zone 1.

**"Zone 2"** means the geographic area that: (i) at CFD Formation, was generally known as Sunridge Park – Phase II, and (ii) is specifically identified in Attachment 1 of this RMA as Zone 2.

**"Zone 3"** means the geographic area that: (i) at CFD Formation, was generally known as Sunridge Lot J, and (ii) is specifically identified in Attachment 1 of this RMA as Zone 3.

## B. DATA FOR ADMINISTRATION OF SPECIAL TAX

Each time a Final Map is recorded within CFD No. 2004-1, the Administrator shall compare the land uses shown in the Final Map with the Expected Land Uses for the geographic area affected by the Final Map and use the applicable subsection in Section C.3 below to determine the Maximum Facilities Special Tax for each Parcel created within the Final Map. In addition to this ongoing administration, on or about July 1 of each Fiscal Year, the Administrator shall identify the current Assessor's Parcel numbers for Taxable Property within the CFD. The Administrator shall also (i) determine whether each Parcel is Developed Property or Undeveloped Property and (ii) calculate the Facilities Special Tax Requirement for the Fiscal Year.

## C. MAXIMUM SPECIAL TAX

*Facilities Special Tax*

The Maximum Facilities Special Tax assigned to each Village in Zones 1 and 2 as of Services Special Tax Approval is identified in Attachment 2 of this RMA. The sum of the Maximum Facilities Special Taxes allocated to individual Parcels within a Village should at all times be equal to the Maximum Facilities Special Tax identified for that Village in Attachment 2 unless the CFD Buffer has been reduced to make up for a reduction in the Expected Maximum Facilities Special Tax Revenues for a particular Village as provided in Section C.3 below. The Administrator shall apply the applicable subsection below to determine the Maximum Facilities Special Tax for each Parcel of Taxable Property within CFD No. 2004-1:

*1.* ***In Zone 3 Only*** *Until a Large-Lot Subdivision Map or Final Map Has Been Recorded*

Prior to recordation of a Large-Lot Subdivision Map or Final Map in Zone 3, the Maximum Special Facilities Tax assigned to Assessor's Parcels within the CFD shall be as follows:

| **Fiscal Year 2003-04 Assessor's Parcel Number** | **Fiscal Year 2003-04 Maximum Facilities Special Tax *** |
|---|---|
| 067-0040-016 | $391,095 |
| * On July 1, 2004 and each July 1 thereafter, this Maximum Facilities Special Tax shall be increased by two percent (2%) of the amount in effect in the previous Fiscal Year. | |

If the Assessor's Parcel number shown above is changed, the Maximum Facilities Special Tax shall continue to apply to the Parcel to which it was assigned. If the Parcel is reconfigured due to an action other than recordation of a Large-Lot Subdivision Map or Final Map, the Maximum Facilities Special Tax shall be spread on a per-acre basis to all new Assessor's Parcels created by the reconfiguration.

*2. After Recordation of a Large-Lot Subdivision Map, Prior to Recordation of a Final Map*

After a Large-Lot Subdivision Map is recorded and there is no overlap of Assessor's Parcels between Villages, the Maximum Facilities Special Tax for property within a Village shall be the amount identified in Attachment 2 of this RMA. If there are multiple Assessor's Parcels within a Village, the Maximum Facilities Special Tax shall be allocated on a per-Acre basis to each Parcel of Taxable Property within that Village until a Final Map is recorded within the Village. If a Final Map records creating Buildable Lots within a portion of a Village, the Administrator shall apply Section C.3 to determine the Maximum Facilities Special Tax that is assigned to the geographic area within the Final Map and the remaining property within the Village that has not yet had a Final Map recorded on it. The Maximum Facilities Special Tax assigned to the remaining property pursuant to Sections 3a or 3b below will be spread on a per-Acre basis to the Assessor's Parcels within the Village that were not included in the Final Map. If a Final Map is recorded that includes property within multiple Villages, the Buildable Lots and the Expected Maximum Facilities Special Tax Revenues for each Village shall be considered separately as if a separate Final Map had recorded for the Buildable Lots within each Village affected by the Final Map.

3. *After Recordation of a Final Map,* ***Prior to the Final Bond Sale***

When a Final Map records for property in CFD No. 2004-1, the Administrator shall compare the Final Map to the Expected Land Uses shown in Attachments 1 and 2 and determine whether the land uses in the Final Map produce more or less than the Expected Maximum Facilities Special Tax Revenues for the area included in the Final Map. Based on this comparison and prior to the Final Bond Sale, the Administrator shall apply the applicable subsection below:

**3a. Final Map Produces More Than the Expected Maximum Facilities Special Tax Revenues, and Additional Final Maps Will Be Recorded Within the Village**

If the Administrator determines that land uses in a recorded Final Map (the "Subject Map") will produce more than the Expected Maximum Facilities Special Tax Revenues for the area included in the Subject Map, **and there is still property within that Village that has not had a Final Map recorded on it,** the Administrator shall determine the Maximum Facilities Special Tax for each Parcel within the Subject Map as follows:

*If property in the Subject Map is Multi-Family Property, Townhome Property or Non-Residential Property,* the Administrator shall multiply the per-acre Maximum Facilities Special Tax that is shown in Column (D) of Attachment 2 for that Village by the acreage of each Parcel of Taxable Property included in the Subject Map to determine the Maximum Facilities Special Tax for each Parcel.

*If property in the Subject Map is Single Family Detached Property,* the Administrator shall assign, as the Maximum Facilities Special Tax for each single family lot within the Subject Map and the remaining unmapped portions of the Village, the lowest Base Maximum Facilities Special Tax Rate that, when applied to each single family lot in the Subject Map and the remaining unmapped portions of the Village, will produce an amount greater than or equal to the Expected Maximum Facilities Special Tax Revenue for the Village less the total Maximum Facilities Special Tax Revenues that can be collected from Final Maps that have already been recorded within the Village.

**3b. Final Map Produces More Than the Expected Maximum Facilities Special Tax Revenues, and No Additional Final Maps Will Be Recorded Within the Village**

If the Administrator determines that land uses in the Subject Map will produce more than the Expected Maximum Facilities Special Tax Revenues for the area included in the Subject Map, **and all of the other property within that Village has had a Final Map recorded on it,** the Administrator shall determine the Maximum Facilities Special Tax for each Parcel within the Subject Map as follows:

*If property in the Subject Map is Multi-Family Property, Townhome Property or Non-Residential Property,* the Administrator shall multiply the per-acre Maximum Facilities Special Tax that is shown in Column (D) of Attachment 2 for that Village by the acreage of each Parcel of Taxable Property included in the Subject Map to determine the Maximum Facilities Special Tax for each Parcel. After the Maximum Facilities

Special Tax has been determined for each Parcel, the Administrator shall calculate the total Maximum Facilities Special Tax Revenue that can be collected from the Village, subtract the Expected Maximum Facilities Special Tax Revenue for the Village, and add the difference to the CFD Buffer.

*If property in the Subject Map is Single Family Detached Property,* the Administrator shall assign, as the Maximum Facilities Special Tax for each single family lot, the lowest Base Maximum Facilities Special Tax Rate that, when applied to each single family lot, will produce an amount greater than or equal to the Expected Maximum Facilities Special Tax Revenue from the area within the Subject Map. After the Maximum Facilities Special Tax has been determined for each Parcel, the Administrator shall calculate the total Maximum Facilities Special Tax Revenue that can be collected from the Village, subtract the Expected Maximum Facilities Special Tax Revenue for the Village, and add the difference to the CFD Buffer.

**3c. Final Map Produces Less Than the Expected Maximum Facilities Special Tax Revenues, and Additional Final Maps Will Be Recorded Within the Village**

*If property in the Subject Map is Multi-Family Property, Townhome Property or Non-Residential Property*, the Administrator shall increase the per-acre Maximum Facilities Special Tax that is shown in Column (D) of Attachment 2 for that Village up to the amount that, when multiplied by the acreage of Taxable Property within the Subject Map and the remainder of the Village, will produce the Expected Maximum Facilities Special Tax Revenues for that Village less the amount of Maximum Facilities Special Tax that can be collected from other Final Maps that have already recorded within the Village. The Administrator shall then apply the increased per-acre Maximum Facilities Special Tax to the acreage of Parcels within the Subject Map and the remaining unmapped portions of the Village to determine the Maximum Facilities Special Tax for each Parcel.

*If property in the Subject Map is Single Family Detached Property,* the Administrator shall, in coordination with the appropriate City departments, determine whether the reason for the loss of Facilities Special Tax capacity was (i) due to remapping of the area by the subdivider to yield generally larger lots or lots of a different configuration than was originally expected, or (ii) the result of the originally expected lots not fitting into bounds of the legal parcel due to technical fit issues caused by public requirements such as larger setbacks, additional or widened easements, or due to the legal parcel being of an actual size that is insufficient to accommodate such lots.

If, in the sole discretion of the City, the loss of Facilities Special Tax capacity is determined to be due to remapping by the subdivider, the Administrator shall assign, as the Maximum Facilities Special Tax for each single family lot in the Subject Map and each single family lot expected in the portions of the Village for which a Final Map has not already been recorded, the lowest Base Maximum Facilities Special Tax Rate that, when applied to each single family lot in the Subject Map and the remaining unmapped areas in the Village, will produce an amount greater than or equal to the Expected Maximum Facilities Special Tax Revenue for the Village. If, after applying the Level 4 Base Maximum Facilities Special Tax Rate, there are still insufficient revenues to match the Expected Maximum Facilities Special

Tax Revenues for the Village, the Administrator shall assign the Level 4 Base Maximum Facilities Special Tax Rate to each Parcel in the Subject Map and remaining unmapped areas in the Village, and revise Attachment 2 to reflect lower Expected Maximum Facilities Special Tax Revenues for the Village in which the Subject Map is being recorded and for the CFD as a whole. The reduced Expected Maximum Facilities Special Tax Revenues, net of the CFD Buffer, shall be the amount used to size future series of Bonds issued on behalf of the CFD.

If, in the sole discretion of the City, the loss of Facilities Special Tax capacity is determined to be due to an event other than remapping by the subdivider, the Administrator shall assign, as the Maximum Facilities Special Tax for each Parcel in the Subject Map, the Base Maximum Facilities Special Tax Rate that was assigned to the Village in Attachment 2. The Administrator shall then calculate the reduced Expected Maximum Facilities Special Tax Revenues for the Village and revise Attachment 2 to reflect the lower number for the Village in which the Subject Map is being recorded and for the CFD as a whole. The reduced Expected Maximum Facilities Special Tax Revenues, net of the CFD Buffer, shall be the amount used to size future series of Bonds issued on behalf of the CFD.

*Notwithstanding the foregoing, the reduction in Expected Maximum Facilities Special Tax Revenues shall not at any time be in an amount that reduces the debt service coverage below the amount which was committed to in Bond documents for outstanding Bonds issued on behalf of the CFD.*

### 3d. Final Map Produces Less Than the Expected Maximum Facilities Special Tax Revenues, and No Additional Final Maps Will Be Recorded Within the Village

*If property in the Subject Map is Multi-Family Property, Townhome Property or Non-Residential Property*, the Administrator shall increase the per-acre Maximum Facilities Special Tax that is shown in Column (D) of Attachment 2 for that Village up to the amount that, when multiplied by the acreage of Taxable Property within the Subject Map, will produce the Expected Maximum Facilities Special Tax Revenues for that Village less the amount of Maximum Facilities Special Tax that can be collected from other Final Maps that have already recorded within the Village. The Administrator shall then apply the increased per-acre Maximum Facilities Special Tax to the acreage of Parcels within the Subject Map to determine the Maximum Facilities Special Tax for each Parcel.

*If property in the Subject Map is Single Family Detached Property,* the Administrator shall, in coordination with the appropriate City departments, determine whether the reason for the loss of Facilities Special Tax capacity was (i) due to remapping of the area by the subdivider to yield generally larger lots or lots of a different configuration than was originally expected, or (ii) the result of the originally expected lots not fitting into bounds of the legal parcel due to technical fit issues caused by public requirements such as larger setbacks, additional or widened easements, or due to the legal parcel being of an actual size that is insufficient to accommodate such lots.

If, in the sole discretion of the City, the loss of Facilities Special Tax capacity is determined to be due to remapping by the subdivider, the Administrator shall assign, as the Maximum

Facilities Special Tax for each single family lot in the Subject Map, the lowest Base Maximum Facilities Special Tax Rate that, when applied to each single family lot in the Subject Map, will produce an amount greater than or equal to the Expected Maximum Facilities Special Tax Revenue for the Village less the total Maximum Facilities Special Tax revenues that can be collected from Final Maps that have already been recorded within the Village. If, after applying the Level 4 Base Maximum Facilities Special Tax Rate, there are still insufficient revenues to match the Expected Maximum Facilities Special Tax Revenues for the Village, the Administrator shall assign the Level 4 Base Maximum Facilities Special Tax Rate to each Parcel in the Subject Map and revise Attachment 2 to reflect lower Expected Maximum Facilities Special Tax Revenues for the Village in which the Subject Map is being recorded and for the CFD as a whole. The reduced Expected Maximum Facilities Special Tax Revenues, net of the CFD Buffer, shall be the amount used to size future series of Bonds issued on behalf of the CFD.

If, in the sole discretion of the City, the loss of Facilities Special Tax capacity is determined to be due to an event other than remapping by the subdivider, the Administrator shall assign, as the Maximum Facilities Special Tax for each Parcel in the Subject Map, the Base Maximum Facilities Special Tax Rate that was assigned to the Village in Attachment 2. The Administrator shall then calculate the reduced Expected Maximum Facilities Special Tax Revenues for the Village and revise Attachment 2 to reflect the lower number for the Village in which the Subject Map is being recorded and for the CFD as a whole. The reduced Expected Maximum Facilities Special Tax Revenues, net of the CFD Buffer, shall be the amount used to size future series of Bonds issued on behalf of the CFD.

*Notwithstanding the foregoing, the reduction in Expected Maximum Facilities Special Tax Revenues shall not at any time be in an amount that reduces the debt service coverage below the amount which was committed to in Bond documents for outstanding Bonds issued on behalf of the CFD.*

*4. After Recordation of a Final Map, **After the Final Bond Sale***

When a Final Map records for property in CFD No. 2004-1, the Administrator shall compare the Final Map to the Expected Land Uses shown in Attachments 1 and 2 and determine whether the land uses in the Final Map produce more or less than the Expected Maximum Facilities Special Tax Revenues for the area included in the Final Map. Based on this comparison and after the Final Bond Sale, the Administrator shall apply the applicable subsection below:

**4a. Final Map Produces <u>More</u> Than the Expected Maximum Facilities Special Tax Revenues, and Additional Final Maps Will Be Recorded Within the Village**

If the Administrator determines that land uses in a recorded Final Map (the "Subject Map") will produce more than the Expected Maximum Facilities Special Tax Revenues for the area included in the Subject Map, **and there is still property within that Village that has not had a Final Map recorded on it,** the Administrator shall determine the Maximum Facilities Special Tax for each Parcel within the Subject Map as follows:

*If property in the Subject Map is Multi-Family Property, Townhome Property or Non-Residential Property*, the Administrator shall multiply the per-acre Maximum Facilities Special Tax that is shown in Column (D) of Attachment 2 for that Village by the acreage of each Parcel of Taxable Property included in the Subject Map to determine the Maximum Facilities Special Tax for each Parcel.

*If property in the Subject Map is Single Family Detached Property,* the Administrator shall assign, as the Maximum Facilities Special Tax for each single family lot within the Subject Map and the remaining unmapped portions of the Village, the lowest Base Maximum Facilities Special Tax Rate that, when applied to each single family lot in the Subject Map and the remaining unmapped portions of the Village, will produce an amount greater than or equal to the Expected Maximum Facilities Special Tax Revenue for the Village less the total Maximum Facilities Special Tax Revenues that can be collected from Final Maps that have already been recorded within the Village.

**4b. Final Map Produces <u>More</u> Than the Expected Maximum Facilities Special Tax Revenues, and No Additional Final Maps Will Be Recorded Within the Village**

If the Administrator determines that land uses in the Subject Map will produce more than the Expected Maximum Facilities Special Tax Revenues for the area included in the Subject Map, **and all of the other property within that Village has had a Final Map recorded on it,** the Administrator shall determine the Maximum Facilities Special Tax for each Parcel within the Subject Map as follows:

*If property in the Subject Map is Multi-Family Property, Townhome Property or Non-Residential Property*, the Administrator shall multiply the per-acre Maximum Facilities Special Tax that is shown in Column (D) of Attachment 2 for that Village by the acreage of each Parcel of Taxable Property included in the Subject Map to determine the Maximum Facilities Special Tax for each Parcel. After the Maximum Facilities Special Tax has been determined for each Parcel, the Administrator shall calculate the total Maximum Facilities Special Tax Revenue that can be collected from the Village, subtract the Expected Maximum Facilities Special Tax Revenue for the Village, and add the difference to the CFD Buffer.

*If property in the Subject Map is Single Family Detached Property,* the Administrator shall assign, as the Maximum Facilities Special Tax for each single family lot within the Subject Map, the lowest Base Maximum Facilities Special Tax Rate that, when applied to each single family lot in the Subject Map, will produce an amount greater than or equal to the Expected Maximum Facilities Special Tax Revenue from the area within the Subject Map. After the Maximum Facilities Special Tax has been determined for each Parcel, the Administrator shall calculate the total Maximum Facilities Special Tax Revenue that can be collected from the Village, subtract the Expected Maximum Facilities Special Tax Revenue for the Village, and add the difference to the CFD Buffer.

### 4c. Final Map Produces Less Than the Expected Maximum Facilities Special Tax Revenues, and Additional Final Maps Will Be Recorded Within the Village

If the Administrator determines that land uses in a Final Map that is submitted for approval (the "Subject Map") will produce less than the Expected Maximum Facilities Special Tax Revenues for the area included in the Subject Map, **and there is still property within that Village that has not had a Final Map recorded on it,** the Administrator shall determine the Maximum Facilities Special Tax for each Parcel within the Subject Map as follows:

*If property in the Subject Map is Multi-Family Property, Townhome Property or Non-Residential Property*, the Administrator shall increase the per-acre Maximum Facilities Special Tax that is shown in Column (D) of Attachment 2 for that Village up to the amount that, when multiplied by the acreage of Taxable Property within the Subject Map and the remainder of the Village, will produce the Expected Maximum Facilities Special Tax Revenues for that Village less the amount of Maximum Facilities Special Tax that can be collected from other Final Maps that have already recorded within the Village. The Administrator shall then apply the increased per-acre Maximum Facilities Special Tax to the acreage of Parcels within the Subject Map and within the remaining unmapped portions of the Village to determine the Maximum Facilities Special Tax for each Parcel.

*If property in the Subject Map is Single Family Detached Property,* the Administrator shall, in coordination with the appropriate City departments, determine whether the reason for the loss of Facilities Special Tax capacity was (i) due to remapping of the area by the subdivider to yield generally larger lots or lots of a different configuration than was originally expected, or (ii) the result of the originally expected lots not fitting into bounds of the legal parcel due to technical fit issues caused by public requirements such as larger setbacks, additional or widened easements, or due to the legal parcel being of an actual size that is insufficient to accommodate such lots.

If, in the sole discretion of the City, the loss of Facilities Special Tax capacity is determined to be due to remapping by the subdivider, the Administrator shall assign the lowest Base Maximum Facilities Special Tax Rate that, when applied to each single family lot in the Subject Map and the remaining unmapped areas in the Village, will produce an amount greater than or equal to the Expected Maximum Facilities Special Tax Revenue for the Village less the total Maximum Facilities Special Tax revenues that can be collected from Final Maps that have already been recorded within the Village. If, after applying the Level 4 Base Maximum Facilities Special Tax Rate, there are still insufficient revenues to match the Expected Maximum Facilities Special Tax Revenues for the Village, the landowner may prepay the Facilities Special Tax obligation that corresponds to the reduced Maximum Facilities Special Tax revenues that will be generated within the Subject Map area to avoid an increase in the per-unit and/or per-acre Maximum Facilities Special Taxes within that Village that will occur pursuant to the steps outlined below. If a landowner chooses to make such a prepayment, the Administrator shall use Section H below to calculate the amount to be prepaid, and the full amount of the prepayment must be on deposit with the City prior to recordation of the Final Map.

If no prepayment is received prior to recordation of the Subject Map, the Administrator shall apply the following steps to determine the Maximum Facilities Special Tax for each Parcel within the Subject Map and remaining unmapped portions of the Village:

**Step 1.** Sum the following:

(i) the Maximum Facilities Special Tax revenues that can be collected from property within the Village that has already had a Final Map recorded (not including the Subject Map);

(ii) the amount that would result if the Level 4 Base Maximum Facilities Special Tax Rate is applied to each Parcel within the Subject Map;

(iii) the amount that would result if the Level 4 Base Maximum Facilities Special Tax Rate is applied to all single family lots expected on the remaining unmapped property within the Village.

**Step 2.** By reference to Attachment 2, identify the total Expected Maximum Facilities Special Tax Revenues for the Village within which the Subject Map is being recorded;

**Step 3.** Subtract the total revenues determined in Step 1 from the Expected Maximum Facilities Special Tax Revenues identified in Step 2.

**Step 4.** If the amount calculated in Step 3 is less than or equal to zero, use the Level 4 Base Maximum Facilities Special Tax Rate as the Maximum Facilities Special Tax for each Parcel within the Subject Map and for each single family lot expected in the remaining unmapped property within the Village.

If the amount calculated in Step 3 is greater than zero, apply the following steps to determine the Maximum Facilities Special Tax for each Parcel within the Subject Map and each single family lot expected in the remaining unmapped property within the Village:

*Step 4a.* Using the amounts calculated in Step 1, determine, for each Parcel in the Subject Map and for each remaining unmapped Parcel in the Village, the Parcel's percentage share of the total Maximum Facilities Special Tax that would be collected if the Level 4 Base Maximum Facilities Special Tax Rate were applied to each Parcel within the Subject Map and each single family lot expected in the remaining unmapped property within the Village.

*Step 4b.* Multiply the percentages determined in Step 4a by the difference calculated in Step 3 above to determine the share of the

shortfall in Expected Maximum Facilities Special Tax Revenues that will be assigned to each Parcel.

*Step 4c.* For Parcels within the Subject Map, add the share of the shortfall assigned to each Parcel in Step 4b to the Level 4 Base Maximum Facilities Special Tax Rate to calculate the Maximum Facilities Special Tax that will apply to each Parcel within the Subject Map. For each remaining unmapped Parcel in the Village, add the share of the shortfall assigned to each Parcel in Step 4b to the amount calculated for each Parcel when the Level 4 Base Maximum Facilities Special Tax Rate is multiplied by the expected number of single family lots on each Parcel. The sum of these numbers shall be the Maximum Facilities Special Tax assigned to the Parcel until it is subdivided.

If, in the sole discretion of the City, the loss of Facilities Special Tax capacity is determined to be due to an event other than remapping by the subdivider, the Administrator shall apply the following steps to determine the Maximum Facilities Special Tax for each Parcel in the Subject Map and the unmapped portions of the Village:

**Step 1.** Sum the following:

(i) the Maximum Facilities Special Tax revenues that can be collected from property within the Village that has already had a Final Map recorded (not including the Subject Map);

(ii) the amount that would result if the Base Maximum Facilities Special Tax Rate assigned to the Village in Attachment 2 is multiplied by the number of single family lots within the Subject Map;

(iii) the amount that would result if the Base Maximum Facilities Special Tax Rate assigned to the Village in Attachment 2 is applied to all single family lots expected on the remaining unmapped property within the Village.

**Step 2.** By reference to Attachment 2, identify the total Expected Maximum Facilities Special Tax Revenues for the Village within which the Subject Map is being recorded.

**Step 3.** Subtract the total revenues determined in Step 1 from the Expected Maximum Facilities Special Tax Revenues identified in Step 2.

**Step 4.** If the amount calculated in Step 3 is less than or equal to zero, use the Base Maximum Facilities Special Tax Rate assigned to the Village in Attachment 2 as the Maximum Facilities Special Tax for each Parcel within the Subject Map. Multiply this same Base Maximum Facilities Special Tax by the

number of single family lots expected on each Parcel of remaining unmapped property within the Village to determine the Maximum Facilities Special Tax to be assigned to each Parcel.

If the amount calculated in Step 3 is greater than zero, the Administrator shall first determine if the amount in the CFD Buffer is sufficient to cover this shortfall. If so, the Administrator shall reduce the amount of the CFD Buffer by the amount of the shortfall and shall use the Base Maximum Facilities Special Tax Rate assigned to the Village in Attachment 2 as the Maximum Facilities Special Tax for each Parcel within the Subject Map. The Administrator shall determine the Maximum Facilities Special Tax for remaining unmapped property within the Village by multiplying this Base Maximum Facilities Special Tax Rate by the number of single family lots expected on each Parcel of unmapped property.

If the Administrator determines that the amount in the CFD Buffer is insufficient to cover the shortfall, the Administrator shall apply the following steps to determine the Maximum Facilities Special Tax for each Parcel within the Subject Map and each single family lot expected in the remaining unmapped property within the Village:

*Step 4a.* Using the amounts calculated in Step 1, determine, for each Parcel in the Subject Map and for each remaining unmapped Parcel in the Village, the Parcel's percentage share of the total Maximum Facilities Special Tax that would be collected if the Base Maximum Facilities Special Tax Rate assigned to the Village in Attachment 2 is applied to each Parcel within the Subject Map and each single family lot expected in the remaining unmapped property within the Village.

*Step 4b.* Multiply the percentages determined in Step 4a by amount of the shortfall calculated in Step 3 above to determine the share of the shortfall that will be assigned to each Parcel.

*Step 4c.* For Parcels within the Subject Map, add the share of the shortfall assigned to each Parcel in Step 4b to the Base Maximum Facilities Special Tax Rate assigned to the Village in Attachment 2 to calculate the Maximum Facilities Special Tax that will apply to each Parcel within the Subject Map. For each remaining unmapped Parcel in the Village, add the share of the shortfall assigned to each Parcel in Step 4b to the amount calculated for each Parcel when the Base Maximum Facilities Special Tax Rate assigned to the Village in Attachment 2 is multiplied by the expected number of single family lots on each Parcel. The sum of these numbers shall be the Maximum Facilities Special Tax assigned to the Parcel until it is subdivided.

**4d. Final Map Produces Less Than the Expected Maximum Facilities Special Tax Revenues, and No Additional Final Maps Will Be Recorded Within the Village**

If the Administrator determines that land uses in a Final Map that is submitted for approval (the "Subject Map") will produce less than the Expected Maximum Facilities Special Tax Revenues for the area included in the Subject Map, **and there are no additional Final Maps to be recorded within the Village,** the Administrator shall determine the Maximum Special Tax for each Parcel within the Subject Map as follows:

*If property in the Subject Map is Multi-Family Property, Townhome Property or Non-Residential Property*, the Administrator shall increase the per-acre Maximum Facilities Special Tax that is shown in Column (D) of Attachment 2 for that Village up to the amount that, when multiplied by the acreage of Taxable Property within the Subject Map, will produce the Expected Maximum Facilities Special Tax Revenues for that Village less the amount of Maximum Facilities Special Tax that can be collected from other Final Maps that have already recorded within the Village. The Administrator shall then apply the increased per-acre Maximum Facilities Special Tax to the acreage of Parcels within the Subject Map to determine the Maximum Facilities Special Tax for each Parcel.

*If property in the Subject Map is Single Family Detached Property,* the Administrator shall, in coordination with the appropriate City departments, determine whether the reason for the loss of Facilities Special Tax capacity was (i) due to remapping of the area by the subdivider to yield generally larger lots or lots of a different configuration than was originally expected, or (ii) the result of the originally expected lots not fitting into bounds of the legal parcel due to technical fit issues caused by public requirements such as larger setbacks, additional or widened easements, or due to the legal parcel being of an actual size that is insufficient to accommodate such lots.

If, in the sole discretion of the City, the loss of Facilities Special Tax capacity is determined to be due to remapping by the subdivider, the Administrator shall assign the lowest Base Maximum Tax Rate that, when applied to each single family lot in the Subject Map, will produce an amount greater than or equal to the Expected Maximum Facilities Special Tax Revenue for the Village less the total Maximum Facilities Special Tax revenues that can be collected from Final Maps that have already been recorded within the Village. If, after applying the Level 4 Base Maximum Facilities Special Tax Rate, there are still insufficient revenues to match the Expected Maximum Facilities Special Tax Revenues for the Village, the landowner may prepay the Facilities Special Tax obligation that corresponds to the reduced Maximum Facilities Special Tax revenues that will be generated within the Subject Map area to avoid an increase in the per-unit and/or per-acre Maximum Facilities Special Taxes within that Village that will occur pursuant to the steps outlined below. If a landowner chooses to make such a prepayment, the Administrator shall use Section H below to calculate the amount to be prepaid, and the full amount of the prepayment must be on deposit with the City prior to recordation of the Final Map.

If no prepayment is received prior to recordation of the Subject Map, the Administrator shall apply the following steps to determine the Maximum Facilities Special Tax for each Parcel within the Subject Map:

**Step 1.** Sum the following:

(i) the Maximum Facilities Special Tax revenues that can be collected from property within the Village that has already had a Final Map recorded (not including the Subject Map);

(ii) the amount that would result if the Level 4 Base Maximum Facilities Special Tax Rate is applied to each Parcel within the Subject Map.

**Step 2.** By reference to Attachment 2, identify the total Expected Maximum Facilities Special Tax Revenues for the Village within which the Subject Map is being recorded.

**Step 3.** Subtract the total revenues determined in Step 1 from the Expected Maximum Facilities Special Tax Revenues identified in Step 2.

**Step 4.** If the amount calculated in Step 3 is less than or equal to zero, use the Level 4 Base Maximum Facilities Special Tax Rate as the Maximum Facilities Special Tax for each Parcel within the Subject Map.

If the amount calculated in Step 3 is greater than zero, apply the following steps to determine the Maximum Facilities Special Tax for each Parcel within the Subject Map:

*Step 4a.* Using the amounts calculated in Step 1, determine, for each Parcel in the Subject Map, the Parcel's percentage share of the total Maximum Facilities Special Tax that would be collected if the Level 4 Base Maximum Facilities Special Tax Rate were applied to each Parcel within the Subject Map.

*Step 4b.* Multiply the percentages determined in Step 4a by the difference calculated in Step 3 above to determine the share of the shortfall in Expected Maximum Facilities Special Tax Revenues that will be assigned to each Parcel.

*Step 4c.* Add the share of the shortfall assigned to each Parcel in Step 4b to the Level 4 Base Maximum Facilities Special Tax Rate to calculate the Maximum Facilities Special Tax that will apply to each Parcel within the Subject Map.

If, in the sole discretion of the City, the loss of Facilities Special Tax capacity is determined to be due to an event other than remapping by the subdivider, the Administrator shall apply

the following steps to determine the Maximum Facilities Special Tax for each Parcel in the Subject Map:

**Step 1.** Sum the following:

(i) the Maximum Facilities Special Tax revenues that can be collected from property within the Village that has already had a Final Map recorded (not including the Subject Map);

(ii) the amount that would result if the Base Maximum Facilities Special Tax Rate assigned to the Village in Attachment 2 is multiplied by the number of single family lots within the Subject Map.

**Step 2.** By reference to Attachment 2, identify the total Expected Maximum Facilities Special Tax Revenues for the Village within which the Subject Map is being recorded.

**Step 3.** Subtract the total revenues determined in Step 1 from the Expected Maximum Facilities Special Tax Revenues identified in Step 2.

**Step 4.** If the amount calculated in Step 3 is less than or equal to zero, use the Base Maximum Facilities Special Tax Rate assigned to the Village in Attachment 2 as the Maximum Facilities Special Tax for each Parcel within the Subject Map.

If the amount calculated in Step 3 is greater than zero, the Administrator shall first determine if the amount in the CFD Buffer is sufficient to cover this shortfall. If so, the Administrator shall reduce the amount of the CFD Buffer by the amount of the shortfall and use the Base Maximum Facilities Special Tax Rate assigned to the Village in Attachment 2 as the Maximum Facilities Special Tax for each Parcel within the Subject Map.

If the Administrator determines that the amount in the CFD Buffer is insufficient to cover the shortfall, the Administrator shall apply the following steps to determine the Maximum Facilities Special Tax for each Parcel within the Subject Map:

*Step 4a.* Using the amounts calculated in Step 1, determine, for each Parcel in the Subject Map, the Parcel's percentage share of the total Maximum Facilities Special Tax that would be collected if the Base Maximum Facilities Special Tax Rate assigned to the Village in Attachment 2 is applied to each Parcel within the Subject Map.

*Step 4b.* Multiply the percentages determined in Step 4a by amount of the shortfall calculated in Step 3 above to determine the share of the shortfall that will be assigned to each Parcel.

*Step 4c.* Add the share of the shortfall assigned to each Parcel in Step 4b to the Base Maximum Facilities Special Tax Rate assigned to the Village in Attachment 2 to calculate the Maximum Facilities Special Tax that will apply to each Parcel within the Subject Map.

***The Maximum Facilities Special Tax calculated for a Parcel pursuant to Section C above shall be increased each Fiscal Year after the Fiscal Year in which the Maximum Facilities Special Tax is assigned to the Parcel by two percent (2%) of the amount in effect in the previous Fiscal Year.***

***Once a Maximum Facilities Special Tax has been assigned to a Parcel within a Final Map, the Maximum Facilities Special Tax shall not be reduced in future Fiscal Years regardless of changes in land use, Parcel size, ownership or Facilities Special Taxes assigned elsewhere in the Village. Pursuant to Section 53321 (d) of the Act, the Facilities Special Tax levied against a Parcel used for private residential purposes shall under no circumstances increase more than ten percent (10%) as a consequence of delinquency or default by the owner of any other Parcel or Parcels in the CFD and shall, in no event, exceed the Maximum Facilities Special Tax in effect for the Fiscal Year in which the Facilities Special Tax is being levied.***

*Services Special Tax*

Following are the Maximum Services Special Tax rates, by Zone, for Developed Property in Fiscal Year 2006-07:

| | **Fiscal Year 2006-07 Maximum Services Special Tax** | | |
|---|---|---|---|
| **Land Use** | **Zone 1** | **Zone 2** | **Zone 3** |
| Single Family Detached Property | $250 per Residential Unit | $450 per Residential Unit | $450 per Residential Unit |
| Townhome Property | $250 per Residential Unit | $450 per Residential Unit | $450 per Residential Unit |
| Multi-Family Property | $250 per Residential Unit | $450 per Residential Unit | $450 per Residential Unit |
| Non-Residential Property | $0.015 per square foot of gross Parcel area | $0.25 per square foot of gross Parcel area | $0.25 per square foot of gross Parcel area |

The Maximum Services Special Taxes set forth above shall, on each July 1 commencing July 1, 2007, be escalated by the increase, if any, in the United States Department of Labor Consumer Price Index (CPI) for the San Francisco-Oakland-San Jose Area for All Urban Consumers. The CPI used for Taxable Property in Zone 1 shall be as determined by the Bureau of Labor Statistics from August to August beginning with the period from August 2006 to August 2007. The CPI used for Taxable Property in Zone 2 and Zone 3 shall be as determined by the Bureau of Labor Statistics from April to April beginning with the period from April 2006 to April 2007.

## D. CHANGES TO THE MAXIMUM SPECIAL TAX

*1. Transfer of the Expected Maximum Facilities Special Tax Revenue from One Village to Another within a Given Zone*

The Expected Maximum Facilities Special Tax Revenues in Attachment 2 were determined based on the Expected Land Uses for each Village and Zone. If the expected number of single family detached units, Acreage of Townhome Property, Acreage of Multi-Family Property or Acreage of Non-Residential Property is transferred from one Village to another in the same Zone prior to recordation of a Final Map within any portion of the Zone, the City may, in its sole discretion, allow for a transfer of the Expected Maximum Facilities Special Tax Revenue from one Village to the other within such Zone. Such a transfer shall only be allowed if (i) all adjustments are agreed to in writing by the affected property owners and the City, and (ii) there is no reduction in the Expected Maximum Facilities Special Tax Revenue as a result of the transfer. If such a transfer is requested, the Administrator shall apply the following steps to redistribute the Expected Maximum Facilities Special Tax Revenue among the Parcels:

**Step 1:** Determine the Maximum Facilities Special Tax Revenue associated with the land uses that will be transferred by multiplying the expected single family detached units, Acreage of Townhome Property, Acreage of Multi-Family Property or Acreage of Non-Residential Property by the "Base Maximum Facilities Special Tax Rate" identified for the units or acreage in Attachment 2 (escalated to the then-current Fiscal Year).

**Step 2:** Subtract the amount determined in Step 1 from the Expected Maximum Facilities Special Tax Revenue for the Village from which the number of single family detached units, Acreage of Townhome Property, Acreage of Multi-Family Property or Acreage of Non-Residential Property will be transferred to determine the new Expected Maximum Facilities Special Tax Revenue for the Village.

**Step 3:** Add the amount determined in Step 1 to the Expected Maximum Facilities Special Tax Revenue for the Village to which the number of single family detached units, Acreage of Townhome Property, Acreage of Multi-Family Property or Acreage of Non-Residential Property is being transferred to determine the new Expected Maximum Facilities Special Tax for the Village.

## E. METHOD OF LEVY OF THE SPECIAL TAX

The Administrator shall determine the Special Taxes to be levied on Taxable Property in CFD No. 2004-1 by application of the following steps:

1. *Facilities Special Tax*

**Step 1.** If, in any Fiscal Year, there are facilities authorized to be funded by CFD No. 2004-1 that have not yet been funded, the Maximum Facilities Special Tax determined pursuant to Section C above shall be levied on each Parcel of Developed Property in the CFD. If all authorized CFD facilities have been funded, the Facilities Special Tax shall be levied Proportionately on each Parcel of Developed Property in the CFD up to 100% of the Maximum Facilities Special Tax for each Parcel until the amount levied is equal to the Facilities Special Tax Requirement for the Fiscal Year.

**Step 2.** If additional revenue is needed after Step 1, and after applying Capitalized Interest to the Facilities Special Tax Requirement, the Facilities Special Tax shall be levied Proportionately on each Assessor's Parcel of Undeveloped Property in the CFD, up to 100% of the Maximum Facilities Special Tax for Undeveloped Property for such Fiscal Year, as determined pursuant to Section C.

2. *Services Special Tax*

The Maximum Services Special Tax in CFD No. 2004-1 shall be levied each Fiscal Year unless and until the City makes a determination in any Fiscal Year that the revenues generated from levy of the Maximum Services Special Tax exceed the Services Special Tax Requirement for that Fiscal Year. If such a determination is made, the Services Special Tax shall be levied Proportionately on each Parcel of Developed Property in CFD No. 2004-1 up to 100% of the Maximum Services Special Tax for Developed Property determined pursuant to Section C above until the amount levy is equal to the Services Special Tax Requirement.

No Services Special Tax shall be levied in any Fiscal Year on Undeveloped Property.

## F. MANNER OF COLLECTION OF SPECIAL TAXES

The Special Taxes for CFD No. 2004-1 shall be collected in the same manner and at the same time as ordinary ad valorem property taxes, provided, however, that prepayments are permitted as set forth in Section H below and provided further that the City may directly bill the Special Tax, may collect Special Taxes at a different time or in a different manner, and may collect delinquent Special Taxes through foreclosure or other available methods.

The Facilities Special Tax shall be levied and collected until principal and interest on Bonds have been repaid and authorized facilities to be constructed directly from Facilities Special Taxes proceeds have been completed. However, in no event shall Facilities Special Taxes be levied after Fiscal Year 2040-2041. The Services Special Tax will continue to be levied and collected unless and until the City determines that the Services Special Tax no longer needs to be levied to pay for Authorized Services.

## G. EXEMPTIONS

Notwithstanding any other provision of this RMA, no Special Tax shall be levied in any Fiscal Year on Public Property, unless property that was expected to be Taxable Property (as shown in Attachment 1) becomes Public Property after Services Special Tax Approval and the loss of such Taxable Property reduces the Expected Maximum Facilities Special Tax Revenues within a Village. A public agency shall not accept dedication of or acquire the property without a mandatory prepayment of the special tax obligation assigned to the property, which shall be calculated using the prepayment formula set forth in Section H below, otherwise the Parcel shall be subject to a Facilities Special Tax levy as authorized by Sections 53317.3 and 53317.5 of the Act.

Notwithstanding the foregoing, if a Parcel that was expected to be Taxable Property becomes Public Property at the same time a Parcel that was expected to be Public Property becomes Taxable Property, the Maximum Facilities Special Tax that had been assigned to the Parcel that was previously Taxable Property can be shifted to the Parcel that had been Public Property and, to the extent such shift maintains the Expected Maximum Facilities Special Tax Revenues for that Village, the Parcel that is now Public Property shall not be subject to a prepayment or the levy of Facilities Special Taxes in future Fiscal Years.

In addition, no Facilities Special Tax shall be levied on Parcels that have fully prepaid the Special Tax obligation assigned to the Parcel pursuant to the formula set forth in Section H below, and no Services Special Tax shall be levied on Undeveloped Property.

## H. PREPAYMENT OF FACILITIES SPECIAL TAX

The following definitions apply to this Section H:

**"Remaining Facilities Costs"** means the Public Facilities Requirement minus public facility costs funded by Outstanding Bonds, developer equity and/or any other source of funding.

**"Outstanding Bonds"** means all Previously Issued Bonds which remain outstanding, with the following exception: if a Facilities Special Tax has been levied against, or already paid by, an Assessor's Parcel making a prepayment, and a portion of the Facilities Special Tax will be used to pay a portion of the next principal payment on the Bonds that remain outstanding (as determined by the Administrator), that next principal payment shall be subtracted from the total Bond principal that remains outstanding, and the difference shall be used as the amount of Outstanding Bonds for purposes of this prepayment formula.

**"Previously Issued Bonds"** means all Bonds that have been issued prior to the date of prepayment.

**"Public Facilities Requirements"** means either $23,000,000 in 2006 dollars, which shall increase on January 1, 2007, and on each January 1 thereafter by the percentage increase, if any, in the construction cost index for the San Francisco region for the prior twelve (12) month period as published in the Engineering News Record or other comparable source if

the Engineering News Record is discontinued or otherwise not available, or such lower number as shall be determined by the City as sufficient to fund improvements that are authorized to be funded by CFD No. 2004-1. The Public Facilities Requirements shown above may be adjusted or a separate Public Facilities Requirements identified each time property annexes into CFD No. 2004-1; at no time shall the added Public Facilities Requirement for that annexation area exceed the amount of public improvement costs that are expected to be supportable by the Maximum Facilities Special Tax revenues generated within that annexation area.

The Facilities Special Tax obligation applicable to an Assessor's Parcel in CFD No. 2004-1 may be prepaid and the obligation of the Assessor's Parcel to pay the Facilities Special Tax permanently satisfied as described herein, provided that a prepayment may be made only if there are no delinquent Special Taxes with respect to such Assessor's Parcel at the time of prepayment. The Services Special Tax obligation may not be prepaid. An owner of an Assessor's Parcel intending to prepay the Facilities Special Tax obligation shall provide the City with written notice of intent to prepay. Within 30 days of receipt of such written notice, the City or its designee shall notify such owner of the prepayment amount for such Assessor's Parcel. Prepayment must be made not less than 75 days prior to any redemption date for Bonds to be redeemed with the proceeds of such prepaid Facilities Special Taxes.

The Prepayment Amount shall be calculated as follows: (capitalized terms as defined below):

| | |
|---|---|
| Bond Redemption Amount | |
| plus | Remaining Facilities Amount |
| plus | Redemption Premium |
| plus | Defeasance Requirement |
| plus | Administrative Fees and Expenses |
| less | Reserve Fund Credit |
| equals | Prepayment Amount |

As of the proposed date of prepayment, the Prepayment Amount shall be determined by application of the following steps:

**Step 1.** Compute the total Maximum Facilities Special Tax that could be collected from the Assessor's Parcel prepaying the Facilities Special Tax in the Fiscal Year in which prepayment would be received by the City. If this Section H is being applied to calculate a prepayment pursuant to Section C or Section G above, use, for purposes of this Step 1, the amount by which the Expected Maximum Facilities Special Tax Revenues have been reduced due to the change in land use that necessitated the prepayment.

**Step 2.** Divide the Maximum Special Tax computed pursuant to Step 1 for such Assessor's Parcel by the total Expected Maximum Facilities Special Tax Revenues for all property in the CFD, as shown in Attachment 2 of this RMA.

**Step 3.** Multiply the quotient computed pursuant to Step 2 by the Outstanding Bonds to compute the amount of Outstanding Bonds to be retired and prepaid (*the "**Bond Redemption Amount**"*).

**Step 4.** Compute the current Remaining Facilities Costs (if any).

**Step 5.** Multiply the quotient computed pursuant to Step 2 by the amount determined pursuant to Step 4 to compute the amount of Remaining Facilities Costs to be prepaid (*the "**Remaining Facilities Amount**"*).

**Step 6.** Multiply the Bond Redemption Amount computed pursuant to Step 3 by the applicable redemption premium, if any, on the Outstanding Bonds to be redeemed (*the "**Redemption Premium**"*).

**Step 7.** Compute the amount needed to pay interest on the Bond Redemption Amount starting with the first Bond interest payment date after which the prepayment will be received until the earliest redemption date for the Outstanding Bonds. However, if Bonds are callable at the first interest payment date after the prepayment has been received, Steps 7, 8 and 9 of this prepayment formula will not apply.

**Step 8:** Compute the amount of interest the City reasonably expects to derive from reinvestment of the Bond Redemption Amount plus the Redemption Premium from the first Bond interest payment date after which the prepayment has been received until the redemption date for the Outstanding Bonds.

**Step 9:** Subtract the amount computed pursuant to Step 8 from the amount computed pursuant to Step 7 (the ***"Defeasance Requirement"***).

**Step 10.** The administrative fees and expenses associated with the prepayment will be determined by the Administrator and include the costs of computing the prepayment, redeeming Bonds and recording any notices to evidence the prepayment and the redemption (the *"**Administrative Fees and Expenses**"*).

**Step 11.** If and to the extent so provided in the Indenture, a reserve fund credit shall be calculated as a reduction in the applicable reserve fund for the Outstanding Bonds to be redeemed pursuant to the prepayment (the ***"Reserve Fund Credit"***).

**Step 12.** The Special Tax prepayment is equal to the sum of the amounts computed pursuant to Steps 3, 5, 6, 9, and 10, less the amount computed pursuant to Step 11 (the *"**Prepayment Amount**"*).

## I. INTERPRETATION OF SPECIAL TAX FORMULA

Interpretations may be made by Resolution of the Council for purposes of clarifying any vagueness or ambiguity as it relates to the Special Tax rates, method of apportionment, classification of properties or any definition applicable to the CFD.

## J. LEVY AND COLLECTION OF MAXIMUM FACILITIES SPECIAL TAX FOR CITY FACILITIES AND SERVICES

Notwithstanding the definition of Facilities Special Tax Requirement and levy of Facilities Special Tax to pay the Facilities Special Tax Requirement contained herein, if the City determines that for any fiscal year ending on or after June 30, 2014, that the Facilities Special Tax Requirement for such fiscal year is less than the amount of the Maximum Facilities Special Tax that could be levied for such fiscal year, the City may increase the Facilities Special Tax to be levied for such fiscal year to equal the Maximum Facilities Special Tax. In such instances, the amount of Facilities Special Taxes collected in excess of the Facilities Special Tax Requirement for such fiscal year shall be utilized, at the sole discretion of the City, for any of the following purposes:

Any purpose related to facilities, as permitted under the Mello-Roos Community Facilities Act of 1982, including but not limited to the facilities described in Section 53313.5 of the California Government Code, as amended from time to time, provided that such facilities satisfy at least one of the following criteria: 1) augment, improve or expand existing District facilities that are primarily for the benefit of the District; or 2) repair or rehabilitate existing District facilities.

Prepayment of principal and/or interest on outstanding bonds of CFD No. 2004-1 or any bonds, lease obligations, certificates of participation or other obligations financing facilities described in Item 1 above.

In the event the City determines that such excess is not needed for any purpose described in Items 1 and 2 above, the City shall utilize such excess to acquire improvements in accordance with any agreement entered into with respect to CFD No. 2004-1 providing for acquisition of authorized improvements from the developer of such improvements, provided there remain facilities to be acquired under such agreement at that time.

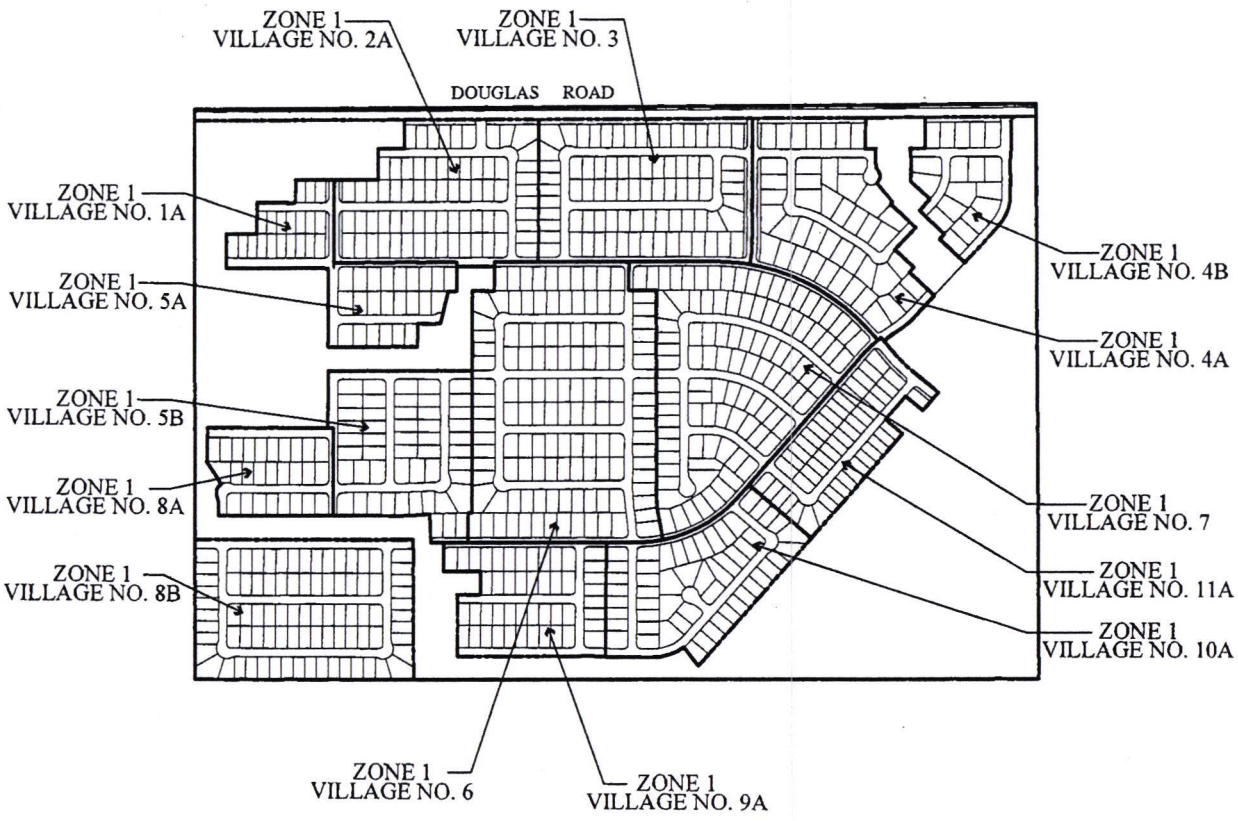
# ATTACHMENT 1

## Sunridge Park Area Community Facilities District No. 2004-1
## Identification of Zones and Villages

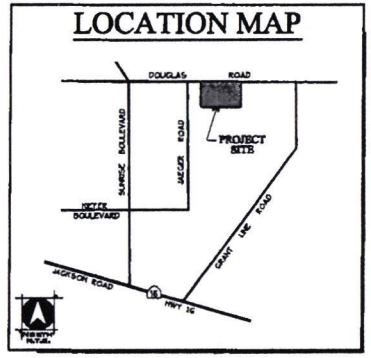
# CITY OF RANCHO CORDOVA
# SUNRIDGE PARK AREA COMMUNITY FACILITIES DISTRICT NO. 2004-1
# IDENTIFICATION OF TAX ZONE 1 AND ANTICIPATED LOTS

RANCHO CORDOVA, CALIFORNIA

MAY 2004




## LOCATION MAP




## LAND USE SUMMARY TABLE

***ZONE 1 (SUNRIDGE PARK - PHASE I)***

| UNIT/VILLAGE | TYPICAL LOT SIZE | NO. OF LOTS | NET ACRES |
|---|---|---|---|
| VILLAGE 1A | 45'x105' | 20 | - |
| VILLAGE 2A | 55'x105' | 71 | - |
| VILLAGE 3 | 55'x105' | 80 | - |
| VILLAGE 4A | 70'x121' | 45 | - |
| VILLAGE 4B | 70'x121' | 18 | - |
| VILLAGE 5A | 60'x110' | 23 | - |
| VILLAGE 5B | 60'x110' | 50 | - |
| VILLAGE 6 | 60'x110' | 128 | - |
| VILLAGE 7 | 55'x105' | 102 | - |
| VILLAGE 8A | 55'x105' | 27 | - |
| VILLAGE 8B | 55'x105' | 86 | - |
| VILLAGE 9A | 55'x105' | 47 | - |
| VILLAGE 10A | 55'x105' | 53 | - |
| VILLAGE 11A | 45'x105' | 49 | - |
| TOTAL ZONE 1 | | 799 | |

NORTH
N.T.S.

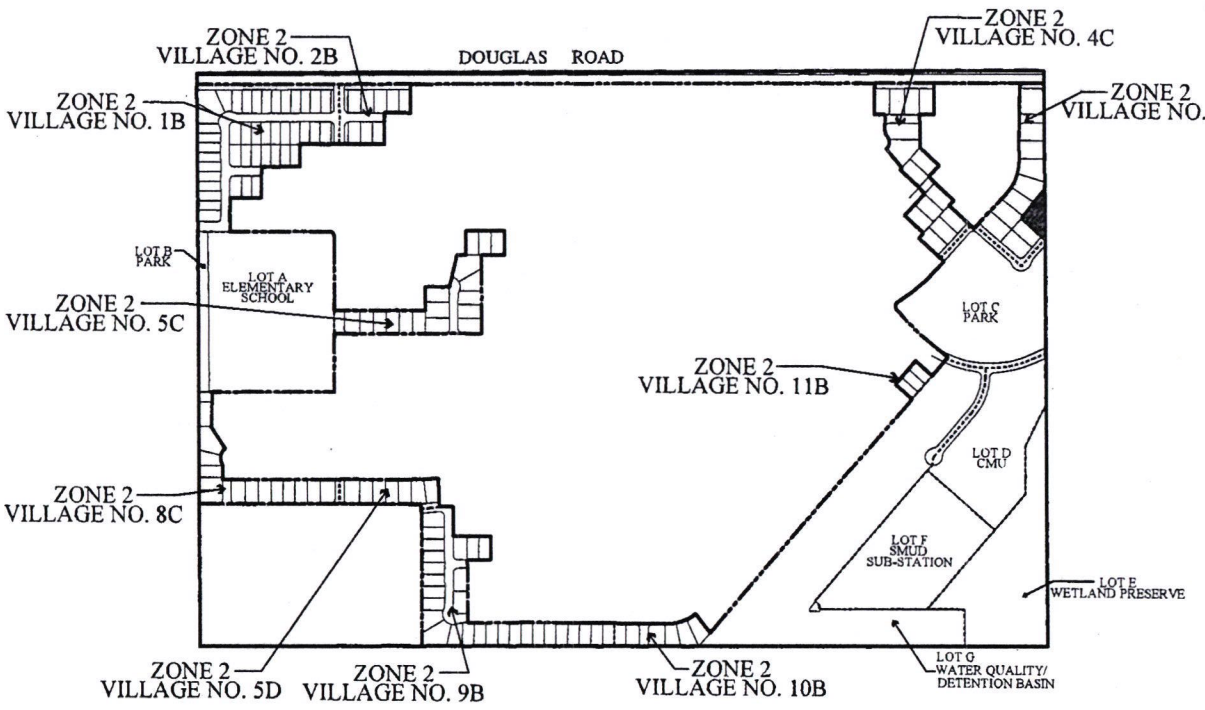

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# CITY OF RANCHO CORDOVA
# SUNRIDGE PARK AREA COMMUNITY FACILITIES DISTRICT NO. 2004-1
# IDENTIFICATION OF TAX ZONE 2 AND ANTICIPATED LOTS

RANCHO CORDOVA, CALIFORNIA

JUNE 2006




## LAND USE SUMMARY TABLE

***ZONE 2 (SUNRIDGE PARK - PHASE II)***

| UNIT/VILLAGE | TYPICAL LOT SIZE | NO. OF LOTS | NET ACRES |
|---|---|---|---|
| VILLAGE 1B | 45'x105' | 43 | - |
| VILLAGE 2B | 55'x105' | 8 | - |
| VILLAGE 4C | 70'x122' | 14 | - |
| VILLAGE 4D | 70'x122' | 10 | - |
| VILLAGE 5C | 60'x110' | 17 | - |
| VILLAGE 5D | 60'x110' | 7 | - |
| VILLAGE 8C | 55'x105' | 14 | - |
| VILLAGE 9B | 55'x105' | 29 | - |
| VILLAGE 10B | 55'x105' | 6 | - |
| VILLAGE 11B | 45'x105' | 3 | - |
| LOT A | ELEM. SCHOOL | | 10.0 |
| LOT B | PARK | | 0.8 |
| LOT C | PARK | | 6.5 |
| LOT D | CMU | | 5.3 |
| LOT E | WETLAND PRESERVE | | 6.4 |
| LOT F | SMUD SUB-STATION | | 6.5 |
| LOT G | WQ/DETENTION | | 13.4 |
| TOTAL ZONE 2 | | 151 | |

NORTH
N.T.S.

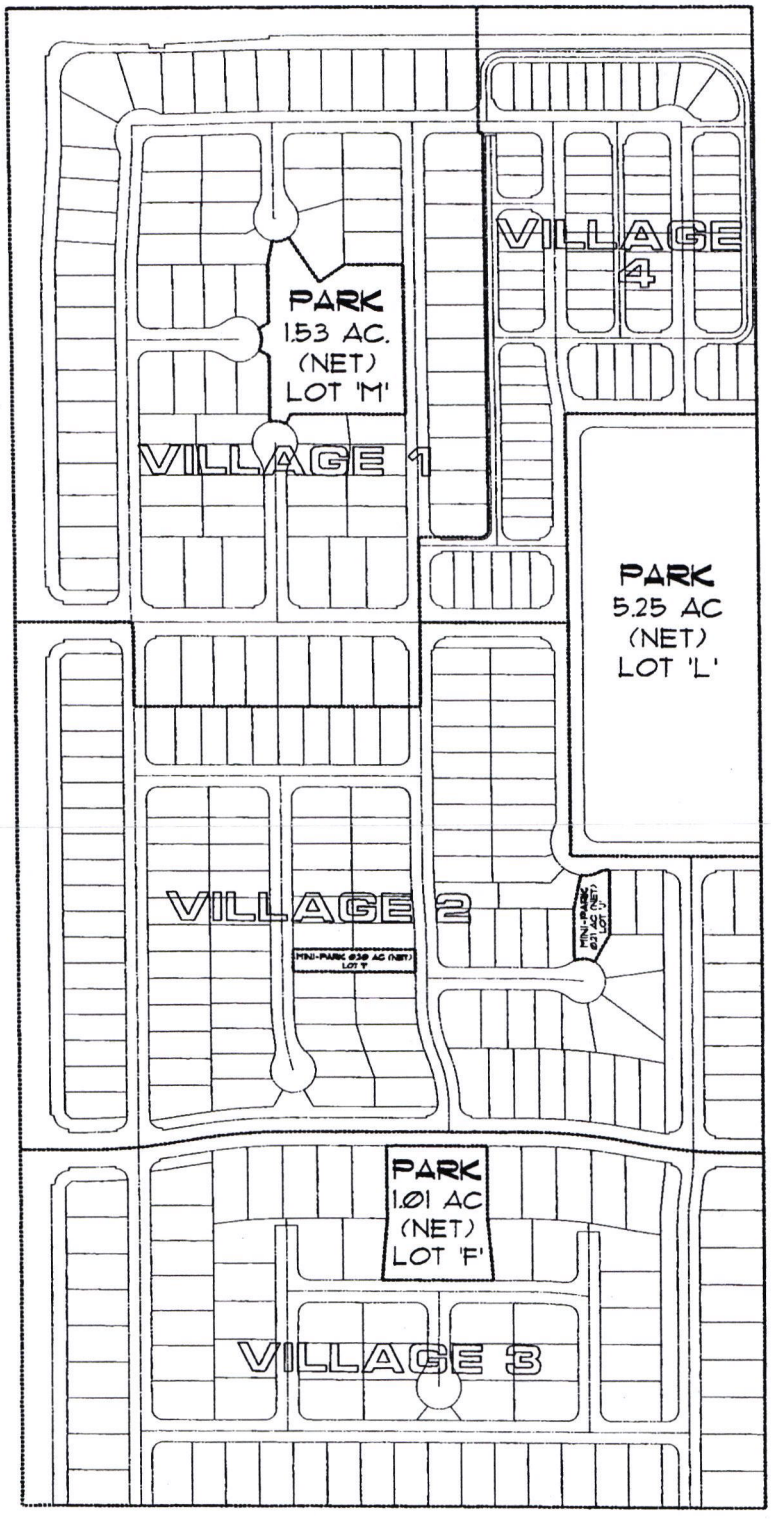
NOTE: THE ORIGINAL VERSION OF ATTACHMENT #1 DEPICTING ZONE 2 INCLUDED A VILLAGE 12 AND A VILLAGE 13. VILLAGE 12 PREVIOUSLY EXISTED IN THE SAME LOCATION AS THE SOUTHERN PORTION OF THE CURRENT VILLAGE 4D AND THE WESTERN PORTION OF PARK LOT C. VILLAGE 13 PREVIOUSLY EXISTED IN THE SAME LOCATION AS THE SOUTHERN PORTION OF BOTH THE SMUD SUBSTATION LOT F AND THE WETLAND PRESERVE LOT E.


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# CITY OF RANCHO CORDOVA
# SUNRIDGE PARK AREA COMMUNITY FACILITIES DISTRICT NO. 2004-1
# IDENTIFICATION OF TAX ZONES AND ANTICIPATED LOTS

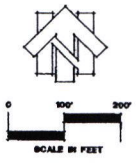
RANCHO CORDOVA, CALIFORNIA
JUNE 15, 2006

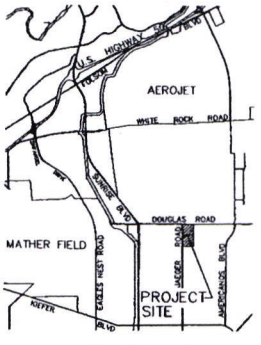



## LAND USE SUMMARY

SUNRIDGE LOT J - ZONE 3

| UNIT / VILLAGE | TYPICAL LOT SIZE / USE | # OF LOTS | NET ACRES |
|---|---|---|---|
| VILLAGE 1 | 55' X 105' | 92 | 20.85 |
| VILLAGE 2 | 45' X 110' | 126 | 22.69 |
| VILLAGE 3 | 60' X 115' | 116 | 18.93 |
| VILLAGE 4 | 32' X 85' | 78 | 9.65 |
| LOT 'F' | - | PARK | 1.01 |
| LOT 'L' | - | PARK | 5.25 |
| LOT 'M' | - | PARK | 1.53 |
| LOT 'I' | - | MINI-PARK | 0.20 |
| LOT 'J' | - | MINI-PARK | 0.21 |




VICINITY MAP

ZONE 3

SUNRIDGE LOT J
SUN RIDGE SPECIFIC PLAN
CITY OF RANCHO CORDOVA, CALIFORNIA

MSA ENGINEERING

04-052

# ATTACHMENT 2

*Revised 06/21/06 (#2)*

**Sunridge Park Area Community Facilities District No. 2004-1**
**Expected Land Uses and Expected Maximum Special Tax Revenues**

| *Column (A)* | *Column (B)* | *Column (C)* | *Column (D)* | *Column (E)* |
|---|---|---|---|---|
| **Village Designations Within Each Zone [1]** | **Expected Lot Size (Single Family) or Land Use** | **Expected # of Single Family Units, Multi-Family Acres, Townhome Acres or Non-Residential Acres** | **Base Maximum Tax Rate per Unit (Single Family) and Maximum Special Tax per Acre (Multi-Family, Townhome Property and Non-Residential) [2]** | **Expected Maximum Special Tax Revenues [2]** |
| | | **ZONE 1** | | |
| Village 1A | 45' x 105' | 20 units | $1,055 | $21,100 |
| Village 2A | 55' x 105' | 71 units | $1,155 | $82,005 |
| Village 3 | 55' x 105' | 80 units | $1,155 | $92,400 |
| Village 4A | 70' x 122' | 45 units | $1,255 | $56,475 |
| Village 4B | 70' x 122' | 18 units | $1,255 | $22,590 |
| Village 5A | 60' x 110' | 23 units | $1,155 | $26,565 |
| Village 5B | 60' x 110' | 50 units | $1,155 | $57,750 |
| Village 6 | 60' x 110' | 128 units | $1,155 | $147,840 |
| Village 7 | 55' x 105' | 102 units | $1,155 | $117,810 |
| Village 8A | 55' x 105' | 27 units | $1,155 | $31,185 |
| Village 8B | 55' x 105' | 86 units | $1,155 | $99,330 |
| Village 9A | 55' x 105' | 47 units | $1,155 | $54,285 |
| Village 10A | 55' x 105' | 53 units | $1,155 | $61,215 |
| Village 11A | 45' x 105' | 49 units | $1,055 | $51,695 |
| **Subtotal, Zone 1** | | | | **$922,245** |
| | | **ZONE 2** | | |
| Village 1B | 45' x 105' | 43 units | $1,055 | $45,365 |
| Village 2B | 55' x 105' | 8 units | $1,155 | $9,240 |
| Village 4C | 70' x 122' | 14 units | $1,255 | $17,570 |
| Village 4D | 70' x 122' | 10 units | $1,255 | $12,550 |
| Village 5C | 60' x 110' | 17 units | $1,155 | $19,635 |
| Village 5D | 60' x 110' | 7 units | $1,155 | $8,085 |
| Village 8C | 55' x 105' | 14 units | $1,155 | $16,170 |
| Village 9B | 55' x 105' | 29 units | $1,155 | $33,495 |
| Village 10B | 55' x 105' | 6 units | $1,155 | $6,930 |
| Village 11B | 45' x 105' | 3 units | $1,055 | $3,165 |
| Village 12 | 45' x 105' | 0 units | $1,055 | $0 |
| Village 13 | Townhomes | 0.0 acres | $9,000 | $0 |
| **Subtotal, Zone 2** | | | | **$172,205** |
| | | **ZONE 3** | | |
| Village 1 | 55' x 105' | 94 units | $1,155 | $108,570 |
| Village 2 | 45' x 105' | 126 units | $1,055 | $132,930 |
| Village 3 | 60' x 110' | 74 units | $1,155 | $85,470 |
| Village 4 | 32' x 80' | 75 units | $855 | $64,125 |
| **Subtotal, Zone 3** | | | | **$391,095** |
| **Expected Maximum Special Tax Revenues in CFD, Fiscal Year 2003-04** | | | | **$1,485,545** |
| **CFD Buffer** | | | | **($6,595)** |
| **Net Amount of Maximum Special Tax Revenues to Secure Bonds (2003-04)** | | | | **$1,478,950** |

1. See Attachment 1 for the geographic area associated with each Zone and Village.
2. On July 1, 2004 and each July thereafter, the Maximum Special Tax and Expected Maximum Special Tax Revenues shall be increased by two percent (2%) of the amount in effect in the previous Fiscal Year.

Exhibit B

**CITY OF RANCHO CORDOVA**
**SUNRIDGE PARK AREA**
**COMMUNITY FACILITIES DISTRICT NO. 2004-1**

**LIST OF FACILITIES AUTHORIZED TO BE FUNDED BY CFD NO. 2004-1**

ROADWAYS, LOCAL DRAINAGE, LANDSCAPING AND SOUNDWALLS

R-1 Douglas Road - Jaeger Road to Americanos Road: Widening 2 center lanes to 4 plus median
R-2 Douglas Road at Jaeger Road: 6x4 lane 3-way intersection widening & signalization
R-3 Jaeger Rd. - Douglas Rd. to Chrysanthy (formerly Pyramid) Blvd: 2 center lanes plus median
R-4 Alta Sunrise Reliever from Douglas Road to US 50: Initial planning & environmental work
R-5 Zinfandel Drive Extension from Douglas Road to International Drive
R-6 Grant Line Road at White Rock Road: Add additional exclusive left turn lane and signalization
R-7 Douglas Road – Sunridge Lot J Frontage: Southerly frontage, including landscaping & soundwall
R-8 Jaeger Road – Sunridge Lot J Frontage: Easterly frontage, including landscaping & soundwall
R-9 Douglas Road – Sunridge Park Frontage: Southerly frontage, including landscaping & soundwall
R-10 Sunridge Park – Street 1 collector improvements, including landscaping & soundwall
R-11 Sunridge Park – Street 2 collector improvements, including landscaping & soundwall
R-12 Sunridge Park – Street 3 collector improvements, including landscaping & soundwall
R-13 Sunridge Park – Western Park/School frontage improvements
R-14 Sunridge Park – Eastern Park frontage improvements
R-15 Sunridge Lot J – Park frontage Improvements

---

R-16 Chrysanthy (formerly Pyramid) Blvd. - Anatolia I to Jaeger Rd: 2 center lanes plus median
R-17 Chrysanthy (formerly Pyramid) Blvd. at Jaeger Rd: 4x4 lane 4-way intersection widening & signalization
R-18 Douglas Road at Zinfandel Drive: Add through lanes to north and southbound approaches
R-19 Sunrise Boulevard from Kiefer Boulevard to SR 16: Widening 2 center lanes to 4 plus median
R-20 Sunrise Boulevard at Kiefer Boulevard: 6x4 lane 4-way intersection widening & signalization
R-28 Douglas Road at Americanos Road: 6x4 lane 4-way intersection widening & signalization
R-29 Americanos Road from Douglas Road north to SRSP Boundary: 2 center lanes plus median

JOINT TRENCH UTILITIES

JT-2 Douglas Road at Jaeger Road
JT-7 Douglas Road – Sunridge Lot J Frontage
JT-8 Jaeger Road – Sunridge Lot J Frontage
JT-9 Douglas Road – Sunridge Park Frontage
JT-10 Sunridge Park – Collector Street 1: Non-single family frontage improvements
JT-11 Sunridge Park – Collector Street 2: Non-single family frontage improvements
JT-12 Sunridge Park – Collector Street 3: Non-single family frontage improvements
JT-13 Sunridge Park – Western Park/School frontage improvements
JT-14 Sunridge Park – Eastern Park frontage improvements
JT-15 Sunridge Lot J – Park frontage improvements

SANITARY SEWER FACILITIES

S-1 Any and all major Sewer facilities necessary to provide sewer service to Sunridge Park or Sunridge Lot J

**CITY OF RANCHO CORDOVA**
**SUNRIDGE PARK AREA**
**COMMUNITY FACILITIES DISTRICT NO. 2004-1**

## LIST OF FACILITIES AUTHORIZED TO BE FUNDED BY CFD NO. 2004-1

### WATER FACILITIES

W-1 Any and all major Water facilities necessary to provide water service to Sunridge Park or Sunridge Lot J.

### DRAINAGE FACILITIES

D-1 Any and all major Drainage facilities necessary to provide drainage conveyance, detention or water quality treatment for Sunridge Park or Lot J.

### PARK IMPROVEMENTS

P-1 Park Lot L – 6.3 Acres (Sunridge Lot J – TM Lot L/Sunridge Park - Phase II – TM Lot B)
P-2 Park Lot C – 6.5 Acres (Sunridge Park – Phase II – TM Lot C)
P-3 Mini-Park Lot I - 0.20 Acre (Sunridge Lot J - TM Lot I)
P-4 Mini-Park Lot J – 0.21 Acre (Sunridge Lot J – TM Lot J)
P-5 Park Lot F – 1.0 Acre (Sunridge Lot J – TM Lot F)

### SUNRIDGE SPECIFIC PLAN & CITY DEVELOPMENT IMPACT FEES

F-1 Sunridge Specific Plan Water Fees for Sunridge Park & Sunridge Lot J
F-2 Sunridge Specific Plan Sewer Fees for Sunridge Park & Sunridge Lot J
F-3 Sunridge Specific Plan Road Fees for Sunridge Park & Sunridge Lot J
F-4 Sunridge Specific Plan Park Development Fees for Sunridge Park & Sunridge Lot J
F-5 Citywide Transportation Impact Fee for Sunridge Park and Sunridge Lot J

### ENGINEERING STUDIES, PERMITTING, PUBLIC FACILITIES REPORT, FINANCING PLAN

E-1 Consultant fees, application fees, processing fees, and document production costs associated with the CFD preparation and processing of Public Facilities Reports, Engineering Studies, CFD Reports, Financing Plans, Environmental Permitting, and Environmental Studies, as well as other costs associated with the District Formation and Bond Sale process.

### OTHER

O-1 Any other facilities serving substantially the same purpose as the above described facilities.

O-2 Any other facilities permitted under the Mello-Roos Community Facilities Act of 1982, including the facilities described in Section 53313.5 of the California Government Code, as amended from time to time, provided that such facilities satisfy at least one of the following criteria: 1) augment, improve or expand existing District facilities that are primarily for the benefit of the District; or 2) repair or rehabilitate existing District facilities.

**CITY OF RANCHO CORDOVA**
**SUNRIDGE PARK AREA**
**COMMUNITY FACILITIES DISTRICT NO. 2004-1**

## LIST OF SERVICES AUTHORIZED TO BE FUNDED BY CFD NO. 2004-1

### SERVICES

SERVICES-1 Obtaining, furnishing, operating, and maintaining police protection equipment or apparatus, paying the salaries and benefits of police protection personnel, and other such police protection service expenses as are deemed necessary for the benefit or residents in the community facilities district.

###

**MEMORANDUM**

**DATE:** July 5, 2006

**TO:** Mayor and Council Members

**FROM:** William J. Thomas, Chief Financial Officer

**SUBJECT:** **RESOLUTION AMENDING CFD 2005-1**

## RECOMMENDATION

Approve the Resolution of Consideration (Resolution No. 97-2006) based on the updated Rate and Method of the Special Tax Formula, setting a public hearing and property owner election for August 7, 2006.

## RESULT OF RECOMMENDED ACTION

The result of the proposed action will result in the greater security of the police services special tax and align the tax to both the length of the bonds as well as Revenue Neutrality.

## BACKGROUND

The City of Rancho Cordova formed Community Facilities District No. 2005-1 for the Sunridge-North Douglas Project pursuant to Mello-Roos law. The District was formed to help fund public infrastructure improvements of benefit to the Project. The District was not formed to provide an ongoing Police Services Special Tax. Rather, a separate Police Safety Special Tax was established for the District under a separate government code from Mello-Roos law. The City now wishes to adjust the tax for Police Services that has been approved for Sunridge North Douglas Project. This adjustment will not change the tax rate or basic economics that was previously approved or the manner in which it is collected. Rather, the adjustment will align the tax with Community Facilities District Law (Mello-Roos) – allowing for more straight-forward ongoing administration by the City.

The Police Services Tax that was approved on the Sunridge-North Douglas Project under the provisions of Government Code Section 53978. The plan is for the Rate & Method of the Special Tax that has been approved for the Project to be changed to include both (1) a Special Tax for Facilities and (2) a Special Tax for Public Safety. Both tax rates will remain consistent with what was previously

approved for each purpose. Following approval of the new tax structure, the previous tax that was put in place for Public Safety will be removed from the Sunridge-North Douglas Project.

This simple adjustment will allow the City to have both taxes on your Project consistent with CFD law. As these taxes will be in place for several decades, the ongoing administration for the City will be more straight-forward if both taxes are consistent under the same law.

The adjustment to the Police Services Special Tax is similar to the original formation of the Community Facilities District for the Project – requiring two City Council actions over a 30-day period. The Council will approve the Resolution of Consideration tonight – setting a public hearing and property owner election for July 5, 2006. Following approval by the property owner election, the City Council will adopt the Resolution of Approval – approving the change to the Rate & Method of the Special Tax Formula.

## FISCAL IMPACT

The City is highly dependent on the Police Tax, especially during the next 28 years to fund police services to new development areas. This change will align the Police Services Tax with the Mello-Roos district that will overlay the tax services district.

## ATTACHMENT

Resolution No. 97-2006 including (Exhibit A) Sunridge North Douglas Community Facilities District 2005-1 – Rate and Method of Apportionment of Special Tax and (Exhibit B) List of Facilities Authorized to be Funded by CFD No. 2005-1

**CITY OF RANCHO CORDOVA**

**RESOLUTION NO. 97-2006**

**A RESOLUTION OF THE CITY COUNCIL OF CONSIDERATION TO AMEND THE RATE AND METHOD OF APPORTIONMENT AND LIST OF FACILITIES FOR SUNRIDGE NORTH DOUGLAS COMMUNITY FACILITIES DISTRICT NO. 2005-1, SETTING AN ELECTION OF THE ELIGIBLE VOTERS WITHIN THE DISTRICT ON THE QUESTION OF SUCH AMENDMENT**

**WHEREAS,** on September 6, 2005, this Council adopted Resolution No. 111-2005 "A RESOLUTION OF INTENTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA TO FORM A COMMUNITY FACILITIES DISTRICT AND TO LEVY A SPECIAL TAX IN THE SUNRIDGE NORTH DOUGLAS COMMUNITY FACILITIES DISTRICT NO. 2005-1 TO FINANCE THE ACQUISITION AND CONSTRUCTION OF CERTAIN PUBLIC FACILITIES AND SERVICES IN AND FOR SUCH COMMUNITY FACILITIES DISTRICT" (the "Resolution of Intention") with respect to Sunridge North Douglas Community Facilities District No. 2005-1 (the "CFD") of the City pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing with Section 53311, of the California Government Code (the "Act"); and

**WHEREAS,** the territory included in the CFD is locally referred to as the Sunrise North Douglas development area, and is more particularly described in the Resolution of Intention and the boundary map referred to therein; and

**WHEREAS,** subsequent to the adoption of the Resolution of Intention, and after a duly noticed public hearing, on October 17, 2005 this Council adopted Resolution No. 131-2005 "RESOLUTION OF FORMATION OF COMMUNITY FACILITIES DISTRICT AND TO LEVY A SPECIAL TAX IN SUNRIDGE NORTH DOUGLAS COMMUNITY FACILITIES DISTRICT NO. 2005-1" (the "Resolution of Formation"), ordering the formation of the City's Sunridge North Douglas Community Facilities District No. 2005-1 (the "CFD"), authorizing the levy of a special tax on property within the CFD and preliminarily establishing an appropriations limit for the CFD, all pursuant to the Act; and

**WHEREAS,** the above Resolution of Formation had attached to it and incorporated by reference a rate and method of apportionment of the Special Tax (the "RMA") and List of Facilities ("List of Facilities"); and

**WHEREAS,** on November 7, 2005, the Council adopted Ordinance No. 26-2005, which Ordinance authorized the levy of special taxes for the CFD; and

**WHEREAS,** it is now necessary to amend the rate and method of apportionment of the Special Tax for the CFD through an Amended RMA in order to adjust the special taxes to include a police services component and in connection therewith to amend the list of authorized facilities for the CFD to include the authorization to include a police services component; and

**WHEREAS,** the Mello-Roos Act of 1982 which is the statutory authority for creating CFDs specifically authorizes the legislative body of a public agency to adopt a resolution of consideration in order to propose a change to the rate and method of apportionment and to propose a change to the authorized facilities and/or services of the CFD after a community facilities district has been formed, which authority is found in Government Code Section 53331(a); and

**WHEREAS,** a change to the RMA and authorized facilities or services after a community facilities district has been formed cannot occur until a public hearing has been held and a majority of the eligible voters has approved the amendment.

**NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA** that the Council

1. The Council hereby declares its intention to amend the RMA for the CFD through the adoption of a Resolution of Change incorporating an Amended RMA if such a change is approved by two-thirds of the eligible voters within the CFD, which for this purpose shall be the landowners within the CFD. The Amended RMA is attached hereto as Exhibit A, and incorporated herein by reference.

2. The Council hereby declares its intention to amend the authorized facilities payable from special taxes of the CFD to include, in addition to the previously authorized facilities, a services component. The Amended List of Facilities is attached hereto as Exhibit B, and incorporated herein by reference.

3. The Council hereby sets August 7, 2006 at 7:00 p.m. or as soon thereafter as possible in the Council Chambers, located at City Hall, 2729 Prospect Park Drive, Rancho Cordova, California as the date and time for the public hearing on the question of amending the RMA and authorized facilities and services for the CFD. Notice of the public hearing shall be published in a newspaper of general circulation at least seven (7) days before the public hearing and mailed to each eligible voter and landowner.

4. The Council hereby sets August 7, 2006 at 7 p.m. or as soon thereafter as possible in the Council Chambers, located at City Hall, 2729 Prospect Park Drive, Rancho Cordova, California as the date and time of the mailed ballot election to be held on the proposition of amending the RMA and authorized facilities and services for the CFD and authorizing the substitution of the Amended RMA for the existing RMA in the reference to the RMA and the addition of the herein described services in the reference to the to the authorized facilities and services for the CFD in the Ordinance. The City Clerk is authorized to see that the ballots are mailed in accordance with Government Code Section 53318.

5. This Resolution shall take effect upon its adoption.

**PASSED AND ADOPTED** by the City Council of on the 5th day of July, 2006 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

_____
Robert J. McGarvey, Mayor

**ATTEST:**

_____
Lillian E. Hare, City Clerk

# CITY OF RANCHO CORDOVA
# SUNRIDGE NORTH DOUGLAS
# COMMUNITY FACILITIES DISTRICT NO. 2005-1

## RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX

Special Taxes applicable to each Assessor's Parcel in the City of Rancho Cordova Sunridge North Douglas Community Facilities District No. 2005-1 (herein "CFD No. 2005-1") shall be levied and collected according to the tax liability determined by the City Council through the application of the appropriate amount or rate for Taxable Property, as described below. All of the property in CFD No. 2005-1, unless exempted by law or by the provisions of Section G below, shall be taxed for the purposes, to the extent, and in the manner herein provided, including property subsequently annexed to the CFD unless a separate Rate and Method of Apportionment is adopted for the annexation area.

## A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

**"Acre or Acreage"** means the land area of an Assessor's Parcel as shown on an Assessor's Parcel Map, or if the land area is not shown on an Assessor's Parcel Map, the land area shown on the applicable Final Map or other parcel map recorded at the County Recorder's Office.

**"Act"** means the Mello-Roos Community Facilities Act of 1982, as amended, being Chapter 2.5, (commencing with Section 53311), Division 2 of Title 5 of the Government Code of the State of California.

**"Administrative Expenses"** means any or all of the following: the fees and expenses of any fiscal agent or trustee (including any fees or expenses of its counsel) employed in connection with any Bonds, and the expenses of the City in carrying out its duties with respect to CFD No. 2005-1 and the Bonds, including, but not limited to, the levy and collection of the Special Taxes, the fees and expenses of its counsel, charges levied by the County in connection with the levy and collection of Special Taxes, costs related to property owner inquiries regarding the Special Taxes, amounts needed to pay rebate to the federal government with respect to Bonds, costs associated with complying with continuing disclosure requirements under the California Government Code with respect to the Bonds and the Special Taxes, and all other costs and expenses of the City and County in any way related to the establishment or administration of CFD No. 2005-1.

**"Administrator"** shall mean the person or firm designated by the City to administer the Special Taxes according to this RMA.

**"Assessor's Parcel"** or **"Parcel"** means a lot or parcel shown on an Assessor's Parcel Map with an assigned Assessor's Parcel number.

**"Assessor's Parcel Map"** means an official map of the County Assessor designating Parcels by Assessor's Parcel Number.

**"Authorized Facilities"** means those facilities that are authorized to be funded by CFD No. 2005-1.

**"Authorized Services"** means those services that are authorized to be funded by CFD No. 2005-1.

**"Bonds"** means bonds or other debt (as defined in the Act), whether in one or more series, issued, insured or assumed by CFD No. 2005-1 related to public infrastructure and/or improvements that will serve property included within CFD No. 2005-1.

**"Buildable Lot"** means an individual lot within a Final Map for which a building permit may be issued without further subdivision of such lot.

**"Capitalized Interest"** means funds in any capitalized interest account available to pay debt service on Bonds.

**"CFD Formation"** means the date on which the Resolution of Formation to form CFD No. 2005-1 was adopted by the City Council.

**"City"** means the City of Rancho Cordova.

**"City Council"** means the City Council of the City of Rancho Cordova.

**"County"** means the County of Sacramento.

**"Developed Property"** means, in any Fiscal Year, all Parcels of Taxable Property for which a building permit for new construction was issued prior to June 1 of the preceding Fiscal Year.

**"Expected Land Uses"** means the total number of single family residential units expected within the CFD at the time of CFD Formation. The Expected Land Uses are identified in Attachment 1 of this RMA.

**"Expected Maximum Facilities Special Tax Revenues"** means the amount of annual revenue that would be available within the CFD if the Maximum Facilities Special Tax was levied on the Expected Land Uses after assuming the loss of five additional RD-5 units. The Expected Maximum Facilities Special Tax Revenues are shown in Attachment 1 of this RMA and may be reduced due to prepayments in future Fiscal Years or changes in land use as set forth in Section D below.

**"Facilities Special Tax"** means a special tax levied in any Fiscal Year to pay the Facilities Special Tax Requirement.

**"Facilities Special Tax Requirement"** means the amount necessary in any Fiscal Year (i) to pay principal and interest on Bonds which are due in the calendar year which begins in such Fiscal Year, (ii) to create or replenish reserve funds, (iii) to cure any delinquencies in the payment of principal or interest on Bonds which have occurred in any prior Fiscal Year or (based on delinquencies in the payment of Facilities Special Taxes which have already taken place) are expected to occur in the Fiscal Year in which the tax will be collected (iv) to pay Administrative Expenses that have not been included in the Services Special Tax Requirement, and (v) to pay a portion of the costs, as determined by the City, of Authorized Facilities. The Facilities Special Tax Requirement may be reduced in any Fiscal Year by (i) interest earnings on or surplus balances in funds and accounts for the Bonds to the extent that such earnings or balances are available to apply against debt service pursuant to the Bond indenture, Bond resolution, or other legal document that set forth these terms, (ii) proceeds from the collection of penalties associated with delinquent Special Taxes, and (iii) any other revenues available to pay debt service on the Bonds as determined by the Administrator.

**"Final Map"** means a final map, or portion thereof, approved by the City or County pursuant to the Subdivision Map Act (California Government Code Section 66410 *et seq*) that creates Buildable Lots. The term "Final Map" shall not include any large-lot subdivision map, Assessor's Parcel Map, or subdivision map or portion thereof, that does not create Buildable Lots, including Assessor's Parcels that are designated as remainder parcels.

**"Fiscal Year"** means the period starting July 1 and ending on the following June 30.

**"Maximum Facilities Special Tax"** means the greatest amount of Facilities Special Tax that can be levied on an Assessor's Parcel in any Fiscal Year determined in accordance with Sections C and D below.

**"Maximum Services Special Tax"** means the greatest amount of Services Special Tax that can be levied on an Assessor's Parcel in any Fiscal Year determined in accordance with Section C below.

**"Other Taxable Property"** means all Taxable Property in CFD No. 2005-1 that is designated with a Zoning Designation other than LDR/RD-5, LDR/RD-7, or LDR/RD-10.

**"Proportionately"** means, for Developed Property, that the ratio of the actual Special Taxes levied in any Fiscal Year to the Maximum Special Taxes authorized to be levied in that Fiscal Year is equal for all Assessor's Parcels of Developed Property. For Undeveloped Property, "Proportionately" means that the ratio of the actual Special Taxes levied to the Maximum Special Taxes is equal for all Assessor's Parcels of Undeveloped Property.

**"Public Property"** means any property within the boundaries of CFD No. 2005-1 that is owned by the City, federal government, State of California or other public agency.

**"Residential Unit"** means a single family detached unit or an individual unit within a duplex, triplex, halfplex, fourplex, condominium, townhome, live/work, or apartment structure. A second unit (granny flat) that shares a Parcel with a single family detached unit shall not be considered a Residential Unit for purposes of levying the Services Special Tax.

**"RMA"** means this Rate and Method of Apportionment of Special Tax.

**"Services Special Tax"** means a Special Tax levied in any Fiscal Year to pay for Authorized Services.

**"Services Special Tax Requirement"** means that amount necessary in any Fiscal Year to (i) pay for Authorized Services, (ii) pay Administrative Expenses that have not been included in the Facilities Special Tax Requirement for the Fiscal Year, and (iii) cure any delinquencies in the payment of Services Special Taxes levied in prior Fiscal Years or (based on delinquencies in the payment of Services Special Taxes which have already taken place) are expected to occur in the current Fiscal Year.

**"Single Family Detached Property"** means all Parcels within CFD No. 2005-1 that are developed or expected to be developed as single family detached homes.

**"Special Tax" or "Special Taxes"** means, collectively, the Facilities Special Tax and the Services Special Tax.

**"Taxable Property"** means all of the Assessor's Parcels within the boundaries of CFD No. 2005-1 which are not exempt from the Special Tax pursuant to law or Section G below.

**"Undeveloped Property"** means, in any Fiscal Year, all Parcels of Taxable Property that are not Developed Property as defined herein.

**"Zoning Designation"** means the City of Rancho Cordova zoning designation that applies to a particular area within the CFD.

## B. DATA FOR ADMINISTRATION OF SPECIAL TAX

On or about July 1 of each Fiscal Year, the Administrator shall identify the current Assessor's Parcel numbers for all Parcels of Taxable Property. The Administrator shall also determine: (i) whether each Assessor's Parcel of Taxable Property is Developed Property or Undeveloped Property, (ii) the Zoning Designation for each Parcel of Developed Property, and (iii) the Facilities Special Tax Requirement and Services Special Tax Requirement.

In addition, the Administrator shall, ***on an ongoing basis***, monitor whether changes in land use have been proposed that will affect the Expected Maximum Facilities Special Tax Revenues. If the Expected Maximum Facilities Special Tax Revenues will be reduced pursuant to a proposed land use change, the Administrator shall apply the steps set forth in Section D below.

In any Fiscal Year, if it is determined that (i) a parcel map for a portion of property in CFD No. 2005-1 was recorded after January 1 of the prior Fiscal Year (or any other date after which the Assessor will not incorporate the newly-created Parcels into the then current tax roll), (ii) because of the date the parcel map was recorded, the Assessor does not yet recognize the new Parcels created

by the parcel map, and (iii) one or more of the newly-created Parcels meets the definition of Developed Property, the Administrator shall calculate the Special Taxes for the property affected by recordation of the parcel map by determining the Special Taxes that applies separately to each newly-created Parcel, then applying the sum of the individual Special Taxes to the Parcel that was subdivided by recordation of the parcel map.

## C. MAXIMUM SPECIAL TAX

*1. Developed Property, Facilities Special Tax*

Following are the Maximum Facilities Special Tax rates for Parcels of Developed Property in the CFD:

| Land Use | Zoning Designation | Maximum Facilities Special Tax Fiscal Year 2005-06 * |
|---|---|---|
| Single Family Detached Property | LDR/RD-5 | $1,510 per Buildable Lot |
| Single Family Detached Property | LDR/RD-7 | $1,380 per Buildable Lot |
| Single Family Detached Property | LDR/RD-10 | $ 910 per Buildable Lot |
| Other Taxable Property | Any Designation Other than RD-5, RD-7 or RD-10 | $9,700 per Acre |

**** On July 1, 2006 and each July 1 thereafter, the Maximum Facilities Special Taxes shown above shall be increased by two percent (2%) of the amount in effect in the previous Fiscal Year.***

*2. Undeveloped Property, Facilities Special Tax*

The Maximum Facilities Special Tax for Undeveloped Property for Fiscal Year 2005-06 is $9,700 per Acre. On July 1, 2006 and each July 1 thereafter, the Maximum Facilities Special Taxes for Undeveloped Property shall be increased by two percent (2%) of the amount in effect in the previous Fiscal Year.

*3. Developed Property, Services Special Tax*

The Maximum Services Special Tax for Developed Property in Fiscal Year 2006-07 is $250 per Residential Unit, which amount shall on each July 1, commencing on July 1, 2007, be escalated by the increase, if any, in the United States Department of Labor Consumer Price Index (CPI) for the San Francisco-Oakland-San Jose Area for All Urban Consumers. The CPI used shall be as determined by the Bureau of Labor Statistics from April to April beginning with the period from April 2006 to April 2007.

## D. CHANGES TO LAND USES WITHIN CFD NO. 2005-1

Prior to the sale of Bonds on behalf of the CFD, changes to the Expected Land Uses (including a reduction in Buildable Lots) may occur without any required prepayment of Facilities Special Taxes. If such changes result in a reduction to the Expected Maximum Facilities Special Tax Revenues anticipated at CFD Formation, the Administrator shall revise Attachment 1 to reflect the new Expected Maximum Facilities Special Tax Revenues, which shall then be used to determine the amount of Bonds that can be issued. If a land use change occurs after Bonds have been sold and such change results in a reduction in the Expected Maximum Facilities Special Tax Revenues, the following steps shall be applied to ensure there is no reduction in Maximum Facilities Special Tax revenues:

**Step 1:** The Administrator shall calculate the Maximum Facilities Special Tax revenues that could have been collected from property affected by the change in Expected Land Uses based on the Expected Land Uses reflected in Attachment 1.

**Step 2:** The Administrator shall calculate the Maximum Facilities Special Tax revenues that can be collected from the property affected by the change in Expected land Uses after such change takes effect.

**Step 3:** If the revenues calculated in Step 2 are less than those calculated in Step 1, the landowner of the property affected by the change in Expected Land Uses must prepay an amount sufficient to retire a portion of the Bonds and maintain 110% coverage on the Bonds' debt service. The required prepayment shall be calculated using the formula set forth in Section H below. If the mandatory prepayment has not been received by the City prior to the issuance of the first building permit for new construction within the Final Map that reflects that land use change, the Administrator may, in the next Fiscal Year, levy the amount of the mandatory prepayment on any Parcel(s) of Undeveloped Property within that Final Map.

If the amount determined in Step 2 is higher than that calculated in Step 1, no such mandatory prepayment will be required.

## E. METHOD OF LEVY OF THE SPECIAL TAXES

*1. Facilities Special Tax*

Each Fiscal Year, the Administrator shall determine the Facilities Special Tax Requirement to be collected in that Fiscal Year. A Special Tax shall then be levied according to the following steps:

**Step 1:** The Special Tax shall be levied Proportionately on each Parcel of Developed Property in CFD No. 2005-1 up to 100% of the Maximum Facilities Special Tax for Developed Property determined pursuant to Section C.1 above.

**Step 2:** If additional revenue is needed after Step 1 in order to meet the Facilities Special Tax Requirement after Capitalized Interest has been applied to reduce the Facilities Special Tax Requirement, the Facilities Special Tax shall be levied Proportionately on each Parcel of Undeveloped Property up to 100% of the Maximum Facilities Special Tax for such Undeveloped Property determined pursuant to Section C.2.

**Step 3:** If additional revenue is needed after applying the first two steps, the Facilities Special Tax shall be levied Proportionately on each Parcel of Public Property, exclusive of property exempt from the Special Tax pursuant to Section G below, up to 100% of the Maximum Facilities Special Tax for Undeveloped Property for such Fiscal Year determined pursuant to Section C.2.

2. *Services Special Tax*

The Maximum Services Special Tax in CFD No. 2005-1 shall be levied each Fiscal Year unless and until the City makes a determination in any Fiscal Year that the revenues generated from levy of the Maximum Services Special Tax exceed the Services Special Tax Requirement for that Fiscal Year. If such a determination is made, the Services Special Tax shall be levied Proportionately on each Parcel of Developed Property in CFD No. 2005-1 up to 100% of the Maximum Services Special Tax for Developed Property determined pursuant to Section C.3 above until the amount levy is equal to the Services Special Tax Requirement.

No Services Special Tax shall be levied in any Fiscal Year on Undeveloped Property.

## F. MANNER OF COLLECTION OF SPECIAL TAXES

The Special Taxes for CFD No. 2005-1 shall be collected in the same manner and at the same time as ordinary ad valorem property taxes, provided, however, that prepayments are permitted as set forth in Section G below and provided further that the City may directly bill the Special Taxes, may collect Special Taxes at a different time or in a different manner, and may collect delinquent Special Taxes through foreclosure or other available methods.

The Facilities Special Tax shall be levied and collected until principal and interest on Bonds have been repaid and authorized facilities to be constructed directly from Special Taxes proceeds have been completed. However, in no event shall Facilities Special Taxes be levied after Fiscal Year 2040-2041. The Services Special Tax will continue to be levied and collected unless and until the City determines that the Services Special Tax no longer needs to be levied to pay for Authorized Services.

## G. EXEMPTIONS

Notwithstanding any other provision of this RMA, no Special Taxes shall be levied in any Fiscal Year on the following:

(1) Public Property, except as otherwise authorized by Sections 53317.3 and 53317.5 of the Act.

(2) Parcels that are owned by a public utility for an unmanned facility

(3) Parcels that are subject to an easement that precludes any other use on the Parcel.

In addition, no Facilities Special Tax shall be levied on Parcels that have fully prepaid the Special Tax obligation assigned to the Parcel pursuant to the formula set forth in Section H below, and no Services Special Tax shall be levied on Undeveloped Property.

## H. PREPAYMENT OF FACILITIES SPECIAL TAX

The following definitions apply to this Section H:

**"Remaining Facilities Costs"** means the Public Facilities Requirement minus public facility costs funded by Previously Issued Bonds, developer equity and/or any other source of funding.

**"Outstanding Bonds"** means all Previously Issued Bonds which remain outstanding, with the following exception: if a Facilities Special Tax has been levied against, or already paid by, an Assessor's Parcel making a prepayment, and a portion of the Facilities Special Tax will be used to pay a portion of the next principal payment on the Bonds that remain outstanding (as determined by the Administrator), that next principal payment shall be subtracted from the total Bond principal that remains outstanding, and the difference shall be used as the amount of Outstanding Bonds for purposes of this prepayment formula.

**"Previously Issued Bonds"** means all Bonds that have been issued prior to the date of prepayment.

**"Public Facilities Requirements"** means either $11,700,000 in 2005 dollars, which shall increase on January 1, 2005, and on each January 1 thereafter by the percentage increase, if any, in the construction cost index for the San Francisco region for the prior twelve (12) month period as published in the Engineering News Record or other comparable source if the Engineering News Record is discontinued or otherwise not available, or such lower number as shall be determined by the City as sufficient to fund improvements that are authorized to be funded by CFD No. 2005-1. The Public Facilities Requirements shown above may be adjusted or a separate Public Facilities Requirements identified each time property annexes into CFD No. 2005-1; at no time shall the added Public Facilities Requirement for that annexation area exceed the amount of public improvement costs that

are expected to be supportable by the Maximum Facilities Special Tax revenues generated within that annexation area.

The Facilities Special Tax obligation applicable to an Assessor's Parcel in CFD No. 2005-1 may be prepaid and the obligation of the Assessor's Parcel to pay the Facilities Special Tax permanently satisfied as described herein, provided that a prepayment may be made only if there are no delinquent Special Taxes with respect to such Assessor's Parcel at the time of prepayment. The Services Special Tax obligation may not be prepaid. An owner of an Assessor's Parcel intending to prepay the Facilities Special Tax obligation shall provide the City with written notice of intent to prepay. Within 30 days of receipt of such written notice, the City or its designee shall notify such owner of the prepayment amount for such Assessor's Parcel. Prepayment must be made not less than 75 days prior to any redemption date for Bonds to be redeemed with the proceeds of such prepaid Facilities Special Taxes. The Prepayment Amount shall be calculated as follows: (capitalized terms as defined below):

| | |
|---|---|
| | Bond Redemption Amount |
| plus | Remaining Facilities Amount |
| plus | Redemption Premium |
| plus | Defeasance Requirement |
| plus | Administrative Fees and Expenses |
| less | Reserve Fund Credit |
| equals | Prepayment Amount |

As of the proposed date of prepayment, the Prepayment Amount shall be determined by application of the following steps:

**Step 1.** Compute the total Maximum Facilities Special Tax that could be collected from the Assessor's Parcel prepaying the Facilities Special Tax in the Fiscal Year in which prepayment would be received by the City. If this Section H is being applied to calculate a prepayment pursuant to Section D above, use, for purposes of this Step 1, the amount by which the Expected Maximum Facilities Special Tax Revenues have been reduced due to the change in land use that necessitated the prepayment.

**Step 2.** Divide the Maximum Facilities Special Tax computed pursuant to Step 1 for such Assessor's Parcel by the total Expected Maximum Facilities Special Tax Revenues for all property in the CFD, as shown in Attachment 1 of this RMA or as adjusted by the Administrator after prepayments or land use changes.

**Step 3.** Multiply the quotient computed pursuant to Step 2 by the Outstanding Bonds to compute the amount of Outstanding Bonds to be retired and prepaid (*the "**Bond Redemption Amount**"*).

**Step 4.** Compute the current Remaining Facilities Costs (if any).

**Step 5.** Multiply the quotient computed pursuant to Step 2 by the amount determined pursuant to Step 4 to compute the amount of Remaining Facilities Costs to be prepaid (*the "**Remaining Facilities Amount**"*).

**Step 6.** Multiply the Bond Redemption Amount computed pursuant to Step 3 by the applicable redemption premium, if any, on the Outstanding Bonds to be redeemed (*the "**Redemption Premium**"*).

**Step 7.** Compute the amount needed to pay interest on the Bond Redemption Amount starting with the first Bond interest payment date after which the prepayment will be received until the earliest redemption date for the Outstanding Bonds. However, if Bonds are callable at the first interest payment date after the prepayment has been received, Steps 7, 8 and 9 of this prepayment formula will not apply.

**Step 8:** Compute the amount of interest the City reasonably expects to derive from reinvestment of the Bond Redemption Amount plus the Redemption Premium from the first Bond interest payment date after which the prepayment has been received until the redemption date for the Outstanding Bonds.

**Step 9:** Subtract the amount computed pursuant to Step 8 from the amount computed pursuant to Step 7 (the ***"Defeasance Requirement"***).

**Step 10.** The administrative fees and expenses associated with the prepayment will be determined by the Administrator and include the costs of computing the prepayment, redeeming Bonds and recording any notices to evidence the prepayment and the redemption (the *"**Administrative Fees and Expenses**"*).

**Step 11.** If and to the extent so provided in the Bond indenture, a reserve fund credit shall be calculated as a reduction in the applicable reserve fund for the Outstanding Bonds to be redeemed pursuant to the prepayment (the "***Reserve Fund Credit***").

**Step 12.** The Facilities Special Tax prepayment is equal to the sum of the amounts computed pursuant to Steps 3, 5, 6, 9, and 10, less the amount computed pursuant to Step 11 (the *"**Prepayment Amount**"*).

## I. INTERPRETATION OF SPECIAL TAX FORMULA

Interpretations may be made by Resolution of the Council for purposes of clarifying any vagueness or ambiguity as it relates to the Special Tax rates, method of apportionment, classification of properties or any definition applicable to the CFD.

**ATTACHMENT 1**

# CITY OF RANCHO CORDOVA
# SUNRIDGE NORTH DOUGLAS
# COMMUNITY FACILITIES DISTRICT NO. 2005-1

## EXPECTED LAND USES AND
## EXPECTED MAXIMUM FACILITIES SPECIAL TAX REVENUES

## ATTACHMENT 1

## Sunridge North Douglas Community Facilities District No. 2005-1
## Expected Land Uses and Expected Maximum Facilities Special Tax Revenues

| Village Designations Shown on Tentative Map | Zoning Designation | Expected # of Single Family Units [1] | Maximum Facilities Special Tax per Buildable Lot [2] | Expected Maximum Facilities Special Tax Revenues [2] |
|---|---|---|---|---|
| Village 1 | LDR/RD-5 | 88 units | $1,510 | $132,880 |
| Village 2 | LDR/RD-5 | 80 units | $1,510 | $120,800 |
| Village 3 | LDR/RD-5 | 72 units | $1,510 | $108,720 |
| Village 4 | LDR/RD-5 | 82 units | $1,510 | $123,820 |
| Village 5 | LDR/RD-5 | 77 units | $1,510 | $116,270 |
| Village 6 | LDR/RD-7 | 75 units | $1,380 | $103,500 |
| Village 7 | LDR/RD-7 | 129 units | $1,380 | $178,020 |
| Village 8 | LDR/RD-10 | 62 units | $ 910 | $56,420 |
| **Maximum Facilities Special Tax Revenues Based on Estimated Units at CFD Formation** | | | | **$940,430** |
| **CFD Buffer (Assumes loss of five, RD-5 Units)** | | | | **($7,550)** |
| **Expected Maximum Facilities Special Tax Revenues, Fiscal Year 2005-06** | | | | **$932,880** |

1. Includes units expected to be lost on water tank site and connection to east.

2. On July 1, 2006 and each July 1 thereafter, the Maximum Facilities Special Tax and Expected Maximum Facilities Special Tax Revenues shall be increased by two percent (2%) of the amount in effect in the previous Fiscal Year.

Exhibit B

**CITY OF RANCHO CORDOVA**
**SUNRIDGE NORTH DOUGLAS**
**COMMUNITY FACILITIES DISTRICT NO. 2005-1**

**LIST OF FACILITIES AUTHORIZED TO BE FUNDED BY CFD NO. 2005-1**

## Roadways, Local Drainage, Landscaping and Soundwalls

| | |
|---|---|
| R-1 | Douglas Road - Jaeger Road to Americanos Road: Widening 2 center lanes to 4 plus median |
| R-2 | Douglas Road at Jaeger Road: 6x4 lane 3-way intersection widening & signalization |
| R-3 | Jaeger Rd. - Douglas Rd. to Chrysanthy (formerly Pyramid) Blvd: 2 center lanes plus median |
| R-4 | Alta Sunrise Reliever from Douglas Road to US 50: Initial planning & environmental work |
| R-5 | Zinfandel Drive Extension from Douglas Road to International Drive |
| R-6 | Grant Line Road at White Rock Road: Add additional exclusive left turn lane and signalization |
| R-7 | Americanos Road – North Douglas Frontage: Easterly frontage, including landscaping & soundwall |
| R-8 | Chrysanthy (formerly Pyramid) Blvd. - Anatolia I to Jaeger Rd: 2 center lanes plus median |
| R-9 | Chrysanthy (formerly Pyramid) Blvd. at Jaeger Rd: 4x4 lane 4-way intersection widening & signalization |
| R-10 | Douglas Road at Zinfandel Drive: Add through lanes to north and southbound approaches |
| R-11 | Sunrise Boulevard from Kiefer Boulevard to SR 16: Widening 2 center lanes to 4 plus median |
| R-12 | Sunrise Boulevard at Kiefer Boulevard: 6x4 lane 4-way intersection widening & signalization |
| R-13 | Sunrise Boulevard at SR 16: 6x6 lane 4-way intersection widening & signalization |
| R-14 | Sunrise Boulevard at Grant Line Road: 6x6 lane 3-way intersection widening & signalization |
| R-15 | Grant Line Road at SR 16: 6x4 lane 4-way intersection widening & signalization |
| R-16 | SR 16 at Bradshaw Road: 6x4 lane 4-way intersection widening & signalization |
| R-17 | SR 16 at Eagle's Nest Road: 6x4 lane 4-way intersection widening & signalization |
| R-18 | SR 16 at Excelsior: 6x4 lane 4-way intersection widening & signalization |
| R-19 | SR 16 from Sunrise Boulevard to Grant Line Road: Widening 2 center lanes to 4 plus median |
| R-20 | Douglas Road at Americanos Road: 6x4 lane 4-way intersection widening & signalization |
| R-21 | Americanos Road from Douglas Road north to SRSP Boundary: 2 center lanes plus median |

### Joint Trench Utilities

| | |
|---|---|
| JT-1 | Douglas Road at Americanos |
| JT-2 | Americanos Blvd. - from Douglas Road north to SRSP Boundary |
| JT-3 | North Douglas – Collector Streets |
| JT-4 | North Douglas –Park frontage improvements |

### Sanitary Sewer Facilities

| | |
|---|---|
| S-1 | Any and all major Sewer facilities necessary to provide sewer service to North Douglas |

### Water Facilities

| | |
|---|---|
| W-1 | Any and all major Water facilities necessary to provide water service to North Douglas. |
| W-2 | North Douglas Water Storage Tanks and Booster Pump Station. |

### Drainage Facilities

| | |
|---|---|
| D-1 | Any and all major Drainage facilities necessary to provide drainage conveyance, detention or water quality treatment for North Douglas. |

**CITY OF RANCHO CORDOVA**
**SUNRIDGE NORTH DOUGLAS**
**COMMUNITY FACILITIES DISTRICT NO. 2005-1**

## LIST OF FACILITIES AUTHORIZED TO BE FUNDED BY CFD NO. 2005-1

### Park Improvements

P-1 Park A – 7.9 Acres
P-2 Park Frontage Improvements

### Sunridge Specific Plan Fees

F-1 Sunridge Specific Plan Water Fees for North Douglas
F-2 Sunridge Specific Plan Sewer Fees for North Douglas
F-3 Sunridge Specific Plan Road Fees for North Douglas
F-4 Sunridge Specific Plan Park Development Fees for North Douglas

### Engineering Studies, Permitting, Public Facilities Report, Financing Plan

E-1 Consultant fees, application fees, processing fees, and document production costs associated with the CFD preparation and processing of Public Facilities Reports, Engineering Studies, CFD Reports, Financing Plans, Environmental Permitting, and Environmental Studies, as well as other costs associated with the District Formation and Bond Sale process.

### Other

O-1 Any other facilities serving substantially the same purpose as the above described facilities.

O-2 Any other facilities permitted under the Mello-Roos Community Facilities Act of 1982, including the facilities described in Section 53313.5 of the California Government Code, as amended from time to time, provided that such facilities satisfy at least one of the following criteria: 1) augment, improve or expand existing District facilities that are primarily for the benefit of the District; or 2) repair or rehabilitate existing District facilities.

O-3 Services Component - Services for the District include obtaining, furnishing, operating, and maintaining police protection equipment or apparatus, paying the salaries and benefits of police protection personnel, and other such police protection service expenses as are deemed necessary for the benefit of residents in the community facilities district.

# MEMORANDUM

**DATE:** July 5, 2006

**TO:** Honorable Mayor and Council Members

**FROM:** William J. Thomas, Chief Financial Officer

**SUBJECT:** **TREASURER'S REPORT – MAY 31, 2006**

## RECOMMENDATION

This report is informational only. It is recommended that the report is received and filed.

## RESULT OF RECOMMENDED ACTION

This report is intended to provide the City Council with information concerning the City's investment portfolio. This report will meet requirements as provided by State law.

## BACKGROUND

Beginning in March 2006, the City's Chief Financial Officer began a methodical and conservative approach to investing City funds. Prior to that time, the City's portfolio was limited to investment in the "Local Agency Investment Fund" (LAIF). That strategy provided the City with the ability to have a liquid investment while earning interest that was higher than what we would receive in a bank savings account.

During the past six months, the City cash standing has increased significantly, primarily due to development fees, which warranted a more aggressive investment strategy. In March the City entered into an agreement with MBIA to manage investment of a portion of our portfolio. Ten million dollars ($10,000,000) was placed with MBIA who then invested those funds in accordance with our Investment Policy. The results of those investments are shown on the attached Treasurer's Report.

In June, the City also entered into an agreement with the California Asset Management Program (CAMP) to manage a portion of our portfolio. CAMP will provide a liquid asset fund similar to LAIF as well as a longer term investment vehicle.

At May 31, 2006 the City's total cash portfolio was $50,641,245. Of that amount, $37,333,835 was invested in LAIF (73.7%), $10,000,000 was invested with MBIA (19.8%) and the remainder was being held in checking and money market accounts ($3,307,411/6.5%).

## ATTACHMENT(S)

1. Treasurer's Report for May 31, 2006

**AGENDA ITEM # 19**

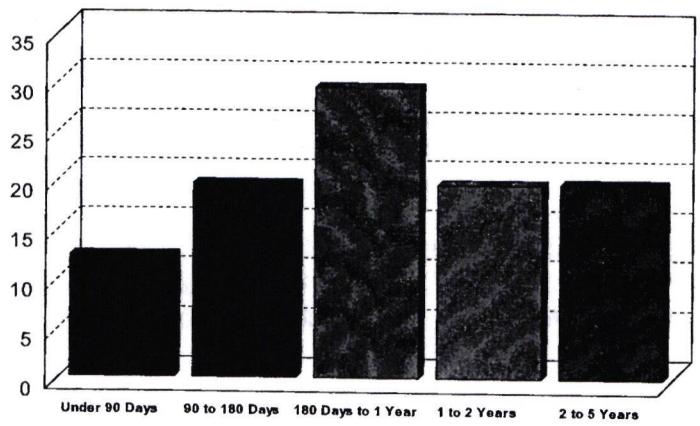
Attachment 1

# CITY OF RANCHO CORDOVA
# TREASURER'S REPORT
# MAY 31, 2006

| | Par Value | Historical Cost | Interest Earned | Total Accrued Interest | Maturity Date |
|---|---|---|---|---|---|
| **Cash and Cash Equivalents** | | | | | |
| Wells Fargo Bank | 239,780 | 239,780 | 797 | - | n.a. |
| U.S. Bank Checking - old system | 24,000 | 24,000 | - | - | n.a. |
| U.S. Bank Checking - new system | 2,834,510 | 2,834,510 | - | - | n.a. |
| Sub-total | - | - | - | - | n.a. |
| | 3,098,290 | 3,098,290 | 797 | - | |
| **Money Market Funds** | | | | | |
| U.S. Bank Money Market | 209,121 | 200,000 | 709 | - | n.a. |
| Sub-total | 209,121 | 200,000 | 709 | - | |
| Short-term Investments | | | | | |
| Local Agency Investment Fund (LAIF) | 37,333,835 | 37,333,835 | - | - | n.a. |
| California Asset Management Program (CAMP) | - | - | - | - | n.a. |
| Sub-total | 37,333,835 | 37,333,835 | - | - | |
| **Long-Term Investments:** | | | | | |
| U.S. Treasury Note | 1,000,000 | 987,578 | 2,001 | 6,002 | 8/31/2006 |
| U.S. Treasury Note | 1,000,000 | 987,031 | 2,676 | 10,445 | 1/31/2007 |
| U.S. Treasury Note | 500,000 | 497,578 | 1,959 | 3,917 | 3/31/2008 |
| U.S. Treasury Note | 500,000 | 494,922 | 1,927 | 6,588 | 2/15/2009 |
| Fannie Mae Discount Note | 1,000,000 | 978,098 | - | - | 7/19/2006 |
| Freddie Mac Discount Note | 1,000,000 | 966,151 | - | - | 10/23/2006 |
| Fannie Mae Discount Note | 1,000,000 | 961,849 | - | - | 12/1/2006 |
| Freddie Mac Discount Note | 1,000,000 | 993,830 | 3,438 | 10,313 | 4/2/2007 |
| Federal Home Loan Note | 500,000 | 499,550 | 2,021 | 7,747 | 2/6/2008 |
| Fannie Mae Note | 1,000,000 | 955,880 | 2,396 | 958 | 5/19/2008 |
| Farm Credit Note | 500,000 | 481,590 | 328 | 6,375 | 7/15/2008 |
| Freddie Mac Note | 500,000 | 500,195 | 2,104 | 12,134 | 12/8/2008 |
| Farm Credit Note | 500,000 | 484,410 | 401 | 7,677 | 7/17/2009 |
| Sub-total | 10,000,000 | 9,788,662 | 19,250 | 72,157 | |
| **Total Portfolio** | **$ 50,641,245** | **$ 50,420,787** | **$ 20,756** | **$ 72,157** | |

# Maturity Distribution

City of Rancho Cordova Long-Term Investments




May 31, 2006

**MEMORANDUM**

**DATE:** July 5, 2006

**TO:** Honorable Mayor and Council Members

**FROM:** William Campbell, Principal Planner

**SUBJECT:** **STEWART TOOL DESIGN REVIEW - 3647 OMEC CIRCLE**

## RECOMMENDATION

The Planning Commission recommends the City Council determine the project Categorically Exempt under Section 15301, Existing Facilities, of the California Environmental Quality Act Guidelines and adopt Resolution No. 123-2006 approving the addition to the existing building for Stewart Tool, RC-06-236, subject to the attached plans and Conditions of Approval.

## RESULT OF RECOMMENDED ACTION

The addition will allow Stewart Tool to increase its production, enclose its operation within the new addition and reduce some of the noise generated by the business. The addition is in the rear portion of the property and will not be visible to the public right of way.

Omec Circle
metal bldg
@ rear — canal?

## BACKGROUND

The applicant has requested Design Review to add approximately 4,900 sq. ft. to an existing 24,936 sq. ft. metal building in the South Sunrise Special Planning Area. The addition is located at the rear elevation of the building and would have limited visibility from Omec Circle. The building addition would be steel frame, metal siding that is the same as the existing building. The applicant has submitted materials that demonstrate the color and texture of the metal siding will match the existing building.

*Design Review*

The basis for review of this project is provided in the City's Design Review Ordinance and the Planning Commission reasons for recommending approval are as follows:

a) High quality building designs that consist of durable and maintainable materials and that provide visual interest and diversity to the community.
b) Building designs that maintain human scale and interest.
c) Use of an architectural style and/or theme for new non-residential development that is consistent for building elevations of a single structure or consistent among all buildings within an integrated development.
d) Design of buildings or structures that is sensitive to the neighborhood character with regard to scale, architectural style, use of materials and bulk.
e) Interesting and attractive architecture which includes varied relief of the facade elements and detailed articulation of the building features.
f) Incorporate quality site design, including landscaping, signage and other elements of site design.

**AGENDA ITEM # 20**

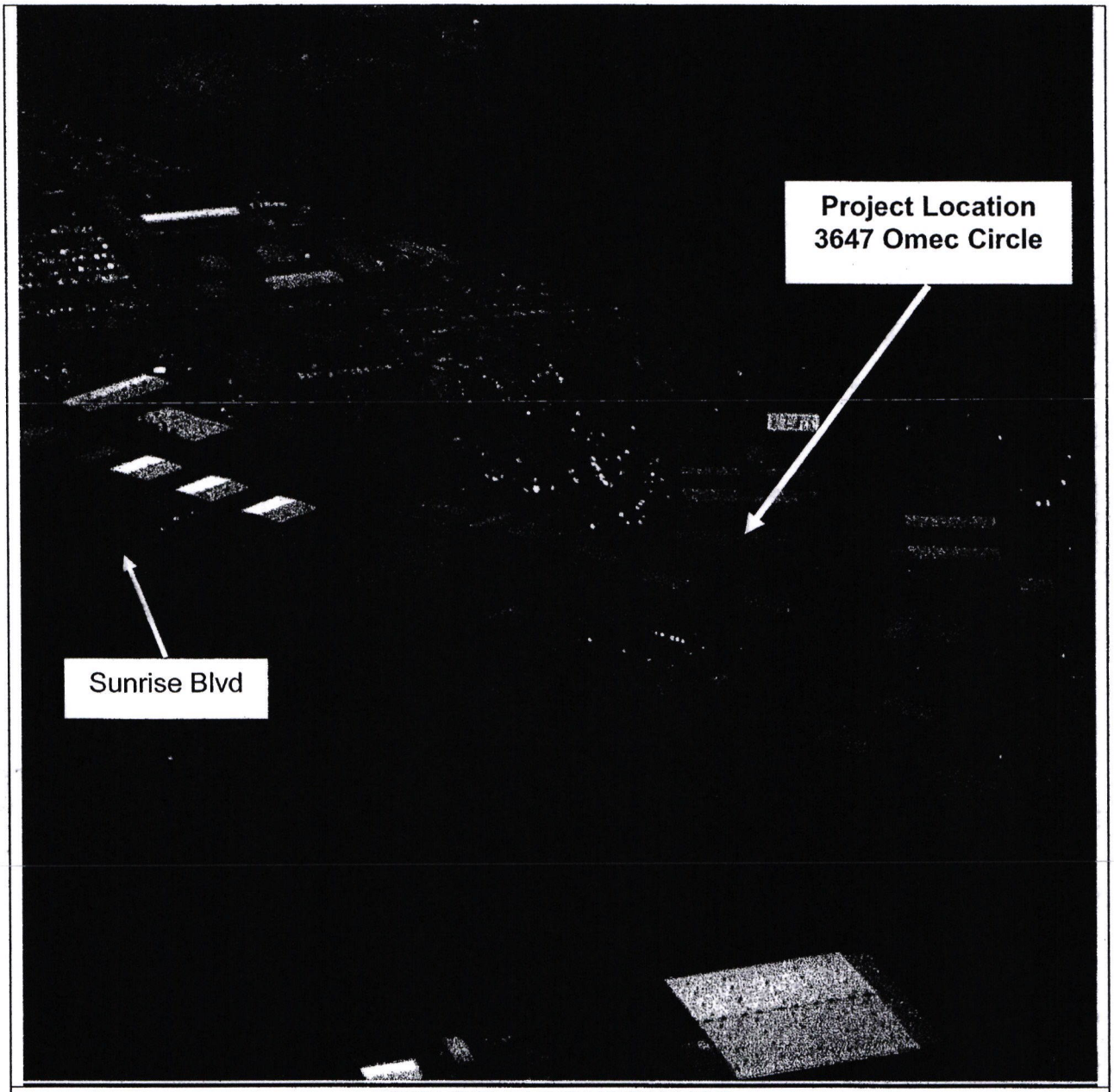



FIGURE 1 LOCATION MAP

Evidence:

a) The metal frame addition will not detract from the existing building or other metal buildings in the area. This area is composed of many different styles of industrial building, but steel frame with metal siding is very common in this area.
b) The existing building and its addition will be used to house a tool making operation and the form of the building design reflects its function to house the manufacturing operation inside. The clear span and tall roof height allow for the internal overhead crane system to move materials through the production line to finished product.
c) The addition is consistent with the existing building on site. The exterior metal siding will match the pattern on the existing building.
d) See "C" (above).
e) This industrial building is used for manufacturing purposes and thus is very function oriented. The existing building is not articulated and provides minimal window and door openings.

Matching the existing color scheme is the only design component that can be applied to the building to increase its aesthetics.

f) The addition is located to the rear of the property to the rear elevation of the building. The addition will enclose an outside storage area and would have the benefit of decreasing nuisance noise from the operation by placing the activity inside the building.

## ATTACHMENTS

1. Resolution 123-2006, including the Design Package (Exhibit A) and Conditions of Approval (Exhibit B).

**RESOLUTION NO. 123-2006**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING DESIGN REVIEW FOR STEWART TOOL COMPANY, PROJECT # RC-06-236**

**WHEREAS**, The Stewart Tool Company, (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for Design Review for the construction of office buildings on 3647 Omec Circle. (Assessor's Parcel Number 072-0570-019) and

**WHEREAS**, the City Council is the appropriate authority to hear and take action on this project; and

**WHEREAS**, the project is Categorically Exempt from review under Section 15301, small addition to an existing building, per the California Environmental Quality Act; and

**WHEREAS**, the City Council of the City of Rancho Cordova has conducted a properly noticed public hearing pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA HEREBY RESOLVES AS FOLLOWS:**

1. That the project site was adequately analyzed according to the Guidelines of the California Environmental Quality Act.

   Findings
   The project proposes the construction of an addition to an existing building within an urbanized area and is categorically exempt under Section 15301, of the California Environmental Quality Act Guidelines.

   Evidence
   Class 1 consists of projects characterized as a small addition to an existing building, meeting the conditions described in this section.

   a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
   b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
   c) The project site has no habitat for endangered, rare, or threatened species.
   d) Approval of the project would not result in any significant efforts relating to traffic, noise, air quality, or water quality.
   e) The site can be adequately served by all required utilities and public services.

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

   Findings:

   a) High quality building designs that consist of durable and maintainable materials and that provide diversity to the community.

b) Building designs that maintain human scale and interest.
c) Use of an architectural style and/or theme for new non-residential development that is consistent for building elevations of a single structure or consistent among all buildings within an integrated development.
d) Design of buildings or structures that is sensitive to the neighborhood character with regard to scale, architectural style, use of materials and bulk.
e) Interesting and attractive architecture which includes varied relief of the facade elements and detailed articulation of the building features.
f) Incorporate quality site design, including landscaping, signage and other elements of site design.

Evidence:

a) The applicant has submitted plans and exhibits that depict the addition and the color and materials to be used. The additional building will use the same materials as the existing building and be painted to match. They are proposing no other changes to the site or building.
b) The existing metal building encloses a tooling company and its form accommodates the operations inside. An over head crane is used to move materials and equipment, thus causing the large barn shape and the lack of human scale within the industrial area.
c) The proposed design is consistent with the existing building and is appropriate for the area. The scale and style are in proportion with present buildings. The metal siding used on this building will be matched and painted the same color to provide design consistency.
d) (See "c" above)
e) (See "c" above)
f) The landscape plan has been presented to add additional plantings around the new building.

**PASSED AND ADOPTED** by the City Council of the City of Rancho Cordova on the 5th July, 2006.

**AYES:**

**NOES:**

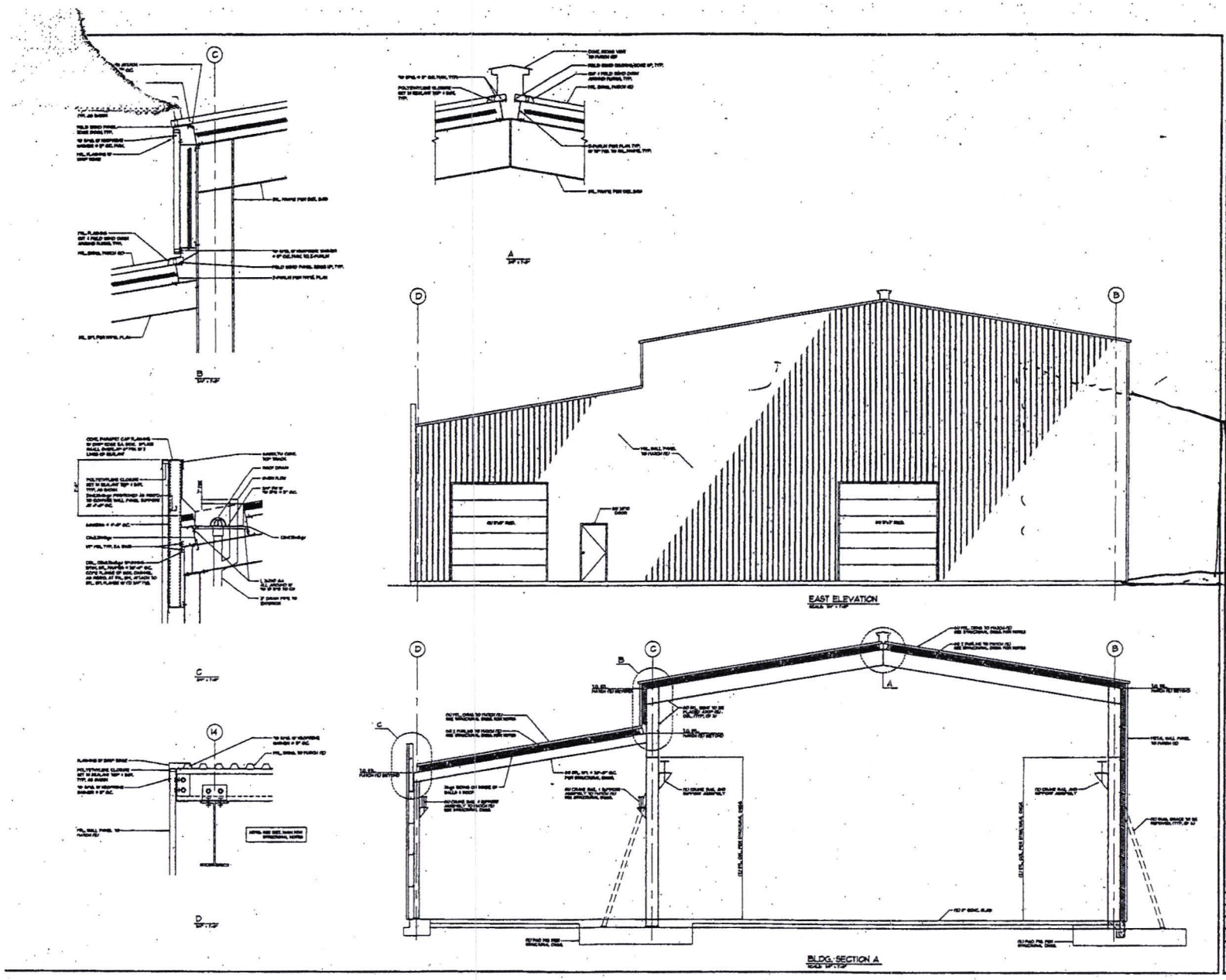
**ABSENT:**

**ABSTAIN:**

Robert J. McGarvey, Mayor

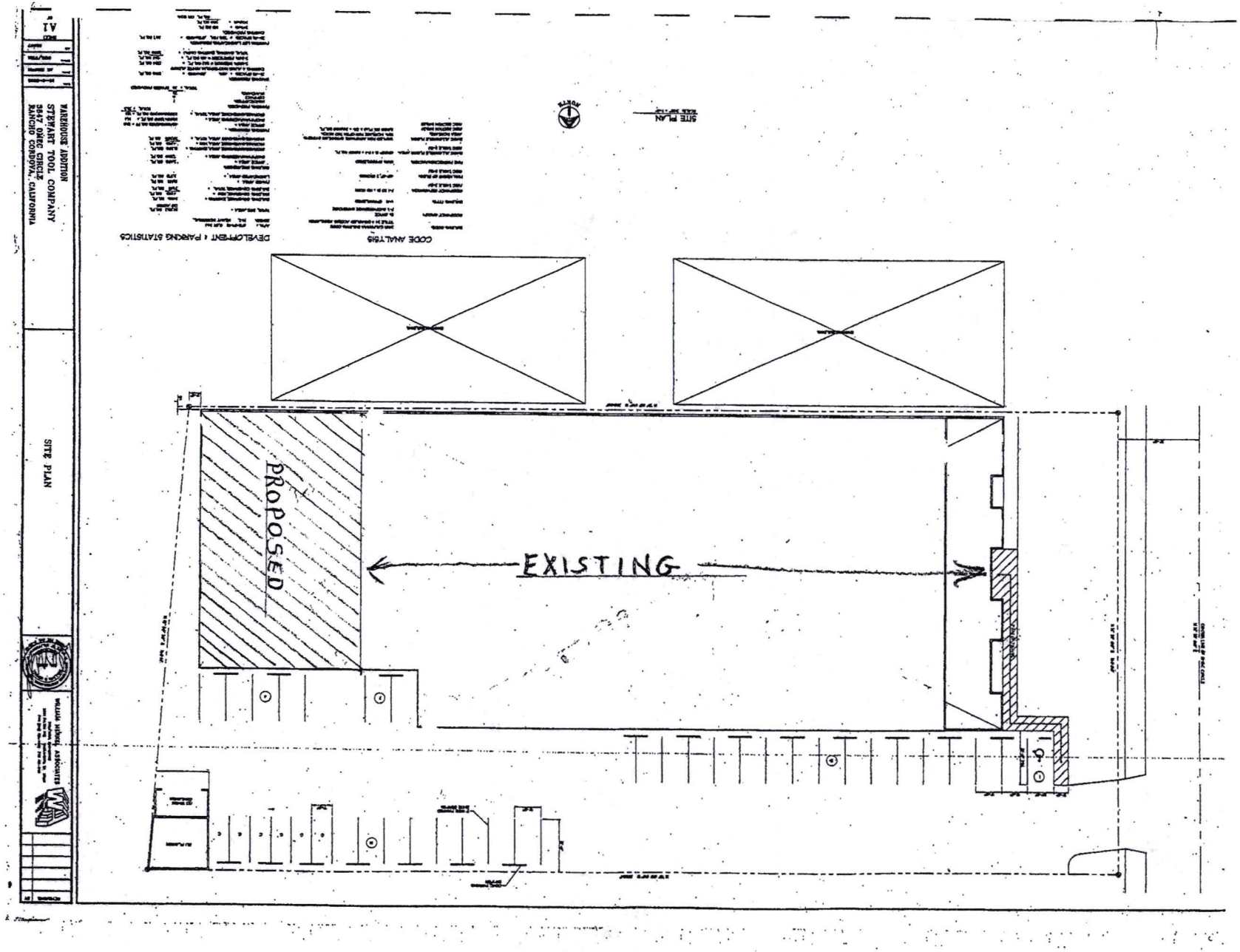
**ATTEST:**

Lillian E. Hare, City Clerk




RECEIVED
MAY 09 2006
RANCHO CORDOVA
PLANNING

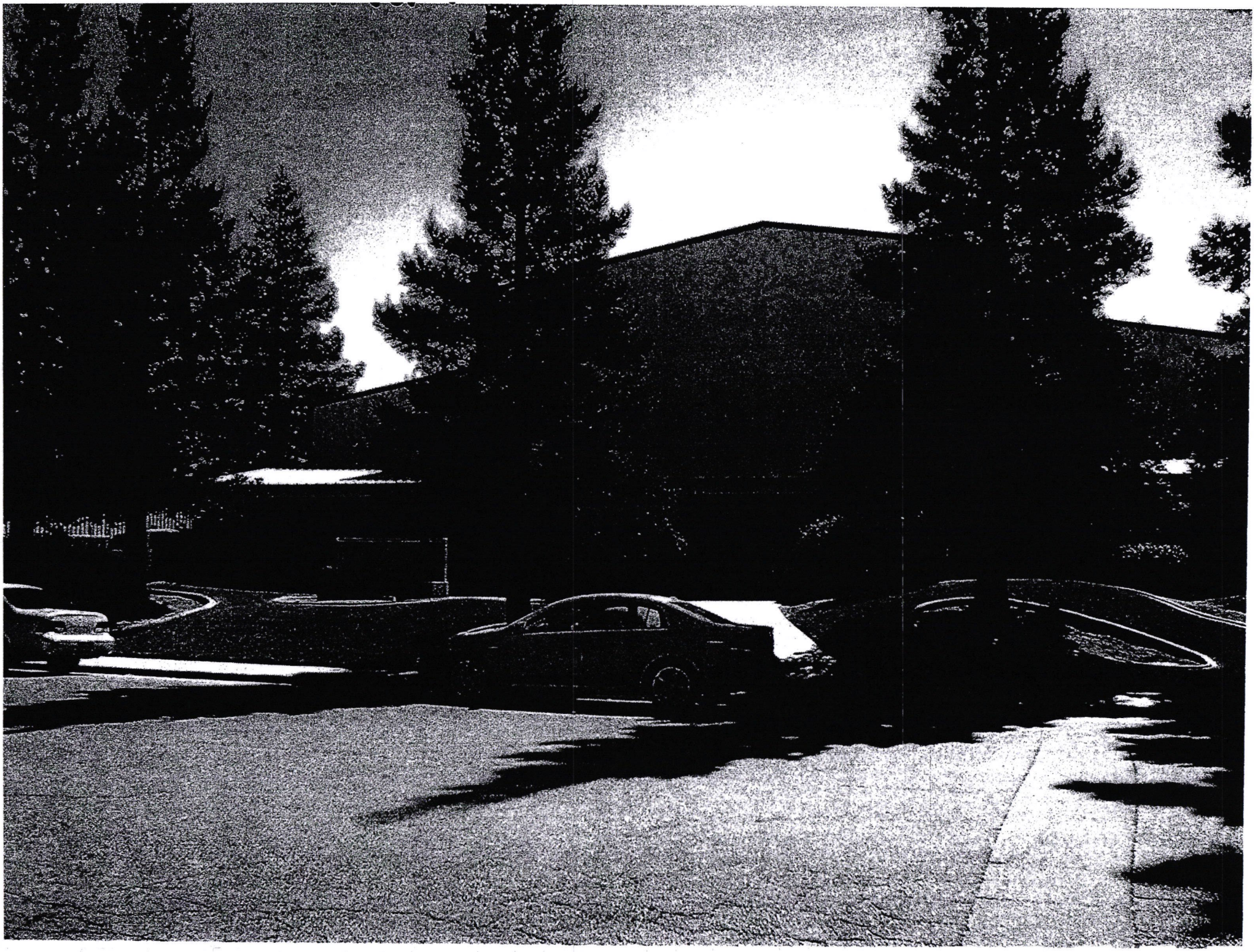
Exhibit A




RECEIVED

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RANCHO CORDOVA
PLANNING



## Conditions of Approval

**Exhibit B**

| | | Timing/ Implementation | Enforcement/ Monitoring | Verification (date and Signature) |
|---|---|---|---|---|
| 1. | The project shall be constructed in substantial compliance with the approved plans (Exhibit A) as approved by the City Council, dated July 5, 2006. | On-Going | Planning | |
| 2. | The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action. | On-Going | Planning | |
| | **Prior to Issuance of Building Permits** | | | |
| 3. | The buildings shall be reviewed for architectural consistency with the approved plans by the Planning Director. | Prior to Building Permits | Planning | |
| 4. | On site fire protection devices, hydrants, and adequate water supply may be required by the Metro Fire, prior to combustible materials stored on site. | Prior to Building Permits | Metro Fire District | |
| | **Prior to Occupancy Permit** | | | |
| 5. | The addition shall be painted the building colors of the existing building and trim. | Prior to Occupancy | Planning | |
| 6. | All landscaping shall be planted according to the approved landscape plans. | Prior to Occupancy | Planning | |

# MEMORANDUM

**DATE:** July 5, 2006

**TO:** Honorable Mayor and Council Members

**FROM:** Jeffrey S. Beiswenger, AICP, Senior Planner

**SUBJECT:** **TRINITY GARDEN ESTATES, REZONE, TENTATIVE SUBDIVISION MAP, RESIDENTIAL DESIGN REVIEW AND DEVELOPMENT AGREEMENT**

## RECOMMENDATION

Planning Commission?

Staff recommends the City Council waive first reading and adopt Ordinance 44-2006 rezoning a parcel from Shopping Center (SC) to Residential – 15 dwelling units per acre (RD-15), adopt Resolution 124-2006 approving a tentative subdivision map and residential design review subject to the conditions of approval as submitted, and waive first reading and adopt Ordinance 45-2006 accepting the terms of the project development agreement as submitted.

## RESULT OF RECOMMENDED ACTION

Approval of the entitlements will allow the applicant to construct a 2.1-acre project with 20 single family attached units as proposed on the northeast corner of Trinity River Drive and Coloma Road subject to conditions of approval and the provisions of the development agreement.

The Trinity Garden Estates subdivision map is consistent with the draft General Plan. The project has been reviewed according to City development standards and design guidelines. The project provides a unique infill housing type that is not widely available in the City. The development agreement is proposed which offsets any financial impacts from the project on City services.

## BACKGROUND

The project site is 2.1 acres in size and is located at the northeast corner of Trinity River Drive and Coloma Road. Located to the north is a condominium complex, located to the south and east are shopping centers, and located across Trinity River Drive to the west is single family detached housing (RD-5). The parcel sits between a low density residential neighborhood, a medium density residential housing complex, and retail shopping. An attached single family development is an appropriate land use to make the transition between these disparate land use types.

Planning Commission Summary

The Planning Commission held a public hearing for this project and recommended approval. The proposal was determined to be an appropriate use for the property and the design was felt to be well executed. Specifically the Planning Commission believed that the site and building

**AGENDA ITEM # 21**

design will help tie the project into the adjacent residential neighborhood. The Planning Commission did not propose any changes to the staff recommendation.

Site Analysis

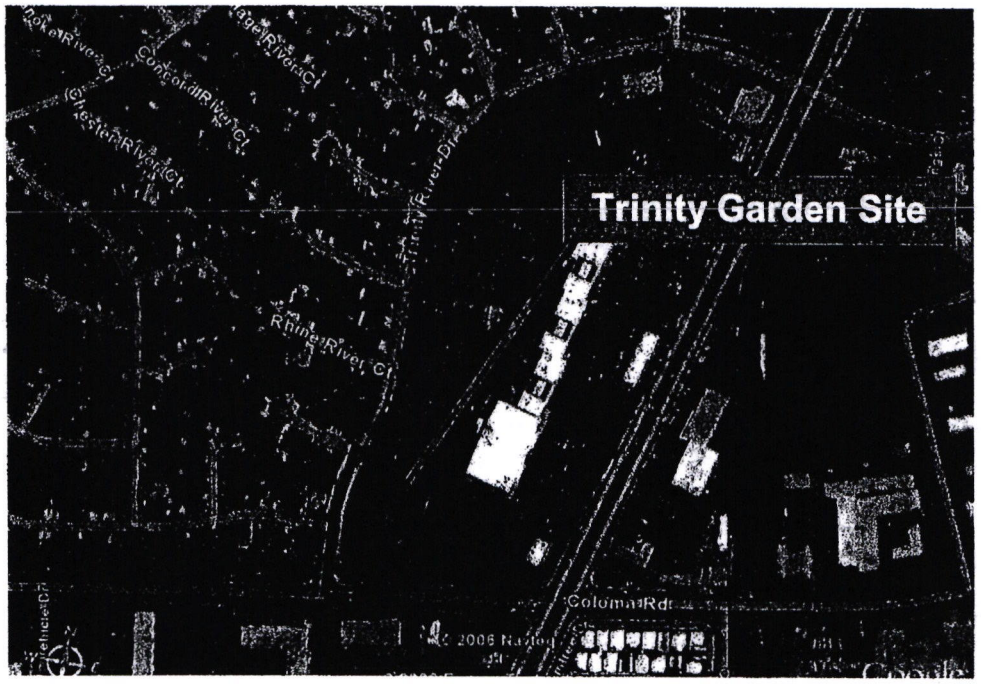



**Figure 1 - Aerial Photo**

The following table provides the Existing Land Use, General Plan and Zoning:

| | Existing Land Use | General Plan | Zoning |
|---|---|---|---|
| **Subject Property** | Vacant | Moderate Density Residential* | SC (RD 15 proposed) |
| **North** | Condominiums | Moderate Density Residential* | SC |
| **East** | Shopping Center | Village Commercial* | SC |
| **South** | Shopping Center | Commercial Mixed Use* | SC |
| **West** | Single Family | Low Density Residential | RD-5 |

* part of the Sunrise Boulevard North Planning Area

The RD-15 designation is appropriate for this location within the Sunrise Boulevard North Planning Area as defined in the draft General Plan. The General Plan calls for this parcel to be Medium Density Residential and the proposal is consistent with the designation.

The home plan and facades illustrate that the homes will have a positive correlation to the street. The home plans provide front facing windows and places the garage doors behind the units. The result is homes that face an attractive facade towards the public street frontage.

lower # of units?

Rezone

Staff recommended to the Planning Commission a rezone from SC to RD-20. After Planning Commission discussion and further analysis by Staff it was determined that a rezone to RD-15 is more appropriate for this neighborhood and would better fit the applicant's proposal.

The General Plan identifies preferred land uses for the Sunrise Boulevard North Planning Area as depicted on Figure 2. Note that the proposed land use for the project site is medium density residential. The proposal matches this land use designation. The underlying zoning for this parcel is currently Shopping Center (SC), which would allow multi-family housing or condominiums on the subject site. The proposed attached single family is not allowed in the SC zone and a zone change to a residential development (RD) zoning designation is needed. A zone change to RD-15 will accommodate the proposal and provide a similar zoned density to the condominium project north of the subject site.

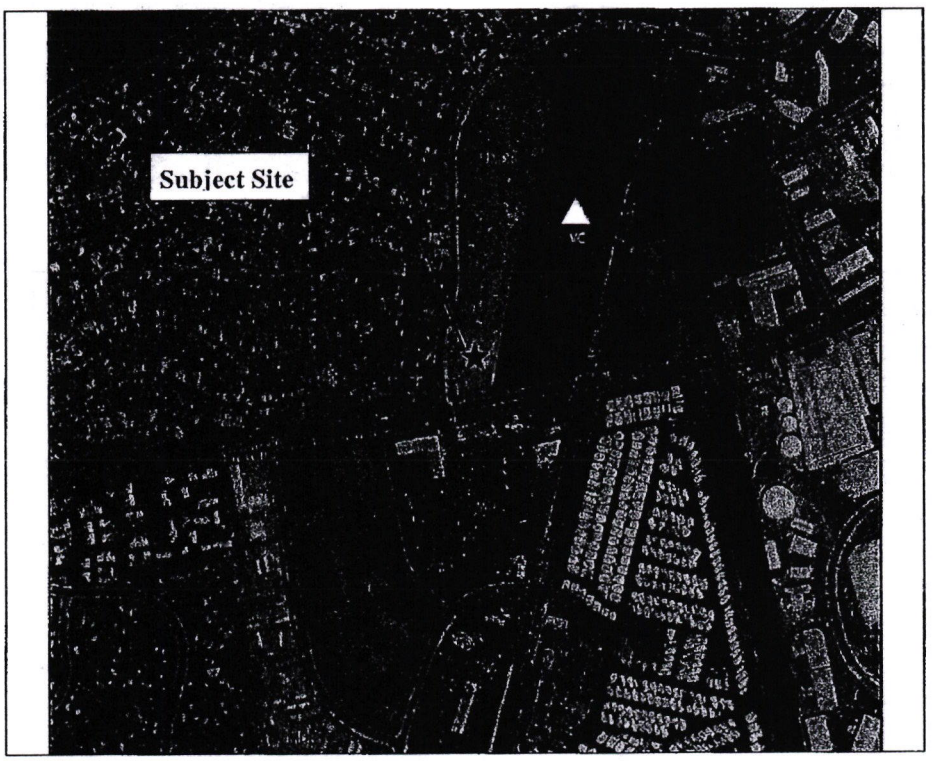



**Figure 2 - Land Use Plan for Sunrise Blvd North Planning Area (draft General Plan)**

Figure 3 and Figure 4 depict the existing and proposed zoning of the property. The zone change would just apply to the subject site and would be appropriate in this location since the parcel is located between RD-5 and SC zoning. RD-15 is an appropriate transition zone between the lower density residential (RD-5) and the commercial shopping center (SC) zoning.

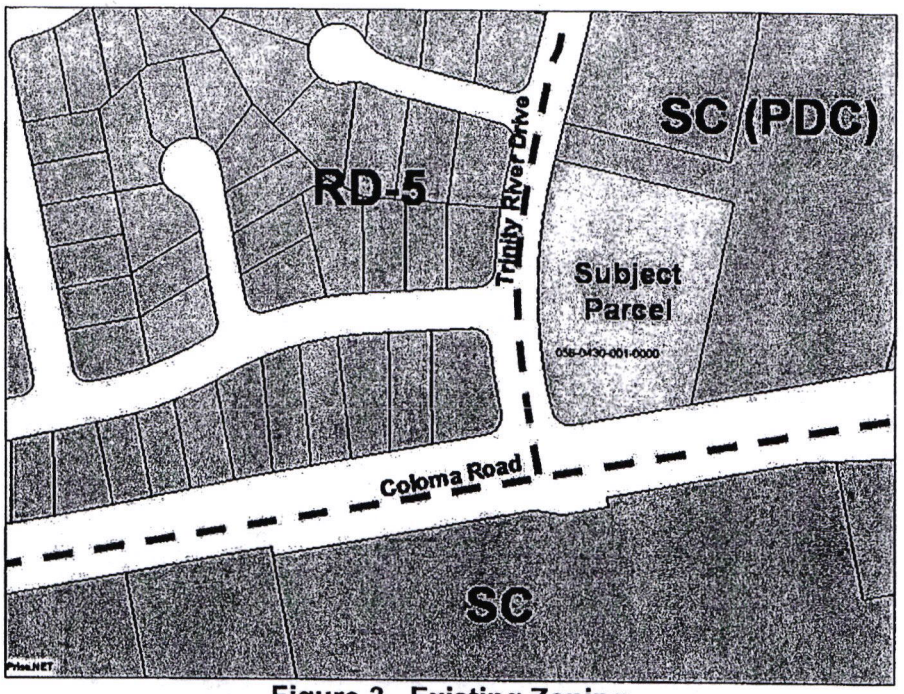



**Figure 3 Existing Zoning**

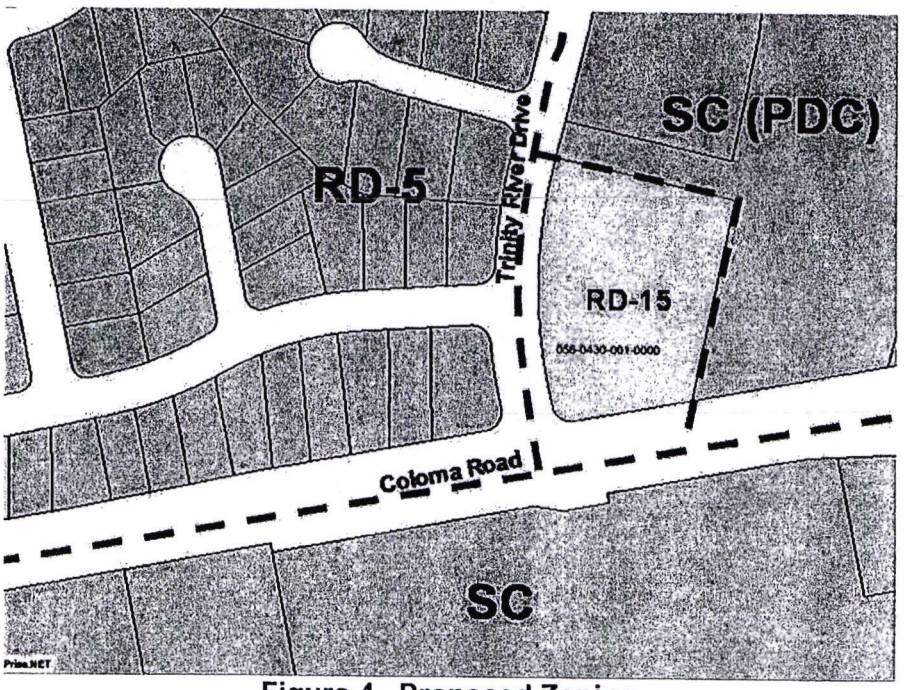



**Figure 4 Proposed Zoning**

Subdivision Design

The Tentative Subdivision Map submitted for this project would create 21 parcels: 20 parcels for residential units and one common area parcel. The residential lots range in size from 1,831 square feet up to 4,226 square feet. The tentative map calls for a public utility easement of 12.5 feet along Trinity River Drive frontage, road access easements and a landscape easement along Coloma to maintain the berm and screening in that location.

**Subdivision Map Act**

Findings: Section 66474 of the California Subdivision Map Act requires a City to deny approval of a tentative map(s) if it makes any of the following findings:

a. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
b. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
c. That the site is not physically suitable for the type of development.
d. That the site is not physically suitable for the proposed density of development.
e. That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
f. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
g. That the design of the subdivision or type of improvements will conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision.

Evidence:

a. The proposed maps are consistent with the draft General Plan, which calls for medium density residential development along the east side of Trinity River Drive north of Coloma Road.
b. The design or improvements of the proposed subdivision are consistent with the goals of the Rancho Cordova General Plan. Direct connections are provided to each unit from the public sidewalk.
c. The site is suitable for attached single family development.
d. The site is suitable for the proposed density of development. The site is located immediately south of a condominium development with similar density and at the edge of a larger residential neighborhood. The applicant is proposing 20 single family attached homes on 2.1 acres. This compact housing type is not widely available in the community. The project can also be served by all necessary services.
e. The Mitigated Negative Declaration prepared for the project determined that potential environmental impacts from the design of the subdivision or the proposed improvements will be mitigated to less than significant levels with implementation of the proposed mitigation measures and conditions of approval.
f. The Mitigated Negative Declaration prepared for the project determined that potential serious health problems were not identified for the project or will be mitigated to less than significant levels with implementation of the proposed mitigation measures and conditions of approval.
g. Existing landscape and utility easements have been maintained on the site and additional easements have been provided for the provision of utility services.

Residential Design Review

The project has been reviewed using the Rancho Cordova Design Guidelines The document includes site planning and architectural guidelines. The project meets the guidelines by:

- Providing an internal access drive that minimizes access points on the public street and faces garage doors towards the interior of the property.
- The vehicular and pedestrian conflicts are minimized because vehicles access the rear of the unit and pedestrians can access the unit through the front doors from Trinity River Drive.
- The residential units face the street which could provide security and "eyes on the street". However this visibility is partially obstructed with a four foot tall wall. Staff recommends a Condition of Approval setting the maximum height of walls or fences along front property line at 3'-0." Open wrought iron fencing could also be used.
- The units provide windows and doors that avoid blank facades and help provide "eyes on the street" to help provide surveillance opportunities and will help keep streets in front of units safe.
- The architectural details are acceptable. The scale and character of buildings are appropriate for the residential character of the adjacent neighborhoods.

Conditions of Approval / Mitigation Monitoring Reporting Program (COA/MMRP)

The attached COA/MMRP will implement requirements from City departments and agencies. The significant conditions include:

- Implementation of mitigation measures from the project's MND, including tree protection for existing trees along Coloma, mitigation of construction impacts, and monitoring of potential raptor nesting.
- Implementation of fire code requirements (turning radius for internal access drive, fire land identification, fire hydrant requirements, etc.)
- Implements Police Department's community policing and environmental design guidelines (eyes on the street, landscaping, fencing, addressing, security lighting, etc.)
- Requirements for addresses (emergency services).
- Public utility requirements.
- The COAs provide inspection requirements to ensure that site improvement standards are properly implemented.

Development Agreement

The applicant submitted a draft Development Agreement (DA), and the agreement was subsequently revised by City legal Staff. The Staff version is attached. The Staff version varies from the original version submitted by the applicant and adds requirements for parks fees and a police tax.

The Development Agreement provisions include the following developer financial obligations:

- Sets park development requirements at 5.25 acres per 1000 population, which equates to a park development impact fee of $11,027 per residential unit.
- Police tax of $450 annually for each residential unit.

## ATTACHMENTS

1. Ordinance 44-2006, Rezone from SC to RD-15
2. Resolution 124-2006 Adopting a Tentative Subdivision Map (Exhibit A) and Design Review Package (Exhibit B) with Conditions of Approval /MMRP (Exhibit C)
3. Ordinance 45-2006, Approving Development Agreement (Exhibit A)
4. Mitigated Negative Declaration
5. Agency Letters

# CITY OF RANCHO CORDOVA

## ORDINANCE 44-2006

## AN ORDINANCE OF THE CITY OF RANCHO CORDOVA REZONING THE TRINITY GARDEN ESTATES PROJECT ON ASSESSOR PARCEL NUMBERS 056-0430-001

The City Council of the City of Rancho Cordova does ordain as follows:

### Section 1: Purpose and Authority

The purpose of this Ordinance is to rezone assessor parcel 056-0430-001 to be consistent with the General Plan designation of Moderate Density Residential (MDR).

### Section 2: Findings

1. Finding: The Trinity Garden Mitigated Negative Declaration (MND) was prepared for the project in accordance with the California Environmental Quality Act (CEQA).

   Evidence: The MND addresses impacts of the Rezone on the property. On the basis of the Mitigated Negative Declaration, comments received, and the whole record, there is no substantial evidence the project will have a significant adverse impact on the environment.

2. Finding: The proposed Rezone (from Shopping Center (SC) to Residential Development, 15 units per acre (RD-15) has been reviewed for consistency with the goals and policies of the General Plan.

   Evidence: The Rezone has been determined to be consistent with the General Plan designation of Moderate Density Residential (MDR) for the parcel. The Rezone facilitates the General Plan goal of facilitating infill development. The project will provide a development density that will facilitate pedestrian activity and provide a needed housing type for the community.

### Section 3: Action

The City Council hereby amends the Zoning of the City of Rancho Cordova for Assessor's Parcel Number 056-0430-001 as shown on the attached Exhibit A.

### Section 4: No Mandatory Duty of Care

This ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City or any officer or employee thereof a mandatory duty of care towards persons and property within or without the City, so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

### Section 5: Severability

If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are severable. This City Council hereby declares that it would have adopted this ordinance irrespective of the invalidity of any particular portion thereof and intends that the invalid portions should be severed and the balance of the ordinance be enforced.

**Section 6: Effective Date and Publication**

This Ordinance shall take effect thirty (30) days after its adoption. In lieu of publication of the full text of the ordinance within 15 days after its passage, a summary of the ordinance may be published at least five days prior to and fifteen (15) days after adoption by the City Council and a certified copy shall be posted in the office of the City Clerk, pursuant to GC 36933(c)(1).

**PASSED AND ADOPTED** by the City Council of the City of Rancho Cordova this 17th day of July, 2006, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

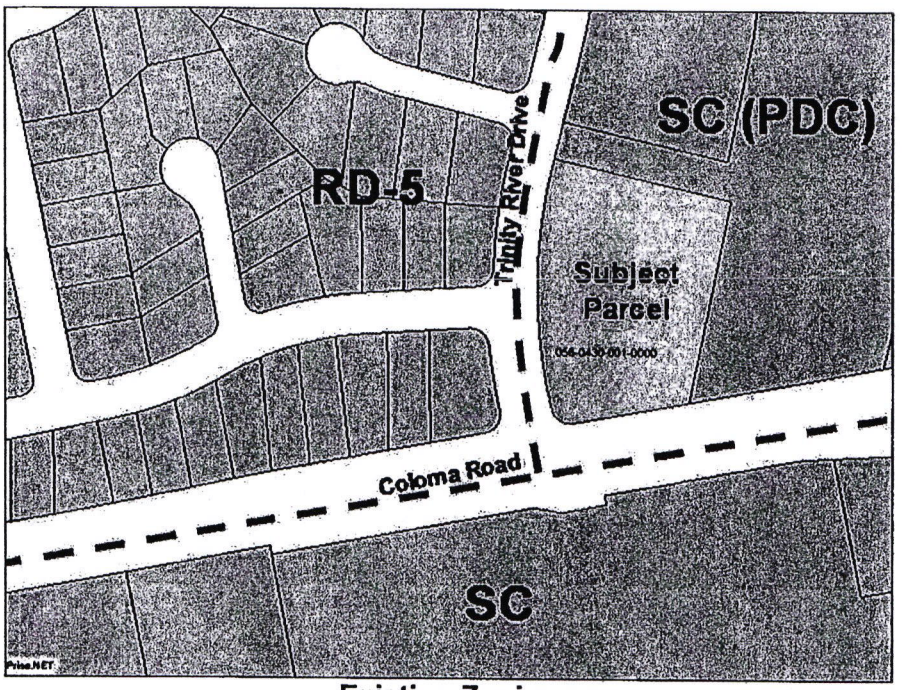
**ABSTAIN:**

_____
ROBERT J. MCGARVEY, MAYOR

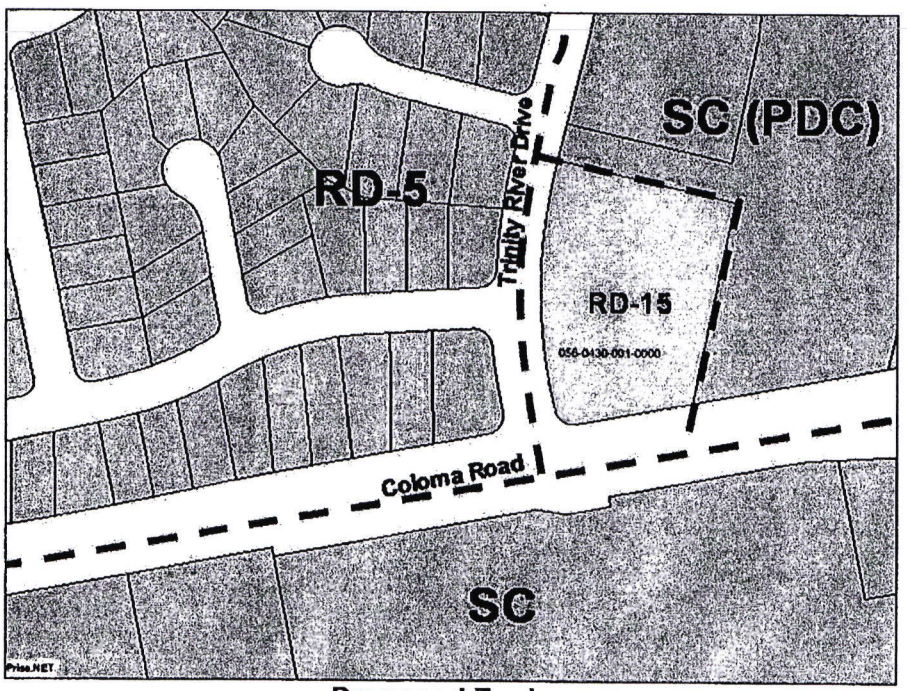
**ATTEST:**

_____
LILLIAN E. HARE, CITY CLERK

# EXHIBIT A




Existing Zoning




Proposed Zoning

CITY OF RANCHO CORDOVA

RESOLUTION NO. 124-2006

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING A TENTATIVE SUBDIVISION MAP, DESIGN REVIEW FOR TRINITY GARDEN ESTATES (RC-05-190) ON ASSESSOR PARCEL NUMBER 056-0430-001 SUBJECT TO THE FINDINGS AND CONDITIONS OF APPROVAL**

**WHEREAS**, Joseph Martel (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for a Tentative Subdivision Map and Design Review; and

**WHEREAS**, the City Council is the appropriate authority to hear and take action on this project; and

**WHEREAS**, it has been determined the Trinity Garden Estates Mitigated Negative Declaration satisfies the requirement of the California Environmental Quality Act (CEQA); and

**WHEREAS**, the City Council considered the Applicant's request at a duly published public hearing on July 5, 2005 pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing; and

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA HEREBY RESOLVES AS FOLLOWS:**

Approve Tentative Subdivision Map (TSM) (Exhibit A) subject to the Conditions of Approval (Exhibit B), and the Design Review, consistent with the Design Package (Exhibit C), and based on the following findings:

A. California Environmental Quality Act

Finding: The proposal will not have a significant adverse impact on the environment and a Mitigated Negative Declaration has been prepared and completed in accordance with the California Environmental Quality Act (CEQA).

Evidence: An Initial Environmental Study was prepared for the proposed project and mitigation measures have been developed that will reduce potential environmental impacts to less than significant levels. On the basis of the Mitigated Negative Declaration, comments received, and the whole record, there is no substantial evidence that the project will have a significant adverse impact on the environment.

B. General Plan and Zoning Code Consistency

Finding: Projects are required to meet the following Findings of General Plan Consistency:

1. Consistent with adopted Interim General Plan Documents.
2. Fiscal analysis of project.
3. Project provides necessary facilities to ensure orderly development.
4. The project will adequately deliver road and circulation improvements.

5. The applicant demonstrates that the project will be consistent with the planned circulation improvements under consideration by the City of Rancho Cordova.
6. The plan will provide 7 acres of park per 1000 residents.
7. The plan will provide a target 10% of accessible open space.
8. The plan will provide sufficient funding for park improvements and on-going operation and maintenance of parks, open space and other public facilities and project related improvements.
9. The project either contributes to a vibrant Downtown District or, at a minimum, will not undermine the development of a Downtown District.
10. "Reality Check" / Fairness provision.

Evidence

1. The project is consistent with the Interim General Plan designation of Moderate Density Residential for this property.
2. The applicant and City have agreed to a Development Agreement which ensures that the project will not be a financial burden to City and will pay its fair share of infrastructure and services.
3. The necessary services are available for development at this location. The project will tie into and extend these services as needed.
4. The current road system can accommodate this project and the transportation impact fee will be paid when building permits are obtained for each residential unit.
5. The project is consistent with planned circulation improvements.
6. The project is in an existing part of Rancho Cordova and therefore is not expected to provide 7 acres per 1,000 persons due to the proximity of parks in the established community. As part of the project Development Agreement, the project is paying a fee in lieu equivalent to 5.25 acres per 1000.
7. The project is providing a small open space area and is providing connections to the sidewalk system, including the wide pedestrian corridor along Coloma Road.
8. Project is providing its fair share of funding for parks and other public facilities.
9. The project is not in downtown.
10. Due to its status as an infill project, Trinity Garden has been designed and has provided funding mechanisms to contribute to and not financially burden the community.

C. Tentative Subdivision Map

Finding: Section 66474 of the California Subdivision Map Act required a City to deny approval of a tentative map if it makes any of the following findings:

1. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
2. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
3. That the site is not physically suitable for the type of development.
4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. That the design of the subdivision or type of improvements will conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision.

Evidence: The above Findings 1 through 7 do not apply to the proposed Tentative Subdivision Map and therefore is consistent with the Subdivision Map Act.

1. The proposed map is consistent with the density established by the General Plan for this property. A total of 20 units are proposed on 2.1 acres.
2. The proposed subdivision improvement designs are consistent with the Rancho Cordova General Plan. This project is a medium density project and is consistent with the zoning of the property.
3. The site is physically suitable for both the proposed moderate density residential development. The project type can be served by all necessary services.
4. The site is physically suitable for the proposed density of development.
5. The project is located within an urban setting and will be surrounded by previously developed urban uses. Therefore, the project is considered to be an in-fill project and is Categorically Exempt under Section 15332 of the California Environmental Quality Act and as such it is unlikely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. The proposed project was previously assessed at the time of the adoption of the SPA and this project is consistent with that assessment and no additional potential health problems or environmental impacts were subsequently identified for the project.
7. No conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision, have been identified. A condition has been placed on the project that requires all cross-access and parking easements to be shown on the final map.

D. Design Review

Finding: The City's Design Review process requires the following findings be made:

1. Home designs incorporate authentic architectural styles. Particular attention has been paid to the design of all front and side elevations facing the street or open space. All other elevations interior to the lot include, at a minimum, the articulation of all windows and doors (e.g., three-dimensional trim).
2. The project provides diversity of homes within the subdivision by size and mass, elevation, garage orientation, and setbacks to avoid repetition of floor plans and elevations on adjacent homes within each subdivision and/or unit within a master planned area. (The intent is to create sufficient variation among home plans to ensure visual interest along residential streets throughout each neighborhood.)
3. The project provides variety in mass and scale of homes that is visually appealing from the street.
4. The project provides landscape that softens the appearance of pavement and structures, and provides an eventual tree canopy along the street.
5. The project provides home designs with a wide range of pricing levels to accommodate all income levels within the City.

Evidence: The following evidence meets the findings above:

1. Home designs incorporate authentic architectural styles. Particular attention has been paid to the design of front elevations facing Trinity River. All other elevations interior to the lot include, at a minimum, the articulation of all windows and doors (e.g., three-dimensional trim).
2. The project varies the roof lines and arrangement of building to create variation. All the units have identical floor plans, but due to the small size of the project, this will not be detrimental to the adjacent neighborhood. Garage door was internal to the site with the facade facing the street providing pedestrian connections to the public sidewalk.
3. The project is visually appealing from the street.
4. The project provides landscape that softens the appearance of pavement and structures, and provides an eventual tree canopy along the street.
5. The project provides home designs that will likely provide quality homes to entry level home buyers.

**PASSED AND ADOPTED** by the City Council of the City of Rancho Cordova on this 17th day July, 2006.

**AYES:**

**NOES:**

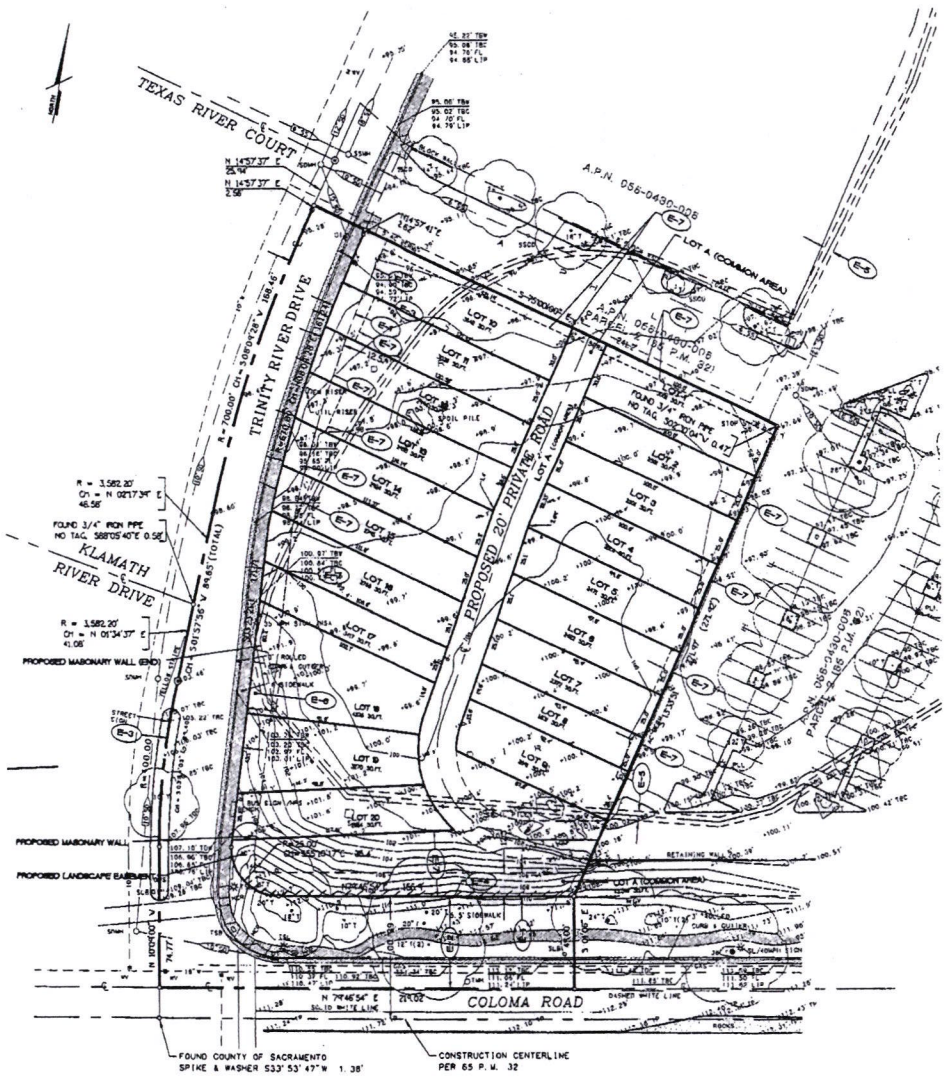
**ABSENT:**

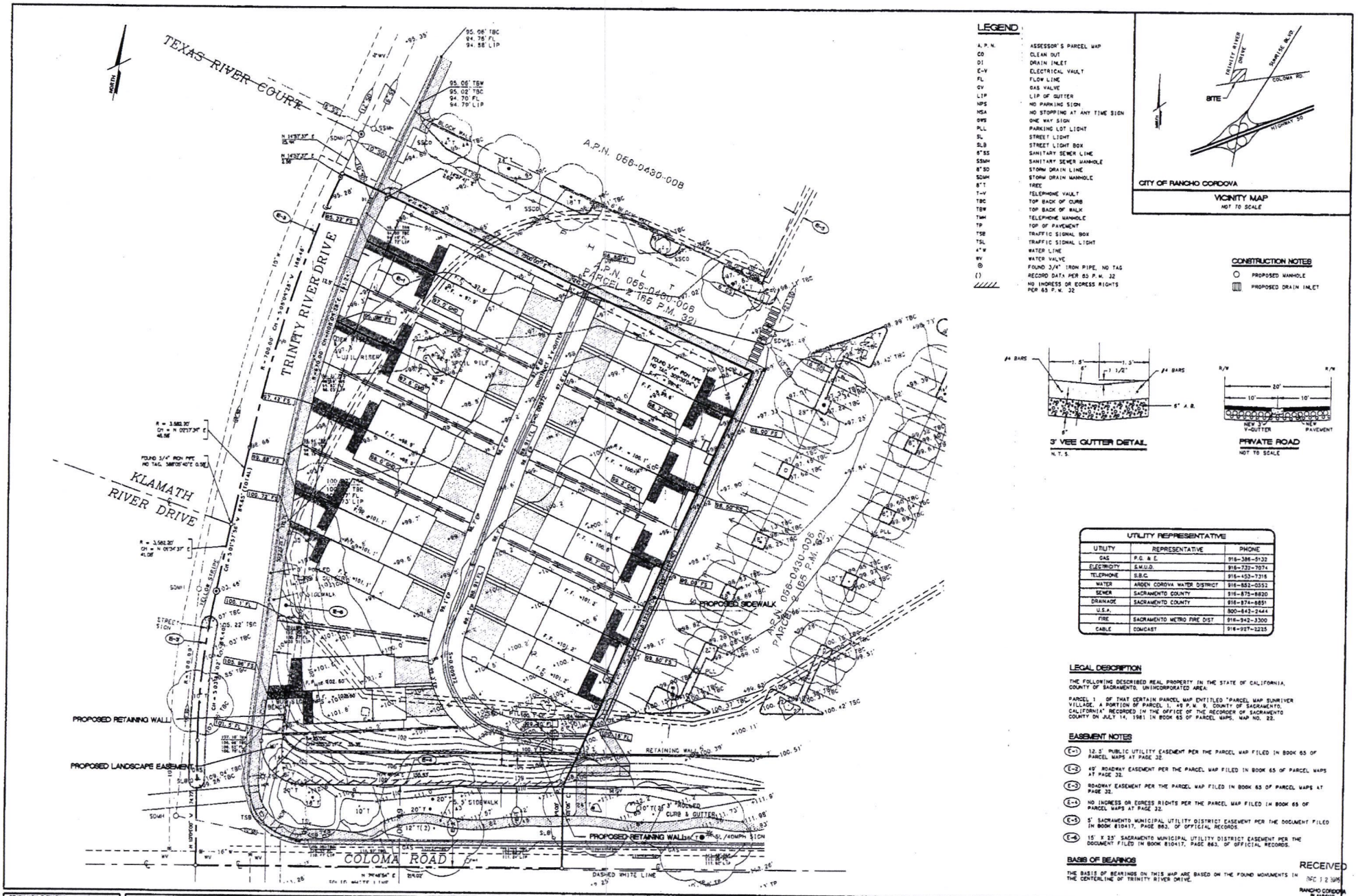
**ABSTAIN:**

_____
ROBERT J. MCGARVEY, MAYOR

**ATTEST:**

_____
LILLIAN E. HARE, CITY CLERK


TEXAS RIVER COURT
TRINITY RIVER DRIVE
KLAMATH RIVER DRIVE
PROPOSED 20' PRIVATE ROAD
COLOMA ROAD
A.P.N. 056-0430-008
LOT A (COMMON AREA)
PARCEL 1, 056-0430-008 (P.M. 65/32)
PARCEL 2, 056-0430-009 (P.M. 65/32)
PROPOSED MASONRY WALL (END)
PROPOSED MASONRY WALL
PROPOSED LANDSCAPE EASEMENT (TYP.)
FOUND 3/4" IRON PIPE NO TAG, S88°05'40"E 0.58'
FOUND COUNTY OF SACRAMENTO SPIKE & WASHER S33° 53' 47" W 1.38'
CONSTRUCTION CENTERLINE PER 65 P.M. 32
R = 3,582.20'
Δ1 = N 02°17'34" E
46.56'
R = 3,582.20'
Δ1 = N 01°34'37" E
41.06'
N 74°46'54" E
29.02'
N 14°57'37" E
25.00'
S 14°57'37" W
25.00'
A = 700.00'
Δ1 = 15°04'24" W
184.16'
S 30°00'00" E
24.75'
S 30°00'00" E
24.77'
S 30°00'00" E
24.77'
S 30°00'00" E
24.77




## LEGEND

| | |
|---|---|
| A.P.N. | ASSESSOR'S PARCEL MAP |
| CO | CLEAN OUT |
| DI | DRAIN INLET |
| E-V | ELECTRICAL VAULT |
| FL | FLOW LINE |
| GV | GAS VALVE |
| LIP | LIP OF GUTTER |
| NPS | NO PARKING SIGN |
| NSA | NO STOPPING AT ANY TIME SIGN |
| OWS | ONE WAY SIGN |
| PLL | PARKING LOT LIGHT |
| SL | STREET LIGHT |
| SLB | STREET LIGHT BOX |
| 8"SS | SANITARY SEWER LINE |
| SSMH | SANITARY SEWER MANHOLE |
| 8"SD | STORM DRAIN LINE |
| SDMH | STORM DRAIN MANHOLE |
| 8"T | TREE |
| T-V | TELEPHONE VAULT |
| TBC | TOP BACK OF CURB |
| TBW | TOP BACK OF WALK |
| TMH | TELEPHONE MANHOLE |
| TP | TOP OF PAVEMENT |
| TSB | TRAFFIC SIGNAL BOX |
| TSL | TRAFFIC SIGNAL LIGHT |
| 4"W | WATER LINE |
| WV | WATER VALVE |
| ⊙ | FOUND 3/4" IRON PIPE, NO TAG |
| ( ) | RECORD DATA PER 65 P.M. 32 |
| | NO INGRESS OR EGRESS RIGHTS PER 65 P.M. 32 |




VICINITY MAP
NOT TO SCALE

## CONSTRUCTION NOTES

- PROPOSED MANHOLE
- PROPOSED DRAIN INLET




3' VEE GUTTER DETAIL
N.T.S.




PRIVATE ROAD
NOT TO SCALE

| UTILITY REPRESENTATIVE | | |
|---|---|---|
| UTILITY | REPRESENTATIVE | PHONE |
| GAS | P.G. & E. | 916-386-5132 |
| ELECTRICITY | S.M.U.D. | 916-732-7074 |
| TELEPHONE | S.B.C. | 916-453-7316 |
| WATER | ARDEN CORDOVA WATER DISTRICT | 916-552-0352 |
| SEWER | SACRAMENTO COUNTY | 916-875-8820 |
| DRAINAGE | SACRAMENTO COUNTY | 916-874-6851 |
| U.S.A. | | 800-642-2444 |
| FIRE | SACRAMENTO METRO FIRE DIST | 916-942-3300 |
| CABLE | COMCAST | 916-927-3225 |

## LEGAL DESCRIPTION

THE FOLLOWING DESCRIBED REAL PROPERTY IN THE STATE OF CALIFORNIA, COUNTY OF SACRAMENTO, UNINCORPORATED AREA:

PARCEL 1 OF THAT CERTAIN PARCEL MAP ENTITLED "PARCEL MAP SUNRIVER VILLAGE, A PORTION OF PARCEL 1, 49 P.M. 9, COUNTY OF SACRAMENTO, CALIFORNIA" RECORDED IN THE OFFICE OF THE RECORDER OF SACRAMENTO COUNTY ON JULY 14, 1981 IN BOOK 65 OF PARCEL MAPS, MAP NO. 32.

## EASEMENT NOTES

(E-1) 12.5' PUBLIC UTILITY EASEMENT PER THE PARCEL MAP FILED IN BOOK 65 OF PARCEL MAPS AT PAGE 32.

(E-2) 49' ROADWAY EASEMENT PER THE PARCEL MAP FILED IN BOOK 65 OF PARCEL MAPS AT PAGE 32.

(E-3) ROADWAY EASEMENT PER THE PARCEL MAP FILED IN BOOK 65 OF PARCEL MAPS AT PAGE 32.

(E-4) NO INGRESS OR EGRESS RIGHTS PER THE PARCEL MAP FILED IN BOOK 65 OF PARCEL MAPS AT PAGE 32.

(E-5) 5' SACRAMENTO MUNICIPAL UTILITY DISTRICT EASEMENT PER THE DOCUMENT FILED IN BOOK 810417, PAGE 883, OF OFFICIAL RECORDS.

(E-6) 15' X 23' SACRAMENTO MUNICIPAL UTILITY DISTRICT EASEMENT PER THE DOCUMENT FILED IN BOOK 810417, PAGE 883, OF OFFICIAL RECORDS.

## BASIS OF BEARINGS

THE BASIS OF BEARINGS ON THIS MAP ARE BASED ON THE FOUND MONUMENTS IN THE CENTERLINE OF TRINITY RIVER DRIVE.

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DEC 12 2005
RANCHO CORDOVA PLANNING

BENCHMARK ELEVATION: 113.80'

COUNTY OF SACRAMENTO B.M. 19-J

7/8" METAL DISC STAMPED 'CLB.M. 19-J LOCATED 55' W. TOP OF KEYSTONE CURVE (LEFT END OF CURB RETURN AT N.E. CORNER COLOMA ROAD & SUNRISE AVENUE

FIELD BOOK NO. 333 PAGE 12


WONG & ASSOCIATES
ENGINEERING • SURVEYING • LAND PLANNING
10089 FOLSOM BOULEVARD, SUITE A
RANCHO CORDOVA, CALIFORNIA 95670
TEL: (916) 361-6926 FAX: (916) 361-6931

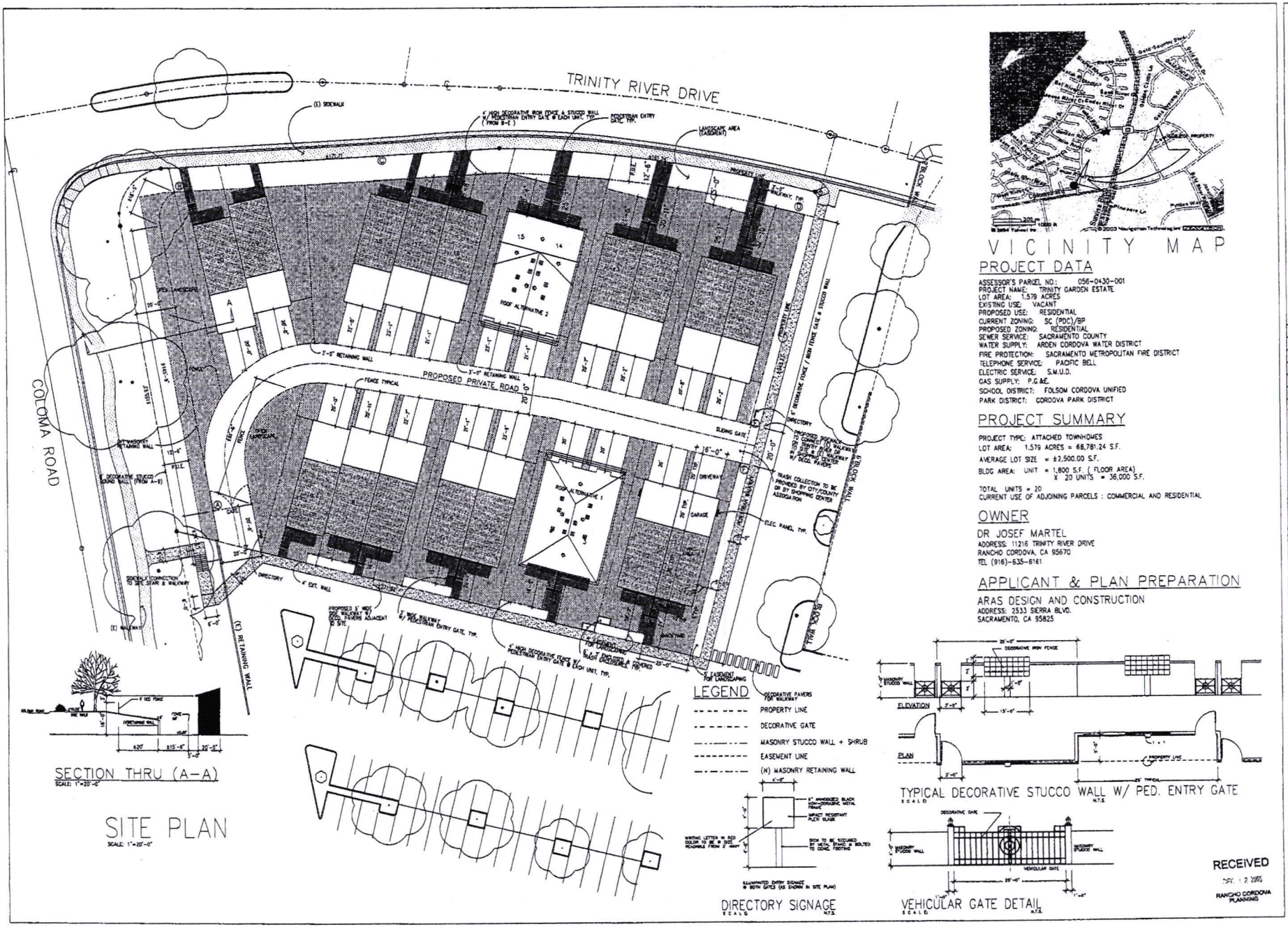

DESIGNED:
DRAWN: PJM
CHECKED: GTH
SUBMITTED: _____ R.C.E.
SCALE: 1" = 20'

| NO. | DATE | REVISION | BY |
|---|---|---|---|

# PRELIMINARY GRADING PLAN
OF
NE. CORNER COLOMA ROAD AND TRINITY RIVER DRIVE
A.P.N. 056-0430-001

CITY OF RANCHO CORDOVA COUNTY OF SACRAMENTO STATE OF CALIFORNIA

DATE 10-11-2005
SHEET 1 OF 1
JOB NO. 2004-016






VICINITY MAP

## PROJECT DATA

ASSESSOR'S PARCEL NO.: 056-0430-001
PROJECT NAME: TRINITY GARDEN ESTATE
LOT AREA: 1.579 ACRES
EXISTING USE: VACANT
PROPOSED USE: RESIDENTIAL
CURRENT ZONING: SC (PDC)/BP
PROPOSED ZONING: RESIDENTIAL
SEWER SERVICE: SACRAMENTO COUNTY
WATER SUPPLY: ARDEN CORDOVA WATER DISTRICT
FIRE PROTECTION: SACRAMENTO METROPOLITAN FIRE DISTRICT
TELEPHONE SERVICE: PACIFIC BELL
ELECTRIC SERVICE: S.M.U.D.
GAS SUPPLY: P.G.&E.
SCHOOL DISTRICT: FOLSOM CORDOVA UNIFIED
PARK DISTRICT: CORDOVA PARK DISTRICT

## PROJECT SUMMARY

PROJECT TYPE: ATTACHED TOWNHOMES
LOT AREA: 1.579 ACRES = 68,781.24 S.F.
AVERAGE LOT SIZE = ±2,500.00 S.F.
BLDG AREA: UNIT = 1,800 S.F. ( FLOOR AREA)
X 20 UNITS = 36,000 S.F.

TOTAL UNITS = 20
CURRENT USE OF ADJOINING PARCELS : COMMERCIAL AND RESIDENTIAL

## OWNER

DR JOSEF MARTEL
ADDRESS: 11216 TRINITY RIVER DRIVE
RANCHO CORDOVA, CA 95670
TEL (916)-635-8161

## APPLICANT & PLAN PREPARATION

ARAS DESIGN AND CONSTRUCTION
ADDRESS: 2533 SIERRA BLVD.
SACRAMENTO, CA 95825

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RANCHO CORDOVA PLANNING

ARAS DESIGN AND CONSTRUCTION
DESIGN AND BUILT
2533 SIERRA BLVD.
SACRAMENTO, CALIFORNIA 95825
(916) 486-0110 FAX: (916)

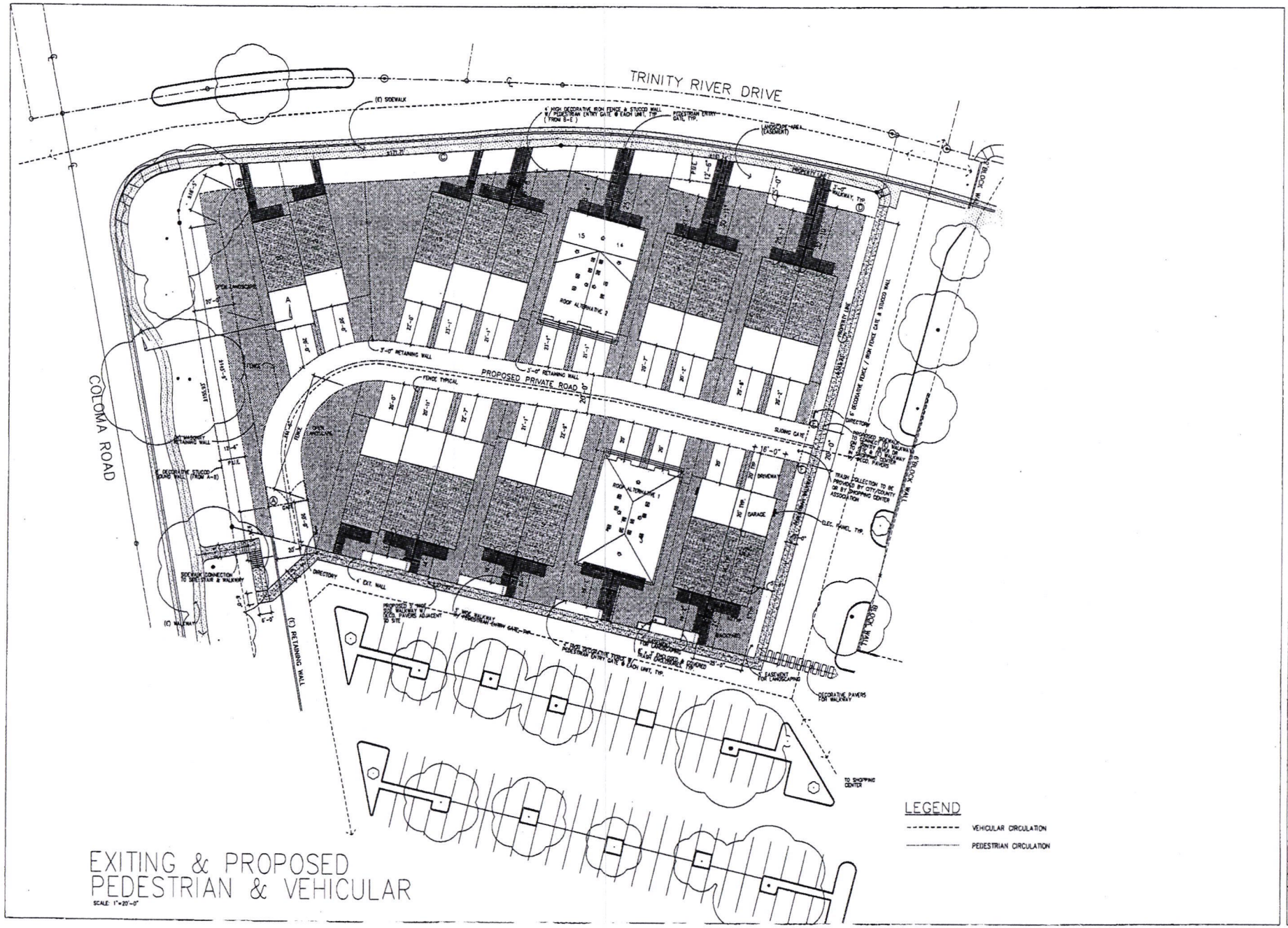
REVISIONS

TRINITY GARDEN ESTATE
COLOMA ROAD AT TRINITY RIVER DRIVE
SACRAMENTO, CALIFORNIA

DRAWING TITLE: SITE PLAN

DATE: 10/11/05
DRAWN BY: LSR
SHEET NO. A-1
1 of 7 sheets

**Exhibit B**




# EXITING & PROPOSED PEDESTRIAN & VEHICULAR

SCALE: 1"=20'-0"

ARAS DESIGN AND CONSTRUCTION
DESIGN AND BUILT
2533 SEIRRA BLVD.
SACRAMENTO, CALIFORNIA 95825
(916) 488-0119 FAX: (916)

REVISIONS

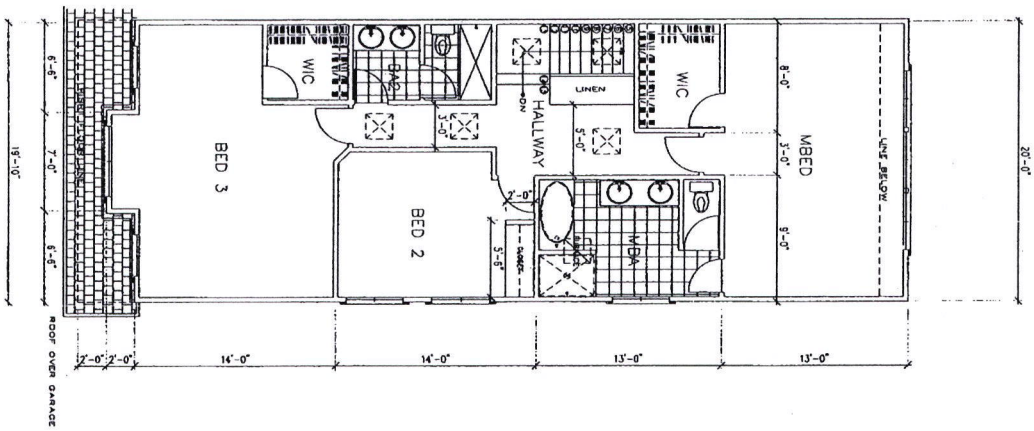
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COLOMA ROAD AT TRINITY RIVER DRIVE
SACRAMENTO, CALIFORNIA

DRAWING TITLE: EXISTING & PROPOSED PEDESTRIAN & VEHICULAR

DATE: 11/14/05
DRAWN BY: LSR
SHEET NO. A-1.1
1 of 7 sheets

## SECOND FLOOR PLAN

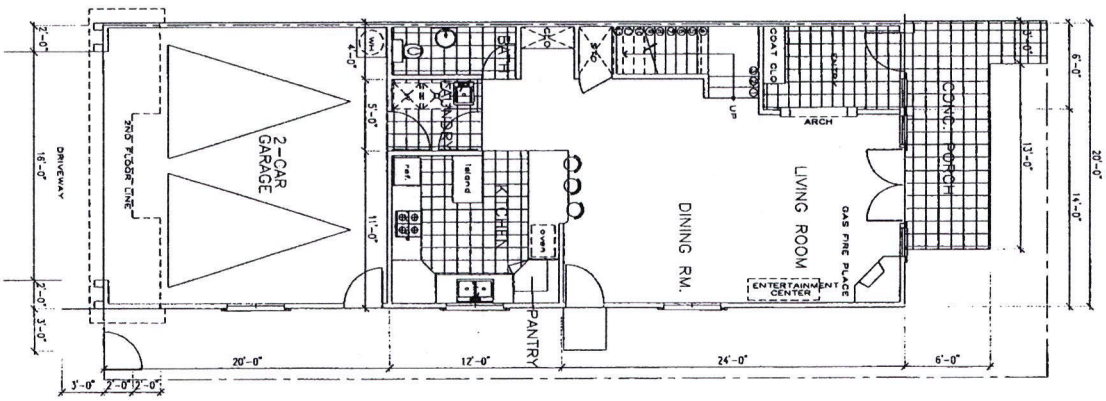
SCALE: 1/4" = 1'-0"




## FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

TOTAL LIVING AREA OF 1815.00 SQ. FT.
1ST FLOOR: 722.00 SQ. FT.
2ND FLOOR: 1093.00 SQ. FT.
GARAGE AREA: 400 SQ. FT.
OPEN CONC. PORCH: 78 SQ. FT.




DRAWING TITLE

FLOOR PLANS
FRONT ELEVATION

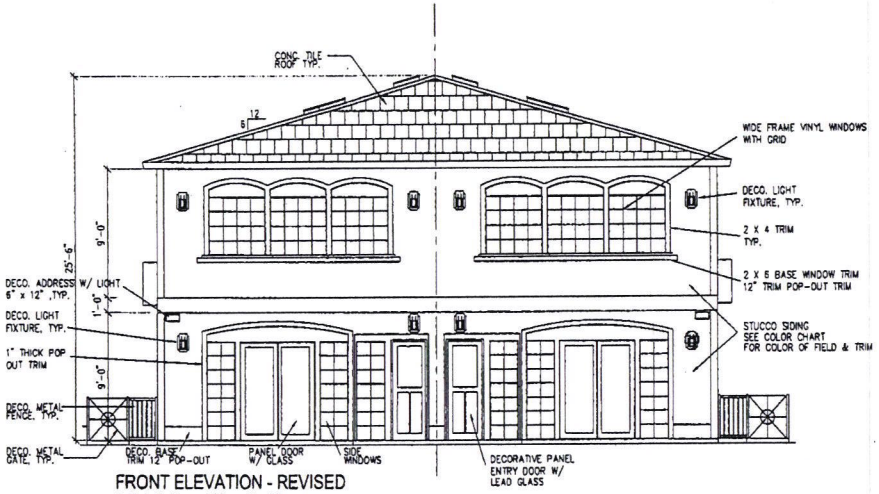
DATE: 11/14/06
DRAWN BY: LSR
SHEET NO: A-4
4 of 7 sheets

TRINITY GARDEN ESTATE
COLOMA ROAD AT TRINITY RIVER DRIVE

SACRAMENTO, CALIFORNIA

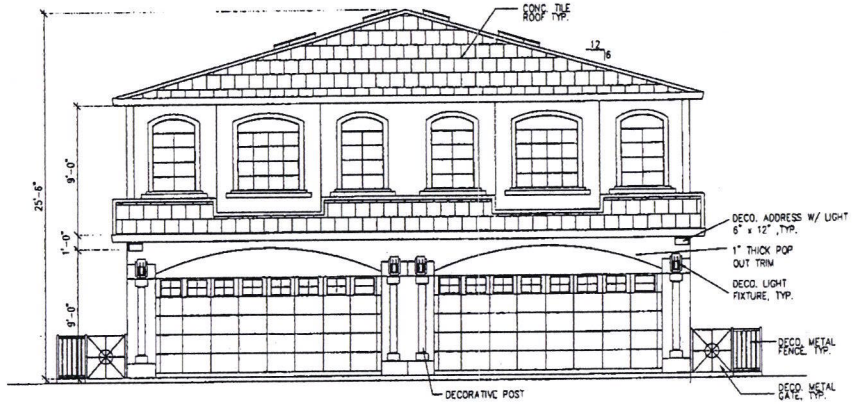
REVISIONS


ARAS DESIGN AND CONSTRUCTION
DESIGN AND BUILT
2533 SEIRRA BLVD.
SACRAMENTO, CALIFORNIA 95825
(916) 488-0110 FAX: (916)




FRONT ELEVATION - REVISED

SCALE: 1/4" = 1'-0"




FRONT ELEVATION - ALTERNATIVE 1

SCALE: 1/4" = 1'-0"




TYP. SIDE ELEVATION - ALTERNATIVE 1

SCALE: 1/4" = 1'-0"

## EXTERIOR SIDING

MATERIAL: STUCCO SIDING

COLOR: FIELD: x-81 OATMEAL
TRIM &: x-524 ALAMO
ALL NON FIELD AREAS
ACCENT: x-475 VIEJO
(SEE COLOR BOARD ATTACHED)

LIGHT FIXTURE: DECORATIVE LIGHT FIXTURES AT EACH SIDE OF GARAGE

TRIM DETAIL: 2" x 4" AROUND WINDOW
2" x 6" WINDOW BASE, TYP.

WINDOW MATERIAL: WIDE FRAME VINYL WITH DUAL PANE LOW-E2 GLASS

ENTRY DOOR & MATERIALS: DECORATIVE SOLID PANEL OAK & W/ DECO. STAINED OR BEVELLED GLASS

GARAGE DOOR: DECORATIVE PANEL DOOR WITH GLASS ON TOP ROW

ROOF TYPE & COLOR: CONC. TILE ROOF & LIGHT BROWN

ARAS DESIGN AND CONSTRUCTION
DESIGN AND BUILT
2533 SIERRA BLVD.
SACRAMENTO, CALIFORNIA 95825
(916) 488-0110 FAX: (916)

REVISIONS

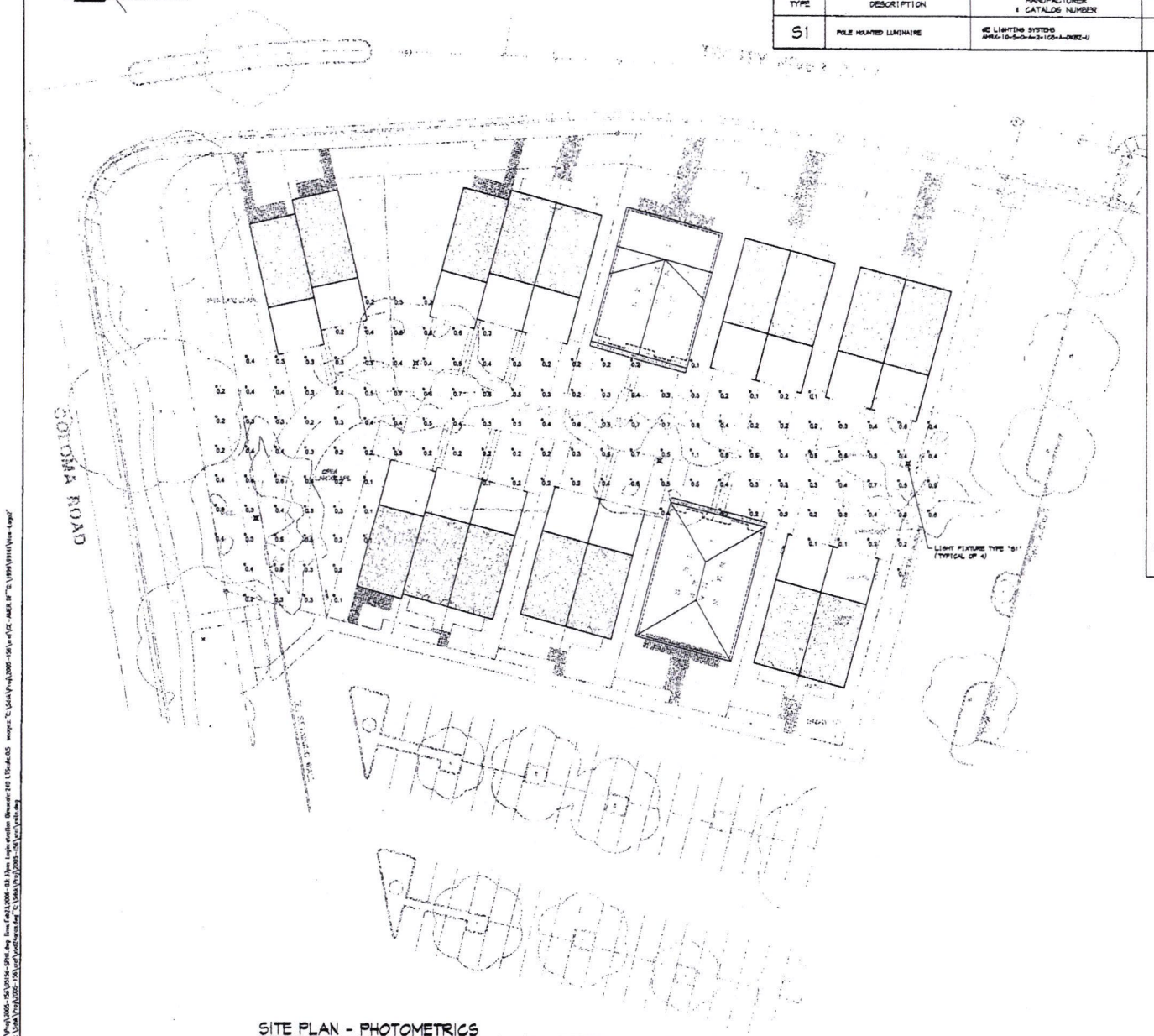
TRINITY GARDEN ESTATE
COLOMA ROAD AT TRINITY RIVER DRIVE
SACRAMENTO, CALIFORNIA

DRAWING TITLE: ELEVATIONS ALTERNATIVE 1

DATE: 11/14/05
DRAWN BY: LSR
SHEET NO. A-6
6 of 7 sheets

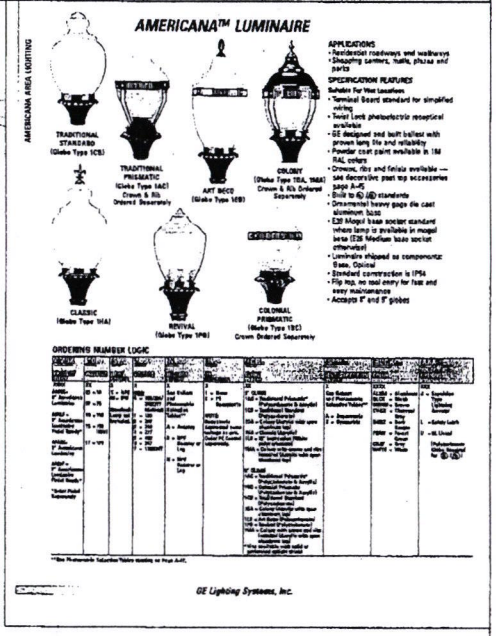
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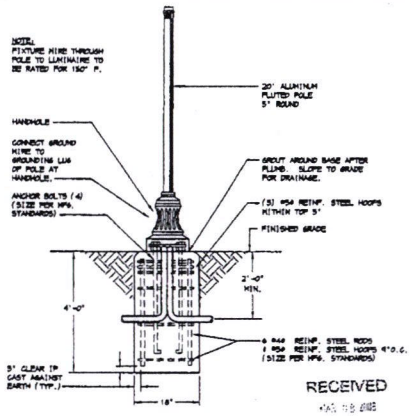
| TYPE | DESCRIPTION | MANUFACTURER # CATALOG NUMBER | LAMPS | VA | MOUNTING | REMARKS |
|---|---|---|---|---|---|---|
| S1 | POLE MOUNTED LUMINAIRE | GE LIGHTING SYSTEMS AMRX-10-S-O-A-3-1CB-A-DGBZ-U | (1) 100W HPS | 150 | POLE MOUNTED 20'-0" | ORDER WITH SOLID UPLIGHT SHIELD. |




SITE PLAN - PHOTOMETRICS

SCALE: 1" = 20'-0"




POLE MOUNTED FIXTURE DETAIL

NOT TO SCALE

RECEIVED

RANCHO CORDOVA PLANNING

CAPITOL CITY DESIGN, INC.
Electrical Engineering Consultants
1751 Coffman Street
West Sacramento, CA 95691
Phone: 916-375-9135
Fax: 916-375-9777
www.capitolcitydesign.com

ARAS DESIGN AND CONSTRUCTION
DESIGN AND BUILT
2533 SIERRA BLVD.
SACRAMENTO, CALIFORNIA 95825
(916) 488-0110
FAX: (916)

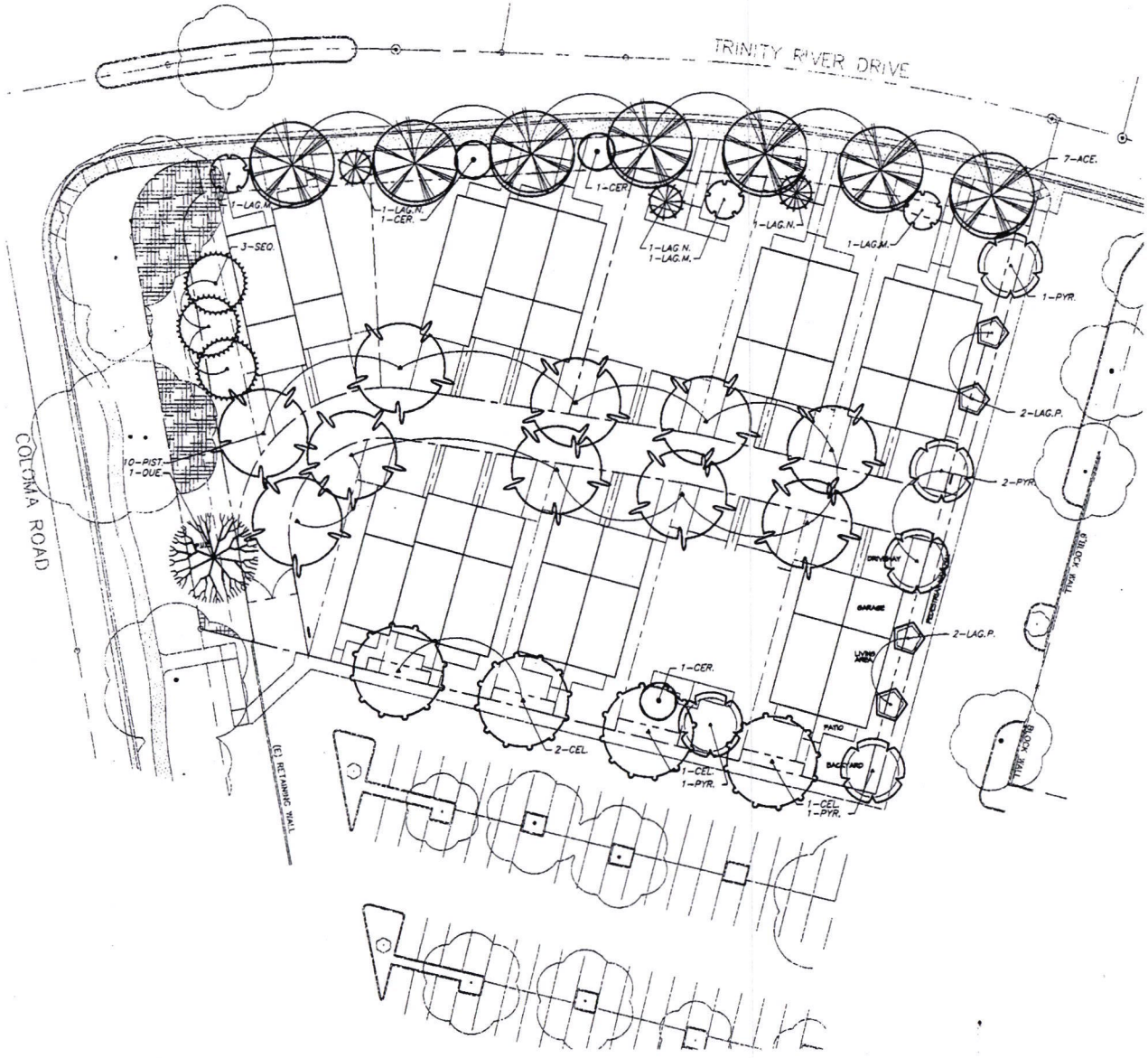
REVISIONS

**TRINITY GARDEN ESTATE**
COLOMA ROAD AT TRINITY RIVER DRIVE
SACRAMENTO, CALIFORNIA

DRAWING TITLE: SITE PLAN PHOTOMETRICS

DATE: 09/08/05
DRAWN BY: ALT
SHEET NO.: **SPH-1**
1 of 1 sheets

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KEY | LANDSCAPE LEGEND

- TREES
- EXISTING TREES TO REMAIN
- BARK MULCH
- 7-ACE. — PLANT QUANTITY / PLANT KEY

## PLANT MATERIAL LIST

| SIZE | QUANTITY | KEY | BOTANICAL NAME _ COMMON NAME |
|---|---|---|---|
| | | | TREES |
| 15 GAL | 7 | ACE. | ACER RUBRUM 'RED SUNSET' _ RED SUNSET MAPLE |
| 15 GAL | 4 | CEL | CELTIS OCCIDENTALIS _ COMMON HACKBERRY |
| 15 GAL | 4 | CER | CERCIS OCCIDENTALIS _ WESTERN REDBUD |
| 15 GAL | 3 | LAG.M. | LAGERSTROEMIA HYBRID 'MUSKOGEE' _ RED CRAPE MYRTLE |
| 15 GAL | 3 | LAG.N. | LAGERSTROEMIA HYBRID 'NAHTCHEZ' _ RED CRAPE MYRTLE |
| 15 GAL | 4 | LAG.P. | LAGERSTROEMIA HYBRID 'PECOS' _ RED CRAPE MYRTLE |
| 15 GAL | 5 | PYR. | PYRUS CALLERYANA 'GRETCHEN' _ GRETCHEN PEAR |
| 15 GAL | 10 | PIST. | PISTACIA CHINENSIS _ CHINESE PISTACHE |
| 15 GAL | 1 | QUE. | QUERCUS COCCINEA _ SCARLET OAK |
| 15 GAL | 3 | SEQ. | SEQUOIA SEMPERVIRENS 'APTOS BLUE' _ COAST REDWOOD |

N

20' 10' 0 20' 40'

SCALE: 1"= 20'-0"

06-43


MTW group
Mamuyac Takehara Woroniecki

LANDSCAPE ARCHITECTURE AND PLANNING
10411 Old Placerville Road
Suite 205
Sacramento, CA 95827
916 369-3990



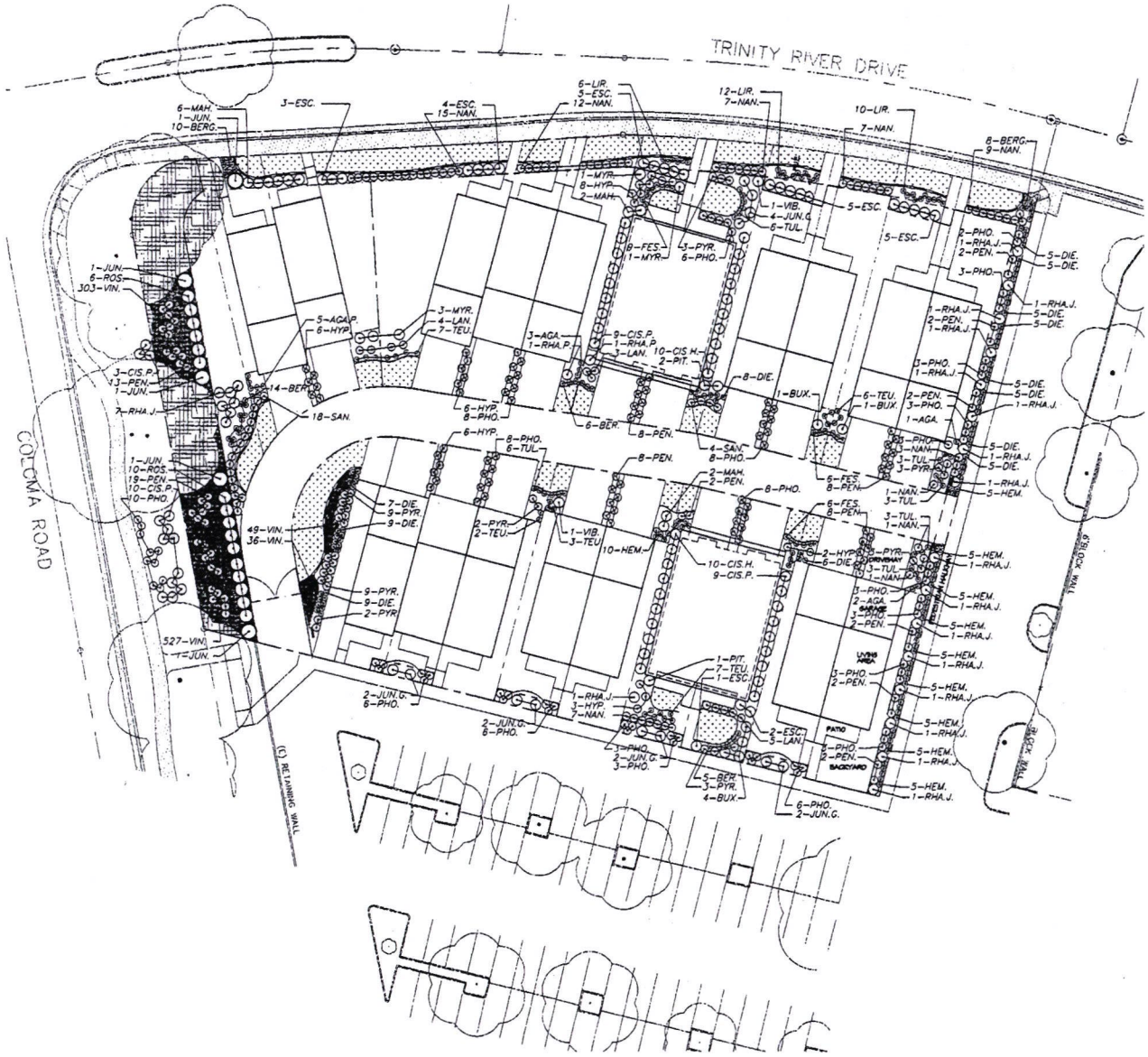
ARAS DESIGN AND CONSTRUCTION
DESIGN AND BUILT
2533 SIERRA BLVD.
SACRAMENTO, CALIFORNIA 95825
(916) 485-0110 FAX: (916)


REVISIONS

TRINITY GARDEN ESTATE
COLOMA ROAD AT TRINITY RIVER DRIVE
SACRAMENTO, CALIFORNIA

DRAWING TITLE
TREE PLANTING PLAN

DATE 02/24/06
JOB NO. 05-01-04.SR
SHEET NO. L1.1 of sheets




KEY | LANDSCAPE LEGEND

- SHRUBS
- EXISTING TREES TO REMAIN
- LAWN SOD
- GROUNDCOVER
- BARK MULCH
- REDWOOD HEADERBOARD OR RECYCLED BEND-A-BOARD
- CONCRETE MOWSTRIP
- PLANT QUANTITY (e.g. 5-DIE.)
- PLANT KEY

PLANT MATERIAL LIST

| SIZE | QUANTITY | KEY | BOTANICAL NAME _ COMMON NAME |
|---|---|---|---|
| | | | SHRUBS |
| 1 G.C. | 7 | AGA. | AGAPANTHUS AFRICANUS 'PETER PAN' _ DWARF LILY-OF-THE-NILE |
| 1 G.C. | 25 | BER. | BERBERIS THUNBERGII 'CRIMSON PYGMY' _ JAPANESE BARBERRY |
| 1 G.C. | 18 | BERG. | BERGENIA CORDIFOLIA _ HEARTLEAF BERGENIA |
| 5 G.C. | 6 | BUX. | BUXUS MACROPHYLLA JAPONICA _ JAPANESE BOXWOOD |
| 1 G.C. | 21 | COR.P. | CISTUS PURPUREUS _ ORCHID ROCKROSE |
| 1 G.C. | 20 | CIS.H. | CISTUS HYBRIDUS _ WHITE ROCKROSE |
| 1 G.C. | 13 | DIE. | DIETES BICOLOR _ FORTNIGHT LILY |
| 1 G.C. | 25 | ESC. | ESCALLONIA RUBRA 'NEWPORT DWARF' _ DWARF ESCALLONIA |
| 1 G.C. | 37 | FES. | FESTUCA GLAUCA 'ELIJAH BLUE' _ ELIJAH BLUE FESCUE |
| 1 G.C. | 35 | HEM. | HEMEROCALLIS HYBRID 'STELLA DE ORO' _ DWARF YELLOW DAYLILY |
| 5 G.C. | 37 | HYP. | HYPERICUM MOSERANUM 'GOLD FLOWER' |
| 5 G.C. | 5 | JUN. | JUNIPERUS CHINENSIS 'SPARTAN' _ SPARTAN JUNIPER |
| 5 G.C. | 12 | JUN.G. | JUNIPERUS CHINENSIS 'GOLD COAST' _ GOLD COAST JUNIPER |
| 1 G.C. | 28 | LAN. | LANTANA MONTEVIDENSIS _ TRAILING LANTANA |
| 1 G.C. | 28 | LIR. | LIRIOPE MUSCARI _ BIG BLUE LILY TURF |
| 5 G.C. | 10 | MAH. | MAHONIA AQUIFOLIUM 'COMPACTA' _ DWARF OREGON GRAPE |
| 5 G.C. | 5 | MYR. | MYRSINE AFRICANA _ AFRICAN BOXWOOD |
| 1 G.C. | 62 | NAN. | NANDINA DOMESTICA 'COMPACTA' _ DWARF HEAVENLY BAMBOO |
| 1 G.C. | 78 | PEN. | PENNISETUM ALOPECUROIDES 'HAMELN' _ WHITE FOUNTAIN GRASS |
| 1 G.C. | 88 | PHO. | PHORMIUM TENAX 'BRONZE BABY' _ BRONZE BABY FLAX |
| 5 G.C. | 3 | PIT. | PITTOSPORUM TOBIRA 'WHEELER'S DWARF' _ DWARF PITTOSPORUM |
| 5 G.C. | 34 | PYR. | PYRACANTHA HYBRIDS 'TINY TIM' DWARF FIRETHORN |
| 5 G.C. | 23 | RHA.J. | RHAPHIOLEPIS INDICA 'JACK EVANS' _ PINK INDIAN HAWTHORN |
| 5 G.C. | 2 | RHA.P. | RHAPHIOLEPIS INDICA 'PINK LADY' _ PINK LADY HAWTHORN |
| 5 G.C. | 12 | ROS. | ROSMARINUS TROGSTRATUS _ DWARF ROSEMARY |
| 5 G.C. | 22 | SAN. | SANTOLINA CHAMAECYPARISSUS _ LAVENDER COTTON |
| 5 G.C. | 25 | TEU. | TEUCRIUM CHAMAEDRYS _ GONNAVOER |
| 1 G.C. | 21 | TUL. | TULBAGHIA VIOLACEA _ SOCIETY GARLIC |
| 5 G.C. | 2 | VIB. | VIBURNUM TINUS 'SPRING BOUQUET' _ SPRING BOUQUET TINUS |
| | | | GROUNDCOVER |
| 1 G.C. | 915 @ 18" O.C. | VIN. | VINCA MINOR 'BOWLES' _ DWARF VINCA MINOR |

N

20' 10' 0 20' 40'

SCALE: 1"= 20'-0"

05-48


LANDSCAPE ARCHITECTURE AND PLANNING
10411 Old Placerville Road
Suite 205
Sacramento, CA 95827
916 369-3990

MTW group
Mamuyac
Takehara
Woroniecki



ARAS DESIGN AND CONSTRUCTION
2533 SEIRRA BLVD.
SACRAMENTO, CALIFORNIA 95825
(916) 488-0110
FAX: (916)
DESIGN AND BUILT


REVISIONS

TRINITY GARDEN ESTATE
COLOMA ROAD AT TRINITY RIVER DRIVE
SACRAMENTO, CALIFORNIA

DRAWING TITLE
TURF AND SHRUB PLANTING PLAN

DATE: 02/24/05
JOB NO. 03-01-04.SB
SHEET NO. L2.1 of sheets

| | | Timing/ Implementation | Enforcement/ Monitoring | Verification (date and Signature) |
|---|---|---|---|---|
| 1. | The project approval is for the "Trinity Garden Estate" project for the construction of 20 dwelling units (du) on 2.1 acres with the following entitlements: rezone from SC (shopping center) to RD-15 (residential); tentative subdivision map to create 20 residential lots and a common area; residential design review of a site plan and architecture; and a project Development Agreement. | On-Going | Planning | |
| 2. | The Tentative Subdivision Map approval is valid for three years from the date of City Council approval, unless an extension of time is subsequently approved per Government Code Section 66452.6(e), unless extended by the terms of a Development Agreement. | Three years, commencing with the date of approval. | Planning | |
| 3. | The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action. | On-Going | Planning | |
| 4. | The applicant shall comply with all the mitigation measures included in the Mitigated Negative Declaration dated May 2005, and pay the costs of any technical consultant services incurred during implementation of the MMRP. The initial estimate of these costs is $7,500. If the initial estimate exceeds the actual monitoring costs, the balance shall be refunded to the proponent, and if the actual monitoring costs exceed the initial estimate, the proponent shall be responsible to pay the additional | On-Going | Planning | |

| | | Timing/ Implementation | Enforcement/ Monitoring | Verification (date and Signature) |
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| | amount. | | | |
| 5. | Repair all damage to existing road system attributed to the construction of the project, as determined by the Public Works Director. | On-Going | Public Works | |
| 6. | The project proponent shall ensure that no trees are removed or relocated during construction and operation of the proposed project. If construction activities (including grading) are to occur within 25 feet of the drip line of any existing tree, orange construction fencing shall be placed around the tree at the drip line of the tree in order to prevent accidental damage or removal of the tree. This construction fencing shall not be placed such that it impedes pedestrian traffic on the sidewalk along Coloma Road. Orange fencing may be placed closer than the drip line only in those locations where it is necessary to do so to prevent impacting pedestrian traffic on Coloma Road.<br>If construction activities are to occur within the drip line of any tree, the project proponent shall submit a tree impact prevention plan to the City for approval prior to operations within that area. The plan shall include an arborist's report identifying all onsite trees and information on their relative health and condition, as well as details on steps to be taken to prevent accidental damage or removal of trees. No construction activities may occur within the drip line of any existing tree without an approved plan.<br><br>***Mitigation Measure*** | Throughout construction activities. | Planning | |

| | | Timing/ Implementation | Enforcement/ Monitoring | Verification (date and Signature) |
|---|---|---|---|---|
| 7. | Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during development activities, work shall be suspended and the City shall be immediately notified. The applicant shall coordinate any necessary investigation of the site with appropriate specialists, as needed. The applicant shall be required to implement any mitigation necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If remains are determined to be Native American, guidelines of the NAHC are to be adhered to in the treatment and disposition of the remains. This measure shall be included as a note on all project plans.<br><br>***Mitigation Measure*** | Throughout construction activities. | Planning | |
| 8. | If any underground storage tanks (UST) are discovered during construction activities, the UST shall be removed as required by the County Environmental Management Department (EMD), Hazardous Materials Division. In addition, groundwater and soil investigation for contamination and remediation in the tank vicinity shall be conducted if required by the EMD. This mitigation measure shall be included on all improvement plans.<br><br>***Mitigation Measure*** | Throughout construction activities. | Planning | |

| | | Timing/ Implementation | Enforcement/ Monitoring | Verification (date and Signature) |
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| | **Prior to Grading or Improvement Plan Approval.** | | | |
| 9. | Applicant shall pay any outstanding staff costs associated with the preparation of the tentative map. | Prior to Issuance of Improvement Plans or grading permit. | Finance | |
| 10. | Applicant shall record the Conditions of Approval/Mitigation Monitoring Report Program and pay recordation fees to the County Recorder's Office. | Prior to Issuance of Improvement Plans, grading permit or recordation of any map. | Planning | |
| 11. | The project proponent shall ensure that all exposed surfaces, graded areas, storage piles, and haul roads are watered at least twice daily during construction activities. This requirement shall be included as a note on all improvement plans.<br><br>***Mitigation Measure*** | Prior to issuance of grading permits and/or approval of improvement plans. | Planning | |
| 12. | The project proponent shall ensure that the amount of material actively worked, the amount of disturbed ground, and the amount of material stockpiled is minimized throughout the construction of the project. This requirement shall be included as a note on all improvement plans. | Prior to issuance of grading permits and/or approval | Planning | |

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| | ***Mitigation Measure*** | of improvement plans. | | |
| 13. | The project proponent shall require that paved streets adjacent to the project site are washed or swept at least once daily to remove accumulated dust. This requirement shall be included as a note on all improvement plans.<br><br>***Mitigation Measure*** | Prior to issuance of grading permits and/or approval of improvement plans. | Planning | |
| 14. | The project proponent shall ensure that materials or waste are not stockpiled on site for periods of more than seven consecutive days. Construction debris shall be transported to the proper disposal facility in a timely manner to avoid creating shelter for transient burrowing owls. This measure shall be included as a note in all improvement plans.<br><br>***Mitigation Measure*** | Prior to issuance of grading permits and/or approval of improvement plans. | Planning | |
| 15. | Prior to each phase of grading and construction begun between February 1 and September 1, the applicant shall ensure that a preconstruction survey is performed to determine if active raptor nesting is taking place in the area. If nesting is observed, consultation with the California Department of Fish and Game (CDFG) shall occur in order to determine the protective measures which must be implemented for the nesting birds of prey. If nesting is not observed, no further action is required.<br>If grading or construction occurs between September 2 and January 31, no preconstruction survey is required. However, if a hawk is noticed during construction activities, construction activities will halt and the CDFG and the City shall be notified prior to further actions.<br><br>***Mitigation Measure*** | Survey shall be conducted prior to approval of grading and/or improvement plans.<br><br>Monitoring for birds of prey shall be conducted throughout construction activities. | Planning | |
| 16. | The project applicant shall adhere to the following standard mechanisms | Prior to | Planning | |

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| | for mitigation of construction-related nuisances including: restrictions on the hours of construction activities; restrictions on noise levels associated with construction equipment; watering and/or other dust control at all construction sites; and City approval of proposed construction storage and staging areas (including employee parking).<br>These mechanisms shall ensure that noise levels remain below established City of Rancho Cordova General Plan and Noise Ordinance standards. The project applicant shall continuously post visible signage providing a name, address, and 24-hour phone number for information and/or complaints regarding the construction activities. This may be a City number if applicable. These requirements shall be included as a note on all construction plans and in the improvement plan submittal.<br><br>***Mitigation Measure*** | approval of grading and/or improvement plans. | | |
| 17. | The project shall incorporate the following design features to ensure adequate emergency access: turning radii into the development shall meet the District standard of 25 feet inside and 50 feet outside; the gate at the entrance from the shopping center parking lot shall swing in the direction of egress from the proposed development and shall be on a free-exit loop only; the project proponent shall comply with SMFD requirements for access driveway surfaces; vehicle parking shall be prohibited along the entire length of the internal roadway and approved fire lane identification signage/striping shall be provided; all internal roads shall be free of traffic calming measures, speed bumps, humps, etc.; sufficient visitor/guest vehicle parking spaces must be provided to prevent vehicle parking in the roadway. | Prior to approval of grading and/or improvement plans. | Metro Fire | |
| 18. | Provide access roadways to Fire District standards. | Prior to improvement plans | Metro Fire | |

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| 19. | The developer/owner shall provide a detailed sewer design report, which addresses all necessary on-site and off-site facilities to the City for review and approval. | Prior to improvement plans | Planning and Public Works | |
| 20. | Plans shall be submitted to the fire prevention bureau showing hydrant locations for review and approval prior to construction. Fire hydrant details and fire department notes shall be shown on the site plans or improvement drawings. | Prior to improvement plans | Metro Fire | |
| | **Prior to Final Map Recordation** | | | |
| 21. | Property Owner/Applicant shall provide or agree to a funding mechanism for maintenance of frontage landscaping by annexation to the City Landscape Maintenance Community Facilities District. All costs associated with the annexation shall be borne by the Property Owner/Applicant. | Prior to recording of the Final Map | Public Works | |
| 22. | The final map shall show easements or other mapped provisions for the placement of centralized mail delivery units. | Prior to Recordation of the Final Map | Public Works | |
| 23. | Dedicate a 12.5-foot public utility easement for underground facilities and appurtenances adjacent to all public streets rights-of-ways. | Prior to recordation of Final Map | SMUD | |
| 24. | Dedicate Lot A and 10 feet adjacent thereto as a public utility easement for underground facilities and appurtenances. | Prior to recordation of Final Map | SMUD | |
| 25. | Reciprocal access and roadway maintenance agreements shall be provided for interior roadways: provisions for necessary repair and maintenance of the roadway surface; removal of vegetation infringing of the roadway clear vertical height of 13'-6" or width of 20'-0"; provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE | Prior to recordation of Final Map | Planning / Metro Fire | |

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| | LANE signage or striping; provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems; unrestricted use of and access to the roadway covered by the agreements. | | | |
| | **Prior to the Issuance of Building Permits** | | | |
| 26. | Applicant shall pay any outstanding staff costs associated with the preparation of the improvement plans and/or final map. | Prior to Issuance of first Building Permit. | Finance | |
| 27. | Property Owner/Applicant shall pay all fees established by the City to support the construction of any public facilities and improvements or the provision of public services in relation to the development of the Property. | Prior to the issuance of building permit | Public Works | |
| 28. | The developer shall submit complete landscape planting and irrigation plans for corridor landscaping for review and approval by the Planning Director. Landscaping materials and placement shall follow crime prevention principles. | Prior to the Issuance of Building Permits | Planning and Police | |
| 29. | The walls or fences along Trinity River Drive and the walls along the east property line shall be a maximum of three feet in height or open wrought iron fencing shall be used to allow visibility between private lots, private patios, open space, public streets, and parking lots. This will allow residents to view those areas and discourage criminal or mischievous behavior. Fencing plans shall be reviewed and approved by the Planning Director and Police Chief. | Prior to Issuance of first Building Permit | Planning and Police | |
| 30. | The project proponent shall coordinate with the Sacramento Municipal | Prior to | Planning | |

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| | Utilities District (SMUD) to ensure that all transformers on-site or immediately adjacent to the site that predate 1979/1980 are sampled and analyzed as needed to determine the presence or absence of PCBs. All PCB-containing transformers shall be removed and replaced with PCB-free transformers according to the requirements of SMUD.<br><br>***Mitigation Monitoring*** | issuance of building permits | | |
| 31. | As construction occurs, all debris, trash, refuse, and abandoned, discarded, and/or out-of-service items shall be removed from the proposed project sites and deposited off-site in an appropriate disposal facility. This mitigation measure shall be included on all improvement plans.<br><br>***Mitigation Monitoring*** | All such materials shall be completely removed prior to issuance of building permits | Planning | |
| 32. | Approved fire hydrants capable of providing the required fire flow shall be installed and operational prior to any construction or on-site storage of combustible materials. Hydrant spacing, minimum fire flow and other fire requirements shall be approved by the Fire District. | Prior to first building permit | Metro Fire | |
| 33. | Residential roof coverings shall consist of materials that have a minimum Class C rating. | Prior to building permit | Metro Fire | |
| 34. | A copy of the road maintenance agreement shall be provided for review and approval by the Fire District. | Prior to first building permit | Metro Fire | |
| | **Prior to Final Inspection** | | | |
| 35. | Improve and landscape the individual properties and landscape areas | Prior to Final | Planning | |

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| | according to the approved plans. Widths and layouts of sidewalks shall be reviewed and approved by the Planning Director. All improvements shall be reviewed and accepted by the City Engineer, prior to assuming maintenance responsibility. | Inspection and Occupancy of the first unit | | |
| 36. | Install security gates according to the Sacramento County Fire Code emergency access gates and barrier requirements. All proposed pedestrian access gate installations shall be in full compliance. Gates and fencing plans shall be reviewed by the Fire District prior to installation. | Prior to Installation of gates and Final Inspection and Occupancy of first unit | Metro Fire | |
| 37. | Fire lane identification signage/striping shall be provided along interior access drive to prohibit parking. | Prior to Final Inspection and Occupancy of first unit | Metro Fire | |
| 38. | Property owner shall enter into an agreement (e.g. C C & Rs) that controls vehicular parking on the interior access roadways and contains provisions for the timely removal of vehicles parking in prohibited areas. A copy of these regulations shall be provided to Metro Fire for review. | Prior to Final Inspection and Occupancy of first unit | Metro Fire | |
| 39. | A maintenance agreement or other mechanism determined suitable by the City, shall be developed and signed by all owners to ensure the timely repair and maintenance of private roadways and common space within the development. | Prior to Final Inspection and Occupancy of first unit | Police / Planning | |
| 40. | Building numbers shall be posted on each building in locations and heights as to allow visibility by responding public safety personnel. | Prior to Final Inspection and Occupancy | Police / Metro Fire | |
| 41. | Lighting shall be installed as approved by the design review process to allow adequate visibility by residents, law enforcement and passersby during nighttime hours. Lighting fixtures shall resist breakage and vandalism. Parking areas, roadways and drive shall be illuminated with high intensity discharge lighting equipped with vandal resistance covers | Prior to First Occupancy | Planning / Police | |

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| | and photocell control. A lighting level of 0.25 to 0.50 foot-candles shall be maintained at ground level. At entry intersections 0.50 foot-candles shall be provided. | | | |
| 42. | Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than six (6) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background. | Prior to Final Inspection / Occupancy | Planning / Metro Fire | |

**General Information and Compliance Items:**
The following items are noted for the applicant's information. These items are required by other local agencies, the City, state or federal agencies, and are not conditions of approval of the project.

1. Though not required, it is recommended that all single-family dwellings be equipped with an automatic fire sprinkler system. As approximately 80% of all fire deaths occur in residential dwellings, these life safety systems drastically improve the occupant's chance of surviving a fire. (Fire Department)
2. Permits and/or fees are required for the following reviews: civil plans, architectural plans, fire sprinkler plans and fire alarm plans. Additional permits and fees may apply depending upon the scope of the project. (Fire Department)
3. The installation of on-site or off-site fire protection equipment, including fire hydrants and water mains, shall meet the standards of the Metro Fire District and the water purveyor having jurisdiction. (Fire Department)
4. The installation of addresses, landscaping, tree wells and/or traffic islands are subject to the standards outlined by the Metro Fire District.
5. Gas service may be available to this project if desired. The developer should contact PG & E's Service Planning Department as soon as possible to coordinate construction so as not to delay the project. (PGE)
6. Developers will construct a concrete base for placement of the centralized mail delivery unit after construction of curb, gutter and sidewalk. Specifications and location of such base shall be determined pursuant to the applicable requirements of the Postal Service and the Sacramento County Public Works Agency, with due consideration of street light location, traffic safety, security, and consumer convenience. (Post Office)
7. Homes that have attached garages with secondary access doors will have solid core or metal covered doors with dead bolt locks. (Police Department)
8. Skylight side panels that are placed next to entrance doors will not be on the same side as the lock mechanism of the door. Only one panel may be installed per door, adjacent to the hinges. (Police Department)
9. All external door frames, including the side garage, will have screws that are a minimum of three inches long in the strike plate. Strike plates should be anchored with a minimum of four screws. (Police Department)
10. On-site source and control measures are required for this project in accordance with the latest version of the City/County Guidance Manual (Guidance Manual of On-Site Storm Water Quality Control Measures). In all cases, source control measures on the improvement plans will include provision of a permanent storm drain message "No Dumping – Flows to Creek" or other approved message shall be stamped in concrete at each inlet. Other on-site source and treatment control measure(s) should also be used in accordance with specific residential activities referenced in the Guidance Manual. The final design of the proposed on-site source and treatment controls will be approved by the Department of Water Resources. (Water Resources).
11. Project proponents and/or future successors of interests shall comply with all 'Water Supply' provisions established in Ordinance No. SZC 2002-0014, Control No. 93-0243.
12. All pedestrian access ramps affected by this project must be installed/upgraded pursuant to the State of California Title 24 Code of Regulations and to the satisfaction of the Department of Transportation of the Public Works Agency.

**CITY OF RANCHO CORDOVA**

**ORDINANCE NO. 45-2006**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING THE DEVELOPMENT AGREEMENT FOR RC-05-190 FOR TRINITY GARDEN ESTATES**

The City Council of the City of Rancho Cordova does ordain as follows:

**Section 1: Recitals**

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

B. The proposed Trinity Garden Estates Project (RC-05-190) is located on the northeast corner of Trinity River Drive and Coloma Road, and is designated as Moderate Density Residential by the General Plan.

C. Joseph Martel, M.D. ("Applicant") has filed an application requesting approval of a Development Agreement for the Project.

D. A Development Agreement between the City of Rancho Cordova and the Applicant ("Development Agreement") has been presented to the City Council, a copy of which is attached hereto as Exhibit A.

E. On June 8, 2006, the Planning Commission, as the planning agency for purposes of development agreement review, held a properly noticed public hearing pursuant to Government Code Section 65867 and recommended that the City Council approve the Development Agreement.

F. On July 5, 2006, the City Council, as the legislative body for purposes of development agreement approval, held a properly noticed public hearing pursuant to Government Code Section 65867 and considered all comments received in writing and all testimony received at the public hearing.

G. The City prepared a Mitigated Negative Declaration (May 2006) to satisfy the requirements of the California Environmental Quality Act (CEQA) for the Trinity Gardens Estate project.

**Section 2: Findings and Determinations**

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

A. The Development Agreement is consistent with the objectives, policies, general land uses and programs specified and contained in the City's General Plan, in that (a) the land use

designation for the Project site is Moderate Density Residential, the proposed project would create twenty (20) attached single family lots and one common lot, (b) the project is consistent with the fiscal policies and the provisions for infrastructure and public services of the General Plan, and (c) the Development Agreement includes provisions relating to financing, construction and maintenance of public facilities, park development fees and similar provisions set forth in the General Plan.

B. The Development Agreement is compatible with the uses authorized in, and the regulations prescribed for, the land use area in which the real property is located in that the project approvals include the Rezoning of the Property as adopted by the City on July 17, 2006 by City Ordinance 44-2006.

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

D. The Development Agreement will not be detrimental to the health, safety and general welfare of persons residing in the immediate area nor be detrimental or injurious to property or persons in the general neighborhood or to the general welfare of the residents of the City as a whole. The project will proceed in accordance with all the programs and policies of the General Plan. The impacts of the development on existing land uses, public services and the environment have been evaluated and mitigated through the CEQA compliance process.

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

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

**Section 3: Approval**

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

**Section 4: Amendment of the Zoning Code**

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

"101-821. Development Agreement for Trinity Garden Estates"

Pursuant to Government Code section 57376, the City Council hereby declares its intention that Title I, Chapter 1, Article 4, of the Rancho Cordova Zoning Code, as amended, shall supersede Title I, Chapter 1, Article 4 of the Sacramento County Zoning Code

**Section 5: Recordation**

Within ten (10) days after the effective date of the Development Agreement, the City Clerk shall submit the executed Agreement to the County Recorder for recordation.

**Section 6: Effective Date and Publication of Ordinance Summary**

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

**PASSED AND ADOPTED** by the City Council of the City of Rancho Cordova this 17th day of July 2006, by the following vote:

**AYES:**
**NOES:**
**ABSENT:**
**ABSTAIN:**

_____
ROBERT J. MCGARVEY, Mayor

**ATTEST:**

_____
LILLIAN E. HARE, City Clerk

**Exhibit A**

OFFICIAL BUSINESS
Document entitled to free recording
Government Code Section 6103

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

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

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

# DEVELOPMENT AGREEMENT

# BY AND BETWEEN

# CITY OF RANCHO CORDOVA

# AND

# JOSEPH MARTEL, M.D., AS LANDOWNER

# RELATIVE TO TRINITY GARDENS ESTATE

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**DEVELOPMENT AGREEMENT**
**RELATIVE TO TRINITY GARDENS ESTATE**

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

**RECITALS**

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

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

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

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

5. **Environmental Review**. On_____, 2006, City Council certified as adequate and complete, the Mitigated Negative Declaration ("MND") for the Project. Mitigation measures were required in the MND and are incorporated into the Project and into the terms and conditions of this Agreement, as reflected by the findings adopted by City Council concurrently with this Agreement.

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

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

**6.2.** The Rezoning of the Property, approved by City on_____, 2006, by City Ordinance No. -2006;

**6.3.** The Tentative Subdivision Map for the Project (attached hereto as Exhibit C approved by City on _____, 2006, by City Resolution No. __-2006;

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

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

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

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

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

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

## AGREEMENT

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

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

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

4. **Relationship of City and Landowner**. It is understood that this Agreement is a contract that has been negotiated and voluntarily entered into by City and Landowner and that

Landowner is not an agent of City. City and Landowner hereby renounce the existence of any form of joint venture or partnership between them, and agree that nothing contained herein or in any document executed in connection herewith shall be construed as making City and Landowner joint venturers or partners.

5. **Effective Date and Term**.

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

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

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

6. **Use of Property**.

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

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

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

**6.4. Additional Conditions.**

**6.4.1. New Park Development Obligation.** Landowner shall pay development impact fees to mitigate the costs of designing, constructing and installing park improvements based on a 5.25 acre per one thousand (1,000) population standard. These development impact fees shall be in the amount of eleven thousand and twenty-seven dollars ($11,027) per single-family residential parcel or residential parcel equivalent which shall be adjusted on an annual basis beginning on March 1st 2007, by the higher of either: (a) the method described in City Ordinance No. 24-2004, relating to the establishment of development impact fees within the Sunrise Douglas Community Plan which provides for an annual program fee adjustment, (b) the method provided in any subsequent revisions of City Ordinance No. 24-2004, or (c) four (4%) percent. The development impact fee of eleven thousand and twenty-seven dollars ($11,027) shall not include the costs of park street frontage improvements. Landowner shall be obligated to provide park land in-lieu fees to the Cordova Recreation and Park District to satisfy a total park land obligation of 0.29 acres (calculated as five (5) acres of park land per 1,000 residents), and community facility in-lieu fees to the City to satisfy a total community facility obligation of 0.02 acres (calculated as 0.25 acres of community facilities per 1,000 residents).

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

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

**6.4.3. Police Tax.** Landowner agrees to vote in favor of and to cooperate in the creation of a special tax zone area within the Rancho Cordova Special Police Tax Area. A vote by Landowner to repeal or amend the special tax shall constitute an event of default under this Agreement and in addition to all other remedies, Landowner shall be obligated to pay under this Agreement, the difference between the amount of the tax before the vote to repeal or amend the tax, and the amount of the proposed special tax. The boundaries of the

special tax zone area shall be contiguous with the boundaries of the Property. Landowner shall vote in favor of and cooperate in the levy of a special tax for police services on each residential parcel or residential parcel equivalent on the Property. City is in the process of preparing a General Plan Fiscal Analysis which will include a review of the current shortfall of revenue for police services, and a new proposed amount of the special police tax. The special tax shall be in the amount of the lesser of (1) $450 annually, per single-family residential parcel or residential parcel equivalent, and $0.25 for each square foot of gross parcel area of non-residential use (excluding recreational and agricultural uses), or (2) the amount calculated in the General Plan Fiscal Analysis which City is in the process of preparing. Multi-family residential units on a single parcel shall be assessed on a proportionately equivalent basis (e.g., a two-unit attached housing structure, such as a duplex, would be deemed to consist of two residential parcels for purposes of the police tax). The amount of the special tax shall be adjusted annually based upon the percentage change in the United States Department of Labor Consumer Price Index for all Urban Consumers for the San Francisco-Oakland-San Jose area between April and April of each year. If the Consumer Price Index is discontinued, or revised, such other government index or computation with which it is replaced shall be used in order to obtain substantially the same result as would be obtained if the Consumer Price Index had not been discontinued or revised. The special tax shall be payable annually following issuance of a building permit for each subject parcel. Landowner shall pay all the costs of conducting the election and all costs related to the implementation of this Section for the Project.

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

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

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

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

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

specifications, and Title 24 of the California Code of Regulations, relating to Building Standards, in effect at the start of construction of such infrastructure.

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

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

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

9. **Community Facilities District**.

9.1. **Community Facilities District Formation - Financing**. City acknowledges that Landowner may cause to be formed a Community Facilities District ("CFD") pursuant to the provisions of Section 53311 et seq. of the Government Code for the purpose of financing the acquisition or construction of a portion of the Improvements described in Section 8.2.

9.2. **Issuance of Bonds**. City and Landowner agree that, with the consent of Landowner, and to the extent permitted by law, City and Landowner shall use their best efforts to cause bonds to be issued in amounts sufficient to achieve the purposes of this Section.

9.3. **Payment Prior to Issuance of Bonds**. Nothing in this Agreement shall be construed to preclude the payment by an owner of any of the parcels to be included within the CFD of a cash amount equivalent to its proportionate share of costs for the Improvements, or any portion thereof, prior to the issuance of bonds.

9.4. **Private Financing**. Nothing in this Agreement shall be construed to limit Landowners option to install the Improvements through the use of private financing.

9.5. **Acquisition and Payment**. City agrees that it shall use its best efforts to allow and facilitate monthly acquisition of completed Improvements or completed portions thereof, and monthly payment of appropriate amounts for such Improvements to the person or entity constructing Improvements or portions thereof, provided City shall only be obligated to use CFD bond or tax proceeds for such acquisitions.

10. **Amendment or Cancellation**.

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

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

**10.3. Insubstantial Amendments**. Notwithstanding the provisions of the preceding Section 11.2, any amendments to this Agreement which do not relate to (a) the term of the Agreement as provided in Section 5.2; (b) the permitted uses of the Property as provided in Sections 6.2 and 7.1; (c) provisions for "significant" reservation or dedication of land; (d) the location and maintenance of on-site and off-site improvements; (e) the density or intensity of use of the Project; (f) the maximum height or size of proposed buildings or (g) monetary contributions by Landowner as provided in this Agreement shall not, except to the extent otherwise required by law, require notice or public hearing before either the Planning Commission or City Council before the parties may execute an amendment hereto. City's City Manager shall determine whether a reservation or dedication is "significant".

**10.4. Amendment of Project Approvals**. Any amendment of Project Approvals relating to: (a) the permitted use of the Property; (b) provision for reservation or dedication of land; (c) the density or intensity of use of the Project; (d) the maximum height or size of proposed buildings; (e) monetary contributions by Landowner; (f) the location and maintenance of on-site and off-site improvements; or (g) any other issue or subject not identified as an "insubstantial amendment" in Section 10.3 of this Agreement, shall require an amendment of this Agreement. Such amendment shall be limited to those provisions of this Agreement, which are implicated by the amendment of the Project Approval. Any other amendment of the Project Approval(s) shall not require amendment of this Agreement unless the amendment of the Project Approval(s) relates specifically to some provision of this Agreement.

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

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

12. **Annual Review**.

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

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

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

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

**12.5. Non-compliance with Agreement; Hearing**. If the Planning Director determines, on the basis of substantial evidence, that Landowner has not complied in good faith with the terms and conditions of the Agreement during the period under review, City Council, upon receipt of any report or recommendation from the Planning Commission, may initiate proceedings to modify or terminate the Agreement, at which time an administrative hearing shall be conducted, in accordance with the procedures of State law and Municipal Code Section 110-05. As part of that final determination, City Council may impose conditions that it considers necessary and appropriate to protect the interest of City.

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

**13. Default**. Subject to any applicable extension of time, failure by any party to perform any term or provision of this Agreement required to be performed by such party shall constitute an event of default ("Event of Default"). For purposes of this Agreement, a party claiming another party is in default shall be referred to as the "Complaining Party," and the party alleged to be in default shall be referred to as the "Party in Default." A Complaining Party shall not exercise any of its remedies as the result of such Event of Default unless such Complaining Party first gives notice to the Party in Default as provided in Section 13.1.1, and the Party in Default fails to cure such Event of Default within the applicable cure period.

**13.1. Procedure Regarding Defaults**.

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

**13.1.2. Cure**. The Party in Default shall diligently endeavor to cure, correct or remedy the matter complained of, provided such cure, correction or remedy shall be completed within the applicable time period set forth herein after receipt of written

notice (or such additional time as may be deemed by the Complaining Party to be reasonably necessary to correct the matter).

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

**13.1.4. Notice of Default.** If an Event of Default occurs prior to exercising any remedies, the Complaining Party shall give the Party in Default written notice of such default. If the default is reasonably capable of being cured within thirty (30) days, the Party in Default shall have such period to effect a cure prior to exercise of remedies by the Complaining Party. If the nature of the alleged default is such that it cannot, practicably be cured within such thirty (30) day period, the cure shall be deemed to have occurred within such thirty (30) day period if: (a) the cure shall be commenced at the earliest practicable date following receipt of the notice; (b) the cure is diligently prosecuted to completion at all times thereafter; (c) at the earliest practicable date (in no event later than thirty (30) days after the curing party's receipt of the notice), the curing party provides written notice to the other party that the cure cannot practicably be completed within such thirty (30) day period; and (d) the cure is completed at the earliest practicable date. In no event shall Complaining Party be precluded from exercising remedies if a default is not cured within ninety (90) days after the first notice of default is given.

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

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

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

such longer period as may reasonably be agreed to by the Parties. City Manager of City shall be authorized to execute any certificate requested by Landowner. Should the party receiving the request not execute and return such certificate within the applicable period, this shall not be deemed to be a default.

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

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

**15.2. Mortgagee Not Obligated.** Notwithstanding the provisions of Section 16.1 above, no Mortgagee shall have any obligation or duty under this Agreement, before or after foreclosure or a deed in lieu of foreclosure, to construct or complete the construction of improvements, or to guarantee such construction of improvements, or to guarantee such construction or completion, or to pay, perform or provide any fee, dedication, improvements or other exaction or imposition; provided, however, that a Mortgagee shall not be entitled to devote the Property to any uses or to construct any improvements thereon other than those uses or improvements provided for or authorized by the Project Approvals or by this Agreement.

**15.3. Notice of Default to Mortgagee and Extension of Right to Cure.** If City receives notice from a Mortgagee requesting a copy of any notice of default given Landowner hereunder and specifying the address for service thereof, then City shall deliver to such Mortgagee, concurrently with service thereon to Landowner, any notice given to Landowner with respect to any claim by City that Landowner has committed an Event of Default. Each Mortgagee shall have the right during the same period available to Landowner to cure or remedy, or to commence to cure or remedy, the Event of Default claimed set forth in City's notice. City, through its City Manager, may extend the cure period provided in Section 13.1.2 for not more than an additional sixty (60) days upon request of Landowner or a Mortgagee.

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

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

**18. Attorneys' Fees and Costs in Legal Actions By Parties to the Agreement.** Should any legal action be brought by either party for breach of this Agreement or to enforce

any provisions herein, the prevailing party to such action shall be entitled to reasonable attorneys' fees, court costs, and such other costs as may be fixed by the Court.

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

20. **Transfers and Assignments**. From and after recordation of this Agreement against the Property, Landowner shall have the full right to assign this Agreement as to the Property, or any portion thereof, in connection with any sale, transfer or conveyance thereof, and upon the express written assignment by Landowner and assumption by the assignee of such assignment in the form attached hereto as Exhibit E and the conveyance of Landowner's interest in the Property related thereto, Landowner shall be released from any further liability or obligation hereunder related to the portion of the Property so conveyed and the assignee shall be deemed to be the "Landowner," with all rights and obligations related thereto, with respect to such conveyed property. Prior to recordation of this Agreement, any proposed assignment of this Agreement by Landowner shall be subject to the prior written consent of City Manager on behalf of City and the form of such assignment shall be subject to the approval of City Attorney, neither of which shall be unreasonably withheld.

21. **Agreement Runs with the Land**. Except as otherwise provided for in Section 15 of this Agreement, all of the provisions, rights, terms, covenants, and obligations contained in this Agreement shall be binding upon the parties and their respective heirs, successors and assignees, representatives, lessees, and all other persons acquiring the Property, or any portion thereof, or any interest therein, whether by operation of law or in any manner whatsoever. All of the provisions of this Agreement shall be enforceable as equitable servitude and shall constitute covenants running with the land pursuant to applicable laws, including, but not limited to, Section 1468 of the Civil Code of the State of California. Each covenant to do, or refrain from doing, some act on the Property hereunder, or with respect to any owned property; (a) is for the benefit of such properties and is a burden upon such properties; (b) runs with such properties; and (c) is binding upon each party and each successive owner during its ownership of such properties or any portion thereof, and shall be a benefit to and a burden upon each party and its property hereunder and each other person succeeding to an interest in such properties.

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

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

condition of any improvement after the time it has been dedicated to and accepted by City or another public entity (except as provided in an improvement agreement or maintenance bond).

**24. Insurance.**

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

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

**24.3. Evidence of Insurance.** Prior to commencement of construction of any improvements which will become public improvements, Landowner shall furnish City satisfactory evidence of the insurance required in Sections 24.1 and 24.2 and evidence that the carrier is required to give City at least fifteen (15) days prior written notice of the cancellation or reduction in coverage of a policy. The insurance shall extend to City, its elective and appointive boards, commissions, officers, agents, employees and representatives and to Landowner performing work on the Project.

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

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

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

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

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

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

JOSEPH MARTEL, M.D.
11216 Trinity River Drive
Rancho Cordova, CA 95670

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

**28. Form of Agreement; Recordation; Exhibits.** Except when this Agreement is automatically terminated due to the expiration of the Term of the Agreement or the provisions of Section 5.3 (Automatic Termination Upon Completion and Sale of Residential Lot), City shall cause this Agreement, any amendment hereto and any other termination of any parts or provisions hereof, to be recorded, at Landowner's expense, with the county Recorder within ten (10) days of the effective date thereof. Any amendment or termination of this Agreement to be recorded that affects less than all of the Property shall describe the portion thereof that is the subject of such amendment or termination. This Agreement is executed in three duplicate originals, each of which is deemed to be an original. This Agreement consists of 16 pages and 5 Exhibits, which constitute the entire understanding and agreement of the parties.

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

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

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

"CITY"

CITY OF RANCHO CORDOVA,
a municipal corporation

By: _____

"LANDOWNER"

JOSEPH MARTEL, M.D.

By:

Name: Joseph Martel, M.D.

Name: _____ Its:

Its: _____

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
Adam U. Lindgren
Assistant City Attorney

## EXHIBIT LIST

| | |
|---|---|
| Exhibit A: | Legal Description of the Property |
| Exhibit B: | Diagram of the Property |
| Exhibit C: | Trinity Gardens Estate Tentative Map |
| Exhibit D: | Land Use Table |
| Exhibit E: | Form of Assignment |

## EXHIBIT A

## LEGAL DESCRIPTION OF THE PROPERTY

**The land referred to herein is situated in the State of California, County of Sacramento, City of Rancho Cordova, and is described as follows:**

## EXHIBIT "A" - LEGAL DESCRIPTION

# TRINITY GARDENS ESTATES

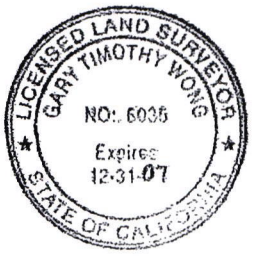
**DEVELOPMENT AGREEMENT**

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

PARCEL 1, OF THAT CERTAIN PARCEL MAP ENTITLED "PARCEL MAP SUNRIVER VILLAGE, A PORTION OF PARCEL 1, 49 P.M. 9, COUNTY OF SACRAMENTO, CALIFORNIA", RECORDED IN THE OFFICE OF THE RECORDER OF SACRAMENTO ON JULY 14, 1981, IN BOOK 65 OF PARCEL MAPS, PAGE 32.

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

5-22-06
DATE




Prepared by: Wong & Associates
10089 Folsom Boulevard, Suite A
Rancho Cordova, CA 95670

**EXHIBIT B**

**DIAGRAM OF THE PROPERTY**

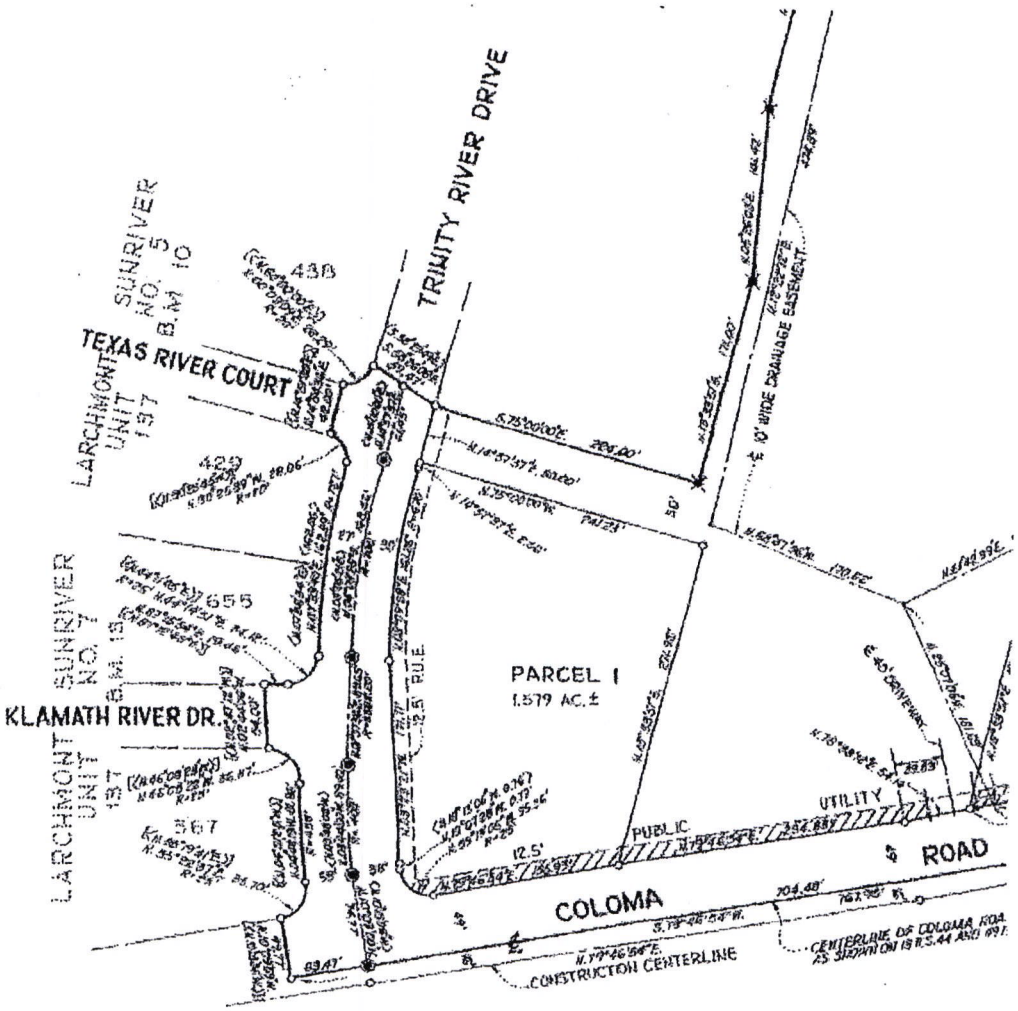
# EXHIBIT "B"

## PLAT TO ACCOMPANY LEGAL DESCRIPTION

# TRINITY GARDENS ESTATES

CITY OF RANCHO CORDOVA, CALIFORNIA

May 19, 2006




**PARCEL 1 (65 P.M. 32)**

**EXHIBIT C**

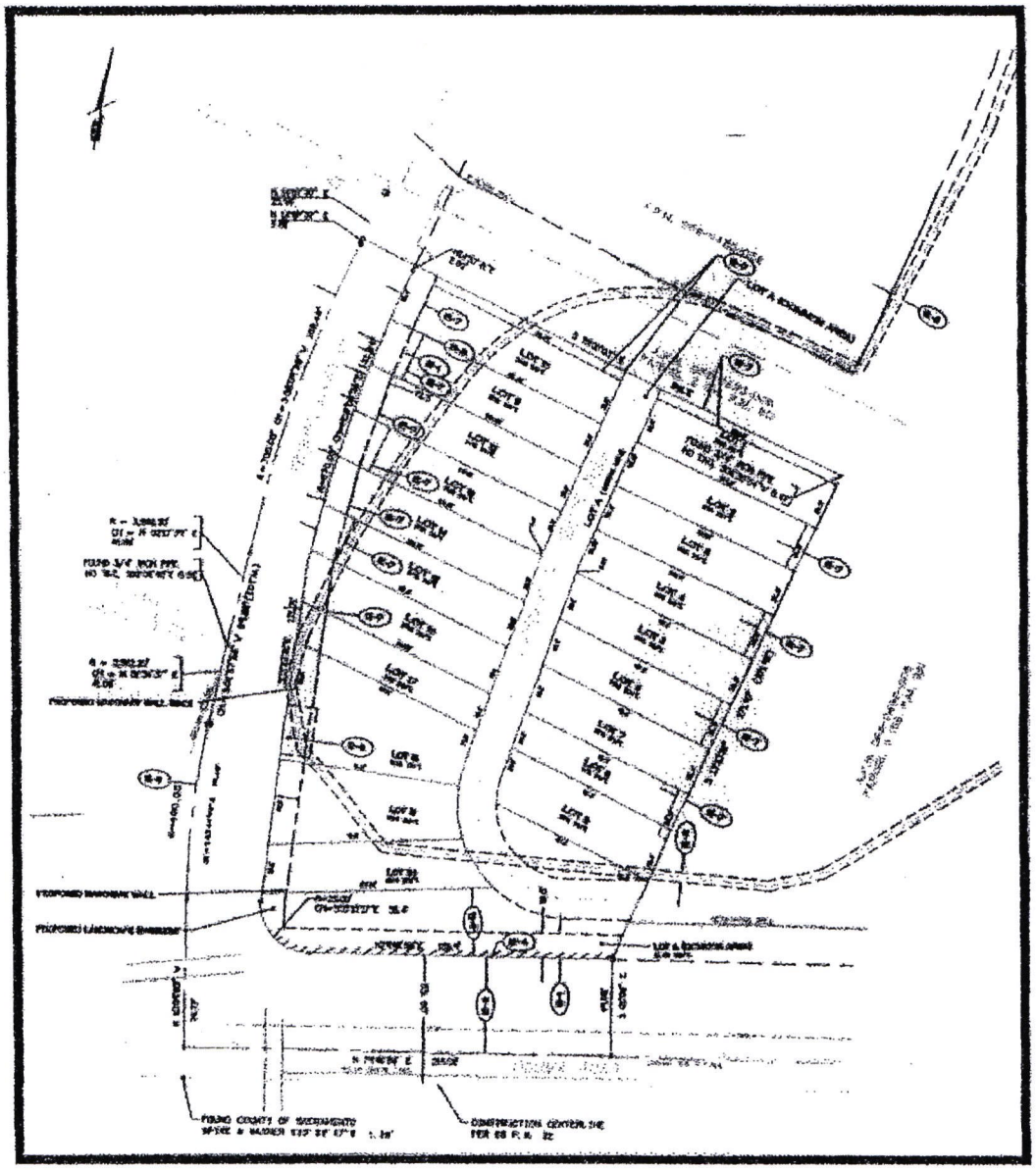
**TRINITY GARDENS ESTATE TENTATIVE MAP**

## EXHIBIT "C" TENTATIVE MAP

# TRINITY GARDENS ESTATES

CITY OF RANCHO CORDOVA, CALIFORNIA

May 19, 2006



# EXHIBIT D

# LAND USE TABLE

## EXHIBIT "D" LAND USE TABLE

# TRINITY GARDEN ESTATES

CITY OF RANCHO CORDOVA, CALIFORNIA
May 19, 2006

| GENERAL PLAN/SPECIFIC PLAN/ ZONING DESIGNATION | USE | ACRES (NET) | ACRES GROSS) |
|---|---|---|---|
| MDR/RD-20/RD-20 | SINGLE FAMILY HOMES | 1.579 | 2.115 |

| LOT NO. | AREA (ACRES) | LOT NO. | AREA (ACRES) |
|---|---|---|---|
| 1 | 0.069 | 11 | 0.069 |
| 2 | 0.057 | 12 | 0.069 |
| 3 | 0.057 | 13 | 0.067 |
| 4 | 0.057 | 14 | 0.067 |
| 5 | 0.057 | 15 | 0.064 |
| 6 | 0.056 | 16 | 0.063 |
| 7 | 0.054 | 17 | 0.047 |
| 8 | 0.042 | 18 | 0.097 |
| 9 | 0.059 | 19 | 0.075 |
| 10 | 0.084 | 20 | 0.061 |
| LOT A (COMMON AREA) | 0.147 | | |
| PRIVATE ROAD | 0.159 | | |

THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT.

LOT AREA DOES NOT INCLUDE PUBLIC ROADS. LOT A AND PRIVATE ROAD.

**EXHIBIT E**

**FORM OF ASSIGNMENT**

OFFICIAL BUSINESS
Document entitled to free recording
Government Code Section 6103

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

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

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

**ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO TRINITY GARDENS ESTATES**

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

**RECITALS**

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

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

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

**ASSIGNMENT AND ASSUMPTION**

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

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

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

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

4. The Notice Address described in Section 28 of the Development Agreement for the Developer with respect to the Assigned Parcel shall be:

_____
_____
_____
_____

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

DEVELOPER:

JOSEPH MARTEL, M.D.

By: _____
Print Name: Joseph Martel, M.D.
Title:

ASSIGNEE:

_____,
a _____

By: _____
Print Name: _____
Title: _____

# TRINITY GARDEN ESTATES PROJECT

## Mitigated Negative Declaration

CITY OF RANCHO CORDOVA
CALIFORNIA
*Incorporated 2003*

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

May 2006

2729 Prospect Park Drive
Rancho Cordova, CA 95670
(916) 851-8700
Fax (916) 851-8787
www.cityofranchocordova.org

# NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION/INITIAL STUDY FOR TRINITY GARDEN ESTATES, PROJECT #RC-05-190

**May 16, 2006**

**LEAD AGENCY:** City of Rancho Cordova Planning Department
Jeffrey S. Beiswenger, 916.851.8750
2729 Prospect Park Drive
Rancho Cordova, CA 95670

**PROJECT TITLE:** Trinity Garden Estates

**PROJECT LOCATION:** Northwest corner of Coloma Road and Trinity River Drive

**PROJECT DESCRIPTION:** The project includes a rezone from SC (shopping center) to RD-20 (residential), a tentative subdivision map to create 20 residential lots and one common-area, a design review for 20 single-family residential units, a special development permit, and a development agreement. The project site is 2.1 acres in size. Twenty attached single-family residential units are proposed, accessed by one internal private driveway and by pedestrian gates to the east, north, and west limit of the property. Each unit will have a 2-car garage and a 20-foot driveway.

**FINDINGS/DETERMINATION:** The City has reviewed and considered the proposed project and has determined that the project will not have a significant effect on the environment, with substantial supporting evidence provided in the Initial Study. The City hereby prepares and proposes to adopt a **Mitigated Negative Declaration** for this project.

**PUBLIC REVIEW PERIOD:** A 20 day public review period for the Mitigated Negative Declaration/ Initial Study will commence on **May 16, 2006** and will end on **June 5, 2006** for interested individuals and public agencies to submit written comments on the document. Any written comments on the Mitigated Negative Declaration/ Initial Study must be received at the above address within the public review period. Copies of the Mitigated Negative Declaration/Initial Study are available for review at the above address and online at http://www.cityofranchocordova.org

**PUBLIC MEETING:** This project is scheduled to be heard before the City of Rancho Cordova Planning Commission on June 8, 2006.

# MITIGATED NEGATIVE DECLARATION

FOR THE

# TRINITY GARDEN ESTATES PROJECT

CITY OF RANCHO CORDOVA, CALIFORNIA

CITY OF RANCHO CORDOVA
CALIFORNIA
*Incorporated 2003*

***Prepared by:***

THE CITY OF RANCHO CORDOVA
2729 Prospect Park Drive
Phone 916.851.8750
Fax 916.851.8762

MAY 2006

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# 1.0 Introduction

## 1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Trinity Garden Estates project (hereafter referred to as "the proposed project"). This MND has been prepared in accordance with the CEQA, Public Resources Code Sections 21000 et seq., and the State CEQA Guidelines.

An Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the CEQA Guidelines, Section 15064, an Environmental Impact Report (EIR) must be prepared if the Initial Study indicates that the proposed project under review may have a potentially significant impact on the environment. A Negative Declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a Negative Declaration shall be prepared for a project subject to CEQA when either:

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

(b) The Initial Study identified potentially significant effects, but:

(1) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

(2) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

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

## 1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, State CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. State CEQA Guidelines 15051(b) states:

(b) If the project is to be carried out by a nongovernmental person or entity, the lead agency shall be the public agency with the greatest responsibility for supervising or approving the project as a whole.

(1) The lead agency will normally be the agency with the general governmental powers, such as a city of county, rather than an agency with a single or limited

purpose such as an air pollution control district or a district which will provide public serve or public utility to the project.

As the project is to be carried out by a private development company and as the City of Rancho Cordova has general governmental powers over the proposed project, the lead agency for the proposed project is the City of Rancho Cordova.

## 1.3 PURPOSE AND ORGANIZATION OF THE DOCUMENT

The purpose of this Mitigated Negative Declaration is to evaluate the potential environmental impacts of the proposed project.

This document is divided into the following sections:

- **1.0 Introduction** - Provides an introduction and describes the purpose and organization of this document.
- **2.0 Project Description** - Provides a detailed description of the proposed project.
- **3.0 Environmental Setting, Impacts and Mitigation Measures** - Describes the environmental setting for each of the environmental subject areas (as described in Appendix G of the State CEQA Guidelines), evaluates a range of impacts classified as "no impact," "less than significant impact," or "less than significant impact with mitigation incorporation" in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level.
- **4.0 Cumulative Impacts** - Provides a description of the cumulative setting, the area in which cumulative impacts may occur and inside which the effect of the proposed project as well as past, present, and probable future projects may similarly effect the cumulative environment, evaluates a range of impacts classified as "no impact" or "less than cumulatively considerable", and provides mitigation measures, where appropriate, to mitigated cumulative impacts to a "less than cumulatively considerable" level.
- **5.0 Determination** - Provides the environmental determination for the project.
- **6.0 Report Preparation and Consultations** - Identifies staff and consultants responsible for preparation of the document, persons and agencies consulted, and references.
- **7.0 References** – Provides a list of references used to prepare the document.

## 1.4 REGULATORY FRAMEWORK AND ASSUMPTIONS

The City of Rancho Cordova was incorporated July 1, 2003. At that time, the City adopted Sacramento County's General Plan by reference until the formal adoption of its own General Plan, which is anticipated for June 2006. The City is currently in the process of preparing a Draft General Plan/Draft Environmental Impact Report (DEIR) consistent with the state planning and zoning law and CEQA.

While the General Plan/DEIR process is underway, the City has adopted a Vision Book, Revised Draft Land Use Map Book (adopted as revised on January 17, 2006) , and Circulation Plan. The Vision Book establishes the conceptual vision of the City and reflects the compilation of ideas

from the community on a wide variety of topics related to the future of Rancho Cordova. It includes ideas that relate to specific sites and issues, as well as ideas that are more conceptual in nature. The Circulation Plan describes the basic roadway, bikeway, transit, and pedestrian system that will form the backbone of the City as it develops. The General Plan Land Use Map combines geographical areas of the City with generalized and specific land use designations to guide the City's future development patterns. The intent of the General Plan Land Use Map is to establish a variety of new land use designations that reflect more mixed, and in some cases, a higher density of development envisioned for the City. These mixed-use categories provide for residential, commercial, and office uses all on a single site. Per Government Code §65360(b), new development proposals and actions by the City will be examined for their consistency with these interim policies and standards. The City has subsequently publicly released a draft of the Rancho Cordova General Plan and Rancho Cordova General Plan Draft Environmental Impact Report (State Clearinghouse No. 2005022137).

To the extent the City adopts, notices, publishes or makes available to decision makers and the public new conceptual policies, standards, and proposals, these policies will be deemed to be General Plan proposals under consideration or study consistent with Government Code §65360(b). Proposed projects will be measured against those new proposals rather than inconsistent provisions in other interim City policies and the Sacramento County General Plan (in accordance with Rancho Cordova City Council Resolution No. 89-2005 adopted on July 18, 2005). For the purposes of this document, the term "General Plan" refers to the currently circulated Draft General Plan for the City of Rancho Cordova as well as the adopted Land Use Map Book, Circulation Plan, and Vision Book.

# 2.0 PROJECT DESCRIPTION

## 2.1 PROJECT LOCATION

The Trinity Garden Estates project is located on the northeast corner of Trinity River Drive and Coloma Road in the City of Rancho Cordova. **Figure 1** shows the project location in relation to the region. **Figure 2** shows the project site and vicinity.

## 2.2 EXISTING CONDITIONS

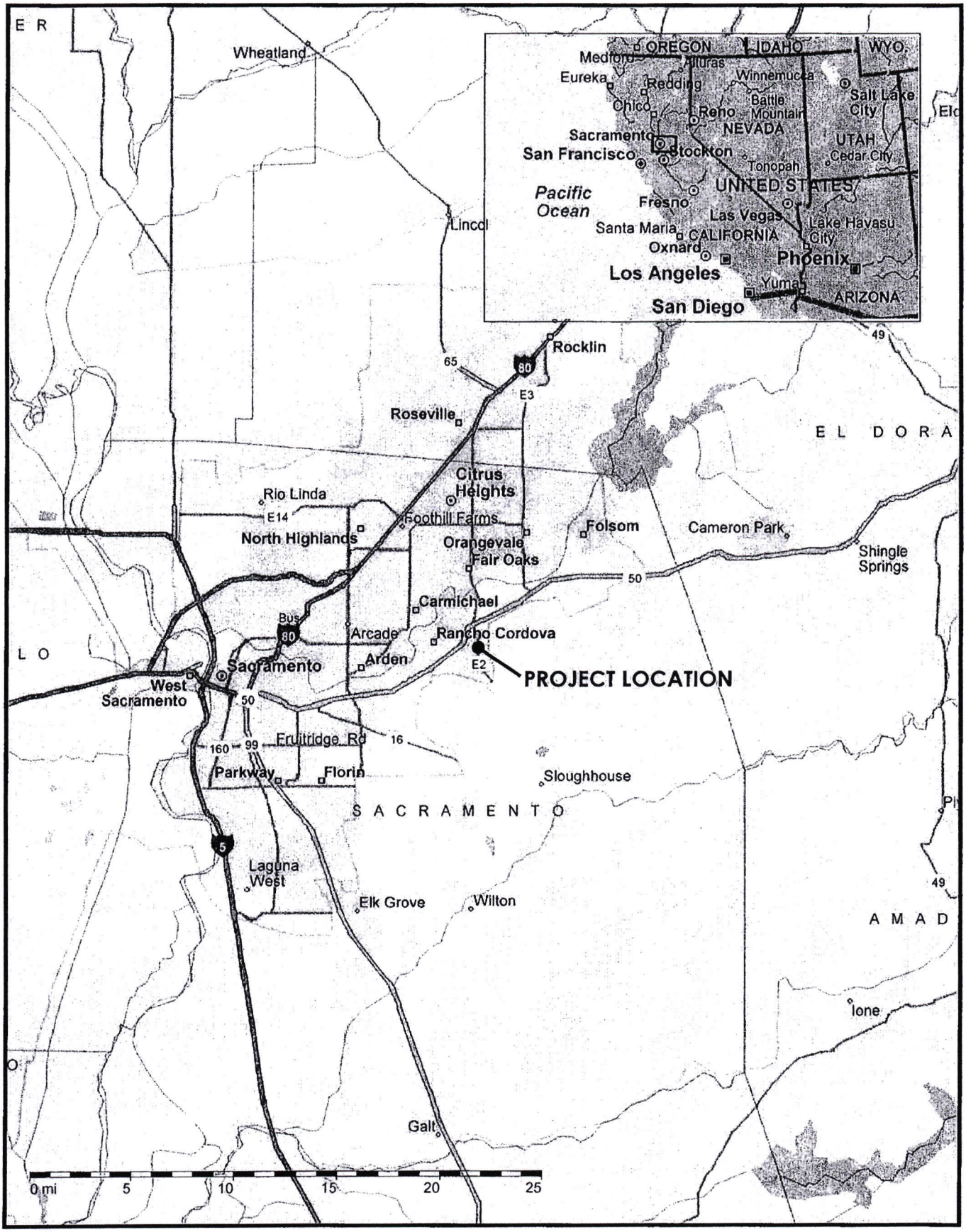
The project site is surrounded by previously developed residential and commercial properties. A commercial center parking lot borders the project site to the east. South of the project site, across Coloma Road, there is another commercial center. To the west, across Trinity River Drive, is an area of single-family residential housing zoned RD-5. A multifamily residential development is located immediately adjacent to the project to the north. Nearby significant features include Sunrise Boulevard (approximately 500 feet to the east), US-50 (approximately 1/2 mile to the south), the American River (approximately 1/2 mile to the northwest), and the Folsom South Canal (approximately one mile to the southeast).

The project site is located in the northeastern area of the incorporated city limits and is not within any Special Planning Area. However, the site is within the Sunrise Boulevard North Planning Area and is designated for medium density residential development.

## 2.3 PROJECT CHARACTERISTICS

The proposed project requires a rezone, a tentative subdivision map, design review, a special development permit, and a development agreement. The project will be rezoned from SC (shopping center) to RD-20 (residential). The tentative subdivision map would divide a single parcel into 20 residential lots and one common-area lot to include landscaping and the private driveway. The proposed project site plan is shown in **Figure 3**.

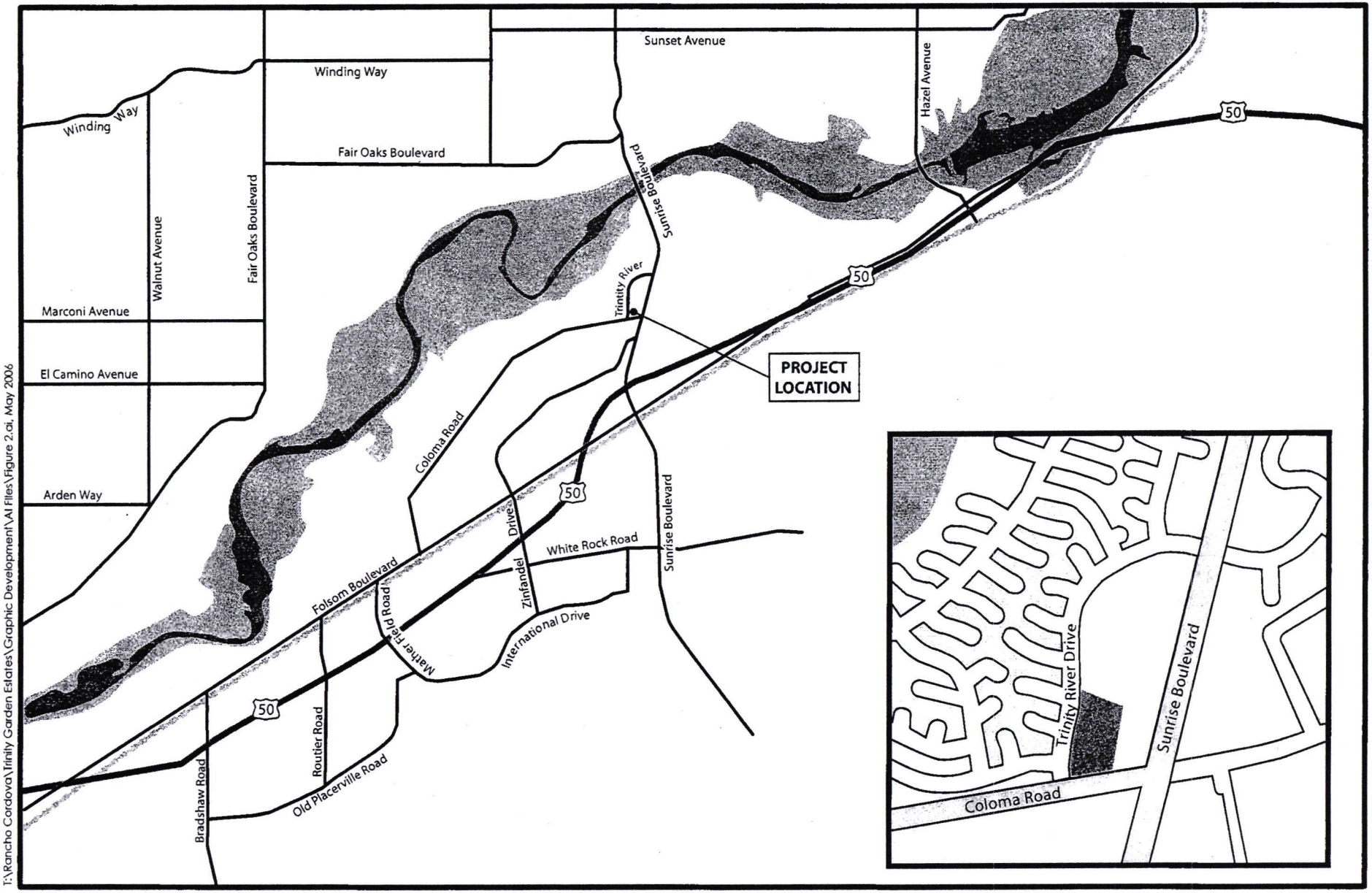
The project site is 2.1 acres in size. Twenty attached single-family residential units are proposed, accessed by one internal private driveway and by pedestrian gates to the east, north, and west limit of the property. Each unit will have a 2-car garage and a 20-foot driveway. There will be no other on-site parking. Since the site will have vehicular access only from adjoining parcels, cross-access agreements will be required. Access to the front of the units will be via pedestrian walkways that circumnavigate the site, but are not located on the subject parcel. There are existing sidewalks along Coloma Road and Trinity River Drive. The project proposes to install 5-foot walkways along the north and east boundaries of the parcel.




T:\Rancho Cordova\Trinity Garden Estates\Graphic Development\AI Files\Figure 1.ai, May 2006

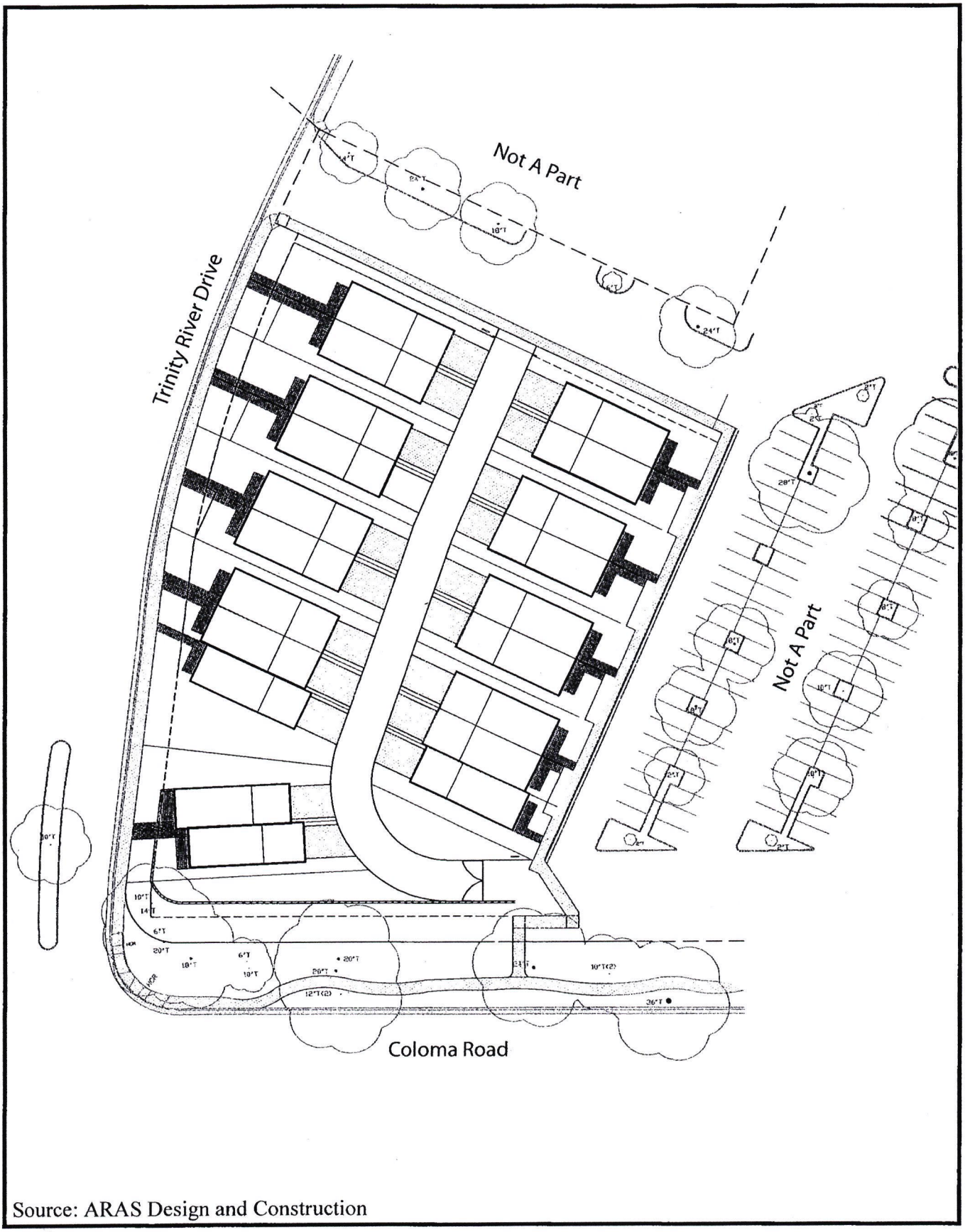
**City of Rancho Cordova**
**Planning Development**

**FIGURE 1**
**REGIONAL LOCATION MAP**




**City of Rancho Cordova**
**Planning Development**

**FIGURE 2**
**PROJECT LOCATION**




Source: ARAS Design and Construction

T:\Rancho Cordova\Trinity Garden Estates\Graphic Development\AI Files\Figure 3.ai, May 2006

**City of Rancho Cordova**
**Planning Development**

**FIGURE 3**
**SITE PLAN**

# 3.0 Environmental Setting, Impacts And Mitigation Measures

## 3.1 INTRODUCTION

This section provides an evaluation of the potential environmental impacts of the proposed project, including the California Environmental Quality Act (CEQA) Mandatory Findings of Significance. There are 14 specific environmental issues evaluated in this chapter. Cumulative impacts to these issues are evaluated in Section 4.0. The environmental issues evaluated in this chapter include:

- Land Use Planning, Population, and Housing
- Geophysical (Earth)
- Water
- Air Quality
- Transportation/Circulation
- Biological Resources
- Energy and Mineral Resources
- Hazards
- Noise
- Public Services
- Utilities and Services Systems
- Aesthetics
- Cultural Resources
- Recreation

For each issue area, one of four conclusions is made:

- **No Impact**: No project-related impact to the environment would occur with project development;

- **Less Than Significant Impact**: The proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures;

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

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

## 3.2 INITIAL ENVIRONMENTAL STUDY

| | | |
|---|---|---|
| 1. | **Project Title:** | Trinity Garden Estates |
| 2. | **Lead Agency Name and Address:** | City of Rancho Cordova<br>2729 Prospect Park Drive<br>Rancho Cordova, CA 95670 |
| 3. | **Contact Person and Phone Number:** | Hilary Anderson (916) 361-8384 |
| 4. | **Project Location:** | Northwest corner of Coloma Road and Trinity River Drive in the City of Rancho Cordova. |
| 5. | **Project Sponsor's Name and Address:** | Joseph Martel, M.D.<br>11216 Trinity River Drive<br>Rancho Cordova, CA 95670 |
| 6. | **General Plan Designation(s):** | Medium Density Residential |

| | | |
|---|---|---|
| 7. | **Current Zoning:** | SC (Shopping Center) |
| 8. | **General Plan:** | Sunrise Boulevard North Planning Area |
| 9. | **APN Numbers:** | 056-0430-001 |
| 10. | **Description of the Project:** | Refer to Section 2.3 for a detailed description of the project characteristics. |
| 11. | **Surrounding Land Uses and Setting:** | Refer to Section 2.2 for a detailed description of surrounding uses |

12. **Other public agencies whose approval is required:** (e.g., permits, financing approval, or participation agreement).

    1) County Sanitation District 1 (CSD-1)
    2) Golden State Water Company (GSWC)
    3) Sacramento Metropolitan Air Quality Management District (SMAQMD)
    4) Central Valley Regional Water Quality Control Board (CVRWQB)
    5) Sacramento Metropolitan Utility District
    6) Sacramento Metropolitan Fire District (SMFD)

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

| | | |
|---|---|---|
| ☐ Aesthetics | ☒ Hazards & Hazardous Materials | ☐ Public Services |
| ☐ Agricultural Resources | ☐ Hydrology/Water Quality | ☐ Recreation |
| ☒ Air Quality | ☐ Land Use and Planning | ☒ Transportation/Traffic |
| ☒ Biological Resources | ☐ Mineral Resources | ☐ Utilities & Service Systems |
| ☒ Cultural Resources | ☒ Noise | ☐ Mandatory Findings of Significance |
| ☐ Geology and Soils | ☐ Population and Housing | |

## PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the Trinity Garden Estates (hereafter referred to as the "proposed project"), as proposed, may have a significant effect upon the environment. This document incorporates both an Initial Study and a Mitigated Negative Declaration (MND). The discussion below demonstrates that there are no potentially significant impacts identified that cannot be mitigated to a less than significant level. Therefore, an Environmental Impact Report (EIR) is not warranted.

## EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "*No Impact*" answers that are adequately supported by the information sources cited. A "*No Impact*" answer is adequately supported if the referenced information sources show that the impact simply does not apply to a project like the one involved (e.g. the project falls outside a fault rupture zone). A "*No Impact*" answer should be explained where it is based on project-specific factors as well as general standards.

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.

3) A "*Less Than Significant Impact*" applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

4) "*Potentially Significant Impact*" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "*Potentially Significant Impact*" entries when the determination is made, an EIR is required.

5) "*Less Than Significant with Mitigation Incorporation*" applies where the incorporation of mitigation measures has reduced an effect from "*Potentially Significant Impact*" to a "*Less than Significant Impact*". The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

6) "*Reviewed Under Previous Document*" applies where the impact has been evaluated and discussed in a previous document. Discussion will include reference to the previous documents. If an impact is reviewed under a previous document, an impact of "Potentially Significant" does not necessarily require an EIR.

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

8) Preparers are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached and other sources used or individual contacts should be cited in the discussion.

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| I. AESTHETICS Would the project: | | | | | |
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☐ | ☒ | ☐ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ | ☐ |

## EXISTING SETTING

The proposed project is located within an urbanized portion of the City of Rancho Cordova. The prevailing visual character of the area includes one- and two-story homes, two-story apartment buildings, and shopping centers.

## DISCUSSION OF IMPACTS

a) *No Impact.* There are no scenic vista views available from the proposed project site. The surrounding area consists of developed residential and commercial sites and therefore the proposed project will have *no impact* on scenic vista views.

b) *Less Than Significant Impact.* The nearest highway is U.S. 50 (approximately 1/2 mile to the south), which is not designated as a state scenic highway in the project vicinity. Additionally, the site does not contain any rock outcroppings or historic buildings. On-site trees will remain. Therefore, this impact is considered *less than significant.*

c) *Less Than Significant Impact.* The proposed project site is situated in a developed area with a mix of residential and commercial uses. To the north, there is a driveway leading east from Trinity River Drive to the shopping center in the parcel adjacent to the east of the project site. Further north of the driveway, there exists a multi-family condominium complex. To the south of the project and across Coloma Road, there is another commercial center. To the west of the project across Trinity River Drive, there is a single-family residential neighborhood that is zoned RD-5. As proposed, the project site features residential attached homes, which are a suitable use for transitioning between residential and commercial areas, as described in the City's General Plan. As the proposed project includes similar development to that already existing in the vicinity, it will not degrade the existing visual character or quality of the site and its surroundings. Therefore, this impact is considered *less than significant.*

d) *Less Than Significant Impact.* The site is surrounded by development on all sides and the light or glare from the project would not adversely affect views in the area. Additionally, the proposed project is subject to the City's Lighting Ordinance, further reducing light and glare impacts. Therefore, this impact is considered *less than significant.*

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| II. AGRICULTURE RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: | | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ | ☐ |
| c) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use? | ☐ | ☐ | ☐ | ☒ | ☐ |

## DISCUSSION OF IMPACTS

a) *No Impact.* The project area does not contain any prime farmland, unique farmland, or farmland of statewide importance. Historical uses of the project site included dredge gold mining, not agriculture. As the proposed project would not convert any agricultural land to other uses, the proposed project would have *no impact*.

b) *No Impact.* The site is not zoned for agricultural use nor is it under a Williamson Act contract. Therefore, the project's conflicts and impacts with agricultural zoning, and existing Williamson Act contracts would result in *no impact*.

c) *No Impact.* See a) and b) above.

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☒ | ☐ | ☐ | ☐ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ | ☐ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ | ☐ |

## EXISTING SETTING

Pollutant emissions modeling for the proposed project was conducted by City of Rancho Cordova Planning Department staff using the URBEMIS 2002 version 8.7.0 software provided by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The results of the model found that the proposed project would result in the emissions shown in **Table 1** below.

TABLE 1
ESTIMATED AIR EMISSIONS (POUNDS PER DAY)

| | ROG | $NO_x$ | CO | $SO_2$ | PM10 |
|---|---|---|---|---|---|
| Construction Phase | 9.13 | 64.93 | 72.11 | 0.00 | 5.90 |
| Operational Phase | 1.35 | 1.40 | 14.49 | 0.01 | 1.22 |

*Source: URBEMIS2002 v.8.7.0*
*Notes: ROG = Reactive Organic Gasses, NOX = Nitrogen Oxides, CO = Carbon Monoxide, SO2 = Sulfur Dioxide, PM10 = Particulate Matter, 10 Micron*

## DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* In order to assist local agencies and municipalities with analyzing project-specific impacts to air quality and compliance with local air district attainment plans, SMAQMD has provided a "Guide to Air Quality Assessment in Sacramento". This guide includes information on significance and mitigation for common air emissions issues. Additionally, SMAQMD will review all development projects, including the proposed project, to ensure their compliance with local, State, and federal plans. According to the significance standards set by SMAQMD, the proposed project would not result in emissions above the significance thresholds. Therefore, the proposed project would

not interfere with the Metropolitan Air Quality Attainment Plan and impacts would be *less than significant*.

b) *Less Than Significant Impact with Mitigation Incorporation*. See discussion a) above. The proposed project would not violate the standards set by SMAQMD and the City of Rancho Cordova for pollutant emissions during both the construction and operational phases of the project. However, as with any construction, the possibility exists that PM10 emissions throughout the grading and building construction phases could result in short-term instances of significant PM10 emissions not anticipated by the air emissions model. The following mitigation measures are proposed to reduce PM10 emissions from the project area:

Mitigation Measures

**MM 3.1a** The project proponent shall ensure that all exposed surfaces, graded areas, storage piles, and haul roads are watered at least twice daily during construction activities. This requirement shall be included as a note on all improvement plans.

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

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

**MM 3.1b** The project proponent shall ensure that the amount of material actively worked, the amount of disturbed ground, and the amount of material stockpiled is minimized throughout the construction of the project. This requirement shall be includes as a note on all improvement plans.

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

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

**MM 3.1c** The project proponent shall require that paved streets adjacent to the project site are washed or swept at least once daily to remove accumulated dust. This requirement shall be included as a note on all improvement plans.

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

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

Implementation of mitigation measures MM 3.1a, MM 3.1b, and MM3.1c will ensure that the proposed project would result in *less than significant* impacts.

c) *Less Than Significant Impact.* See discussion a) above. Just as with project-specific impacts, the proposed project is not expected to create any significant emissions that would contribute to the cumulative attainment of the area. Therefore, the proposed project would result in *less than significant* impacts.

d) *Less Than Significant Impact.* See discussion a) and b) above. The proposed project will not emit significant pollutants that would affect sensitive receptors. Additionally, the proposed project is not located in the vicinity of any acutely sensitive receptors such as hospitals, nursing homes, schools, or child care facilities. Therefore, the proposed project would result in *less than significant* impacts to sensitive receptors.

e) *Less Than Significant Impact.* The proposed project includes uses similar to land uses surrounding the project. Additionally, the project would not create objectionable odors. Therefore, the proposed project would result in *less than significant* odor impacts.

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| IV. BIOLOGICAL RESOURCES Would the project: | | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☒ | ☐ | ☐ | ☐ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means? | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☒ | ☐ | ☐ | ☐ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☒ | ☐ | ☐ | ☐ |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? | ☐ | ☐ | ☐ | ☒ | ☐ |

## EXISTING SETTING

The proposed project site is surrounded by previously developed parcels and has been subject to grading in the past. The parcel is routinely traveled by pedestrians and has several small debris piles onsite from illegal dumping. An earthen berm and a grouping of trees exist on the southern side of the parcel, adjacent to Coloma Road.

Given the previous site disturbance and conditions noted by City staff during site visits in April 2006, it is unlikely that the site would provide suitable habitat for any special status species. Suitable forage for birds of prey was not found on-site as there was no evidence of rodents or other typical food sources. The project site did not exhibit any characteristics that would support wetlands on-site and the site's urban location has disconnected the site from any hydrological circulation. As previously stated, the site does contain some trees. However, these trees are to be preserved in the final project design. The California Natural Diversity Database (CNDDB) and the Rancho Cordova General Plan DEIR do not identify any sensitive species or habitat for sensitive species on the project site.

## DISCUSSION OF IMPACTS

a) *Less Than Significant Impact with Mitigation Incorporation.* The site does not include suitable habitat for any special status species, nor were any species found on-site during site visits conducted by City of Rancho Cordova staff. However, burrowing owls are known to use debris materials for shelter in other portions of the City. Given the fact that raptors are known to be in the area as well, the possibility does exist for the area to be used for nesting.

Mitigation Measures

The following mitigation measures are included in order to reduce potential impacts to special status species and their habitat:

**MM 4.1a** The project proponent shall ensure that materials or waste are not stockpiled on site for periods of more than seven consecutive days. Construction debris shall be transported to the proper disposal facility in a timely manner to avoid creating shelter for transient burrowing owls. This measure shall be included as a note in all improvement plans.

*Timing/Implementation:* *Prior to approval of grading and improvement plans and throughout construction activities.*

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

**MM 4.1b** Prior to each phase of grading and construction begun between February 1 and September 1, the applicant shall ensure that a preconstruction survey is performed to determine if active raptor nesting is taking place in the area. If nesting is observed, consultation with the California Department of Fish and Game (CDFG) shall occur in order to determine the protective measures which must be implemented for the nesting birds of prey. If nesting is not observed, no further action is required.

If grading or construction occurs between September 2 and January 31, no preconstruction survey is required. However, if a hawk is noticed during construction activities, construction activities will halt and the CDFG and the City shall be notified prior to further actions.

*Timing/Implementation:* *Survey shall be conducted prior to approval of grading and/or improvement plans. Monitoring for birds of prey shall be conducted throughout construction activities.*

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

Implementation of mitigation measures MM 4.1a and 4.1b would reduce impacts to special status species and their habitat to *less than significant.*

b) *Less Than Significant Impact.* See discussion a) above. Mitigation measures included in that discussion would ensure that impacts to habitat and communities would be *less than significant.*

c) *Less Than Significant Impact.* The site does not contain any federally protected wetlands. Further, a site inspection by City staff did not give any indication of the existence of any wetland features. Therefore, the proposed project would result in a *less than significant* impact.

d) *Less Than Significant Impact with Mitigation Incorporation.* The area is heavily developed and the project site is not adequate for foraging or shelter of migratory or local species. Implementation of mitigation measures MM 4.1a through 4.1c would ensure that impacts to nesting birds would be *less than significant*. Other impacts to migration routes or movement corridors would be *less than significant*.

e) *Less Than Significant Impact with Mitigation Incorporation.* The project is subject to the City's Tree Preservation and Protection ordinance. A group of trees exists on the southern side of the project adjacent to Coloma Road. According to site plans, these trees are to be incorporated into the site design and will not be removed or otherwise impacted. The following mitigation measure will ensure that the existing trees are not removed.

Mitigation Measure

**MM 4.2** The project proponent shall ensure that no trees are removed or relocated during construction and operation of the proposed project. If construction activities (including grading) are to occur within 25 feet of the drip line of any existing tree, orange construction fencing shall be placed around the tree at the drip line of the tree in order to prevent accidental damage or removal of the tree. This construction fencing shall not be placed such that it impedes pedestrian traffic on the sidewalk along Coloma Road. Orange fencing may be placed closer than the drip line only in those locations where it is necessary to do so to prevent impacting pedestrian traffic on Coloma Road.

If construction activities are to occur within the drip line of any tree, the project proponent shall submit a tree impact prevention plan to the City for approval prior to operations within that area. The plan shall include an arborist's report identifying all onsite trees and information on their relative health and condition, as well as details on steps to be taken to prevent accidental damage or removal of trees. No construction activities may occur within the drip line of any existing tree without an approved plan.

*Timing/Implementation:* *Throughout construction activities. If a tree impact prevention plan is required, one must be submitted to the City and approved by the City Planning Department prior to any work within the drip line of any trees.*

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

Implementation of mitigation measure MM 4.2 would ensure that the proposed project would have a *less than significant* impact to trees.

f) *No impact.* Sacramento County does not currently have an adopted Habitat Conservation Plan. The South Sacramento Habitat Conservation Plan (SSHCP) is being prepared by the County and is expected to be adopted within the next few years. However, the SSHCP is still being formulated and no portion of the plan has been adopted. No Natural Community

Conservation Plans are in effect in the project vicinity. Therefore, the proposed project would have *no impact* on any adopted Habitat Conservation Plans or Natural Community Conservation Plans.

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| V. CULTURAL RESOURCES Would the project: | | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? | ☐ | ☒ | ☐ | ☐ | ☐ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | ☐ | ☒ | ☐ | ☐ | ☐ |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? | ☐ | ☒ | ☐ | ☐ | ☐ |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☒ | ☐ | ☐ | ☐ |

## EXISTING SETTING

Preparation of the Rancho Cordova Redevelopment Plan Draft Environmental Impact Report included assessment of possible cultural resources within the Redevelopment Area, including the site of the proposed project. Analysis of the Redevelopment Plan Area did not identify any significant cultural resources (e.g., prehistoric sites, historic sites, or isolated artifacts) within the boundaries of the proposed project site (Pacific Municipal Consultants, 2006).

## DISCUSSION OF IMPACTS

a) *Less Than Significant Impact with Mitigation Incorporation.* As stated above, the surveys indicated that the proposed project site is free from important cultural/historic resources and it was determined that the sites have a low probability of such resources. Implementation of the proposed project is not expected to result in any new cultural resource impacts. However, the following mitigation measures are included in order to ensure that any unexpected cultural resources uncovered on the site will not be significantly impacted.

Mitigation Measure

**MM 5.1** Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during development activities, work shall be suspended and the City shall be immediately notified. The applicant shall coordinate any necessary investigation of the site with appropriate specialists, as needed. The applicant shall be required to implement any mitigation necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If remains are determined to be Native American, guidelines of the NAHC are to be adhered to in the treatment and disposition of the remains. This measure shall be included as a note on all project plans.

*Timing/Implementation:* *Throughout construction activities.*

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

Implementation of mitigation measure MM 5.1 will reduce the project's potential cultural, historic, paleontological, and archeological resource impacts to *less than significant.*

b) *Less Than Significant Impact with Mitigation Incorporation.* The implementation of mitigation measure MM 5.1 above will ensure that potential adverse changes to cultural, historic, paleontological, and archeological resources will be *less than significant.*

c) *Less Than Significant Impact with Mitigation Incorporation.* Investigation into the area has yielded no evidence of unique paleontological resources or geologic features. Implementation of mitigation measure MM 5.1 above will ensure that impacts to any unexpected features will be *less than significant.*

d) *Less Than Significant Impact with Mitigation Incorporation.* There are no known cemeteries on the project site. However, due to the large Native American population known to reside in the general area in the past, the primary concern is the disturbance of hidden or unmarked grave sites. The proposed project area is not expected to contain any such sites. However, implementation of mitigation measure MM 5.1 above would ensure that any impacts to human remains would be *less than significant.*

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| VI. GEOLOGY AND SOILS Would the project: | | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving: | | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☒ | ☐ | ☐ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ | ☐ |
| iv) Landslides? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | ☐ | ☐ | ☒ | ☐ | ☐ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ☒ | ☐ |

## DISCUSSION OF IMPACTS

a)

i) *Less Than Significant Impact.* The project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone and no known active faults exist within the vicinity of the project site. The potential for impacts to public safety resulting from the rupture of a known earthquake fault is not considered to be an issue of significant environmental concern. Therefore, the project would have a *less than significant* impact.

ii) *Less Than Significant Impact.* See response to (a)(i) above. The potential for strong seismic ground shaking is not a significant environmental concern due to the infrequent seismic activity of the area and the relative distance to active faults. Therefore, the project would have a *less than significant* impact from seismic ground shaking.

iii) *Less Than Significant Impact.* See response to a(i) above. The soils at the project site are classified as Xerorthenths, Dredge Tailings. These soils do not constitute a potential impact for ground failure or liquefaction, especially due to the fact that no

active faults exist in the area. Therefore, this impact is considered to be *less than significant.*

iv) *Less Than Significant Impact.* The project site is gently sloped downward to the north, toward the direction of the American River. However, the project site does not contain any slopes capable of producing landslides or other earth movement. Therefore, the proposed project would result in *less than significant* impacts associated with landslides.

b) *Less Than Significant Impact.* As previously stated, the site is surrounded by developed parcels and has already been subject to rough grading. The berm at the southern side of the site is to remain, but is not anticipated to precipitate erosion activities or contribute to the loss of topsoil. Additionally, the project is subject to compliance with the Sacramento County Land Grading and Erosion Control Ordinance, which established administrative procedures, standards of review, and enforcement procedures for controlling erosion, sedimentation, and disruption of existing drainage. Therefore, this project will have a *less than significant* impact.

c) *Less Than Significant Impact.* The proposed project consists of a small residential development. This type of development and the particular project site do not require operations or uses that would substantially change the geologic characteristics of the site. According to information provided under discussion a) above, the site is not currently prone to such hazards. Therefore, the proposed project would result in *less than significant* impacts.

d) *Less Than Significant Impact.* The project is located on dredge tailings generated by historic gold mining in the region. This gold mining consisted of dredge mining that typically results in large piles of cobbles and aggregate, left behind after gold is extracted. As such, the soil is made up of larger material interspersed with clays and sand and is considered at high risk for soil expansion. Additionally, structures included in the proposed project would be subject to California Building Standards Code, which requires measures to be incorporated into the construction and design of structures that precludes risks from expansive soils. Therefore, the proposed project would result in *less than significant* impacts.

e) *No Impact.* The project will connect to the local sewer system and will not use a septic system or other alternative wastewater system. Therefore, there will be *no impact.*

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| VII. HAZARDS AND HAZARDOUS MATERIALS Would the project: | | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☒ | ☐ | ☐ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ | ☐ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☒ | ☐ |
| e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ | ☐ |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ | ☐ |
| g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ | ☐ |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | ☐ | ☐ | ☐ | ☒ | ☐ |

## DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The proposed project consists of attached residential units and associated landscaping, and as such does not propose to transport, use, or dispose of any hazardous materials, or to emit any hazardous substances; therefore, this impact is considered to be *less than significant.*

b) *Less Than Significant Impact with Mitigation Incorporation.* Construction of the proposed project would include the limited use, storage, or disposal of hazardous materials, as is normal for residential construction. This land use would likely not result in significant potential for upset or release. However, as the site has lain vacant for some time, illegally dumped or buried material could be located on-site, causing the potential for significant impacts.

Mitigation Measures

The following mitigation measures are included in order to reduce the impact from any unknown hazardous materials:

**MM 7.1a** The project proponent shall coordinate with the Sacramento Municipal Utilities District (SMUD) to ensure that all transformers on-site or immediately adjacent to the site that predate 1979/1980 are sampled and analyzed as needed to determine the presence or absence of PCBs. All PCB-containing transformers shall be removed and replaced with PCB-free transformers according to the requirements of SMUD.

*Timing/Implementation:* *Prior to issuance of building permits.*

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

**MM 7.1b** As construction occurs, all debris, trash, refuse, and abandoned, discarded, and/or out-of-service items shall be removed from the proposed project sites and deposited off-site in an appropriate disposal facility. This mitigation measure shall be included on all improvement plans.

*Timing/Implementation:* *Throughout all phases of construction. All such materials shall be completely removed prior to issuance of building permits.*

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

**MM 7.1c** If any underground storage tanks (UST) are discovered during construction activities, the UST shall be removed as required by the County Environmental Management Department (EMD), Hazardous Materials Division. In addition, groundwater and soil investigation for contamination and remediation in the tank vicinity shall be conducted if required by the EMD. This mitigation measure shall be included on all improvement plans.

*Timing/Implementation:* *Throughout all phases of construction.*

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

Implementation of mitigation measures MM 7.1a through MM 7.1c would ensure that the proposed project would have a *less than significant* impact.

c) *No Impact.* The project site is not located within one-quarter mile of an existing or proposed school; therefore, *no impact* would occur.

d) *No Impact.* The proposed project is not located on a site that was included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5. As a result, the project would not create a significant hazard to the public or the environment and *no impact* from a hazardous materials site is expected.

e) *No Impact.* The project site is not located within an airport land use plan area, nor is it within two miles of a public airport. The nearest public airport is Mather Airport, approximately four

miles to the south of the project area. Therefore, the project will result in *no impact* as a safety hazard for people residing or working in the project area.

f) *No Impact.* There are no private airstrips in the vicinity of the project site – the nearest private airstrip, Rancho Murieta, is located approximately 12 miles to the southeast. Additionally, per the Federal Aviation Administration's requirements, aircraft in the airspace immediately above the project would be under the control of Mather Airport's control tower, not the control of a private airstrip. Therefore, the project would have *no impact* related to hazards from nearby private airstrips.

g) *Less Than Significant Impact.* Implementation of the proposed project would not conflict with the Sacramento County Multi-hazard Disaster Plan, the Sacramento County Area Plan, or any other adopted emergency response or evacuation plan. Therefore, impacts associated with the project would be *less than significant.*

h) *No Impact.* The proposed project is located in an entirely urbanized area. The project is surrounded by similar development and is not located in the vicinity of any wildlands. Therefore, the proposed project is not at risk from wildland fire and *no impact* would result from implementation of the project.

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| VIII. HYDROLOGY AND WATER QUALITY Would the project: | | | | | |
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | ☐ | ☐ | ☒ | ☐ | ☐ |
| e) Create or contribute to the potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas? | ☐ | ☐ | ☒ | ☐ | ☐ |
| f) Create or contribute to the potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit? | ☐ | ☐ | ☒ | ☐ | ☐ |
| g) Create or contribute to the potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies? | ☐ | ☐ | ☒ | ☐ | ☐ |
| h) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ☒ | ☐ | ☐ |
| i) Otherwise substantially degrade water quality? | ☐ | ☐ | ☒ | ☐ | ☐ |
| j) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ☐ | ☒ | ☐ |
| k) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | ☐ | ☐ | ☐ | ☒ | ☐ |
| l) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam? | ☐ | ☐ | ☒ | ☐ | ☐ |
| m) Inundation by seiche, tsunami or mudflow? | ☐ | ☐ | ☐ | ☒ | ☐ |

## DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* Activities associated with the proposed project have the potential to result in significant short-term surface water quality impacts during the construction period and long-term water quality impacts due to runoff from new impervious surfaces. Unless runoff is controlled, the project could generate new runoff pollutants such as oil, gasoline, and other chemicals with potentially adverse impacts on water quality. Compliance with a Stormwater Pollution Prevention Plan (SWPPP), best management practices (BMPs), and applicable local ordinances and State requirements, would ensure that the proposed project would have a *less than significant* impact.

b) *Less Than Significant Impact.* Sufficient water supply to service the proposed project will be provided by Golden State Water Company. The project falls within an urbanized area for which water supply was previously allocated. As such, significant additional groundwater supplies will not be needed for this project. The site is surrounded by developed parcels consisting largely of impervious surfaces. While the project would increase impervious surfaces, the project area is small and does not contribute significantly to groundwater recharge in the vicinity. Therefore, the proposed project would result in *less than significant* impacts to groundwater quality.

c) *Less Than Significant Impact.* See discussions a) and b) above. Drainage of the area has already been altered to accommodate surrounding development projects and the impervious surfaces added as part of this project will not significantly alter the existing pattern. There are no stream or river courses on or near the project site. This project is not expected to substantially alter the drainage of the area. Therefore, the proposed project would result in *less than significant* impacts.

d) *Less than Significant Impact.* See c) above.

e) *Less Than Significant Impact.* See discussion a) above. In addition to compliance with a SWPPP, the use of BMP's listed in **Table 2**, as requested by the City and identified by the California Stormwater Quality Association (CASQA, January 2003), would further mitigate any operational impacts. This list is representative of recommended BMP's but does not constitute the only practices to be employed. Use of these and other BMP's, as well as adherence to the SWPPP identified in discussion a) above would ensure that impacts from implementation of the proposed project would be *less than significant*.

TABLE 2
APPROVED CASQA BEST MANAGEMENT PRACTICES

| CASQA Identifier | BMP Name |
|---|---|
| NS-8 | Vehicle and Equipment Cleaning |
| NS-9 | Vehicle and Equipment Fueling |
| NS-10 | Vehicle and Equipment Maintenance |
| WM-1 | Material Delivery and Storage |
| WM-2 | Material Use |
| WM-3 | Stockpile Management |
| WM-4 | Spill Prevention and Control |

| CASQA Identifier | BMP Name |
|---|---|
| WM-5 | Solid Waste Management |
| WM-6 | Hazardous Waste Management |

*Source: CASQA, 2003*
*Notes: Information on the requirements and execution of these BMP's is found at http://www.cabmphandbooks.com/ and at the City of Rancho Cordova at 2729 Prospect Park Drive, 95670.*

f) *Less Than Significant Impact.* The project site is in a developed area surrounded by urban uses. As such, the project would not result in significant increases in the discharge of stormwater. Also, adherence to a SWPPP and BMP's will help ensue the project's impacts are *less than significant.*

g) *Less Than Significant Impact.* See discussion f) above.

h) *Less Than Significant Impact.* See discussion f) above.

i) *Less Than Significant Impact.* See discussions a), b), and f) above.

j) *No Impact.* The project site is located outside of the 100-year floodplain; therefore, there would be *no impact.*

k) *No Impact.* The project site is located outside of the 100-year floodplain; therefore, there would be *no impact.*

l) *Less Than Significant Impact.* The Rancho Cordova Redevelopment Plan Draft Environmental Impact Report examined the possible effects of local levee and/or dam failures and concluded that the probability of such an event is extremely low in the project area (Pacific Municipal Consultants, 2006). Therefore, the potential impacts to the project would be *less than significant.*

m) *No Impact.* The project site is not located near the Pacific Ocean, nor is it near any large body of water capable of creating seiche or tsunami. As the project location is generally flat in terrain, landslides are extremely unlikely. The vicinity of the project area is also characterized as flat land that gently slopes towards the American River to the north. Therefore, there would be *no impact* from the proposed project.

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| IX. LAND USE AND PLANNING Would the project: | | | | | |
| a) Physically divide an existing community? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☐ | ☒ | ☐ |

## EXISTING SETTING

The proposed project is located within the Sunrise Boulevard North Planning Area as identified in the City of Rancho Cordova General Plan (2006, p. 75). Within that Planning Area, the project site is identified as a site for medium-density residential (City of Rancho Cordova, 2006, p. 75). The project site is completely surrounded by similar residential development to the north, low density residential to the west, and commercial development to the south and east.

## DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The proposed project is located within a completely urbanized portion of the City of Rancho Cordova. It is located on one of the last vacant parcels in that portion of the City. Thus, the project would not divide an existing community. The proposed project would result in a *less than significant* impact.

b) *Less than Significant Impact.* Although the project requires a rezone from SC (shopping center) to RD-20 (residential), the rezone will bring the parcel into compliance with the General Plan, which designated this area for medium density residential. Therefore, this impact would be *less than significant.*

c) No Impact. Sacramento County does not currently have an adopted Habitat Conservation Plan. The South Sacramento Habitat Conservation Plan (SSHCP) is being prepared by the County and will be adopted within the next few years. However, the SSHCP is still being formulated and no portion of the plan has been adopted. No Natural Community Conservation Plans are in effect in the project vicinity. Therefore, the proposed project would have *no impact* on any adopted Habitat Conservation Plans or Natural Community Conservation Plans.

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| X. MINERAL RESOURCES Would the project: | | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ | ☐ |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☐ | ☒ | ☐ |

## DISCUSSION OF IMPACTS

a) *No Impact.* As determined in the Rancho Cordova Redevelopment Plan Draft Environmental Impact Report, this area does not show evidence of mineral resources on the project site. Nor is the project located in any Mineral Resource Zones. Therefore, the project would have *no impact* on the availability of local or regional minerals of value.

b) *No Impact.* See discussion a) above.

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

## DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The project does not include any noise-generating uses. The project site contains an earthen berm at the southern side adjacent to Coloma Road. Coloma Road would likely be the major source of noise on the project site, but attenuation from the berm will mitigate any substantial noise effects to the project from traffic on Coloma Road. The remaining sides of the project area abut similar land uses to the project and would therefore not create any significant noise. Therefore, the impact would be *less than significant.*

b) *Less Than Significant Impact.* Construction of the proposed project will not include any practices likely to cause substantial amounts of groundborne vibration or groundborne noise levels (e.g., drilling, jack-and-bore, etc.). Any amounts of groundborne vibration or noise will likely be temporary in nature, ceasing when construction is finished. Therefore, this impact is expected to be *less than significant.*

c) *Less Than Significant Impact.* The proposed project includes only residential land uses, which are associated with lower noise generation levels and would not result in any significant increase in noise. Additionally, the proposed project is surrounded by similar urban development which generates typical noises for that type of area. Any increases in ambient noise from the proposed project would be minor. Therefore, the project would have a *less than significant* impact.

d) *Less Than Significant Impact with Mitigation Incorporation.* Construction of the proposed project would involve the transport and use of heavy equipment. The use of heavy

equipment and other construction activities would temporarily increase the ambient noise levels in the project's vicinity above existing levels. These increases would be periodic, temporary in nature, and subject to the City of Rancho Cordova Noise Ordinance regarding construction activities. In order to further reduce any noise impacts associated with construction, the following mitigation measure is included:

Mitigation Measure

**MM 11.1** The project applicant shall adhere to the following standard mechanisms for mitigation of construction-related nuisances including:

- Restrictions on the hours of construction activities;
- Restrictions on noise levels associated with construction equipment;
- Watering and/or other dust control at all construction sites; and,
- City approval of proposed construction storage and staging areas (including employee parking).

These mechanisms shall ensure that noise levels remain below established City of Rancho Cordova General Plan and Noise Ordinance standards. The project applicant shall continuously post visible signage providing a name, address, and 24-hour phone number for information and/or complaints regarding the construction activities. This may be a City number if applicable. These requirements shall be included as a note on all construction plans and in the improvement plan submittal.

*Timing/Implementation:* *Prior to approval of grading and/or improvement plans and throughout construction activities.*

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

Implementation of mitigation measure MM 11.1 would reduce the project's potential temporary noise impacts to *less than significant.*

e) *No Impact.* The proposed project is not located within the Mather Airport CLUP, nor is it within two miles of any public airport. Additionally, the proposed project is not located within the noise contours of Mather Airport (Airport Land Use Commission, 1997). Therefore, the proposed project would result in *no impact* from aircraft noise.

f) *No Impact.* There are no private airstrips in the vicinity of the project site – the nearest private airstrip, Rancho Murieta, is located approximately 12 miles to the southeast. Additionally, per the Federal Aviation Administration's requirements, aircraft in the airspace immediately above the project would be under the control of Mather Airport's control tower, not the control of a private airstrip. Therefore, the project would have *no impact* from private airports.

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| XII. POPULATION AND HOUSING Would the project: | | | | | |
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ | ☐ |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ | ☐ |

## EXISTING SETTING

The proposed project is located within a previously developed portion of the City of Rancho Cordova and is within an area planned for full development by the City of Rancho Cordova General Plan, which currently hold jurisdiction over the project area, as well as the County of Sacramento General Plan and the Cordova Community Plan which held jurisdiction over the project area prior to the incorporation of the City of Rancho Cordova.

## DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The project proposes to add 20 residential units in an area designated within the General Plan for medium density residential. Also, the site is adjacent to existing commercial and residential development. The addition of 20 residential units would not constitute substantial population growth and would result in a *less than significant* impact.

b) *No Impact.* The project site is currently undeveloped. Therefore, implementation of the proposed project would not result in any displacement of people or housing and there would be *no impact*.

c) *No Impact.* See discussion b) above.

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| XIII. **PUBLIC SERVICES** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: | | | | | |
| a) Fire protection? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Police protection? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Schools? | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) Parks? | ☐ | ☐ | ☒ | ☐ | ☐ |
| e) Other public facilities? | ☐ | ☐ | ☒ | ☐ | ☐ |

## EXISTING SETTING

The proposed project is located within the following public service districts:

- Fire Protection – Sacramento Metropolitan Fire District (SMFD)
- Police Protection – Rancho Cordova Police Department (RCPD)
- School District – Folsom Cordova Unified School District (FCUSD)
- Park District – Cordova Recreation and Park District (CRPD)
- Electrical Service – Sacramento Metropolitan Utilities District (SMUD)
- Natural Gas Service – Pacific Gas and Electric (PG&E)

## DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The proposed project would be served by the SMFD. The nearest station to the project area is located less than 0.25 miles away on Coloma Road. The addition of the project to the existing service area for SMFD and for the Coloma Road Station #65 would not be significant and no additional stations, equipment, or personnel would be required to serve the project. Therefore, implementation of the proposed project would result in *less than significant* impacts related to fire protection.

b) *Less Than Significant Impact.* The proposed project would be served by the RCPD, which is based out of the police station on Rockingham Drive approximately 3.5 miles to the southwest of the project site. The addition of 20 dwelling units would not constitute a significant increase in service requirements for the Police Department. Therefore, no additional stations, equipment, or personnel would be required to serve the project and *less than significant* impacts are expected.

c) *Less Than Significant Impact.* According to current Folsom Cordova Unified School District student generation rates, a 20-unit development is anticipated to generate approximately eight new grade K-6 students, approximately two new grade 7-8 students, and approximately four new grade 9-12 students. FCUSD schools in the area have sufficient capacity to accommodate the amount of new students generated by the proposed project. Therefore, the project will have a *less than significant* impact.

d) *Less Than Significant Impact.* The project site is within an urban area which is adequately serviced by existing park facilities. The addition of 20 residential units to the area would result in a *less than significant* impact.

e) *Less Than Significant Impact.* The project site is within an urban area which is adequately serviced by all necessary public facilities. The proposed project would not result in the need for any additional governmental/public facilities, nor would it significantly increase demand on existing governmental/public facilities. Therefore, the impacts are considered *less than significant.*

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

## EXISTING SETTING

Three neighborhood parks and the regional American River Parkway are all located within one mile of the project area. The three neighborhood parks are under the management and maintenance of the Cordova Recreation and Park District. The American River Parkway is managed by Sacramento County.

## DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The proposed project could potentially increase use of four facilities through the addition of 20 dwelling units. However, the increase would be insubstantial compared to the general urban nature of the surrounding area and the high number of existing housing in the vicinity of the project. Therefore, the proposed project would have a *less than significant* impact on parks in the vicinity.

b) *No Impact.* The proposed project does not include the construction of any recreational facilities. Further, the project would not require construction or expansion of any recreational facilities; therefore, the impacts are considered *less than significant.*

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| XV. TRANSPORTATION/TRAFFIC Would the project: | | | | | |
| a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | ☐ | ☐ | ☐ | ☒ | ☐ |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☒ | ☐ | ☐ |
| e) Result in inadequate emergency access? | ☐ | ☒ | ☐ | ☐ | ☐ |
| f) Result in inadequate parking capacity? | ☐ | ☐ | ☒ | ☐ | ☐ |
| g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | ☐ | ☐ | ☐ | ☒ | ☐ |

## DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The project has been analyzed by City staff and it has been determined that the traffic volume generated by the project is not large enough to warrant the preparation of a traffic study. According to City of Rancho Cordova Traffic Impact Analysis Guidelines, any development that generates less than 1000 trips per day or 100 AM/PM Peak Hour trips would not significant impact traffic. The addition of 20 attached dwelling units would generate an estimated 117 daily trips, 9 AM Peak Hour trips, and 10 PM Peak Hour trips. Therefore, the impact is considered to be *less than significant.*

b) *Less Than Significant Impact.* See discussion a) above.

c) *No Impact.* The proposed project is not within the Mather Airport CLUP nor is it under the imaginary surfaces of Mather Airport (Federal Aviation Regulations, Part 77). Objects or structures that exceed the imaginary surfaces of an airport are considered to constitute a hazard to aircraft and may result in a change in air traffic patterns. As the proposed project is not located under any such imaginary surfaces and as the project does not proposed any structures taller than two stories, the proposed project is would result in *no impact* to airborne aircraft.

d) *Less Than Significant Impact.* The design of the proposed project does not include any features likely to increase hazards (e.g., sharp curves or inadequate visibility). As the project is adjacent to residential uses, the use of the parcel would not be incompatible. Therefore, the impact would be *less than significant.*

e) *Less Than Significant Impact with Mitigation Incorporation.* Comments on the proposed project submitted by Sacramento Metropolitan Fire District cited several areas of concern with regards to emergency access. The following mitigation measure has been included to address these concerns:

Mitigation Measure

**MM 15.1** The project shall incorporate the following design features to ensure adequate emergency access:

- Turning radii into the development shall meet the District standard of 25 feet inside and 50 feet outside. The gate at the entrance from the shopping center parking lot shall swing in the direction of egress from the proposed development and shall be on a free-exit loop only.
- The project proponent shall comply with SMFD requirements for access driveway surfaces.
- Vehicle parking shall be prohibited along the entire length of the internal roadway and approved fire lane identification signage/striping shall be provided.
- All internal roads shall be free of traffic calming measures, speed bumps, humps, etc.
- Sufficient visitor/guest vehicle parking spaces must be provided to prevent vehicle parking in the roadway.

*Timing/Implementation:* *Prior to approval of grading and/or improvement plans.*

*Enforcement/Monitoring:* *City of Rancho Cordova Planning Department and Sacramento Metro Fire District.*

Implementation of mitigation measure MM 15.1 will ensure that project impacts to emergency access would be *less than significant.*

f) *Less Than Significant Impact.* Adherence to the City's parking guidelines will ensure that the project is constructed with adequate parking facilities. Specifically, each residential unit is designed with a 2-car garage and an approximately 20-foot driveway adjacent to the garage. Therefore, the impact would be *less than significant.*

g) *Less Than Significant Impact.* Sacramento Regional Transit bus line 21 stops at Trinity River Drive and Coloma Road, immediately adjacent to the project. The project has been designed to utilize an existing access road off of Trinity River Drive for ingress and egress from the project site and as such will not interfere with existing bus stops. Therefore, the impact is considered to be *less than significant.*

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| XVI. UTILITIES AND SERVICE SYSTEMS Would the project: | | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | ☐ | ☐ | ☒ | ☐ | ☐ |
| e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments? | ☐ | ☐ | ☒ | ☐ | ☐ |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | ☐ | ☐ | ☒ | ☐ | ☐ |
| g) Comply with federal, state and local statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ | ☐ |

## DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* The project is surrounded by residential and commercial developments that are adequately serviced by CSD-1. According to the CSD-1 Sewerage Facilities Master Plan (2002), each new Equivalent Single-family Dwelling Unit (ESD) is projected to generate 310 gallons per day (gpd) of additional wastewater. The proposed project, as designed with 20 single-family units, would be projected to add 6,200 gpd. This amount is well within the capacity of CSD-1 systems, as identified in the CSD-1 Sewerage Facilities Master Plan and the Rancho Cordova Redevelopment Plan DEIR. Therefore, the project would have a *less than significant* impact.

b) *Less Than Significant Impact.* The proposed project site is within an urban area adequately serviced by water facilities and wastewater treatment facilities. According to a Water Supply Evaluation performed by EDAW for the City of Rancho Cordova General Plan, the water supplier for the project area has sufficient capacity to serve the proposed project (EDAW, 2006). Wastewater service to the project area was planned for in the CSD-1 Sewerage Facilities Master Plan (CSD-1, 2002). Further, the proposed development is small and will have access to current facilities, and as such will not require new or expanded facilities. Therefore, the project would have a *less than significant* impact.

c) *Less Than Significant Impact.* The proposed project is located on a parcel that has been planned for development for some time. Existing stormwater collection and handling

infrastructure was planned such that the addition of 20 dwelling units on the property would not result in a lack of capacity in the stormwater system. Therefore, the proposed project would result in *less than significant* impacts.

d) *Less Than Significant Impact.* Golden State Water Company currently provides water service to the area in which the proposed project will be located. GSWC's water supply is expected to be capable of handling the additional requirements of the proposed project (EDAW, 2006). Therefore, the project would have a *less than significant* impact.

e) *Less Than Significant Impact.* See discussions a) and b) above.

f) *Less Than Significant Impact.* The proposed project will be served by Browning-Ferris Industries (BFI), which collects residential and commercial solid waste and transports any non-recyclable material to the Forward Landfill in Manteca, CA or the Lockwood Regional Landfill in Nevada. Both facilities have adequate capacity to handle the additional generation of waste by the operation of the proposed project. Construction debris will most likely be collected by the contractor and transported to the Kiefer Landfill, south of the City of Rancho Cordova. The Kiefer Landfill also has adequate capacity to accept waste from the proposed project. The addition of 20 residential units would be an insignificant change in daily waste. Therefore, the project would have a *less than significant* impact.

g) *Less Than Significant Impact.* See discussion f) above.

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| XVII. MANDATORY FINDINGS OF SIGNIFICANCE | | | | | |
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☒ | ☐ | ☐ |

## DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* As demonstrated in checklists I through XVI above, the proposed project is not expected to result in any significant impacts related to biological or cultural resources. Further, the implementation of the mitigation measures identified in this MND would ensure than the project's impacts are *less than significant.*

b) *Less Than Significant Impact.* Incorporation of the mitigation measures for the project would reduce any environmental impacts to less than significant in both the short-term and long-term. The area is designated by the General Plan for Medium Density Residential, with which the proposed project is consistent. The proposed project would be required to adhere to all Rancho Cordova General Plan policies, ensuring that the long-term environmental goals of the City are adhered to. Therefore, the project would have a *less than significant* impact.

c) *Less Than Significant Impact.* Section 4.0 of this MND addresses the proposed project's contribution to cumulative impacts in the cumulative setting. No impacts were found to be cumulatively considerable. Therefore, the proposed project would result in *less than significant* impacts related to cumulatively considerable impacts.

d) *Less Than Significant Impact.* See discussion a) above.

# 4.0 Cumulative Impacts

## 4.1 CUMULATIVE IMPACTS

### INTRODUCTION

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

### CUMULATIVE SETTING

Extensive development of the project vicinity has been ongoing since the mid twentieth century. Recent large-scale development of the City has taken place south of U.S. 50. However, the impacts of development of this area is not included in this cumulative analysis as the environmental conditions south of US-50 are not easily correlated with the proposed project area. The Rancho Cordova General Plan has identified land uses and general redevelopment of the area, primarily centered on planning areas such as the Sunrise Boulevard North Planning Area (in which the proposed project is located). A recent Environmental Impact Report, prepared by Pacific Municipal Consultants in March 2006, analyzed the impact of the City's proposed Redevelopment Plan. The City's General Plan and the Redevelopment Plan encompass the majority of development in the region. Therefore, the following cumulative analysis includes the cumulative impacts of the proposed project, the City's General Plan, and the Redevelopment Plan.

### CUMULATIVE IMPACT ANALYSIS

#### Aesthetics

The Rancho Cordova Redevelopment Plan Draft Environmental Impact Report (DEIR) and the Rancho Cordova General Plan DEIR both identified that the potential introduction of high-rise structures in the downtown area of the City could cause significant and unavoidable visual impacts within the City. The Trinity Garden Estates project proposes 20 single-family residential units, none of which exceed two-stories in height. Surrounding development consists of buildings of roughly similar height. The project is not located within the downtown portion of the City of Rancho Cordova, as identified in the General Plan. Additionally, the project would not contribute to cumulative impacts on scenic vistas. Therefore, the project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

#### Agricultural Resources

Implementation of the General Plan Land Use Map designations was identified in the Rancho Cordova DEIR as contributing to the cumulatively considerable loss of agricultural resources or farmlands. Within the Rancho Cordova Redevelopment Plan DEIR, implementation of the proposed Redevelopment Plan would have no impact on the loss of agricultural resources as there is no land designated for agricultural uses within the Redevelopment Plan Area. The proposed project is located within the Redevelopment Plan Area and would therefore result in the same cumulative contribution as the Plan. Therefore, the proposed project would not contribute to a cumulative loss of agricultural land and *no impact* would occur.

### Air Quality

The Rancho Cordova Redevelopment Plan DEIR and the Rancho Cordova General Plan DEIR both identified that past, present, and future development in the area will have significant and unavoidable cumulative impacts to air quality in the area. Mitigation measures within this document have reduced any impact to air quality from the project to a less than significant level. The proposed project will not emit any pollutants at a level higher than allowed by local air district standards. Therefore, the proposed project's incremental contribution to the cumulative impact would be insignificant and is therefore considered *less than cumulatively considerable*.

### Biological Resources

The Rancho Cordova Redevelopment Plan DEIR and the Rancho Cordova General Plan DEIR both identified that past, present, and future development in the area will have significant and unavoidable cumulative impacts to biological resources in the area. Mitigation measures within this document have reduced any impact to biological resources from the project to a less than significant level. Therefore, the proposed project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

### Cultural Resources

The Rancho Cordova Redevelopment Plan DEIR and the Rancho Cordova General Plan DEIR both identified that past, present, and future development in the area could have significant and unavoidable impacts to cultural resources in the area. No cultural resources were identified in the project area. Mitigation measures included in this document would protect any unknown cultural resources from impacts. Therefore, the proposed project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

### Geology and Soils

The Rancho Cordova Redevelopment Plan DEIR and the Rancho Cordova General Plan DEIR both concluded that impacts to geology and soils from implementation of the respective projects would be less than cumulatively considerable. The proposed project is located within the Redevelopment Plan Area and would result in the same cumulative contribution as the Plan. Therefore, the project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

### Hazards and Hazardous Materials

The Rancho Cordova Redevelopment Plan DEIR and the Rancho Cordova General Plan DEIR both concluded that impacts to hazards and hazardous materials from implementation of the respective projects would be less than cumulatively considerable. The proposed project is consistent with the types of projects identified in the Redevelopment Plan DEIR and would have the same impacts. Therefore, the project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

### Hydrology and Water Quality

The Rancho Cordova Redevelopment Plan DEIR found that project impacts would be less than cumulatively considerable. The Rancho Cordova General Plan DEIR identified significant and unavoidable impacts to water supply as a result of new development in areas of the City that

are currently undeveloped. The proposed project is located within a developed portion of the City. Furthermore, water supply is adequate to serve the whole of the developed portion of the City through the year 2030 (City of Rancho Cordova General Plan DEIR, 2006). Therefore, the proposed project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

### Land Use and Planning

The Rancho Cordova Redevelopment Plan Draft Environmental Impact Report (DEIR) and the Rancho Cordova General Plan DEIR both identified the introduction of dense urban development as a potential cause of significant and unavoidable environmental impacts within the City. The project proposes 20 single-family residential units, none of which exceed two-stories in height. Surrounding development consists of buildings of roughly similar height and density. Therefore, the project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

### Mineral Resources

The Rancho Cordova Redevelopment Plan DEIR found that project impacts on mineral resources would be less than cumulatively considerable. The Rancho Cordova General Plan DEIR identified significant and unavoidable impacts to mineral resources as a result of development of areas in MRZ-2 zones, areas in which it is judged that a high likelihood of mineral deposits may exist. The proposed project is not located within a Mineral Resource Zone. Therefore, the proposed project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

### Noise

The Rancho Cordova Redevelopment Plan Draft Environmental Impact Report (DEIR) and the Rancho Cordova General Plan DEIR both identified traffic noise as a significant and unavoidable cumulative impact within the City. Noise impacts from the proposed project would be periodic, temporary in nature, and subject to the City of Rancho Cordova Noise Ordinance regarding construction activities. The proposed project does not include additional major roadways and would therefore not contribute significantly to the cumulative noise impact. Therefore, the proposed project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

### Population and Housing

The Rancho Cordova Redevelopment Plan Draft Environmental Impact Report (DEIR) and the Rancho Cordova General Plan DEIR both identified increases in population and housing as a significant and unavoidable cumulative impact within the City. The addition of 20 dwelling units is insignificant when compared to the large increase in housing planned in the City by the General Plan and the Redevelopment Plan. Therefore, the proposed project's incremental contribution to the impact would be *less than cumulatively considerable*.

### Public Services

The Rancho Cordova Redevelopment Plan DEIR and the Rancho Cordova General Plan DEIR both concluded that impacts to public services from implementation of the respective projects would be less than cumulatively considerable. The proposed project is located within a developed area of the city with established utilities and services. As such, additional

infrastructure would not be required to serve the project. Compliance with City Policies, as identified in the General Plan, would reduce the proposed project's incremental contribution to a *less than cumulatively considerable* level.

### Recreation

The Rancho Cordova Redevelopment Plan DEIR and the Rancho Cordova General Plan DEIR both concluded that impacts to recreation from implementation of the respective projects would be less than cumulatively considerable. The proposed project would potentially increase the use of local parks. However, adherence to the City's recreational policies, specifically Policy Therefore, the project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

### Transportation/Traffic

The Rancho Cordova Redevelopment Plan DEIR and the Rancho Cordova General Plan DEIR both concluded that impacts to transportation and traffic from implementation of the respective projects would be significant and unavoidable. The project proposes 20 single-family residential units, which is too small to generate significant traffic. Therefore, the project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

### Utilities and Service Systems

The Rancho Cordova Redevelopment Plan DEIR found that impacts would be less than cumulatively considerable. The Rancho Cordova General Plan DEIR identified significant and unavoidable impacts to water supply and wastewater systems as a result of increased development of the area. This increased development identified in the General Plan EIR would occur far south of the proposed project site. The proposed project is located within the Redevelopment Plan and is substantively similar to development expected under the Redevelopment Plan. Therefore, impacts would be similar. Additionally, the proposed project is located within a significantly developed portion of the City, an area that is already served by all key utilities and service systems. Therefore, the project's incremental contribution to the cumulative impact would be *less than cumulatively considerable*.

# 5.0 Determination

On the basis of this initial evaluation:

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

■ I find that, although the proposed project could have a significant effect on the environment, a **MITIGATED NEGATIVE DECLARATION** is appropriate because any potentially significant environmental effects associated with the proposed project have been reduced to a less than significant level by revisions to the proposed project. Therefore, a **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment that cannot be reduced in effect by changed to the proposed project, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed Project **MAY** have a significant effect(s) on the environment, but one or more of such significant effects: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, all potentially significant effects: (a) have been analyzed and adequately addressed in an earlier EIR pursuant to applicable standards, or (b) have been avoided or mitigated pursuant to that earlier EIR, previous Mitigated Negative Declaration, or this Subsequent Mitigated Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project.

Signature: H. Anderson Date: 5/15/06

Printed Name: Hilary Anderson For: City of Rancho Cordova

Per CEQA Section 15070(b)(1), the project proponent for the proposed Trinity Garden Estates project has reviewed and agreed to the mitigation measures contained in this Mitigated Negative Declaration.

Signature: [signature] Date: 5/11/06

Printed Name: FRED ARASTO For: Dr. VANCE

of Aras Design and Construction

# 6.0 Report Preparation

## 6.1 REPORT PREPARATION AND REFERENCES (SUPPLEMENTAL MND)

| | |
|---|---|
| Paul Junker | Planning Director |
| Bill Campbell | Principal Planner |
| Hilary Anderson | Environmental Coordinator |
| Kevin Freibott | Environmental Planner |
| Cori Resha | Assistant Environmental Planner |
| Cyrus Abhar | City Engineer |

# 7.0 References

## 7.0 REFERENCES

Airport Land Use Commission for Sacramento, Sutter, Yolo, and Yuba Counties. 1997, May. *Mather Airport Comprehensive Land Use Plan*. Sacramento, CA. Available for review at the City of Rancho Cordova on request.

California Stormwater Quality Association (CASQA). 2003, January. *Stormwater Best Management Practice Handbook: Construction.* Available at the City of Rancho Cordova on request or online at http://www.cabmphandbooks.com/

City of Rancho Cordova. 2006, March. *Rancho Cordova General Plan Draft Environmental Impact Report*. Available at the City of Rancho Cordova on request or online at http://gp.cityofranchocordova.org/

City of Rancho Cordova. 2006, March. *Rancho Cordova General Plan – Public Draft*. Available at the City of Rancho Cordova or online at http://gp.cityofranchocordova.org/

County Sanitation District 1. 2002, March. *Sewerage Facilities Master Plan.* Sacramento County. Available for review at the City of Rancho Cordova on request.

EDAW. 2006, January 20. *City of Rancho Cordova Water Supply Evaluation for the City of Rancho Cordova General Plan*. Rancho Cordova, CA. Available for review at the City of Rancho Cordova on request.

Pacific Municipal Consultants. 2006, March. *Rancho Cordova Redevelopment Plan Draft Environmental Impact Report.* Available at the City of Rancho Cordova on request or online at http://www.cityofranchocordova.org/html/planning_current_projects.html

Sacramento Metropolitan Air Quality District (SMAQMD). 2004, July. *Guide to Air Quality Assessment in Sacramento County*. Available at the City of Rancho Cordova on request or online at http://www.airquality.org/

# Sacramento Metropolitan Fire District

3012 Gold Canal Drive · Rancho Cordova, California 95670 · Phone (916) 942-3300 · Fax (916) 942-3400

Don Mette
Fire Chief


4 May 2006

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

Attention: Jeff Beiswenger, Senior Planner

RE: **Application Number: RC-05-190**
**APN: 056-0430-001**
**Project Name: Trinity Garden Estates**
**Project Location: Corner of Trinity River Drive/Coloma Road**
**Applicant's Name: Fred Arastoo, ARAS Design and Construction, Inc.**
**SMFD Project Number: 2006-0990**

NOTE: THE FOLLOWING ITEMS ARE SPECIFIC TO THE STAFF REPORT FOR THIS PROJECT AND REQUIRE SPECIAL ATTENTION:

Dear Mr. Beiswenger:

This office is in receipt of your request for Fire District review and comment for the referenced project. Upon consideration of the plans submitted to date, the following requirements and areas of concern have been identified:

1. Turning radii into the development for fire apparatus at both entrances shall meet the District standard of 25 feet inside and 50 feet outside dimension. The gate at the entrance from the shopping center parking lot shall swing in the direction of egress from the proposed development and shall be on a free-exit loop only.

NOTE: THE FOLLOWING INFORMATION IS FOR THE APPLICANT'S/ENGINEER'S REVIEW PRIOR TO SUBMITTAL OF SITE IMPROVEMENT DRAWINGS:

Applicant: It is highly recommended that specific requirements for your project be obtained from the Fire District during the pre-construction planning stage. Specific requirements for bridges, fire hydrants, entry gates, and access roadways must be clearly understood and complied with. It is advisable to schedule a design review conference with the Fire District to provide any necessary requirement clarification.

If there are no immediate plans for construction or the on-site storage of combustible construction materials, the requirements applicable to construction may be held in abeyance until such time that construction occurs. If this property is sold prior to development, the seller must disclose the above requirements to the buyer.

1. Reciprocal access and roadway maintenance agreements shall be provided for the interior roadways of the proposed complex/subdivision. The roadway maintenance and reciprocal access agreements shall be record with the Public Recorders Office having jurisdiction and shall provide for the following:

   a. Provisions for the necessary repair and maintenance of the roadway surface
   b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13'6") or width of twenty feet (20')
   c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping
   d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems
   e. Unrestricted use of and access to the roadways covered by the agreements.

2. A copy of the road maintenance agreement shall be provided to the Fire District with the site improvement or Civil Engineering drawings upon submittal for review. If the roadway agreement is not provided with the site improvement or civil engineering drawings, it shall be presented to the Fire District prior to the issuance of any CORs (Certificates of Release) or construction permit cards.

3. Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than six (6) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background. Where multiple occupancies are serviced by vehicular access to the rear of the building via any driveway, alleyway, or parking lot the numbers or addresses shall be displayed on the rear of the building.

4. Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located along the route of the fire apparatus access roadway. The required fire hydrants shall be installed and operational prior to any construction or on-site storage of combustible materials. The minimum required fire flow for the protection of residential developments with an area per building not exceeding 3,600 square feet is 1,000 gallons per minute (gpm) at a pressure of 20 pounds per square inch (psi) for a two-hour duration. Fire hydrant installations for the protection of residential projects shall comply with the following requirements:

   A. One fire hydrant shall be located between 150 and 250 feet from the end of the access roadway. The required access roadway shall extend to within 150 feet of all portions of the structure.

B. A hydrant installed at the end of an access roadway as a "blow off" for the water district does not meet the fire department fire hydrant requirements.

C. Existing "wharf" type fire hydrants do not satisfy hydrant requirements for new construction.

D. Each approved fire hydrant shall have a minimum flow of 1,000 gallons per minute (gpm) for residential developments. Additional requirements apply to residential dwellings with building areas greater than or equal to 3,600 square feet.

5. Plans shall be submitted to the fire prevention bureau showing hydrant locations for review and approval prior to construction. ***Fire hydrant details and fire department notes shall be shown on the site plans or improvement drawings.***

6. Residential roof coverings shall consist of materials having a minimum Class C rating.

7. Provide access roadways with all weather driving surfaces of not less than 20-feet of unobstructed width, 13-feet, 6-inches of vertical clearance, and turning radiuses of 25 feet inside and 50 feet outside dimension. The access roadways shall be capable of supporting the imposed loading of fire apparatus and shall extend to within 150 feet of all portions of the exterior walls of the first story of any proposed building. The required clear roadway width of 20 feet may be reduced to a minimum of 16 feet for roadways serving no more than 2 single-family dwellings. The required width of 20 feet shall not be reduced to the last 2 single-family dwellings on a roadway serving in total more than 2 single-family dwellings. ***The use of turf-block or grass-crete or similar alternate road surfaces is not approved for installation in fire apparatus access roadways. Traffic calming measures, speed bumps, humps, etc., shall not be installed in fire apparatus access roadways.***

9. All parcels zoned as residential (RD) shall be provided with a finished road surface consisting of 2 inches of asphalt concrete (AC) over 6 inches of aggregate base (AB) or the equivalent in concrete or other approved surface. This requirement is applicable to existing gravel roadways.

10. Vehicle parking is prohibited on any street less than 28 feet in width. Vehicle parking is permitted on both sides of streets 37 feet or more in width. Roadway width shall be measured between the gutter-line or edge of pavement on opposite sides of the road. Identification of fire apparatus access roadways may be required on private roads.

11. The installation of security gates is regulated by the Sacramento County Fire Code, emergency access gates and barrier requirements. All proposed vehicle and pedestrian access gate installations shall be in full compliance with this regulation. Gates and fencing shall not be installed without plan review and approval by the Fire District.

12. Due to the width of the access and interior roadways proposed for this project, less than 28 feet, vehicle parking is prohibited along the entire length of the roadways and approved fire lane identification signage/striping shall be provided.

13. The homeowners association responsible for regulating the common areas of the complex/subdivision shall enact regulations controlling vehicle parking on the interior access roadways and containing provisions for the timely removal of vehicles parked in prohibited areas. A copy of these regulations shall be submitted to the Fire District for review.

14. Traffic calming measures, speed bumps, humps, etc. shall not be installed in fire apparatus access roadways.

15. All structures in the proposed subdivision will be connected to the public water supply; private wells shall not be permitted.

16. No parking spaces have been provided to accommodate visitor/guest vehicle parking. Sufficient visitor/guest vehicle parking spaces must be provided to prevent vehicle parking in the fire apparatus access roadway.

Sacramento Metropolitan Fire District requirements are not to be construed as abrogating more restrictive requirements by other agencies having jurisdiction.

If I may answer any questions or be of further assistance, please feel free to contact me at (916) 851-8932.

Sincerely,

Steven P. Trout, Supervising Inspector
Southeast Inspection Area

SMUD
SACRAMENTO MUNICIPAL UTILITY DISTRICT
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P.O. Box 15830, Sacramento, CA 95852-1830; 1-888-742-SMUD (7683)

RECEIVED
APR 26 2006
RANCHO CORDOVA
PLANNING

April 22, 2006

FILE: 05-0190

CITY OF RANCHO CORDOVA
PLANNING DEPARTMENT
ATTN: JEFF BEISWENGER
3121 GOLD CANAL DRIVE
RANCHO CORDOVA, CA. 95670

We have reviewed the Tentative Subdivision Map (TRINTY GARDEN ESTATES).

We request the following be conditions of the subject map.

1. Dedicate a 12.5-foot public utility easement for underground facilities and appurtenances adjacent to all public street rights of ways.

2. Dedicate Lot A and 10 feet adjacent thereto as a public utility easement for underground facilities and appurtenances.

The existing SMUD easements shown on said map have electrical facilities within and provide services to existing transformers to the North and the East side of this Map. They will need to be relocated at the owners expense.

**Any revisions or deletions relative to the above conditions must be submitted in writing by the Real Estate section of SMUD. No verbal or other written agreements should be accepted by the City of Rancho Cordova.**

*Michael E. Toyama*
Michael E. Toyama
Land Agent
Real Estate Services
(916) 732-5330

cc: ARAS DESIGN AND CONSTRUCTION, INC.
WONG & ASSOICATES

TB 280-A-6 MILETIJEV

SMUD FILE: RC 05-0190

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RANCHO CORDOVA POLICE DEPARTMENT

**Thomas McMahon**
*Chief of Police*

10361 Rockingham Drive
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April 20, 2006

Mr. Jeff Beiswenger
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

**RE: 05-190 TRINITY GARDEN ESTATES**

Dear Mr. Beiswenger:

The Rancho Cordova Police Department requests that the following conditions be appended to the subject application:

**1) LOCATION/STREET LAYOUT/ADDRESSING**

a) All gates shall meet Sacramento County Fire Code specifications for accessibility, and be equipped with all access devices for public safety access.

b) Building numbers shall be posted on each building in locations and heights as to allow visibility by responding public safety personnel.

c) A lighted monument sign shall be placed inside the main access gate identifying building numbers and corresponding apartment numbers located in that building.

d) All curbs shall be vertical in design. Rounded curbs shall be avoided whenever possible.

e) A maintenance agreement shall be developed and signed by all owners to ensure the timely repair and maintenance of private roadways and public spaces within the facility.

f) When developed, the "tot-lot" shall be located in a central, high visibility location to encourage legitimate uses and discourage loitering and other undesirable activities.

**2) LANDSCAPING**

Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fences and property lines and under vulnerable windows. A partial list of suggested materials is available from the Sheriff's Department upon request.

**3) FENCING/ACCESS CONTROL**

a) Vertical wrought-iron fencing material shall be used for all fences between private lots and open space, parks, right of ways, or other public access land.
   i) This is to allow visibility to those areas and encourage residents to view activities in those areas. In addition this will make those areas less attractive to loiterers and others who wish to use those locations for criminal or mischievous purposes.

**4) LIGHTING**

a) There shall be on-site lighting to allow for adequate visibility by residents, law enforcement, and passersby during nighttime hours.

b) All lighting fixtures shall be of a type and kind to resist breakage and other vandalism.

c) Parking areas, roadways, and driveways shall be illuminated with high intensity discharge lighting with sufficient wattage to provide adequate illumination to provide a safe, secure environment for persons, property, and vehicles on site. Such lighting shall be equipped with vandal resistant covers and photocell control. A lighting level of .25 to.50 foot-candles, maintained at ground level, is required for the site in general; entry intersections should be .50 or greater.

**5) BUILDING DESIGN**

a) All private patios shall be enclosed utilizing vertical wrought iron or other materials that will allow for maximum visibility to the common areas of the complex. This will provide for natural visibility that will increase residents' perception and feeling of safety. Please note that vertical wrought iron, specifically, is not being required, but any design or material that will allow for visibility into and out from, each patio and apartment.

**6) LAW ENFORCEMENT STAFFING**

a) Based on City of Rancho Cordova residency estimates of 2.9 residents per home, the Sheriff's Department will require an additional .10 officers to maintain the 1 to 1000 officer/population staffing level.

If you should have any questions regarding the above conditions, please feel free to contact me anytime at 876-7599.

Very Truly Yours,

CSS III Jeffrey Rodrigues
Crime Prevention Specialist
Rancho Cordova Police Department/Sacramento Sheriff's Department

**MEMORANDUM**

**DATE:** July 5, 2006

**TO:** Honorable Mayor and Council Members

**FROM:** Jeffrey S. Beiswenger, AICP, Senior Planner

**SUBJECT:** **CAPITAL VILLAGE COMMERCIAL – RC-05-193**
**SPECIAL PLANNING AREA AMENDMENT, COMMERCIAL DESIGN REVIEW, TENTATIVE PARCEL MAP**

## RECOMMENDATION

Staff recommends that the City Council determine that the Final Supplemental Mitigated Negative Declaration (SMND) is adequate under the California Environmental Quality Act (CEQA), and adopt Ordinance 46-2006 amending the Capital Village Special Planning Area, and adopt Resolution 125-2006 approving the tentative parcel map, preliminary site plan and Capital Village, Sign Criteria with Conditions of Approval.

## RESULT OF RECOMMENDED ACTION

The recommended action will approve entitlements necessary to develop a commercial project with 307,424 building square footage on approximately 27.4 net acres, and will include the following specific actions:

- Amend the Capital Village Special Planning Area (CVSPA) to change development standards in the Loft District to allow a different mixed-use housing type, allow additional building height, and establish minimum parking requirements that are less than typically required.

- Approve a tentative parcel map to divide the primary commercial site into thirteen separate commercial parcels.

- Approve the Preliminary Site Plan, and establish a follow-up design review process for each building, parcel and related site improvements (landscaping, plazas, street furniture, lighting and signage).

- Approve the Capital Village, Sign Criteria document, establishing requirements for free-standing and building signage.

## BACKGROUND

The Rancho Cordova Planning Commission held a public hearing on June 8, 2006 and recommended denial of the project. The staff and Planning Commission recommendations differ for this project with staff recommending approval of the entitlements with modifications

and conditions. Despite the difference in recommendations, staff and Planning Commission agree on the following points:

- The proposal is not the same as the solution developed as part of the Capital Village design charrette held in the Fall of 2004. The concept of the "Main Street" remains, but does not have the development intensity envisioned by the charrette.

- The applicant's proposal has many positive qualities. The applicant proposes interesting architectural aspects of the site plan that are functional and attractive.

- A Lowe's home improvements store would be a good fit for the City of Rancho Cordova, but the Capital Village site may be too small to be the most ideal location for a store of this large size.

The Planning Commission denial was based on the following:

- The Commission believes that the proposal does not go far enough to implement the City's vision for the project as identified in the design charrette.

- The size of the Lowe's building is a concern since it is double the size of the largest building envisioned by the charrette. It detracts from the ability of the site plan to create a "sense of place." The parking lot for Lowe's is very large and may be difficult for a pedestrian to cross.

- The Commission recommends that instead of approving the DSL proposal that partially implements the vision for the project, the City should wait for a proposal that fully implements the vision.

- A higher intensity development may be more appropriate on the property than the DSL proposal. Public and/or quasi-public buildings (senior living, recreation center, etc.) could be added to the mix.

- The site plan could be improved with higher intensity overall and taller buildings along Zinfandel.

Staff respects the Planning Commission decision and recognizes the fact that the City could "wait" for an application that comes closer to the vision established by the design charrette. However, staff has worked with the applicant to overcome flaws with the original application and believes that the current proposal, with some additional design work, will achieve the vision for Capital Village, implement the Capital Village SPA, and will bring a quality project to the community. Consider the following:

- The DSL proposal achieves the vision for the Capital Village site by providing a retail center that will anchor this portion of the downtown. The large users (Lowe's and the other "majors") will create an environment that is attractive to national retailers in downtown Rancho Cordova.

- Staff has worked with the applicant, and will continue to work with the applicant through a subsequent design review process to create a Main Street design that includes

numerous retail stores, including some two-story structures to create activity, vitality and a strong pedestrian environment.

- The east end of Main Street will include a liner building along the north wall of Lowe's, a future retail building with the potential for upper level residential uses on the north side of Main Street, a bridge that connects to the residential portion of the site, and a well designed plaza area. All of these design aspect will help tie the commercial to the residential portion of the site with a walkable, active environment.

- Main Street has been designed to facilitate future farmer's markets, street fairs and other public events. The eastern end of Main Street could be combined with the bridge and the central park for major public events.

- The site will be designed to accommodate persons arriving by car, bus, and bicycle or on foot.

- The orientation of buildings to Zinfandel will help emphasize this as a downtown street. A sidewalk will be placed along the Zinfandel building fronts, windows will face the street to create "eyes on the street," and buildings will be accessible from the public sidewalk along Zinfandel.

Site Characteristics

The project site is bordered by Data and Disk Drives to the north, Road "B" and the Capital Village residential project to the east, Zinfandel Drive to the west and International Drive to the south. The southeast corner of International and Zinfandel is included in the project.

**FIGURE 1 – VICINITY AERIAL MAP**




The applicant, DSL Service Company (DSL) proposes a commercial shopping center with a 138,431 square foot home improvement center and a related 29,153 square foot garden center; three major buildings of 23,000 square feet, 20,000 square feet and 15,580 square feet; nine smaller building ranging in size from 2,750 square feet to 13,200 square feet located along a central "Main Street"; and three additional pad buildings ranging in size between 5,500 square feet to 12,360 square feet.

The property has an underlying zoning designation of Capital Village, Special Planning Area (CVSPA). The proposed commercial development is located within the Commercial and Main Street District (C-MS) of the CVSPA, defined as follows:

> **2.3.1 Commercial and Main Street District.**
> This district allows for a wide variety of commercial retail and service uses serving the needs of the local Rancho Cordova community as well as Capital Village. Uses may include shopping centers, including grocery stores, restaurants, home improvement stores, and department stores. Other uses include boutique uses such as executive offices, bookstores, cafes, salons, and specialty shops.

The proposed commercial development would occupy the majority of the C-MS district, which includes the primary 24.9-acre site located on the northeast corner of Zinfandel and International and the secondary 2.5-acre parcel on the southeast corner of Zinfandel and

International. A portion of the C-MS district and the entire Loft district at the corner of Disk Drive, and "B" Street would remain undeveloped at this time.

General Plan Vision

Given its location within the City of Rancho Cordova, the Capital Village commercial site is significant to helping the City realize its vision of a vibrant, mixed-use, pedestrian friendly community. The General Plan promotes:

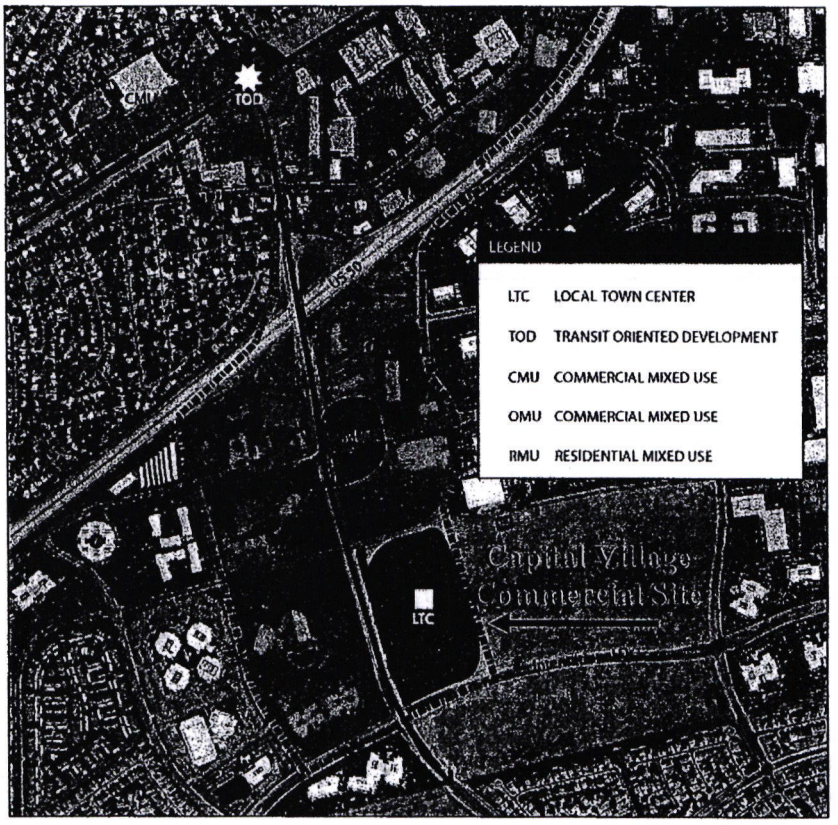
- Positive Public Realm Experience
- Integrated Total Community Layout
- Access to Interactive Shopping Experiences
- Pedestrian-friendly Street Designs
- Walkable Main Street Designs

Capital Village offers the first opportunity to implement the Local Town Center and the Downtown planning area concept identified in the General Plan to enhance the vitality, cohesiveness and character of Rancho Cordova (see Figure 1). The Capital Village site is well positioned to serve as a vibrant mixed-use neighborhood, with a Local Town Center in the midst of a regional employment center. The Capital Village site is located at the southern edge of the identified downtown district – making the site important to the City realizing its downtown planning objectives.

The DSL proposal would be the first implementation of the City's vision for commercial development south of Highway 50. Staff recommends approval of the preliminary site plan with a condition of approval that requires a subsequent design review process to ensure that the project accomplishes the following objectives:

- Creates a positive public realm experience by facing "transparent" facades towards the Zinfandel Road and International Drive.
- Carefully designs the "liner" building and plaza on the north side of Lowe's to create a pleasant and interactive pedestrian environment to strengthen the link to the residential portion of the Capital Village project.
- Carefully designs "Main Street" buildings to provide facades, entries and window treatments that create an interesting and engaging environment.
- Strengthens the design of the pedestrian facility along Zinfandel to create a "promenade" to identify Zinfandel as a Downtown street.
- Provides direct pedestrian connections internal to the site.

**FIGURE 2 – DOWNTOWN PLAN AREA**




Capital Village Vision

In October of 2004, a design charrette was held to generate a preferred urban design plan for the Capital Village site. The original submittal had a number of urban design deficiencies and the site plan was characterized as having all the ingredients for a true town center and neighborhood, but without a workable recipe in place (Design Charrette Summary, HDR). The charrette resulted in a composite urban design plan that reflected the City's vision for an active town center, provided retail needs in a "Main Street" context to create a central gathering place, provided creative open space and park facilities, and created a desirable sense of place. The plan developed as a result of the charrette and codified in the CVSPA clearly established:

- The pedestrian should be the "first class occupant" of Main Street.
- Main Street should be a well-defined shopping street with continuous retail uses, on-street parking to offer visibility and immediate access to retail and minimal breaks (only one cross connector), and there is architectural interest.
- Building at the corner of Main and Zinfandel should create a key entry from Zinfandel into the project.
- The eastern terminus of Main Street is a critical interface uniting the residential and commercial portions of the site.
- A grocery store and drug store were the recommended "large" uses (off of Main Street).
- The need exists for restaurants, entertainment, retail, business and professional services, and possibly housing or office on the second floor, particularly along the Main Street.

By proposing a large big-box store, the DSL proposal differs from the conceptual plans for the site as developed by Charrette participants and codified into the CVSPA. The introduction of this large store and other site plan elements creates obstacles to fully implementing the vision for the Capital Village site. Staff has worked with the applicant to identify these obstacles and minimize them as much as possible:

1. Intensifies the vehicular versus multi-modal aspects of the site. The vision for the site articulated at the Charrette and in the CVSPA called for a site plan that promotes a multi-modal approach that creates a more equal status between pedestrians, bicyclists, transit users and motorists. The Lowe's building and parking field will serve primarily vehicular traffic, and due to the size and design of the building and site, creates obstacles to non-vehicular travel.

   **Solution**: Staff has worked with the applicant to create an extensive sidewalk system throughout the project, provide ample bicycle parking and connections to transit stops.

2. The blank north wall of Lowe's along Main Street is a significant concern, shared by the Planning Department, Parks District, Police Department, and Air District. This long blank wall creates a divide between the commercial and residential portions of the site.

   **Solution:** The applicant has added a "liner" building along the north side of Lowe's that will be an active retail use. The entire eastern terminus of Main Street will need some special design attention to provide the strong connection envisioned by the CVSPA. This will be required as part of the subsequent design review for this portion of the site plan. This portion of the site will be carefully designed to: integrate the design of Main Street with the bridge and the park tower area; provide strong pedestrian connections; be usable for public events (farmer's market, street fairs, etc.).

3. The intensity of development along Main Street is less than expected by the Charrette and CVSPA. This reduces the level of activity that could occur along Main Street.

   **Solution:** Instead of continuous retail buildings along Main Street envisioned in the CVSPA, short buildings are provided with plazas and seating areas between. These spaces could be designed as quality outdoor plazas and seating areas, and serve as extensions of retail establishments. The architecture and landscape design will be provided. Three, two-story buildings are provided to create some height along Main Street. Two buildings are provided at the Zinfandel and Main Street to emphasize this entrance into the site. The nature of buildings along Main Street will lend themselves to active retail use (restaurants, banks, hair salons, etc.) which will create pedestrian activity.

4. The suburban design of the site plan results in a tendency to face buildings internal to the site's parking lot and face the backs of buildings to public streets.

   **Solution**: A subsequent design review process will be required for all building and development sites to ensure that the public interface between buildings and the public sidewalk are "transparent" and provide easy access to buildings from the public sidewalk.

Staff believes that with some additional refinements to building and site design, which can be achieved through a subsequent design review process, the DSL proposal implements the Capital Village Special Planning Area requirements.

**FIGURE 3 – PROPOSED PRELIMINARY SITE PLAN**

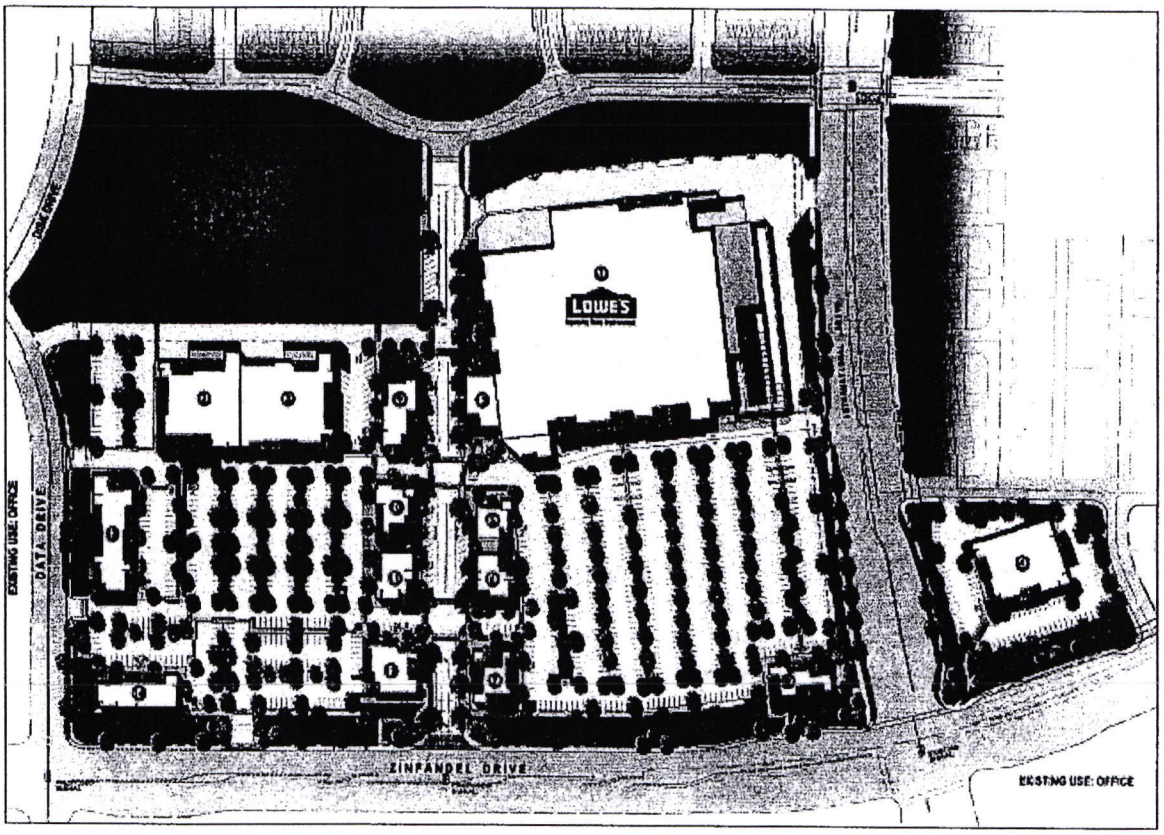


**FIGURE 4 – CAPITAL VILLAGE DESIGN CHARRETTE PLAN**

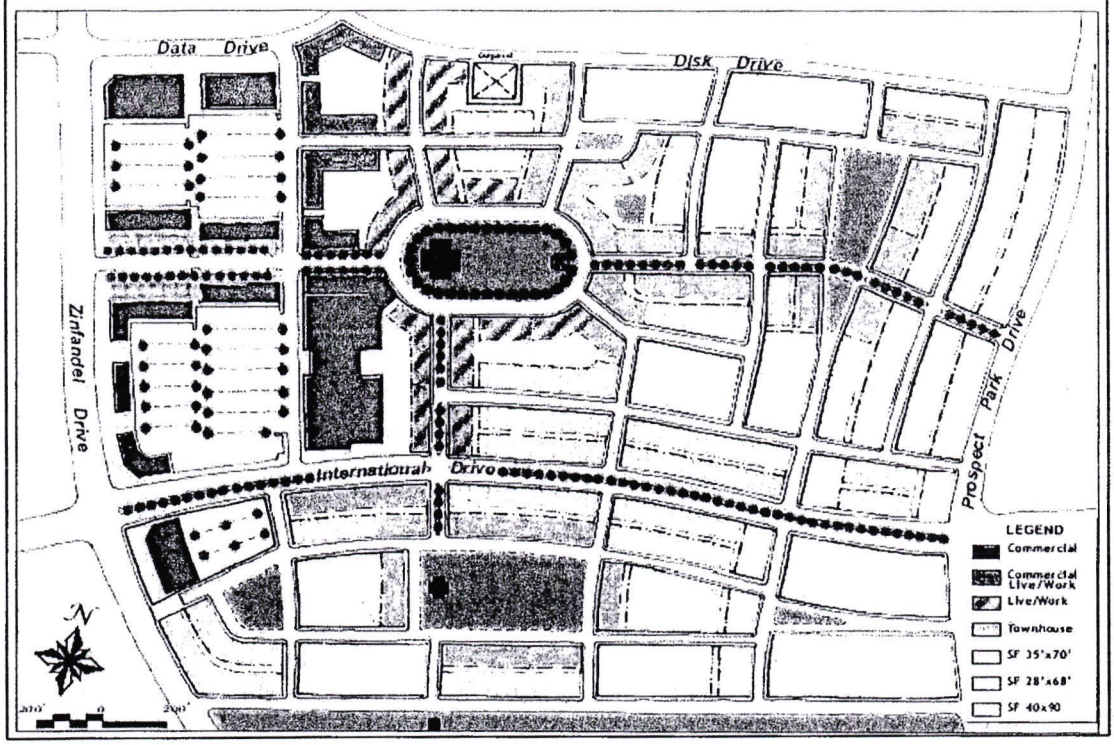
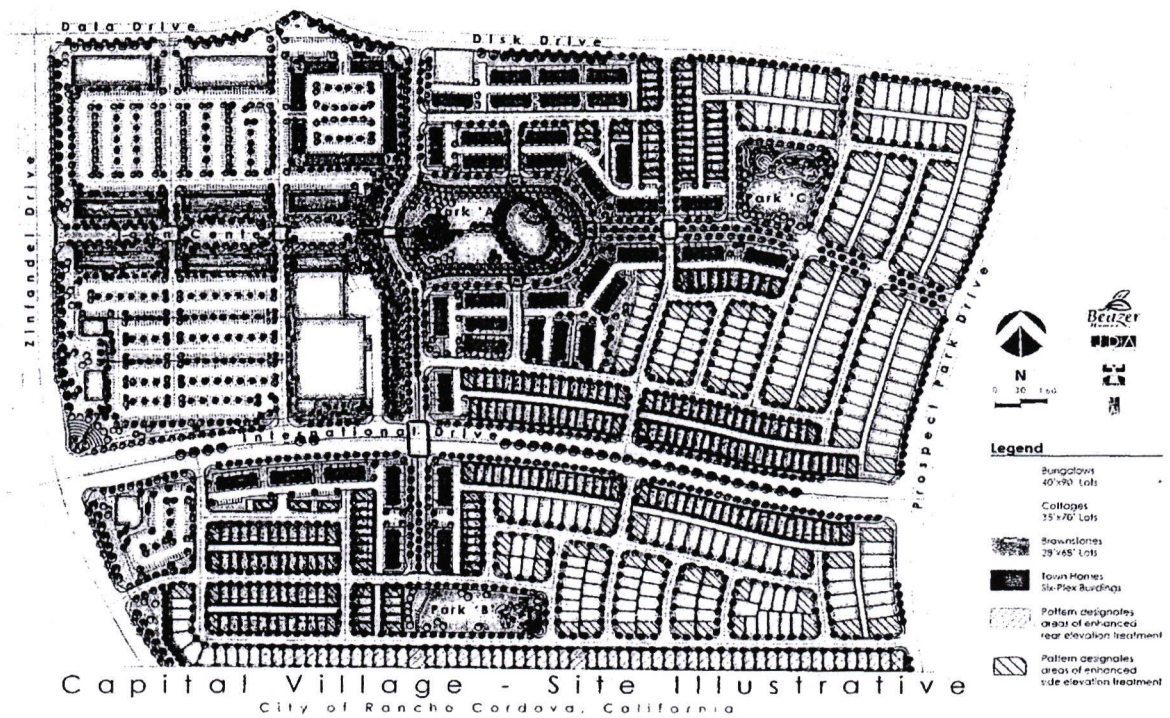



**FIGURE 5 – CAPITAL VILLAGE CONCEPT PLAN (CVSPA)**



Capital Village, Special Planning Area (CVSPA)

Amendments to the CVSPA include:

- Changes to the Loft District to allow a podium style mixed use building.
- Identifies the road between Loft district and the Commercial-Main Street district as a service corridor to provide a location for loading docks.
- Provides a parking standard for the C-MS district.
- Set maximum height requirements for each district.
- Replaces the commercial site plan within the CVSPA with a new site plan.

Changes to the Loft district include a new description of a podium building type that would include ground floor commercial uses, structured parking and 3 to 5 stories of residential uses. The maximum building height is set at 90'-0". The driveway between the Loft District and Major 2/Major 3 is identified as a service corridor which will not allow residential units to "front" this roadway.

The existing CVSPA does not have special height and parking standards. The new height standards would allow taller buildings in the CVSPA than currently allowed. The minimum parking standards proposed by the applicant would result in less required parking in recognition of the property's location in an area that will provide street parking and pedestrian and bicycle access (reducing the need for parking). The proposed parking and height standards proposed for the Commercial – Main Street (C-MS) district read as follows:

Minimum Parking Requirement

- Minimum parking ratio for a commercial center is 3.9 per 1,000 square feet.

Minimum Height Requirements

- Maximum height for the retail center is 60 feet.
- Maximum height for CMU A is 150 feet.
- Maximum height for CMU B is 50 feet due to the proximity to residential uses.

Staff supports the proposed changes with minor modifications. The proposed changes are consistent with the property's location in the Rancho Cordova downtown area. Planning Staff recommends the following modifications:

- Reduce the minimum parking requirement to 3.5 spaces / 1000 square feet. The 3.9 spaces per 1000 square feet are excessive given the location in the future Downtown District and the preponderance of available on-street parking.
- Clearly separate the Loft from the C-MS district on the Beazer Parcel. This single parcel contains two land use districts. The portion along Main Street is within the C-MS district with the remainder in the Loft district. Modify the graphic as appropriate.
- Strengthen the language in the Loft district to require active uses, residential and limited retail fronting Road "B". Buildings should take direct pedestrian access from the public sidewalk along Road "B" when designed in the future.
- Add language in the C-MS district that specifically identifies the Beazer parcel as having a future Main Street retail use along the frontage. The language should identify this as having two possible configurations: a separate free-standing building, or the retail use incorporated into a mixed use building and developed along with the adjacent Loft district.

Form does not follow function!

not necessarily form = function

- Add a provision to the C-MS that restricts Major 1 to a home-improvement use or similar use. This will require an amendment to the SPA to allow any other type of large user in this building, such as a discount store.
- Add the proposed transit stop back on page 42, Transit and Open Space Plan.

Parcel Map and Preliminary Site Plan Approval

DSL proposes a tentative parcel map dividing the primary commercial site into thirteen separate parcels. The separate Major 4 site on the southeast corner of Zinfandel Drive and International Drive remains as its own parcel. This would result in fourteen total parcels that could be sold to individual property owners. The applicant has also submitted a preliminary site plan for approval. Staff recommends the following conditions that would apply to the approval of these entitlements:

- Require a subsequent design review process for all individual buildings and related site improvements prior to building permit issuance.
- Require construction phasing plan that will build all of the Main Street buildings at one time.
- Require that Major 1 is filled with a new tenant or demolished if vacant for an extended period of time.
- Adopts the Capital Village Sign Criteria Document.
- Restricts some access from International and Zinfandel.
- Provisions for common maintenance and cross-over access easements.
- Implements Fire District requirements.
- Implements Mitigation Measures (contained in the Capital Village, Final Supplemental MND document).

Design Evaluation

The majority of the commercial square footage of the site is provided by a few large stores. Major 1 is identified as a Lowe's home improvement store with a garden center, accounting for 54.5% of the total building square footage. Majors 2, 3 and 4 account for 6.5%, 7.5%, and 5.1% of the site's total project's building square footage respectively. The total building square footage for the four "Majors" accounts for 73.6% or approximately 3/4 of all building square footage on the site. The buildings fronting Main Street, by contrast, range in size from 2,750 square feet to 13,200 square feet and account for only 18.3% of the total site building square footage.

The primary orientation of the buildings on the site will be internal to the site and the parking areas. However, buildings will be designed to be accessible from the public sidewalk, so that a pedestrian arriving to the site will have convenient access.

Urban Design Concepts

Staff tested the DSL proposal against basic urban design principles that are needed to create vibrant, pedestrian friendly and mixed-use environment. All of these elements are important to the concept of "Place-making" and include:

- *Pedestrian connectivity.* Persons walking to the site should be provided with safe, pleasant, direct routes to building entries. The typical suburban shopping center design gives priority

to people arriving to the site by car and pedestrians are typically provided with indirect, unpleasant and sometime unsafe walking environments.

DSL Design.
The proposal is a retrofit of a suburban shopping center design that does a fair job of achieving walkability. The subsequent design review of each building and related parcel will maximize the walkability of the site plan.

- *Transparency towards the public street.* Windows and doors that allow the public street to be viewed from inside buildings are important design elements along building facades facing streets. This requires that buildings orient towards the street and not solely internal to on-site parking lots. The concept of transparency is promoted in the City design guidelines. In a downtown setting, the main entrance to buildings should be from the public sidewalk, but secondary entrances, windows or outdoor seating area can also work to add activity. Facing the back, blank, windowless, service side of the building towards the street is contrary to the design concept.

  DSL Design.
  The buildings facing the major public streets (Zinfandel and International) are smaller pad buildings. Since this is a suburban shopping center, most tenants will choose to face front entries internal towards the parking field. Staff will work with the applicant as part of a subsequent design review process to ensure that buildings along Zinfandel and International have entries and/or windows along these facades. This will help provide transparency and achieve the "eyes on the street" for public safety and crime deterrent purposes.

- *Enclosure (creating "outdoor rooms").* The CVSPA calls for multi-level buildings lining both sides of Main Street and the creation of plazas framed by buildings and landscaping. This approach uses building height, exterior building facades and landscaping elements to create the "walls" of lively outdoor rooms.

  DSL Design.
  Main Street is designed to create outdoor space adjacent to each building. The subsequent design review process for each building will focus on the details of the plaza space.

- *Creating "place" not parking lots.* Parking should be balanced on commercial sites with other site design aspects, such as buildings, landscaping and pedestrian amenities. Over-parking a site should be avoided. Parking lots consume a significant amount of land. A significant element of a successful downtown area is the efficient use of street parking, which is widely available on Data Drive and Disk Drive.

  DSL Design.
  Reduced parking requirements are proposed for the Capital Village, Special Planning Area. This provides more land area for building and helps intensify the site. On-street parking is available nearby for overflow parking if needed, but it is assumed that some people will choose to walk to the site (for restaurants, etc.) and the parking demand will be reduced.

Lowe's placement

The placement and orientation of the Lowe's building has been located to minimize as much as possible the impact on the character of Main Street by:

- The building has been located as close to International Drive while still maintaining the footprint prototype of a typical Lowe's store.
- A liner retail building has been provided on the north side of Lowe's facing towards Main Street. This establishes a retail presence along Main Street and creates some retail activity along this side of the street.
- A plaza will be added with outdoor seating and other amenities at the eastern edge of the commercial Main Street. This approach establishes an "active" connection between the park tower in the residential development and the commercial site.

Staff recommends a Condition of Approval that requires a subsequent design review for the north side of Lowe's to ensure that this important plaza area is designed appropriately to encourage active use and create a strong connection to the residential portion of the site.

**FIGURE 5- CVSPA MAIN STREET CONCEPT**

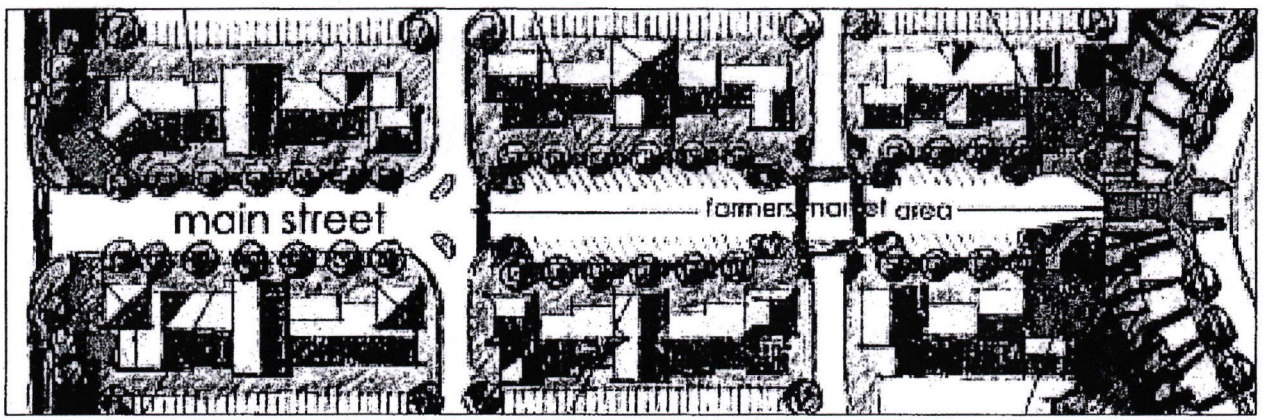
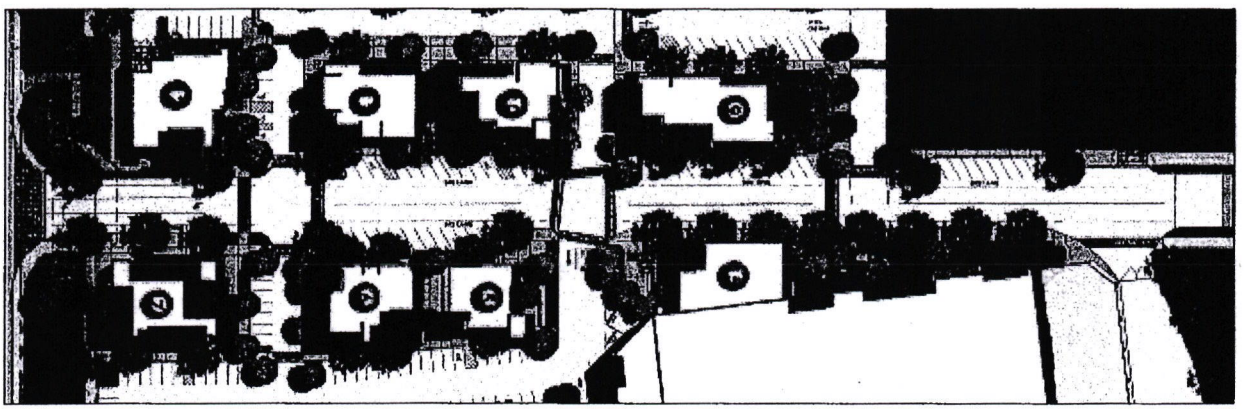



**FIGURE 6 - DSL MAIN STREET PROPOSAL**



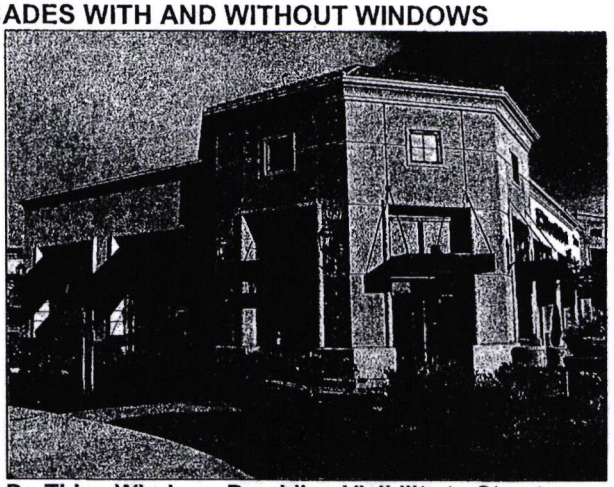
Building "transparency" (Zinfandel and International frontage).

The City Design Guideline document specifies that buildings should be placed at the public street frontage ***and*** oriented towards the public sidewalks with front doors and transparent windows. This visibility is particularly important to the police department to implement the public safety and crime reduction concept of "eyes on the street." The example below is from the same commercial development in Roseville. The preferred facade is on the right, providing transparency and allowing for persons inside the building to see the street frontage and public sidewalk.

**FIGURE 7 – EXAMPLES OF STREET FACING FACADES WITH AND WITHOUT WINDOWS**



**Don't Do This: Blank Facade Facing Street**



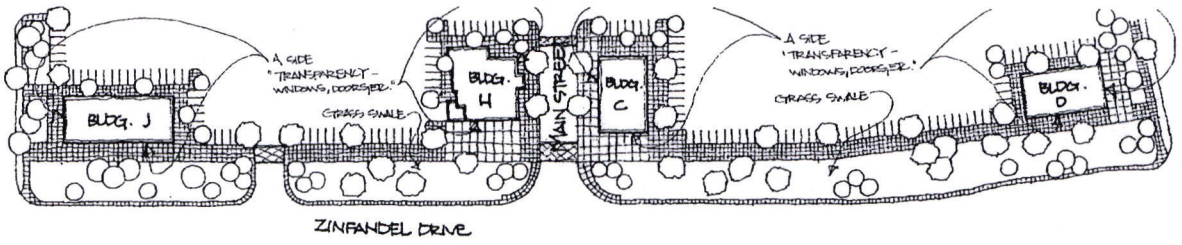
**Do This: Windows Providing Visibility to Street**

Incorporating the following techniques are recommended for the follow-up design review submittal:

1. Incorporate front entries and windows into facades facing Zinfandel and International. The Design Guideline document calls for facade facing a public street to contain transparent windows or doors to allow the public street and sidewalk to be viewed from inside buildings (see the illustration above).

2. Place a wide sidewalk along the building fronts along Zinfandel.

**FIGURE 8 – SOLUTION TO ZINFANDEL FRONTAGE**



Sign Criteria

The pylon and wall signs proposed for this project are consistent with the height and area requirements of the General Commercial (GC) district. The Capital Village, Special Planning Area includes requirements for entry monument signs, with design guidelines provided for major entry monument signs and minor monument signs. The signs for the commercial site have been designed according to these guidelines and correspond with the monuments signs for the residential portion of the site. The sign proposal includes:

Free-standing Signs

- One large pylon sign that is 25'-0" tall and 170 square feet in sign area (per face).
- Three multi-tenant signs that are 14'-0" tall and 60 feet in sign area (per face).
- Four single-tenant signs that are 5'-3" tall and 21 feet in sign area (per face).

Wall Signs

- Each tenant allowed a storefront identification sign.
- Secondary building elevations allowed additional identification sign.
- Two square feet per linear foot of Tenant's store frontage (consistent with GC standard).
- Anchor tenant allowed an 8'-0" tall wall sign with a secondary wall sign of 2'-6" height. Maximum 400 square feet per elevation.
- Major tenants allowed a 4'-0" tall signs. Maximum 250 square feet per elevation.
- Pad tenants allowed 3'-0" tall signs. Maximum 150 square feet per elevation.

While the monuments signs will have a fairly uniform look, the design standards provided for wall signs allow for a wide range of sign design, materials and styles. This allow for stores to use corporate logos, colors and styles. The signs would not be allowed to exceed the size limitations established by the sign criteria document.

Agency Comments

Note that the site plan has been modified and changes have been proposed to the CVSPA to address some of the concerns from Agencies since many of the following comments were made. The comments were based on the previous DSL site plan. Most agency concerns have been partially addressed or can be addressed as part of the follow-up design review process.

Sacramento Metro Air Quality Management District (SMAQMD)

The Air District is particularly critical of the DSL design for the site and believes that the proposal: downgrades the entire Capital Village project, undermines the ability for the City to have a unique Downtown, and handicaps the project's ability to mitigate its own air quality impacts. The district suggests several design changes that it believes will result in a more walkable site, result in less driving, and therefore result in reduced air quality impacts. The air district also believes that the Supplemental Mitigated Negative Declaration prepared for the project is inadequate and underestimates air quality impacts.

Planning Staff Response

The Air Quality Management District concerns on the site plan have inspired the applicant to make substantial changes to the proposed site plan, propose changes to the CVSPA document to avoid future air quality impacts, and improve the Air Quality, 15% Plan (AQ-15) for the project (addressed as part of the Supplemental Mitigated Negative Declaration).

The CVSPA has been modified to recognize that the driveway behind Major 2 and Major 3 will be a vehicular service drive and not a pedestrian corridor. Other pedestrian routes have been provided. New code proposed for the CVSPA will not allow residential units constructed in the Loft district to face the load docks of the building, additional screening has been provided on the site plan and the buildings have been shifted to the west.

Lowe's has been shifted and a liner building has been added to the north side of the building along Main Street. This will provide an active retail use along this side of Main Street and coupled with the plaza space provided is a workable way to establish a stronger connection to the residential district.

Rancho Cordova Police Department

The Police Department believes that the overall design of the project is consistent with objectives of a walkable design and has some positive qualities, but the department has concerns. The primary concerns are:

- The location of the Lowe's creates barriers to pedestrian traffic and the long blank wall will inhibit residents from walking. Lowe's is a vehicular oriented store and not a store that will induce pedestrian traffic.
- The pedestrian breezeways between the parking area and Main Street between building F & G, and A & B may be too narrow and enclosed to be safe, and alternative designs are recommended.
- The location of Major 4 setback from the street will lead to pedestrian/vehicular conflicts.
- Landscaping should be designed with security in mind.
- Site lighting is sufficient for security.

Planning Staff Response

The most recent changes to site plan address the Police Department's concern over the north side of the Lowe's building by creating a more active environment in this location. The concerns with the pedestrian breezeways will be addressed as part of a follow-up design review for these buildings. City staff agrees that Major 4 would be better located closer to the intersection of Zinfandel and International, but the potential trade-off is to rotate the building and place blank walls along one or both of these streets. City staff does not recommend changes to the Major 4 location.

Cordova Recreation and Park District

The Park District proposes significant design changes to the design of the Capital Village Commercial project. As designed, the District believes that the value of the high quality parks created for the Capital Village project is reduced. Specifically the DSL design:

- Reduces "eyes on the park" by eliminated retail stores from the east end of Main Street on the opposite site of the bridge.
- The size of the proposed Major 1 building and the length of the masonry wall weaken the Main Street / central park link identified in the original approval documents.
- The angle of the Major 1 building reduces site lines into the park, reducing visibility.
- The proposed site plan "turns its back" on the park, making it more isolated.

Planning Staff Response

The most recent changes to the site plan address the Park District's concerns over the north side of the Lowe's building by creating a more active environment in this location. Also, Planning Staff will focus on this area as part of a follow-up design review process to ensure that the best possible design is developed for the plaza area on the south side of Main Street so that it is viewed as an "extension" of the park on the east side of the bridge.

Conditions of Approval Summary

Staff recommends Conditions of Approval to accompany this project. The more significant conditions are summarized as follows:

Condition # 6. The applicant will be required to pay a portion of the off-site air quality mitigation fee to SMAQMD based on total air quality impacts of the proposed project. The fee applies to the entire Capital Village project (including residential portion) and a fee was already paid by the Capital Village residential developer. The fee will be calculated based on the air quality impacts from the final project site plan.

Condition # 8. This condition is requested by Public Works to restrict access from Zinfandel Drive and International Drive. This condition would restrict access onto International to right-turn-in / right-turn-out only and would not allow any additional access from Zinfandel beyond the signalized Main Street access. The applicant opposes this condition and has stated that a left-turn pocket is needed from International Drive into the Lowe's parking lot.

Condition # 13. The proponent is required to adhere to the approved Air Quality Mitigation Plan adopted for the project.

Condition # 14. The applicant strongly opposes this condition, which requires that the property owner of the Major 1 (Lowe's) parcel enter into a Development Agreement with the City to require the demolition of the store if it is left vacant for an extended period of time. The intent of this condition is to avoid a future empty "white elephant" in the heart of downtown.

Condition # 15. A subsequent design review process will be required prior to building permit for each parcel created by the Tentative Subdivision Map and will be required to be in conformance with the Preliminary Site Plan.

Condition # 23 & 24. These implement the requirement of the MND to provide noise barriers between the residential and commercial portions of the site. These increase the mitigation approved in the original Capital Village MND.

Condition # 25. This is a standard condition requiring the installation of street improvements. Many of these improvements have been completed as part of the residential approval process for Capital Village. The notable exception is the Zinfandel frontage. The width and location of the sidewalk will be finalized as part of a subsequent design review process for the related parcels.

Condition # 26, 27 and 28. Street improvements serving the property are required to be completed or a "fair share" paid.

Condition #29. All Main Street buildings will be required to be built at the same time, with the exception of the two at the intersection of Main and Zinfandel. This is intended to ensure that the integrity of Main Street is maintained and gaps are not left.

Condition #31. Commercial delivery trucks will not be permitted on residential streets, such as Road "A" or Road "B."

## ATTACHMENTS

1. Final Supplemental Mitigated Negative Declaration
2. Ordinance 46-2006 including Amendments to the Capital Village Special Planning Area incorporating changes to the Loft District, height limits and parking requirements (Exhibit A).
3. Resolution 125-2006 including adopted Tentative Parcel Map (Exhibit A), Preliminary Site Plan (Exhibit B), and Sign Criteria (Exhibit C) with Findings and Conditions of Approval (Exhibit D).
4. Draft Architectural Design Package.
5. Agency Comments

Attachment 1

# CAPITAL VILLAGE

## Final Supplemental Mitigated Negative Declaration

CITY OF RANCHO CORDOVA
CALIFORNIA
*Incorporated 2003*

**City of Rancho Cordova**
2729 Prospect Park Drive
Rancho Cordova, Ca 95670

**June 2006**

# FINAL SUPPLEMENTAL MITIGATED NEGATIVE DECLARATION

FOR

# CAPITAL VILLAGE

CITY OF RANCHO CORDOVA, CALIFORNIA

CALIFORNIA

*Incorporated 2003*

***Prepared by:***

THE CITY OF RANCHO CORDOVA
2729 Prospect Park Drive
Phone 916.851.8750
Fax 916.851.8762

**JUNE 2006**

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# 1.0 INTRODUCTION

## 1.0 INTRODUCTION

This document is a Final Supplemental Mitigated Negative Declaration (SMND) prepared pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15163 for the approved Capital Village project. This Final Supplemental MND has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 et seq., and the State CEQA Guidelines, Section 15162.

An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the State CEQA Guidelines Section 15064, an Environmental Impact Report (EIR) must be prepared if the initial study indicates that the proposed project under review may have a potentially significant impact on the environment. If the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371), a Mitigated Negative Declaration may be prepared instead.

The original Capital Village Initial Study/Mitigated Negative Declaration (MND) was prepared by the City of Rancho Cordova and adopted with Conditions of Approval by the City Council on March 21, 2005 (State Clearinghouse No. 2005022026). Following adoption of the MND, the commercial aspect of the Capital Village project was modified to incorporate a 167,584 square foot home improvement center into the project design. These changes constitute minor changes to the project that would result in slightly different impacts than those originally identified in the MND.

### BACKGROUND AND PURPOSE OF THE SUPPLEMENTAL MITIGATED NEGATIVE DECLARATION

When a Mitigated Negative Declaration has already been adopted for a project, State CEQA Guidelines Sections 15163(a) set forth the criteria for determining whether a supplemental MND may be prepared in support of further agency action on the project. According to State CEQA Guidelines Section 15163(a), the lead or responsible agency may choose to prepare a supplement to an MND rather than a subsequent MND if:

(1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR [MND], and

(2) Only minor additions or changes would be necessary to make the previous EIR [MND] adequately apply to the project in the changed situation.

Pursuant to State CEQA Guidelines Section 15162 (a), a subsequent MND would be appropriate if the following conditions were met:

(a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alterative.

The original site plan for Capital Village included a 25-acre commercial center with approximately 234,890 square feet of retail space. The largest proposed retail building in that location was 60,000 square feet. Subsequent changes to the commercial center include the elimination of the 60,000 square feet anchor and the addition of a 167,584 square foot home improvement center. Additional changes were made to the remainder of the retail uses in the commercial center. Overall, an additional 60,274 square feet of commercial space was added to project. This additional square footage could result in new significant impacts as well as cause previously identified impacts to be slightly different than originally identified in the MND.

The City of Rancho Cordova has prepared this Supplemental Mitigated Negative Declaration (SMND) in accordance with the requirements of the Public Resources Code Section 33000 et seq. and State CEQA Guidelines Section 15163(a). When considering the significant changes to the project area, the City determined that only minor modification of the original document would be necessary to make the original document adequately address the impacts of the project. Therefore, the City has prepared this Supplemental Mitigated Negative Declaration. The original Mitigated Negative Declaration is included as **Appendix F**.

## SUMMARY OF CHANGES TO THE ORIGINAL MND

The following modifications of the original MND are included in this Supplemental MND:

### Section 2.0

Project characteristics were modified to incorporate the updated design of the commercial portion of the project.

**Section 3.0**

Modifications were made to the environmental discussions related to Air Quality, Land Use and Planning, Noise, Transportation and Traffic, and Mandatory Findings of Significance. These changes included:

III. Air Quality

Discussion C – Information on the updated air quality study was added as well minor changes to mitigation measures MM 3.1i to incorporate potential changes in the air quality mitigation plan and the air quality mitigation fee charged by the Sacramento Metropolitan Air Quality District.

IX. Land Use and Planning

Discussion B – Information on the potential implications of the addition of approximately 60,000 square feet of retail space was discussed. No changes to the significance of the impact were required.

XI. Noise

Existing Setting – Language was added to the existing setting to account for an updated Environmental Noise Assessment and other issues relating to truck traffic to serve the home improvement center.

Discussion A – Changes were made to mitigation measures MM 11.1 and MM 11.2 to reflect additional noise impacts from changes to the project design.

XV. Transportation and Traffic

Existing Setting – A description of the updated Traffic Impact Analysis conducted for the updated project was added to this section. Also discussed was the City's new traffic standards and their impact on the project.

Discussion A – Additional information on the updated Traffic Impact Analysis was included in this discussion. No changes to mitigation measures were included.

Discussion B - Additional information on the updated Traffic Impact Analysis was included in this discussion. Mitigation measure MM 15.2 was deleted as it is identical to MM 15.1. The remaining mitigation measures were renumbered accordingly. Mitigation measures MM 15.5 and MM 15.6 were added to address additional impacts to two intersections that would occur with the proposed changes to the project design.

XVI. Mandatory Findings of Significance

Discussion B – This is a new checklist item added to the City's standard CEQA analysis since adoption of the original MND. Included in this discussion is an analysis of the project's environmental goals and their impact on long-term environmental goals of the area.

Discussion C – Additional language was included that describes new potential cumulative impacts of the project following modification of the project layout. Impacts were not found to be more severe than originally identified.

**Section 4.0**

Additional analysis of the potential cumulative impact of urban decay was described in the areas of Aesthetics and Public Services. No new cumulative impacts were identified in this section.

## CHANGES TO THE SMND FOR THE FINAL SMND

During the comment period for the Supplemental Mitigated Negative Declaration, public comments and change in the project site plan required minor changes to the document. These changes were minor and did not change the analysis, impact, or significance of the original SMND. The following changes were made to the SMND for the Final SMND:

**Section 2.0**

Minor corrections to **Table 1** were made to correct errors in the calculation of land use acreage in the original MND. Minor changes were made to the text immediately following **Table 1** in order to more clearly describe the changes between the site plan from the original MND and the new site plan analyzed in the SMND. The project description in Section 2.3 was changed to reflect the new site plan. The addition of a 4,500 square foot retail building necessitated a change in **Table 2** and the description immediately following **Table 2**.

Changes in the site plan necessitated changes to **Figure 5**, which now shows the new site plan and square footage of each building.

**Section 3.0**

III. Air Quality

Discussion C – Recent regulatory changes at the Sacramento Metropolitan Air Quality District required a recalculation of the Operational Emissions Mitigation Fee. The new amount was added. Additional language was added to the discussion to more clearly delineate between the Operational Air Quality Mitigation Plan for the residential portion and the plan for the commercial portion of the project. The language of mitigation measure MM 3.1h was also updated to more clearly identify the two separate Operational Air Quality Mitigation Plans and the responsibilities of the two project proponents. Mitigation measure MM 3.1i was updated to reflect the new Operational Emissions Mitigation Fee amount. A discussion of the current status of the two mitigation measures was added immediately after the mitigation for informational purposes.

IX. Land Use and Planning

Discussion B – Text mentioning a previously approved grocery store was included in error in the SMND. This text has been removed.

XV. Transportation and Traffic

Discussion B – Mitigation measure MM 15.2 was removed. It was exactly identical to mitigation measure MM 15.1. Mitigation measures MM 15.3 through MM 15.7 were renumbered consistent with the removal of mitigation measure MM 15.2. The two new mitigation measures added by

the original SMND (now mitigation measures MM 15.5 and MM 15.6) were modified to show that the improvements identified are part of the City's Capital Improvement Plan (CIP). As the improvements are included in the CIP, fair share payment for those improvements is appropriate and the mitigation measures have been modified to show that.

**Appendix A-5**

A page calculating the Operational Mitigation Fee for the project was missing from the original SMND due to a printer error. The page has been reinserted and modified to show the updated fee amount.

## 1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, State CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with State CEQA Guidelines Section 15051(b)(1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on these criteria, the City of Rancho Cordova was the lead agency for the Capital Village project and is the lead agency for this Supplemental MND.

## 1.3 DOCUMENT ORGANIZATION

State CEQA Guidelines Section 15163(b) states:

> (b) The supplement to the EIR [MND] need contain only the information necessary to make the previous EIR [MND] adequate for the project as revised.

State CEQA Guidelines Section 15163(d) states:

> (d) A supplement to an EIR [MND] may be circulated by itself without recirculating the previous draft or final EIR [MND].

Pursuant to State CEQA Guidelines Section 15163(b) and 15163(d), this supplemental MND includes the following sections:

**1.0 Introduction** – Provides an introduction and describes the purpose and organization of this document.

**2.0 Project Description** – Describes changes to the project description from the original MND. Pursuant to State CEQA Guidelines Section 15163(b) and 15163(d), this section will only include those portions of the original project description that have been changed to make the previous MND apply to the new project design. Textual additions will be marked with an underline. Textual deletions will be shown with a ~~strikethrough~~.

**3.0 Environmental Setting, Impacts, and Mitigation Measures** - Describes changes to the environmental setting for those environmental subject areas that were affected by the change in the project design, evaluates or edits a range of impacts classified as "no impact," "less than significant," or "less than significant with mitigation incorporation" in response to the environmental checklist, and provides changes to or additional mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level. Changes to the environmental analysis in this section are shown in underline

and ~~strikethrough~~ revision marks. Only those portions that have been modified will be included in Section 3.

**4.0 Cumulative Impacts** – Includes a description of the cumulative impacts of the project. Changes to the environmental analysis in this section are shown in underline and ~~strikethrough~~ revision marks. Only those portions that have been modified will be included in Section 4.0.

**5.0 Determination** - Provides the environmental determination for the project.

**6.0 Report Preparation** - Identifies staff and consultants responsible for preparation of this document and the original MND.

**7.0 References** - List of references used in preparation of the SMND and the original MND.

## 1.4 ASSUMPTIONS

The City of Rancho Cordova was incorporated July 1, 2003. At that time, the City adopted Sacramento County's General Plan by reference until the formal adoption of its own General Plan, which is anticipated for June 2006. The City is currently in the process of preparing a Draft General Plan/Draft Environmental Impact Report (DEIR) consistent with the state planning and zoning law and CEQA.

While the General Plan/DEIR process is underway, the City has adopted a Vision Book, Revised Draft Land Use Map Book (adopted as revised on January 17, 2006) , and Circulation Plan. The Vision Book establishes the conceptual vision of the City and reflects the compilation of ideas from the community on a wide variety of topics related to the future of Rancho Cordova. It includes ideas that relate to specific sites and issues, as well as ideas that are more conceptual in nature. The Circulation Plan describes the basic roadway, bikeway, transit, and pedestrian system that will form the backbone of the City as it develops. The General Plan Land Use Map combines geographical areas of the City with generalized and specific land use designations to guide the City's future development patterns. The intent of the General Plan Land Use Map is to establish a variety of new land use designations that reflect more mixed, and in some cases, a higher density of development envisioned for the City. These mixed-use categories provide for residential, commercial, and office uses all on a single site. Per Government Code §65360(b), new development proposals and actions by the City will be examined for their consistency with these interim policies and standards. The City has subsequently publicly released a draft of the Rancho Cordova General Plan and Rancho Cordova General Plan Draft Environmental Impact Report (State Clearinghouse No. 2005022137).

To the extent the City adopts, notices, publishes or makes available to decision makers and the public new conceptual policies, standards, and proposals, these policies will be deemed to be General Plan proposals under consideration or study consistent with Government Code §65360(b). Proposed projects will be measured against those new proposals rather than inconsistent provisions in other interim City policies and the Sacramento County General Plan (in accordance with Rancho Cordova City Council Resolution No. 89-2005 adopted on July 18, 2005). The Sacramento County General Plan was adopted in 1993 and is currently undergoing an update.

# 2.0 PROJECT DESCRIPTION

## 2.1 PROJECT LOCATION

[No changes proposed. **Figure 1** and **Figure 2** show the project location and vicinity in relation to the City of Rancho Cordova. **Figure 3** shows site photos that depict the site in its undeveloped state.]

## 2.2 BACKGROUND

[No changes proposed]

## 2.3 PROJECT CHARACTERISTICS

The proposed project will include a General Plan Amendment, Rezone, Development Agreement (adopted under the original MND), and Tentative Subdivision Map. The Capital Village project is located on an approximately 117-acre site and would include 562 lots on 52 acres, 222 Town Homes on 14 acres, ~~7~~ approximately 4 acres of commercial/mixed-use with 43 live/work units, 7 acres of park uses, 2 acres of open space, and ~~25~~ approximately 27 acres of retail if approved. Development of the proposed project would result in the creation of 836 dwelling units (du) (See Table 1 ~~and Figure 4, Site Plan~~). The original site plan for the proposed project is shown in **Figure 4**. The updated site plan for the commercial portion of the proposed project is shown in **Figure 5.**

Please note the original Draft MND incorrectly stated 836 units. The traffic, air, and noise analysis was based on this higher unit count. Therefore, all traffic, noise, and air quality impacts for the residential side of the proposed project are overstated by 9 units.

**TABLE 1**
**PROPOSED LAND USES**

| Land Use | Acres | Units |
|---|---|---|
| Single Family Residential | 52.16 | 562 |
| Town homes | 14.19 | 222 |
| CMU (Live/Work Units) | ~~6.55~~ 4.43 | 43 |
| Retail Center[1] | ~~25.25~~ 27.37 | – |
| Parks | 7.67 | – |
| Open Space | 1.88 | – |
| Landscaped Corridors | 4.92 | – |
| Roads | 4.35 | – |
| **Total** | **116.97** | **827** |

*Notes: [1]See **Table 2** below for a breakdown of the retail uses within the proposed project. 2.33 acres of CMU has been modified to include retail uses, and is now included in the Retail Center acreage.*

The site plan has been revised from the plan shown in the original MND for the proposed project. The new site plan (see **Figure 5**) modifies the original retail layout of a large 60,000 square foot anchor and several smaller buildings also clustered around a "main street" to a retail center with a 167,584 square foot home improvement center, two anchor retail spaces, a pharmacy, and

several smaller retail and office buildings. The square footage of each building is shown in **Figure 5** and in **Table 2.**

**TABLE 2**
**COMPARISON OF RETAIL SQUARE FOOTAGE**

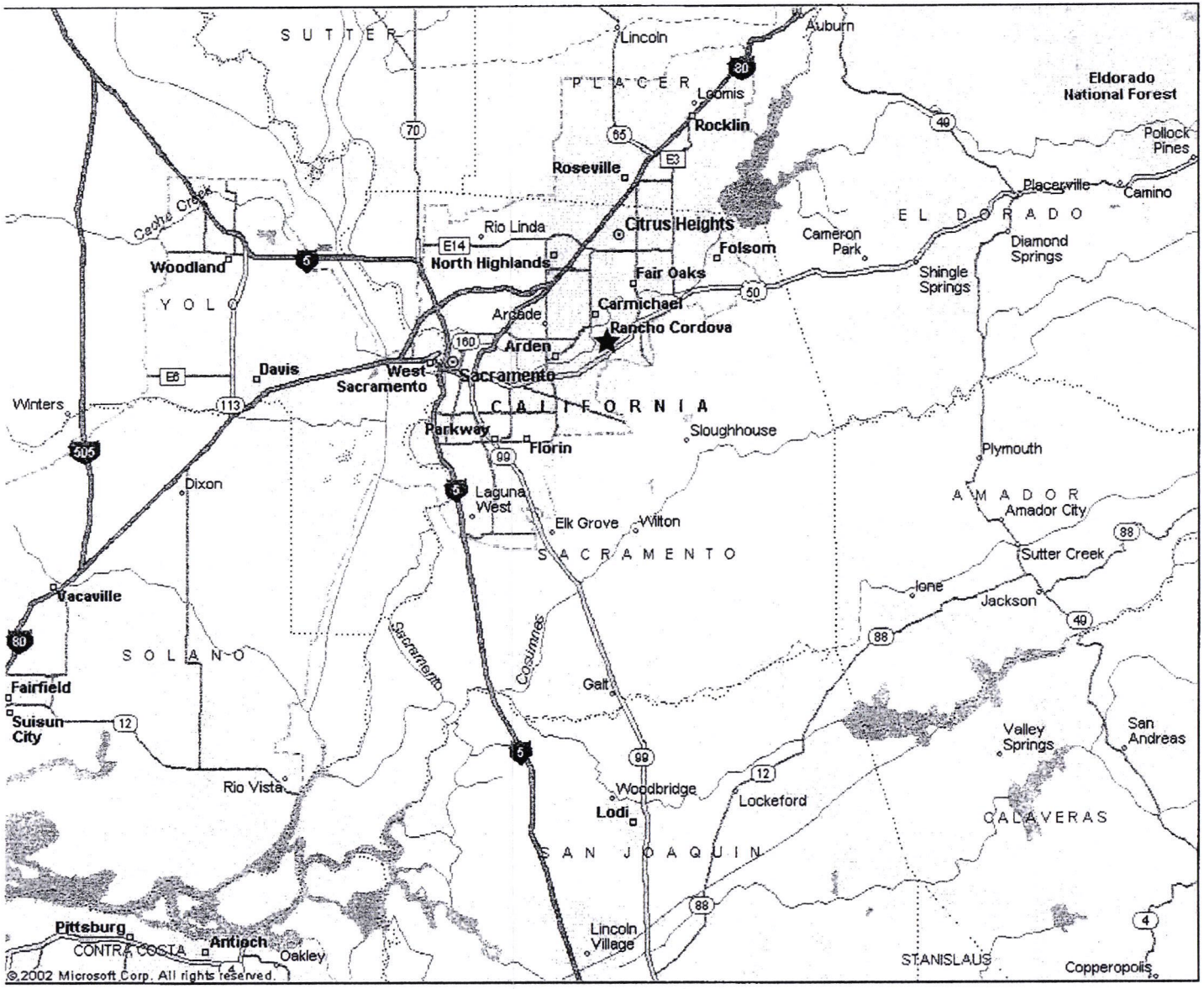
| Building Type | Original Square Footage | Revised Square Footage | Change |
|---|---|---|---|
| Major Retail | 60,000 | 43,000 | -17,000 |
| Home Improvement Center | 0 | 138,431 | 138,431 |
| Garden Center[1] | 0 | 29,153 | 29,153 |
| Restaurant | 2,400 | 6,440 | 4,040 |
| Bank | 0 | 5,400 | 5,400 |
| Pharmacy | 0 | 15,580 | 15,580 |
| Retail/Office | 180,490 | 69,460 | -111,030 |
| **Total** | **242,890** | **307,464** | **64,574** |

*Note: [1]The Garden Center is a part of the Home Improvement Center. However, as it is located outside and not within an actual building, the square footage of the garden center is not included in **Figure 5**.*

The proposed modification to the project would redefine the major retail use to include a 147,880 square foot home improvement center (including the garden center) and two major retail uses totaling 43,000 square feet. Additionally, the proposed modification would redefine the retail/office uses to include 6,440 square feet of restaurant (a Chili's), 5,400 square feet of bank (Downey Savings), 15,580 square feet of drug store, convenience store, and pharmacy, as well as 69,460 square feet of other retail and office uses. Overall, the proposed modifications would add 64,574 square feet to the original plan for the commercial area, resulting in 307,464 square feet of retail and commercial land uses within the proposed project.

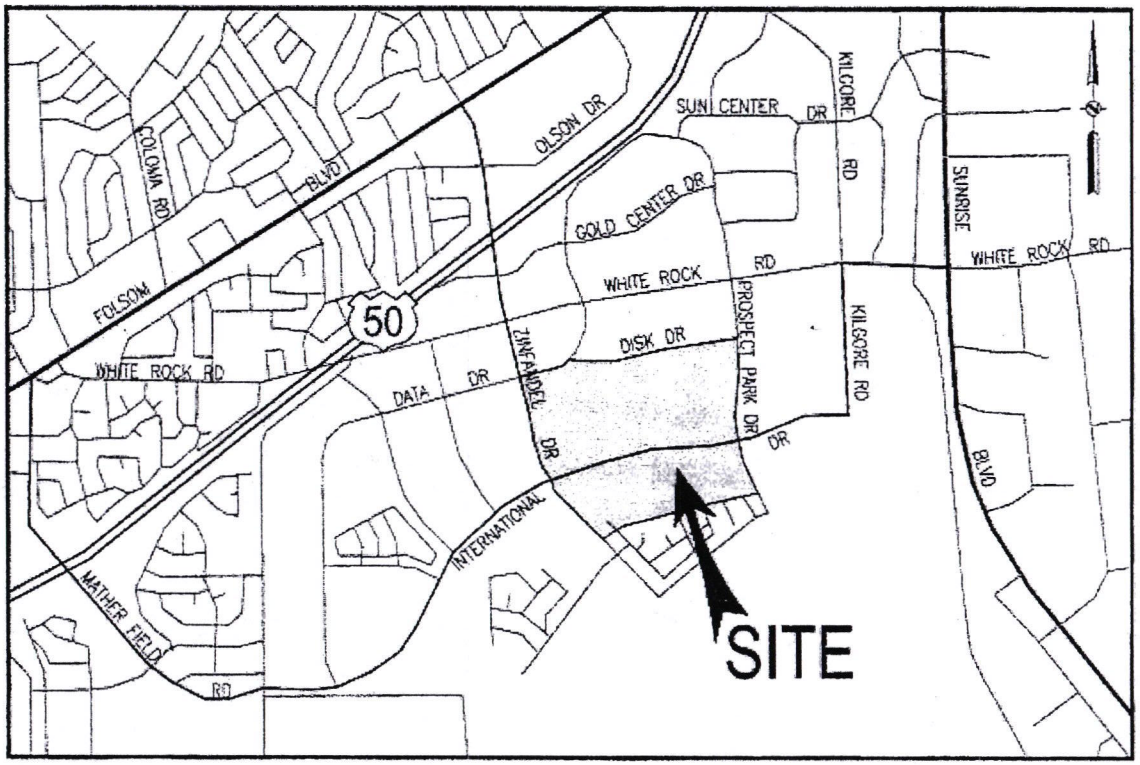
## 2.4 REQUIRED PROJECT APPROVALS

No changes proposed.



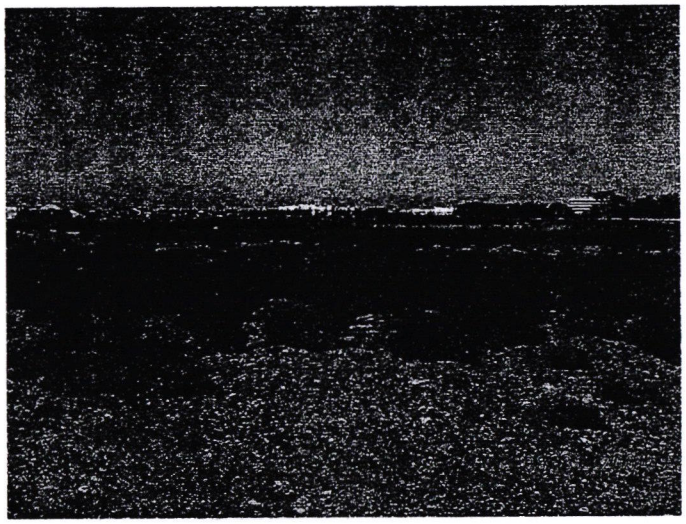

Source: Microsoft's Streets and Trips

**Figure 1**
**Project Location**

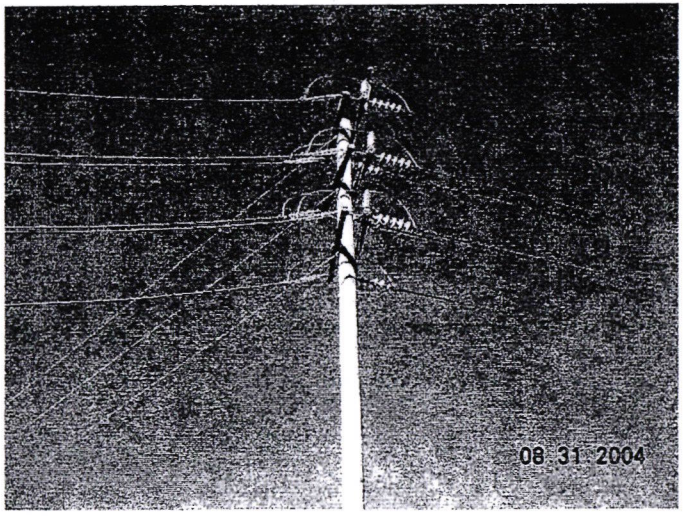


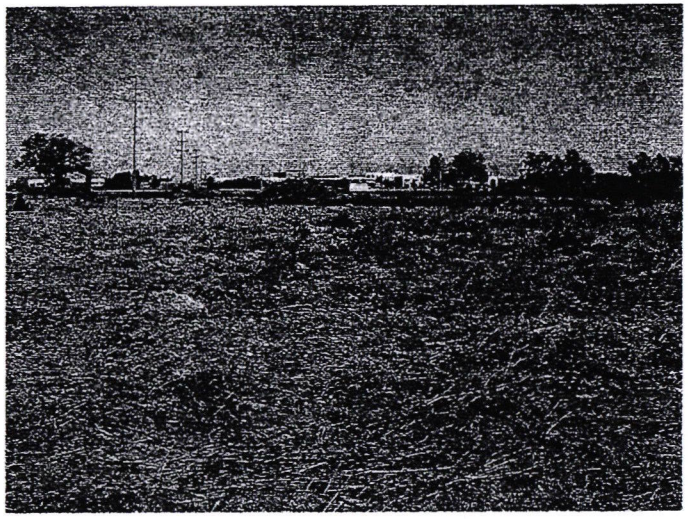

Source: MRO

**Figure 2**
**Project Vicinity**



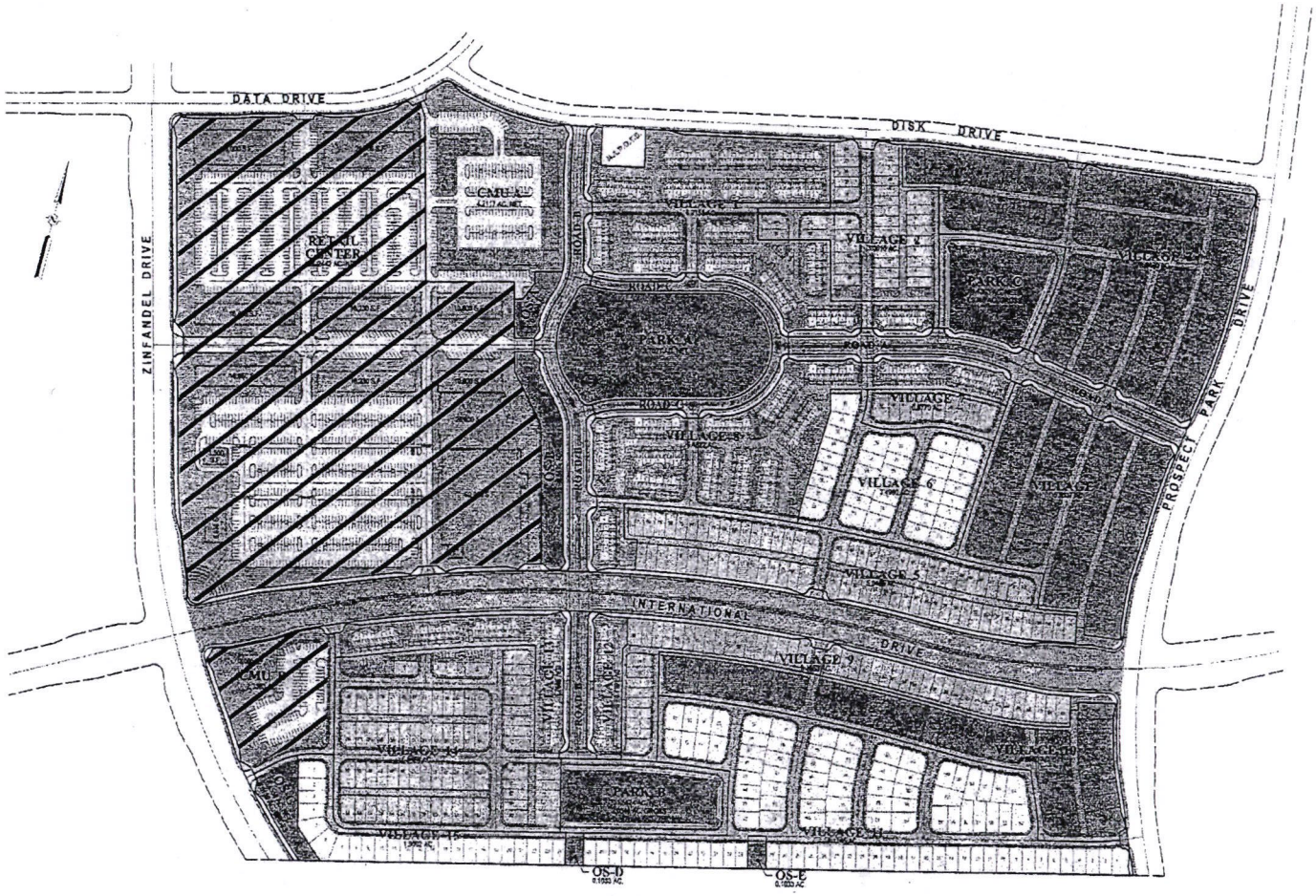




Source: City of Rancho Cordova

**Figure 3**
**Site Photos**




**Land Use Summary**

| Village/Lot(s) | Use | Acreage | Town Homes | 28x68 | 35x70 | 40x90 | Total Units |
|---|---|---|---|---|---|---|---|
| Village 1 | Town Homes | 6.2158 | 96 | | | | 96 |
| Village 2 | 28' x 68' Row Lot Typ. | 3.0610 | | 38 | | | 38 |
| Village 3 | 40' x 90' Alley Lot Typ. | 5.6460 | | | | 69 | 69 |
| Village 4 | 40' x 90' Alley Lot Typ. | 5.5037 | | | | 46 | 46 |
| Village 5 | 28' x 68' Row Lot Typ. | 5.0465 | | 77 | | | 77 |
| Village 6 | 35' x 70' Std. Lot Typ. | 3.4986 | | | 38 | | 38 |
| Village 7 | 28' x 68' Row Lot Typ. | 0.8770 | | 10 | | | 10 |
| Village 8 | Town Homes | 5.4825 | 84 | | | | 84 |
| Village 9 | 28' x 68' Row Lot Typ. | 3.1663 | | 49 | | | 49 |
| Village 10 | 40' x 90' Alley Lot Typ. | 4.6930 | | | | 36 | 36 |
| Village 11 | 35' x 70' Std. Lot Typ. | 9.1145 | | | 101 | | 101 |
| Village 12 | Town Homes | 0.7191 | 12 | | | | 12 |
| Village 13 | Town Homes | 1.7688 | 30 | | | | 30 |
| Village 14 | 28' x 68' Row Lot Typ. | 6.5468 | | 74 | | | 74 |
| Village 15 | 35' x 70' Std. Lot Typ. | 1.9092 | | | 24 | | 24 |
| CMU A | Live / Retail | 4.2117 | | | | | 43 |
| CMU B | | 1.3363 | | | | | |
| Retail Center | | 25.2442 | | | | | |
| Park A | | 3.7021 | | | | | |
| Park B | | 2.0544 | | | | | |
| Park C | | 1.9386 | | | | | |
| OS-A | Open Space | 0.2999 | | | | | |
| OS-B | Open Space | 0.8499 | | | | | |
| OS-C | Open Space | 0.5139 | | | | | |
| OS-D | Open Space | 0.1033 | | | | | |
| OS-E | Open Space | 0.1033 | | | | | |
| Roads | A, B & C and Entries | 4.3472 | | | | | |
| LS Corridors | | 4.9181 | | | | | |
| Total | | 116.9604 | 222 | 248 | 163 | 151 | 827 du |

**Color Legend**

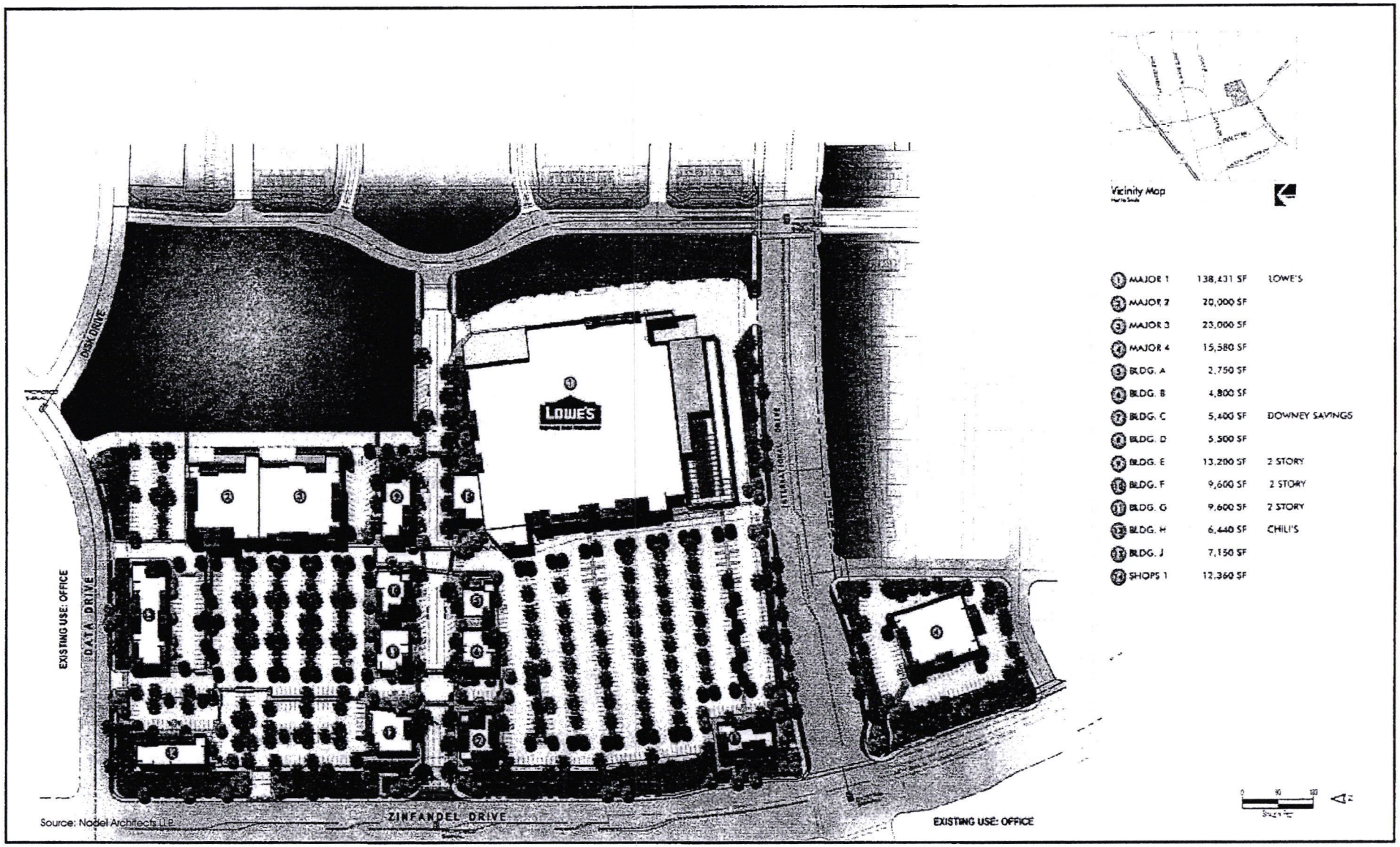
- Town Homes
- 28' x 68' Lots
- 35' x 70' Lots
- 40' x 90' Lots
- Open Space
- Parks
- LS Corridors
- Retail Center
- CMU's
- Roads

**Shaded Area Shown in Figure 5**

Source: Beazer

City of Rancho Cordova
Planning Department

**Figure 4**
**Site Plan**




Source: Nadel Architects LLP

R:\Capital Village\Commercial Site (Lowe's)\Site Plans

City of Rancho Cordova
Planning Department

Figure 5
Commercial Site Plan

# 3.0 Environmental Setting, Impacts And Mitigation Measures

## 3.1 INTRODUCTION

No changes proposed.

### INITIAL ENVIRONMENTAL STUDY

No changes are proposed for the following environmental checklists (based on checklists established in Appendix G of the State CEQA Guidelines):

I. Aesthetics

II. Agriculture Resources

IV. Biological Resources

V. Cultural Resources

VI. Geology and Soils

VII. Hazards and Hazardous Materials

VIII. Hydrology and Water Quality

X. Mineral Resources

XII. Population and Housing

XIII. Public Services

XIV. Recreation

XVI. Utilities and Service Systems

The above environmental discussions remain the same as those originally adopted with the Final Mitigated Negative Declaration. Changes to other checklists and their associated discussions are provided on the following pages.

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| **III. AIR QUALITY** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☒ | ☐ | ☐ | ☐ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | ☐ | ☒ | ☐ | ☐ | ☐ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ | ☐ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ | ☐ |

## Discussion of Impacts

a) [No changes proposed]

b) [No changes proposed]

c) *Potentially Significant Unless Mitigation Incorporated.* The SMAQMD has an existing operational threshold for ROG and NOx of 65 lbs per day. Urbemis Air Emissions modeling was conducted for the proposed project to determine operational emissions (**Appendix A-2**). It was determined that the proposed project would be well over the operational thresholds established by SMAQMD. Therefore, the project applicant submitted an Operational Air Quality Mitigation Plan to the SMAQMD to reduce operational emissions (**Appendix A-3**). The SMQMD determined that implementation of the Operational Air Quality Mitigation Plan would result in an 18% reduction in operational emissions (**Appendix A-4**). The SMAQMD determined that the project would still be over the operational thresholds, and that further mitigation was needed. The SMAQMD determined that $137,036 of off-site mitigation was needed to reduce operational impacts to a less than significant level (Appendix A-4).

An air quality analysis concerning the changes to the commercial portion of the project was conducted by Donald Ballanti, a certified consulting meteorologist on March 7, 2006 (**Apprendix A-5**). Ballanti's analysis was conducted using version 8.7 of the URBEMIS model and assumed the following uses for the commercial portion of the project:

- 167,584 square feet of home improvement center (including garden center)
- 87,610 square feet of other retail uses
- 11,400 square feet of office
- 20,090 square feet of restaurant
- 15,580 square feet of pharmacy

The overall change in estimated operational emissions for the project is shown in **Table 4**, below. This table shows the emissions for the entire project, including both the residential portion and the updated commercial portion of the project.

**TABLE 4**
**PREVIOUS AND REVISED ESTIMATES OF OPERATIONAL EMISSIONS ASSOCIATED WITH THE CAPITAL VILLAGE PROJECT (POUNDS PER DAY)**

| Pollutant[1] | Original Project (2005) | Revised Project (2006) | Change (lbs/day) | Change (percent) |
|---|---|---|---|---|
| ROG | 177.79 | 186.12 | 8.33 | 4.69% |
| $NO_x$ | 146.6 | 150.81 | 4.21 | 2.87% |
| CO | 1,383.75 | 1,425.38 | 41.63 | 3.01% |
| $SO_2$ | 1.32 | 1.35 | 0.03 | 2.27% |
| $PM_{10}$ | 107.48 | 110.89 | 3.41 | 3.17% |

*Source: Ballanti, March 2006*
*Note: [1]ROG = Reactive Organic Gasses, NOx = Nitrogen Oxides, CO = Carbon Monoxide, $SO_2$ = Sulfur Dioxide, $PM_{10}$ = Particulate Matter, 10 Micron*

In order to address these additional emissions, the project proponents for the commercial portion of the project submitted a new Operational Air Quality Mitigation Plan, concerning the commercial portion of the project, to meet the required 18 percent reduction in operational emissions (**Appendix A-6**). The changes in the project also required an updated operational emissions mitigation fee. The required fee is now $153,153, as shown in **Appendix A-5.**

The following mitigation measures have been incorporated into the project in reference to the Operational Air Quality Mitigation Plan and subsequent off-site mitigation fee:

Mitigation Measures

**MM 3.1h** The ~~applicant~~ project proponent for the residential portion of the project shall adhere to all provisions in the original approved Operational Air Quality Plan for a reduction of 18 percent of operational emissions. The project proponent for the commercial portion of the project shall adhere to all provisions in a new, approved Operational Air Quality Mitigation Plan to achieve the stated 18 percent reduction in operational emissions.

*Timing/Implementation:* *Prior to ~~site disturbance~~ issuance of building permits.*

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

**MM 3.1i** The project ~~applicant~~ proponents for both the residential and commercial portions of the project shall pay an off site mitigation fee, ~~of **$137,036**~~ currently calculated to be **$153,153,** to the SMAQMD in order to reduce operational related emissions to a less than significant level. The final amount of the fee is to be negotiated between the project applicant and the SMAQMD.

*Timing/Implementation:* *Prior to site disturbance.*

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

The project proponent for the residential portion of the project has obtained approval for the Operational Air Quality Plan (see **Appendix A-4**). A revised Operational Air Quality Plan dated May 31, 2006 for the commercial portion of the project is included in **Appendix A-6.** Pursuant to mitigation measure MM 3.1i, the project proponent for the residential portion of the project paid a fee in the amount of $137,036 to the SMAQMD on April 1, 2005. Therefore, mitigation measure MM 3.1i has been met for the residential portion of the project. The project proponent for the commercial portion of the project is responsible for the remaining portion of the fee, currently calculated to be $16,117.

Implementation of mitigation measures MM 3.1h and MM 3.1i would ensure a *less than significant* impact to operational related emissions.

d) [No changes proposed]

e) [No changes proposed]

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| **IX. LAND USE AND PLANNING** Would the project: | | | | | |
| a) Physically divide an existing community? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☒ | ☐ | ☐ |

**Discussion of Impacts**

a) [No changes proposed]

b) *Less Than Significant Impact.* The proposed project will change the type of uses that will ultimately be developed on the site. A General Plan Amendment and Special Planning Amendment are being requested by the project applicant to amend the existing land use. The General Plan Amendment calls for a change from Light Industrial to Townhouses, RD-10, and RD-15. The commercial portion of the proposed project varies from that originally approved and adopted by the City, as described in Section 2.3 of this SMND and in **Figure 4** and **Figure 5**. The addition of approximately 65,000 square feet of retail uses will modify the character and use of the site. However, these considerations would not affect the environmental impacts of the project. Therefore, the change in the project design does not impact the significance of this impact. Development of the Capital Village project would not result in any new or significant additional land use impacts beyond those identified. Therefore, this impact is considered less than significant.

c) [No changes proposed]

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

## Existing Setting

Bollard and Brennan conducted an Environmental Noise Assessment for the proposed project in January 2004 (See **Appendix C-1**). The purpose of the analysis was to evaluate noise impacts of the proposed commercial uses and off-site traffic on the proposed residential uses. The analysis specifically focused on noise generated by delivery truck passages, by mechanical equipment on the roofs of the commercial uses, parking lot activities, and by traffic on International Drive, Zinfandel Drive, Disk Drive, and Prospect Park Drive. Where project-related noise levels were predicted to exceed the Sacramento County General Plan Noise Element standards, noise reduction measures were evaluated. References to the Sacramento County Noise Ordinance shall be interpreted as the City of Rancho Cordova Noise Ordinance.

A new Environmental Noise Assessment for the proposed project, including the updated plan for the commercial development within the project, was conducted by Bollard Acoustical Consultants, Inc. in December, 2005 (see **Appendix C-2**). The purpose of this updated analysis was to identify any new impacts due to operation of the home improvement center as well as to address changes in the remainder of the retail area. Where project-related noise levels were predicted to exceed City of Rancho Cordova standards (identical to County of Sacramento standards), noise reduction measures were evaluated and appropriate measures were recommended.

City Staff expressed concerns regarding noise from delivery truck traffic along "Road B" in the residential portion of the project. These truck trips would be the result of the lumber deliveries for the home improvement center and could result in higher noise impacts along that roadway, immediately adjacent to homes than originally assumed. Bollard Acoustical Consultants, Inc.

provided an additional analysis of that truck traffic on February 10, 2006. In their letter, Bollard found that the addition of two or three deliveries along "Road B" a week, during daylight hours, would result in a negligible increase in ambient noise levels. Therefore, additional noise reduction measures were not required for these truck trips.

**Discussion of Impacts**

a) Potentially Significant Unless Mitigated. The Environmental Noise Assessment determined that the proposed project may expose residential land uses to noise levels that are above Sacramento County General Plan Noise Element standards. Therefore, this impact is considered potentially significant unless mitigated.

Mitigation Measures

**MM 11.1** The project applicant shall construct a ~~6-foot~~ 7-foot tall noise barrier along the rear of the primary anchor truck delivery and loading dock area within the proposed commercial use area. This barrier shall be constructed of concrete masonry materials or other materials determined appropriate by the City of Rancho Cordova. Wood shall not be used for this barrier. Loading dock usage shall be limited to daytime hours (7a.m. to 10 p.m.).

*Timing/Implementation:* *Prior to issuance of commercial use occupancy permits.*

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

**MM 11.2** The project applicant/developer shall construct a 2-foot tall parapet along the east roofline of the retail buildings south of Disk Drive, adjacent to the proposed residential uses. A 6-foot tall parapet shall be constructed along the east and south rooflines of the primary anchor buildings north of International Drive, adjacent to the proposed residential uses. A 3-foot tall parapet shall be constructed along the east roof line of the CMU A building at the southeast corner of International Drive and Zinfandel Drive, adjacent to the proposed residential uses. As an alternative to these parapets, a more detailed HVAC analysis may be performed when HVAC plans become available. At that time, the building parapet heights may be re-evaluated, at the City's discretion. Regardless, all HVAC mechanical equipment shall be shielded from sight by rooftop parapets.

*Timing/Implementation:* *Prior to issuance of commercial use occupancy permits.*

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

**MM 11.3** The project applicant shall install STC-rated 30 window assemblies in all second floor windows with a direct view of International Drive. Only the first row of homes adjacent to International Drive will need to have this upgrade. Air conditioning shall also be installed in all residences so that windows and doors may remain closed to achieve maximum acoustical isolation.

*Timing/Implementation:* *Prior to issuance of occupancy permits of affected residential units.*

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

Implementation of Mitigation Measures 11.1 through 11.3 would reduce the project's potential noise impacts to *less than significant*.

b) [No changes proposed]

c) [No changes proposed]

d) [No changes proposed]

e) [No changes proposed]

f) [No changes proposed]

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| **XV. TRANSPORTATION/TRAFFIC** Would the project: | | | | | |
| a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)? | ☐ | ☒ | ☐ | ☐ | ☐ |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | ☐ | ☒ | ☐ | ☐ | ☐ |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | ☐ | ☐ | ☐ | ☒ | ☐ |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☒ | ☐ | ☐ |
| e) Result in inadequate emergency access? | ☐ | ☐ | ☒ | ☐ | ☐ |
| f) Result in inadequate parking capacity? | ☐ | ☐ | ☒ | ☐ | ☐ |
| g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | ☐ | ☐ | ☒ | ☐ | ☐ |

### Existing Setting

MRO Engineers conducted a Traffic Impact Analysis for the proposed Capital Village Site dated December 30, 2004 (**See Appendix D-1**). This Traffic Impact Analysis studied traffic impacts to twenty six (26) different intersections in the project vicinity along with impacts to local freeway segments and freeway ramps. Intersection operations are typically described in terms of level of service (LOS), which is reported on a scale from LOS A (representing free-flow conditions) to LOS F (which represents substantial congestion and delay). The study found that without proposed project related traffic, the Zinfandel Drive/U.S. Highway 50 Eastbound ramp currently operates at an unacceptable level during the a.m. peak hour.

MRO Engineers conducted a new Traffic Impact Analysis in November 2005 (see **Appendix D-2**). This new analysis was conducted in order to incorporate changes to the design of the commercial portion of the project, as described in Section 2.0 of this SMND. In addition to the large home improvement center now included in the project, the report also analyzed the addition of more restaurant space, a pharmacy, and office space. When the original Mitigated Negative Declaration was adopted by the City in March 2005, the City was utilizing the County of Sacramento's traffic standard of LOS E. The County considers any impacts below E as significant. In the time since the original MND was adopted, the City of Rancho Cordova has established its own standard of LOS D. Therefore, the updated analysis was also to ensure that no impacts from implementation of the project would result in LOD E or LOS F. The updated Traffic Impact Analysis is included as **Appendix D-2.**

**Discussion of Impacts**

a) *Potentially Significant Impact Unless Mitigation Incorporated.* The Capital Village project would increase the number of vehicle trips, the volume-to-capacity ratio on roads, and congestion at intersections over existing conditions. The Traffic Impact Analysis determined that the proposed project would result in approximately 20,900 daily trips. The Traffic Impact Analysis determined that with the addition of project-related traffic, freeway segments will continue to operate at acceptable levels of service (i.e., LOS E or better). However, the study found that the intersection of Zinfandel Drive/Data Drive would degrade in service from a LOS E to a LOS F with the addition of project related traffic.

The updated analysis of November 2005 concluded that the updated commercial portion of the project would result in an additional 37 AM peak hour trips and 22 PM peak hour trips, a minor increase. With or without the changes to the project proposed in this SMND, the project will result in LOS F at the intersection of Zinfandel Drive and Data Drive.

The Traffic Impact Analysis identifies needed improvements to this intersection to reduce traffic impacts to a less than significant level. The following mitigation measure addresses these needed improvements identified in the Traffic Impact Analysis:

Mitigation Measures

**MM 15.1** The project applicant shall pay its "fair share" to construct improvements including a signal at the Zinfandel Drive/Data Drive intersection. The Capital Village project applicant shall also pay its "fair share" in modifying the east and west approaches to provide a dedicated left-turn lane and shared through/right-turn lane to this intersection. The traffic signal timing shall be modified to operate the east and west approaches with "split" phasing. Percent "fair share" paid by the project applicant shall be determined by the City of Rancho Cordova's Public Works Department.

*Timing/Implementation:* *Construction of improvements shall commence prior to recordation of final map, and construction of improvements shall be completed prior to issuance of building permits, or to the satisfaction of the Public Works Department.*

*Enforcement/Monitoring:* *City of Rancho Cordova Public Works Department.*

Implementation of mitigation measure 15.1 would reduce existing plus project traffic impacts to a *less than significant* level.

b) *Potentially Significant Impact Unless Mitigation Incorporated.* Under future cumulative conditions, the original Traffic Impact Analysis determined that the proposed project would impact several of the areas intersections. The updated traffic analysis provided by MRO Engineers for the redesigned commercial portion of the project identified new impacts not originally identified in the MND. Additionally, in the intervening time between the adoption of the original MND and the redesign of the commercial portion, the City has adopted new traffic standards. The City of Rancho Cordova now considers any impact that would result in a LOS E or LOS F to be a significant impact.

The following mitigation measures were identified to reduce cumulative traffic impacts incurred by the proposed project. These mitigation measures include those originally adopted as well as new measures to address the impacts of the new project design and updated City standards. The updated Traffic Impact Analysis suggested new improvements to two intersections in order to ensure less than significant impacts. However, through coordination with the applicant, the traffic consultant (MRO Engineers), and the City's Public Works Department, these improvements were refined and modified to account for City plans and the feasibility of the measures. The modified mitigations are included below (see MM 15.5 and MM 15.6).

Mitigation Measures

~~**MM 15.2** The project applicant shall pay its "fair share" in to construct improvements including a signal at the Zinfandel Drive/Data Drive intersection. The Capital Village project applicant shall also pay its "fair share" in modifying the east and west approaches to provide a dedicated left-turn lane and shared left through/right-turn lane to this intersection. The traffic signal timing shall be modified to operate the east and west approaches with "split" phasing. Percent "fair share" paid by the project applicant shall be determined by the City of Rancho Cordova's Public Works Department.~~

~~*Timing/Implementation:* *Construction of improvements shall commence prior to recordation of final map, and construction of improvements shall be completed prior to issuance of building permits, or to the satisfaction of the Public Works Department.*~~

~~*Enforcement/Monitoring:* *City of Rancho Cordova Public Works Department.*~~

**MM ~~15.3~~ 15.2** The project applicant shall construct a third westbound through lane to the intersection of Zinfandel Drive/White Rock Road.

*Timing/Implementation:* *Construction of improvements shall commence prior to recordation of final map, and construction of improvements shall be completed prior to issuance of building permits, or to the satisfaction of the Public Works Department.*

*Enforcement/Monitoring:* *City of Rancho Cordova Public Works Department.*

**MM ~~15.4~~ 15.3** The project applicant shall construct a signal for the intersection of Data Drive/Disk Drive. Furthermore, the project applicant shall provide the following improvements to the intersection:

- Northbound Data Drive: One through lane and one right-turn lane,
- Southbound Data Drive: One left-turn land and one through lane,
- Westbound Disk Drive: One left-turn lane and one right-turn lane, and

- Interconnect and coordinate signal with the adjacent signals of Zinfandel Drive/Data Drive and Prospect Park Drive (West)/Data Drive/White Rock Road.

*Timing/Implementation:* *Construction of improvements shall commence prior to recordation of final map, and construction of improvements shall be completed prior to issuance of building permits, or to the satisfaction of the Public Works Department.*

*Enforcement/Monitoring:* *City of Rancho Cordova Public*

**MM 15.4 ~~15.5~~** The project applicant shall provide right-turn overlap phasing on the northbound approach (simultaneous with the protected westbound left-turn phase) for the intersection of Kilgore Road/White Rock Road.

*Timing/Implementation:* *Construction of improvements shall commence prior to recordation of final map, and construction of improvements shall be completed prior to issuance of building permits, or to the satisfaction of the Public Works Department.*

*Enforcement/Monitoring:* *City of Rancho Cordova Public Works Department.*

**MM 15.5** The project proponent for the commercial portion of the project shall pay their "fair share" to construct an additional northbound right turn lane at the intersection of Prospect Park Drive, Data Drive, and White Rock Road as part of the City of Rancho Cordova Circulation Improvement Plan. The amount of the "fair share" payment is to be negotiated between the project proponent of the commercial portion of the project and the Public Works department.

*Timing/Implementation:* *Prior to issuance of building permits, or to the satisfaction of the Public Works Department.*

*Enforcement/Monitoring:* *City of Rancho Cordova Public Works Department.*

**MM 15.6** The project proponent for the commercial portion of the project shall pay their "fair share" to construct an additional northbound through lane for the intersection of Zinfandel Drive and Folsom Boulevard, as part of the City of Rancho Cordova Circulation Improvement Plan. This would result in two protected left turn lanes, two through lanes, and an exclusive right turn lane for the northbound portion of the intersection. The amount of the "fair share" payment is to be negotiated between the project proponent for the commercial portion of the project and the Public Works department.

*Timing/Implementation:* *Prior to issuance of building permits, or to the satisfaction of the Public Works Department.*

*Enforcement Monitoring: City of Rancho Cordova Public Works Department.*

Implementation of mitigation measures 15.2 through ~~15.5~~ 15.6 would reduce cumulative traffic impacts to a *less than significant level.*

c) [No changes proposed]

d) [No changes proposed]

e) [No changes proposed]

f) [No changes proposed]

g) [No changes proposed]

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporation | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| **XVII. MANDATORY FINDINGS OF SIGNIFICANCE** | | | | | |
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☒ | ☐ | ☐ | ☐ |
| b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. | ☐ | ☒ | ☐ | ☐ | ☐ |
| d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☒ | ☐ | ☐ |

### Discussion of Impacts

a) [No changes proposed]

b) The proposed project would not have an adverse effect on the environment, as found in this SMND. Mitigation measures included in this SMND would not have any adverse effect on the environment, nor would they preclude any other environmental efforts of the City or local agencies. The project was previously circulated and any public comments were addressed. Additionally, the project is part of an organized development process for the City, as outlined in the Draft General Plan and other efforts of the City of Rancho Cordova Planning Department. Therefore, the proposed project would have a *less than significant* impact.

c) *Less Than Significant Impact with Mitigation Incorporation.* The project would not result in cumulatively considerable impacts with implementation of identified mitigation measures. Furthermore, project impacts would be reduced by adherence to basic regulatory requirements and/or conditions of approval incorporated into the project design, and/or mitigation measures. In regards to the updated commercial portion of the project site, potential cumulative impacts were identified in the areas of aesthetics and public services (see Section 4.0). According to data provided by an Urban Decay Analysis conducted by CB Richard Ellis Consulting (see **Appendix E**), no cumulatively considerable impacts are expected in either area. Therefore, the proposed project would result in a *less than significant* impact.

d) [No changes proposed]

# 4.0 Cumulative Impacts

## 4.1 CUMULATIVE IMPACTS

### INTRODUCTION

No changes proposed.

### CUMULATIVE SETTING

The cumulative setting for Capital Village project include buildout proposed under the Sunrise Douglas Community Plan and SunRidge Specific Plan, which includes the proposed Suncreek (Sunrise Douglas 2 Specific Plan), and the Anatolia I, II, III developments, the proposed Preserve at Sunridge, Sunridge Park, Lot J, Montelena, and Sunridge East. In addition, there are several other planned, proposed, and approved projects in the City of Rancho Cordova and eastern Sacramento County, which include, but are not limited to, Rio Del Oro and the Villages at Zinfandel, which contribute to cumulative development in the vicinity of the proposed project.

Additional cumulative analysis for impacts to the surround portions of the City, primarily the commercial centers along Folsom Boulevard, was conducted as a result of the changes to the commercial portion of the site.

### CUMULATIVE IMPACT ANALYSIS

#### Aesthetics

Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts. An Urban Decay Analysis was conducted by CB Richard Ellis Consulting in order to determine if the changes to the commercial aspect of the project would result in urban decay impacts, including aesthetic impacts, due to the effect a large home improvement center could have on local area building suppliers and other related industries and retailers (see **Appendix E**). The report found that, with the projected growth in the City as well as the relative lack of home improvement centers of this magnitude in the City, urban decay would not be a likely result of the project. Therefore, the project would result in *less than significant* impacts on aesthetic resources under cumulative conditions.

#### Agricultural Resources

[No changes proposed]

#### Air Quality

[No changes proposed]

#### Biological Resources

[No changes proposed]

#### Cultural Resources

[No changes proposed]

**Geology and Soils**

[No changes proposed]

**Hazards and Hazardous Materials**

[No changes proposed]

**Hydrology and Water Quality**

[No changes proposed]

**Land Use and Planning**

[No changes proposed]

**Mineral Resources**

[No changes proposed]

**Noise**

[No changes proposed]

**Population and Housing**

[No changes proposed]

**Public Services**

Implementation of the proposed improvements would not result in a cumulative increase in the severity of public service impacts. The potential for the commercial portion of the project to cause urban blight was studied in an Urban Decay Analysis provided by CB Richard Ellis Consulting (see **Appendix E**). Urban blight can result in increased crime, including arson and other property crime, in an area. If crime were to increase in the cumulative area as a result of the project's impact on area businesses, additional police and fire response facilities, personnel, and equipment would be required. Additional facilities for both the Fire District and the Police Department could result in cumulative environmental impacts. However, the Urban Decay Analysis found that projected growth in the City as well as the relative lack of home improvement centers in the City, the proposed project would not contribute to urban decay. Thus, a *less than significant* impact to public services is anticipated.

**Recreation**

[No changes proposed]

**Utilities and Service Systems**

[No changes proposed]

**Transportation/Circulation**

[No changes proposed]

**Water**

[No changes proposed]

# 5.0 DETERMINATION

## 5.0 DETERMINATION

On the basis of this initial evaluation:

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

■ I find that, although the proposed project could have a significant effect on the environment, however; there will not be a significant effect in this case because the mitigation measures described in Section 3 of this document have been added to the project. A **MITIGATED NEGATIVE DECLARATION** is required.

■ I find that, while significant changes were made to the proposed project following adoption of the original Mitigated Negative Declaration, those changes did not require extensive changes to the original document. Therefore, a **SUPPLEMENTAL MITIGATED NEGATIVE DECLARATION** is appropriate.

☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed Project **MAY** have a significant effect(s) on the environment, but one or more of such significant effects: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, all potentially significant effects: (a) have been analyzed and adequately addressed in an earlier EIR pursuant to applicable standards, or (b) have been avoided or mitigated pursuant to that earlier EIR, previous Mitigated Negative Declaration, or this Subsequent Mitigated Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project.

Signature: H Anderson Date: 4/24/06

Printed Name: Hilary Anderson For: City of Rancho Cordova

Per CEQA Section 15070(b)(1), the project proponents for the proposed Capital Village project have reviewed and agreed to the mitigation measures contained in this Mitigated Negative Declaration.

**Project Proponent for Residential Portion (Beazer Homes)**

Signature: [signature] Date: 4-18-06

Printed Name: James G. Van Moreen, Jr For: Beazer Homes

**Project Proponent for Commercial Portion (DSL Service Company)**

Signature: [signature], SVP Date: 4.18.06

Printed Name: David Casty For: DSL Service Company

# 6.0 Report Preparation and Consultations

## 6.1 REPORT PREPARATION AND REFERENCES (SUPPLEMENTAL MND)

| | |
|---|---|
| Paul Junker | Planning Director |
| Bill Campbell | Principal Planner |
| Hilary Anderson | Environmental Coordinator |
| Kevin Freibott | Environmental Planner |
| Cori Resha | Assistant Environmental Planner |
| Cyrus Abhar | City Engineer |

## 6.2 PERSONS AND AGENCIES CONSULTED (SUPPLEMENTAL MND)

| | |
|---|---|
| Jeane Borkenhagen | SMAQMD |

## 6.3 REPORT PREPARATION AND REFERENCES (ORIGINAL MND)

CITY OF RANCHO CORDOVA- LEAD AGENCY

| | |
|---|---|
| Bret Sampson | Associate Planner |
| Brett Bollinger | Assistant Planner |
| Cyrus Abhar | City Engineer |

## 6.4 PERSONS AND AGENCIES CONSULTED (ORIGINAL MND)

| | |
|---|---|
| Jeff Atterberry | CSD-1 |
| Melanie Spahn | CSD-1 |
| Tammy Urquhart | Sacramento County Department of Transportation |
| Jeane Borkenhagen | SMAQMD |
| George Booth | Sacramento County Drainage and Flood Control |
| Rick Blackmarr | Sacramento County Department of County Engineering and Administration |

# 7.0 REFERENCES

## 7.1 REFERENCES (SUPPLEMENTAL MND)

Ballanti, Donald. 2006, March. *Updated Air Quality Analysis for the Capital Village Project, City of Rancho Cordova.* Attached as Appendix A-5.

Bollard Acoustical Consultants, Inc. 2006, March. *Evaluation of off-site truck traffic noise levels associated Capital Village Project.* Attached as Appendix C-2.

CB Richard Ellis Consulting. 2006, March. *Urban Decay Analysis for Lowe's Home Improvement Warehouse, Capital Village, Rancho Cordova, California and Associated Findings.* Attached as Appendix E.

The Hoyt Company. 2006, June. *Capital Village Air Quality Plan.* Attached as Appendix A-6.

MRO Engineers. 2006, February (revised). *Revised Supplemental Traffic Analysis/Trip Generation Comparison: Capital Village Retail Center – Rancho Cordova, California.* Attached as Appendix D-2.

## 7.2 REFERENCES (ORIGINAL MND)

ENGEO, Inc. *Phase One Environmental Site Assessment.* June 21, 2004.

ENGEO, Inc. *Geotechnical Report.* June 18, 2004.

ENGEO, Inc. *Phase II Environmental Site Assessment.* August 2, 2004.

MRO Engineers. *Traffic Impact Analysis.* Capital Village. December 30, 2004.

Pacific Municipal Consultants. *Archaeological and Historical Investigation.* January 12, 2005.

Sacramento County. *Sacramento County General Plan.* 1993.

Sacramento County. *Sacramento County General Plan EIR.* 1993.

# APPENDIX A-1
# CONSTRUCTION EMISSIONS

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase1.urb
Project Name: Capitol Village Phase I
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

| *** 2005 *** | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 24.34 | 184.82 | 171.41 | 0.04 | 66.42 | 8.41 | 58.01 |

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase1.urb
Project Name: Capitol Village Phase I
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

CONSTRUCTION EMISSION ESTIMATES

| *** 2005 *** | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 24.34 | 184.82 | 171.41 | 0.04 | 66.42 | 8.41 | 58.01 |

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase1.urb
Project Name: Capitol Village Phase I
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

Construction Start Month and Year: May, 2005
Construction Duration: 6
Total Land Use Area to be Developed: 116 acres
Maximum Acreage Disturbed Per Day: 5.8 acres
Single Family Units: 0 Multi-Family Units: 271
Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

| Source | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| *** 2005*** | | | | | | | |
| Phase 1 - Demolition Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 58.00 | - | 58.00 |
| Off-Road Diesel | 19.47 | 123.16 | 165.51 | - | 5.35 | 5.35 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.17 | 0.26 | 4.41 | 0.00 | 0.02 | 0.01 | 0.01 |
| Maximum lbs/day | 19.64 | 123.42 | 169.92 | 0.00 | 63.37 | 5.36 | 58.01 |
| Phase 3 - Building Construction | | | | | | | |
| Bldg Const Off-Road Diesel | 18.68 | 156.37 | 127.97 | - | 7.29 | 7.29 | 0.00 |
| Bldg Const Worker Trips | 0.68 | 0.40 | 8.55 | 0.00 | 0.10 | 0.01 | 0.09 |
| Arch Coatings Off-Gas | 0.00 | - | - | - | - | - | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.81 | - | - | - | - | - | - |
| Asphalt Off-Road Diesel | 4.00 | 25.08 | 33.99 | - | 1.05 | 1.05 | 0.00 |
| Asphalt On-Road Diesel | 0.15 | 2.95 | 0.55 | 0.04 | 0.07 | 0.07 | 0.00 |
| Asphalt Worker Trips | 0.03 | 0.02 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 24.34 | 184.82 | 171.41 | 0.04 | 8.51 | 8.41 | 0.10 |
| Max lbs/day all phases | 24.34 | 184.82 | 171.41 | 0.04 | 66.42 | 8.41 | 58.01 |

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: May '05
Phase 2 Duration: 1.0 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 5 | Graders | 174 | 0.575 | 8.0 |
| 2 | Off Highway Trucks | 417 | 0.490 | 8.0 |
| 4 | Rollers | 114 | 0.430 | 8.0 |

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jun '05
Phase 3 Duration: 5.0 months
Start Month/Year for SubPhase Building: Jun '05
SubPhase Building Duration: 4.5 months
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 9 | Other Equipment | 190 | 0.620 | 8.0 |

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Oct '05
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 3.4
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 1 | Graders | 174 | 0.575 | 8.0 |
| 1 | Pavers | 132 | 0.590 | 8.0 |
| 1 | Rollers | 114 | 0.430 | 8.0 |

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephasel.urb
Project Name: Capitol Village Phase I
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: May, 2005
Construction Duration: 6
Total Land Use Area to be Developed: 116 acres
Maximum Acreage Disturbed Per Day: 5.8 acres
Single Family Units: 0 Multi-Family Units: 271
Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

| Source *** 2005*** | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| Phase 1 - Demolition Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 58.00 | - | 58.00 |
| Off-Road Diesel | 19.47 | 123.16 | 165.51 | - | 5.35 | 5.35 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.17 | 0.26 | 4.41 | 0.00 | 0.02 | 0.01 | 0.01 |
| Maximum lbs/day | 19.64 | 123.42 | 169.92 | 0.00 | 63.37 | 5.36 | 58.01 |
| Phase 3 - Building Construction | | | | | | | |
| Bldg Const Off-Road Diesel | 18.68 | 156.37 | 127.97 | - | 7.29 | 7.29 | 0.00 |
| Bldg Const Worker Trips | 0.68 | 0.40 | 8.55 | 0.00 | 0.10 | 0.01 | 0.09 |
| Arch Coatings Off-Gas | 0.00 | - | - | - | - | - | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.81 | - | - | - | - | - | - |
| Asphalt Off-Road Diesel | 4.00 | 25.08 | 33.99 | - | 1.05 | 1.05 | 0.00 |
| Asphalt On-Road Diesel | 0.15 | 2.95 | 0.55 | 0.04 | 0.07 | 0.07 | 0.00 |
| Asphalt Worker Trips | 0.03 | 0.02 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 24.34 | 184.82 | 171.41 | 0.04 | 8.51 | 8.41 | 0.10 |
| Max lbs/day all phases | 24.34 | 184.82 | 171.41 | 0.04 | 66.42 | 8.41 | 58.01 |

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: May '05
Phase 2 Duration: 1.0 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 5 | Graders | 174 | 0.575 | 8.0 |
| 2 | Off Highway Trucks | 417 | 0.490 | 8.0 |
| 4 | Rollers | 114 | 0.430 | 8.0 |

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jun '05
Phase 3 Duration: 5.0 months
Start Month/Year for SubPhase Building: Jun '05
SubPhase Building Duration: 4.5 months
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 9 | Other Equipment | 190 | 0.620 | 8.0 |

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Oct '05
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 3.4
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 1 | Graders | 174 | 0.575 | 8.0 |
| 1 | Pavers | 132 | 0.590 | 8.0 |
| 1 | Rollers | 114 | 0.430 | 8.0 |

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase2.urb
Project Name: Capitol Village Phase 2
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

| *** 2005 *** | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 24.71 | 185.15 | 190.85 | 0.04 | 8.49 | 8.42 | 0.07 |

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase2.urb
Project Name: Capitol Village Phase 2
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

Construction Start Month and Year: August, 2005
Construction Duration: 5
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 187
Retail/Office/Institutional/Industrial Square Footage: 8000

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

| Source | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| *** 2005*** | | | | | | | |
| Phase 1 - Demolition Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 3 - Building Construction | | | | | | | |
| Bldg Const Off-Road Diesel | 18.68 | 156.37 | 127.97 | - | 7.29 | 7.29 | 0.00 |
| Bldg Const Worker Trips | 1.33 | 1.60 | 28.15 | 0.01 | 0.10 | 0.04 | 0.06 |
| Arch Coatings Off-Gas | 0.00 | - | - | - | - | - | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.57 | - | - | - | - | - | - |
| Asphalt Off-Road Diesel | 4.00 | 25.08 | 33.99 | - | 1.05 | 1.05 | 0.00 |
| Asphalt On-Road Diesel | 0.10 | 2.08 | 0.38 | 0.03 | 0.05 | 0.05 | 0.00 |
| Asphalt Worker Trips | 0.03 | 0.02 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 24.71 | 185.15 | 190.85 | 0.04 | 8.49 | 8.42 | 0.07 |
| Max lbs/day all phases | 24.71 | 185.15 | 190.85 | 0.04 | 8.49 | 8.42 | 0.07 |

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Aug '05
Phase 3 Duration: 5 months
Start Month/Year for SubPhase Building: Aug '05
SubPhase Building Duration: 4.5 months
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 9 | Other Equipment | 190 | 0.620 | 8.0 |

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Dec '05
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 2.4
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 1 | Graders | 174 | 0.575 | 8.0 |
| 1 | Pavers | 132 | 0.590 | 8.0 |
| 1 | Rollers | 114 | 0.430 | 8.0 |

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase2.urb
Project Name: Capitol Village Phase 2
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: August, 2005
Construction Duration: 5
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 187
Retail/Office/Institutional/Industrial Square Footage: 8000

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

| Source | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| *** 2005*** | | | | | | | |
| Phase 1 - Demolition Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 3 - Building Construction | | | | | | | |
| Bldg Const Off-Road Diesel | 18.68 | 156.37 | 127.97 | - | 7.29 | 7.29 | 0.00 |
| Bldg Const Worker Trips | 1.33 | 1.60 | 28.15 | 0.01 | 0.10 | 0.04 | 0.06 |
| Arch Coatings Off-Gas | 0.00 | - | - | - | - | - | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.57 | - | - | - | - | - | - |
| Asphalt Off-Road Diesel | 4.00 | 25.08 | 33.99 | - | 1.05 | 1.05 | 0.00 |
| Asphalt On-Road Diesel | 0.10 | 2.08 | 0.38 | 0.03 | 0.05 | 0.05 | 0.00 |
| Asphalt Worker Trips | 0.03 | 0.02 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 24.71 | 185.15 | 190.85 | 0.04 | 8.49 | 8.42 | 0.07 |
| Max lbs/day all phases | 24.71 | 185.15 | 190.85 | 0.04 | 8.49 | 8.42 | 0.07 |

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Aug '05
Phase 3 Duration: 5 months
Start Month/Year for SubPhase Building: Aug '05
SubPhase Building Duration: 4.5 months
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 9 | Other Equipment | 190 | 0.620 | 8.0 |

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Dec '05
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 2.4
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 1 | Graders | 174 | 0.575 | 8.0 |
| 1 | Pavers | 132 | 0.590 | 8.0 |
| 1 | Rollers | 114 | 0.430 | 8.0 |

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase3.urb
Project Name: Capitol Village Phase 3
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

| *** 2005 *** | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 20.91 | 160.56 | 172.43 | 0.02 | 7.46 | 7.35 | 0.11 |

| *** 2006 *** | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 30.60 | 211.62 | 248.21 | 0.07 | 9.43 | 9.31 | 0.12 |

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase3.urb
Project Name: Capitol Village Phase 3
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

CONSTRUCTION EMISSION ESTIMATES

| *** 2005 *** | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 20.91 | 160.56 | 172.43 | 0.02 | 7.46 | 7.35 | 0.11 |

| *** 2006 *** | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 30.60 | 211.62 | 248.21 | 0.07 | 9.43 | 9.31 | 0.12 |

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase3.urb
Project Name: Capitol Village Phase 3
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

Construction Start Month and Year: October, 2005
Construction Duration: 7
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 203
Retail/Office/Institutional/Industrial Square Footage: 138210

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

| Source | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| *** 2005*** | | | | | | | |
| Phase 1 - Demolition Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 3 - Building Construction | | | | | | | |
| Bldg Const Off-Road Diesel | 18.68 | 156.37 | 127.97 | - | 7.29 | 7.29 | 0.00 |
| Bldg Const Worker Trips | 2.22 | 4.19 | 44.46 | 0.02 | 0.17 | 0.06 | 0.11 |
| Arch Coatings Off-Gas | 0.00 | - | - | - | - | - | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.00 | - | - | - | - | - | - |
| Asphalt Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| Asphalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 20.91 | 160.56 | 172.43 | 0.02 | 7.46 | 7.35 | 0.11 |
| Max lbs/day all phases | 20.91 | 160.56 | 172.43 | 0.02 | 7.46 | 7.35 | 0.11 |
| *** 2006*** | | | | | | | |
| Phase 1 - Demolition Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 3 - Building Construction | | | | | | | |
| Bldg Const Off-Road Diesel | 18.68 | 149.46 | 133.02 | - | 6.91 | 6.91 | 0.00 |
| Bldg Const Worker Trips | 2.18 | 4.17 | 43.94 | 0.02 | 0.17 | 0.06 | 0.11 |
| Arch Coatings Off-Gas | 0.00 | - | - | - | - | - | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.98 | - | - | - | - | - | - |
| Asphalt Off-Road Diesel | 8.64 | 55.36 | 71.98 | - | 2.27 | 2.27 | 0.00 |
| Asphalt On-Road Diesel | 0.17 | 2.77 | 0.62 | 0.05 | 0.07 | 0.07 | 0.00 |
| Asphalt Worker Trips | 0.04 | 0.02 | 0.41 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 30.60 | 211.62 | 248.21 | 0.07 | 9.43 | 9.31 | 0.12 |
| Max lbs/day all phases | 30.60 | 211.62 | 248.21 | 0.07 | 9.43 | 9.31 | 0.12 |

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Oct '05
Phase 3 Duration: 7 months
Start Month/Year for SubPhase Building: Oct '05
SubPhase Building Duration: 6.5 months
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 9 | Other Equipment | 190 | 0.620 | 8.0 |

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Apr '06
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 4.1
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 1 | Graders | 174 | 0.575 | 8.0 |
| 1 | Off Highway Trucks | 417 | 0.490 | 8.0 |
| 1 | Pavers | 132 | 0.590 | 8.0 |
| 1 | Paving Equipment | 111 | 0.530 | 8.0 |
| 1 | Rollers | 114 | 0.430 | 8.0 |

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase3.urb
Project Name: Capitol Village Phase 3
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: October, 2005
Construction Duration: 7
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 203
Retail/Office/Institutional/Industrial Square Footage: 138210

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

| Source | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| *** 2005*** | | | | | | | |
| Phase 1 - Demolition Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 3 - Building Construction | | | | | | | |
| Bldg Const Off-Road Diesel | 18.68 | 156.37 | 127.97 | - | 7.29 | 7.29 | 0.00 |
| Bldg Const Worker Trips | 2.22 | 4.19 | 44.46 | 0.02 | 0.17 | 0.06 | 0.11 |
| Arch Coatings Off-Gas | 0.00 | - | - | - | - | - | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.00 | - | - | - | - | - | - |
| Asphalt Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| Asphalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 20.91 | 160.56 | 172.43 | 0.02 | 7.46 | 7.35 | 0.11 |
| Max lbs/day all phases | 20.91 | 160.56 | 172.43 | 0.02 | 7.46 | 7.35 | 0.11 |
| *** 2006*** | | | | | | | |
| Phase 1 - Demolition Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 3 - Building Construction | | | | | | | |
| Bldg Const Off-Road Diesel | 18.68 | 149.46 | 133.02 | - | 6.91 | 6.91 | 0.00 |
| Bldg Const Worker Trips | 2.18 | 4.17 | 43.94 | 0.02 | 0.17 | 0.06 | 0.11 |
| Arch Coatings Off-Gas | 0.00 | - | - | - | - | - | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.98 | - | - | - | - | - | - |
| Asphalt Off-Road Diesel | 8.64 | 55.36 | 71.98 | - | 2.27 | 2.27 | 0.00 |
| Asphalt On-Road Diesel | 0.17 | 2.77 | 0.62 | 0.05 | 0.07 | 0.07 | 0.00 |
| Asphalt Worker Trips | 0.04 | 0.02 | 0.41 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 30.60 | 211.62 | 248.21 | 0.07 | 9.43 | 9.31 | 0.12 |
| Max lbs/day all phases | 30.60 | 211.62 | 248.21 | 0.07 | 9.43 | 9.31 | 0.12 |

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Oct '05
Phase 3 Duration: 7 months
Start Month/Year for SubPhase Building: Oct '05
SubPhase Building Duration: 6.5 months
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 9 | Other Equipment | 190 | 0.620 | 8.0 |

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Apr '06
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 4.1
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 1 | Graders | 174 | 0.575 | 8.0 |
| 1 | Off Highway Trucks | 417 | 0.490 | 8.0 |
| 1 | Pavers | 132 | 0.590 | 8.0 |
| 1 | Paving Equipment | 111 | 0.530 | 8.0 |
| 1 | Rollers | 114 | 0.430 | 8.0 |

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase4.urb
Project Name: Capitol Village Phase 4
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

| *** 2006 *** | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 29.80 | 209.93 | 237.24 | 0.06 | 9.38 | 9.29 | 0.09 |

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase4.urb
Project Name: Capitol Village Phase 4
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

CONSTRUCTION EMISSION ESTIMATES

| *** 2006 *** | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 29.80 | 209.93 | 237.24 | 0.06 | 9.38 | 9.29 | 0.09 |

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase4.urb
Project Name: Capitol Village Phase 4
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

Construction Start Month and Year: February, 2006
Construction Duration: 6
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 166
Retail/Office/Institutional/Industrial Square Footage: 98297

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

| Source *** 2006*** | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| Phase 1 - Demolition Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 3 - Building Construction | | | | | | | |
| Bldg Const Off-Road Diesel | 18.68 | 149.46 | 133.02 | - | 6.91 | 6.91 | 0.00 |
| Bldg Const Worker Trips | 1.62 | 3.04 | 32.71 | 0.02 | 0.13 | 0.05 | 0.08 |
| Arch Coatings Off-Gas | 0.00 | - | - | - | - | - | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.76 | - | - | - | - | - | - |
| Asphalt Off-Road Diesel | 8.64 | 55.36 | 71.98 | - | 2.27 | 2.27 | 0.00 |
| Asphalt On-Road Diesel | 0.13 | 2.16 | 0.48 | 0.04 | 0.06 | 0.06 | 0.00 |
| Asphalt Worker Trips | 0.04 | 0.02 | 0.41 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 29.80 | 209.93 | 237.24 | 0.06 | 9.38 | 9.29 | 0.09 |
| Max lbs/day all phases | 29.80 | 209.93 | 237.24 | 0.06 | 9.38 | 9.29 | 0.09 |

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Feb '06
Phase 3 Duration: 6.0 months
Start Month/Year for SubPhase Building: Feb '06
SubPhase Building Duration: 5.5 months
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 9 | Other Equipment | 190 | 0.620 | 8.0 |

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Apr '06
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 3.2
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 1 | Graders | 174 | 0.575 | 8.0 |
| 1 | Off Highway Trucks | 417 | 0.490 | 8.0 |
| 1 | Pavers | 132 | 0.590 | 8.0 |
| 1 | Paving Equipment | 111 | 0.530 | 8.0 |
| 1 | Rollers | 114 | 0.430 | 8.0 |

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillagephase4.urb
Project Name: Capitol Village Phase 4
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: February, 2006
Construction Duration: 6
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 166
Retail/Office/Institutional/Industrial Square Footage: 98297

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

| Source | ROG | NOx | CO | SO2 | PM10 TOTAL | PM10 EXHAUST | PM10 DUST |
|---|---|---|---|---|---|---|---|
| *** 2006*** | | | | | | | |
| Phase 1 - Demolition Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 2 - Site Grading Emissions | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.00 | - | 0.00 |
| Off-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Phase 3 - Building Construction | | | | | | | |
| Bldg Const Off-Road Diesel | 18.68 | 149.46 | 133.02 | - | 6.91 | 6.91 | 0.00 |
| Bldg Const Worker Trips | 1.62 | 3.04 | 32.71 | 0.02 | 0.13 | 0.05 | 0.08 |
| Arch Coatings Off-Gas | 0.00 | - | - | - | - | - | - |
| Arch Coatings Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Asphalt Off-Gas | 0.76 | - | - | - | - | - | - |
| Asphalt Off-Road Diesel | 8.64 | 55.36 | 71.98 | - | 2.27 | 2.27 | 0.00 |
| Asphalt On-Road Diesel | 0.13 | 2.16 | 0.48 | 0.04 | 0.06 | 0.06 | 0.00 |
| Asphalt Worker Trips | 0.04 | 0.02 | 0.41 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 29.80 | 209.93 | 237.24 | 0.06 | 9.38 | 9.29 | 0.09 |
| Max lbs/day all phases | 29.80 | 209.93 | 237.24 | 0.06 | 9.38 | 9.29 | 0.09 |

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Feb '06
Phase 3 Duration: 6.0 months
Start Month/Year for SubPhase Building: Feb '06
SubPhase Building Duration: 5.5 months
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 9 | Other Equipment | 190 | 0.620 | 8.0 |

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Apr '06
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 3.2
Off-Road Equipment

| No. | Type | Horsepower | Load Factor | Hours/Day |
|---|---|---|---|---|
| 1 | Graders | 174 | 0.575 | 8.0 |
| 1 | Off Highway Trucks | 417 | 0.490 | 8.0 |
| 1 | Pavers | 132 | 0.590 | 8.0 |
| 1 | Paving Equipment | 111 | 0.530 | 8.0 |
| 1 | Rollers | 114 | 0.430 | 8.0 |

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

# APPENDIX A-2
# OPERATIONAL EMISSIONS

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillage.urb
Project Name: Capitol Village
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 42.85 | 11.85 | 13.65 | 0.22 | 0.04 |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 134.95 | 134.75 | 1,370.10 | 1.11 | 107.44 |

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 177.79 | 146.60 | 1,383.75 | 1.32 | 107.48 |

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillage.urb
Project Name: Capitol Village
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 1,196.92 | 56.68 | 2,790.53 | 7.35 | 427.43 |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 158.31 | 201.73 | 1,686.25 | 1.10 | 107.44 |

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 1,355.23 | 258.41 | 4,476.78 | 8.46 | 534.86 |

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillage.urb
Project Name: Capitol Village
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

| Source | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| Natural Gas | 0.89 | 11.74 | 4.93 | - | 0.02 |
| Wood Stoves | 218.73 | 34.31 | 1,752.70 | 5.72 | 285.92 |
| Fireplaces | 936.39 | 10.63 | 1,032.90 | 1.64 | 141.48 |
| Landscaping - No winter emissions | | | | | |
| Consumer Prdcts | 40.90 | - | - | - | - |
| TOTALS(lbs/day,unmitigated) | 1,196.92 | 56.68 | 2,790.53 | 7.35 | 427.43 |

UNMITIGATED OPERATIONAL EMISSIONS

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| Single family housing | 50.90 | 74.89 | 592.03 | 0.43 | 42.31 |
| Condo/townhouse general | 16.58 | 24.39 | 192.85 | 0.14 | 13.78 |
| Restaurant | 6.46 | 6.31 | 59.39 | 0.03 | 2.92 |
| Retaill | 84.37 | 96.14 | 841.98 | 0.50 | 48.42 |
| TOTAL EMISSIONS (lbs/day) | 158.31 | 201.73 | 1,686.25 | 1.10 | 107.44 |

Includes correction for passby trips.
Includes a double counting reduction for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Temperature (F): 40 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Trip Rate | Size | Total Trips |
|---|---|---|---|
| Single family housing | 9.56 trips / dwelling units | 571.00 | 5,458.76 |
| Condo/townhouse general | 6.71 trips / dwelling units | 265.00 | 1,778.15 |
| Restaurant | 127.50 trips / 1000 sq. ft. | 8.00 | 1,020.00 |
| Retaill | 48.63 trips / 1000 sq. ft. | 259.69 | 12,628.72 |

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Auto | 55.60 | 2.20 | 97.30 | 0.50 |
| Light Truck < 3,750 lbs | 15.10 | 4.00 | 93.40 | 2.60 |
| Light Truck 3,751- 5,750 | 15.90 | 1.90 | 96.90 | 1.20 |
| Med Truck 5,751- 8,500 | 7.00 | 1.40 | 95.70 | 2.90 |
| Lite-Heavy 8,501-10,000 | 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.30 | 0.00 | 66.70 | 33.30 |
| Med-Heavy 14,001-33,000 | 1.00 | 10.00 | 20.00 | 70.00 |
| Heavy-Heavy 33,001-60,000 | 0.90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lbs | 0.00 | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motorcycle | 1.70 | 82.40 | 17.60 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 0.00 | 91.70 | 8.30 |

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 9.7 | 3.8 | 4.6 | 7.8 | 4.5 | 4.5 |
| Rural Trip Length (miles) | 16.8 | 7.1 | 7.9 | 14.7 | 6.6 | 6.6 |
| Trip Speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | |
| % of Trips - Commercial (by land use) | | | | | | |
| Restaurant | | | | 5.0 | 2.5 | 92.5 |
| Retaill | | | | 2.0 | 1.0 | 97.0 |

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

Changes made to the default values for Operations

The pass by trips option switch changed from off to on.
The operational emission year changed from 2004 to 2006.
The double counting internal work trip limit changed from  to 303.574494.
The double counting shopping trip limit changed from  to 151.787247.
The double counting other trip limit changed from  to 3727.00865.
The travel mode environment settings changed from  both to: none

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\bsampson\Desktop\Capital\capitolvillage.urb
Project Name: Capitol Village
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

| Source | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| Natural Gas | 0.89 | 11.74 | 4.93 | - | 0.02 |
| Wood Stoves - No summer emissions | | | | | |
| Fireplaces - No summer emissions | | | | | |
| Landscaping | 1.05 | 0.11 | 8.72 | 0.22 | 0.02 |
| Consumer Prdcts | 40.90 | - | - | - | - |
| TOTALS(lbs/day,unmitigated) | 42.85 | 11.85 | 13.65 | 0.22 | 0.04 |

UNMITIGATED OPERATIONAL EMISSIONS

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| Single family housing | 48.05 | 49.60 | 517.81 | 0.43 | 42.31 |
| Condo/townhouse general | 16.73 | 16.16 | 168.67 | 0.14 | 13.78 |
| Restaurant | 4.80 | 4.28 | 43.10 | 0.03 | 2.92 |
| Retaill | 65.37 | 64.72 | 640.52 | 0.50 | 48.42 |
| TOTAL EMISSIONS (lbs/day) | 134.95 | 134.75 | 1,370.10 | 1.11 | 107.44 |

Includes correction for passby trips.
Includes a double counting reduction for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Trip Rate | Size | Total Trips |
|---|---|---|---|
| Single family housing | 9.56 trips / dwelling units | 571.00 | 5,458.76 |
| Condo/townhouse general | 6.71 trips / dwelling units | 265.00 | 1,778.15 |
| Restaurant | 127.50 trips / 1000 sq. ft. | 8.00 | 1,020.00 |
| Retaill | 48.63 trips / 1000 sq. ft. | 259.69 | 12,628.72 |

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Auto | 55.60 | 2.20 | 97.30 | 0.50 |
| Light Truck < 3,750 lbs | 15.10 | 4.00 | 93.40 | 2.60 |
| Light Truck 3,751- 5,750 | 15.90 | 1.90 | 96.90 | 1.20 |
| Med Truck 5,751- 8,500 | 7.00 | 1.40 | 95.70 | 2.90 |
| Lite-Heavy 8,501-10,000 | 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.30 | 0.00 | 66.70 | 33.30 |
| Med-Heavy 14,001-33,000 | 1.00 | 10.00 | 20.00 | 70.00 |
| Heavy-Heavy 33,001-60,000 | 0.90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lbs | 0.00 | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motorcycle | 1.70 | 82.40 | 17.60 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 0.00 | 91.70 | 8.30 |

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 9.7 | 3.8 | 4.6 | 7.8 | 4.5 | 4.5 |
| Rural Trip Length (miles) | 16.8 | 7.1 | 7.9 | 14.7 | 6.6 | 6.6 |
| Trip Speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | |
| % of Trips - Commercial (by land use) | | | | | | |
| Restaurant | | | | 5.0 | 2.5 | 92.5 |
| Retaill | | | | 2.0 | 1.0 | 97.0 |

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

Changes made to the default values for Operations

The pass by trips option switch changed from off to on.
The operational emission year changed from 2004 to 2006.
The double counting internal work trip limit changed from  to 303.574494.
The double counting shopping trip limit changed from  to 151.787247.
The double counting other trip limit changed from  to 3727.00865.
The travel mode environment settings changed from  both to: none

# APPENDIX A-3
# ORIGINAL AIR QUALITY MITIGATION PLAN

**Operational Air Quality Mitigation Plan for**
**Capital Village – Rancho Cordova, CA**

| # | Description | Point Value |
|---|---|---|
| 5 | Entire project is located within ½ mile of an existing Class 1 or Class 2 bike lane and provides a comparable bikeway connection to that existing facility.<br><br>**The proposed development is located within ½ mile of the Class 1 Folsom/South Canal bikeway (west of Sunrise). A Class 2 bike way runs from the development along International Drive to the Class 1 and other commercial/residential projects in the area.** | 1.0 |
| 8 | Provide a display case or kiosk displaying transportation information in a prominent area accessible to employees or residents.<br><br>**Kiosks will be installed adjacent to monumentation within the project. Kiosk design is currently under development and will include business location information for the commercial site, informational newsletters for the community and transportation information (bus, light rail, etc). Locations are shown on Exhibit 1. The proponent will initiate annexation of this project into County Service Area (CSA) 10 or other non-revocable funding mechanism.** | 0.5 |
| 9 | High density residential, mixed, or retain/commercial uses within ¼ mile of existing transit, linking with activity centers and other planned infrastructure. | 1.0 |
| 19 | Loading and unloading facilities for transit and carpool/vanpool users.<br><br>**These facilities will be located immediately adjacent to the bus stop location (within the commercial site at the corner of Zinfandel and Data Drive). Bus stop location provided on Exhibit 1.** | 0.5 |
| 26 | Average residential density 18 d.u. per acre or greater.<br><br>**Average residential density is 11.5 d.u. per acre (removing acreage for streets).** | 1.5 |
| 27 | Multiple and direct street routing (grid style).<br><br>**The project has 10" "main streets" (both north/south and east/west) designed for connectivity within the site. Internal streets are 4' on a N/S and E/W grid.** | 2.5 |

| | | |
|---|---|---|
| 29 | Development of projects predominantly characterized by properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single site. A "single site" may include contiguous properties.<br><br>**The project combines a 30 acre neighborhood commercial component and also live/work units (along International Drive. These units will have the business element on the first floor and residential on the second and third floors.** | 3.0 |
| 31 | Neighborhood serving as focal point with parks, school and civic uses within ¼ mile. | 0.5 |
| 33 | The project provides a development pattern that eliminates physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede-bicycle or pedestrian circulation.<br><br>**The project has been designed to be pedestrian and bike friendly with 10' detached sidewalks running as "main streets" – both north/south and east/west within the project. Interior sidewalks are 4'. These will provide connectivity within the community to the commercial area, parks, transportation, etc. No sound walls or other obstructions will be constructed in the project to impair the flow.** | 1.0 |
| 41 | Install lowest emitting commercially available fireplaces.<br><br>**No fireplaces will be offered in any homes developed for the project.** | 1.0 |
| 43 | Install ozone destruction catalyst on air conditioning systems, in consultation with SMAQMD.<br><br>**All air conditioning systems for residences within this project will be equipped with Premair ozone destruction catalysts.** | 2.5 |
| 48 | Comply with SMUD Advantage (Tier II) energy standards.<br><br>**All residences within this project will comply with SMUD Advantage (Tier II) energy standards.** | 0.5 |
| 51 | Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Services Area or other non-revocable funding mechanism. | 2.5 |

| | | |
|---|---|---|
| | **The proponent will initiate annexation of this project into County Service Area (CSA) 10 or other non-revocable funding mechanisms to support ongoing transportation services for this project.** | |
| | **Total:** | **18.0** |

# Appendix A-4
# Original Letter of Endorsement

SACRAMENTO METROPOLITAN
AIR QUALITY
MANAGEMENT DISTRICT

Larry Greene
AIR POLLUTION CONTROL OFFICER

March 7. 2005

Ms Carol Hill
Beazer Homes
3721 Douglas Blvd, Suite 10
Roseville, Ca 95661

**SUBJECT:** **Letter of endorsement:**
**Air Quality Mitigation Plan for Capital Village**
**File Number: RC-04-123**
**SMAQMD File Number: SAC200400319C**

Dear Ms Hill:

This letter is in regard to the Operational Air Quality Mitigation Plan which you have submitted to the Sacramento Metropolitan Air Quality Management District (District) for the Capital Village project in the City of Rancho Cordova. We now endorse this plan (copy attached) and believe its components will help to reduce the on-going operational emissions of the project by 18%. Thank you for working with us on the plan in our joint effort to make it accurate, enforceable, and reflective of the features of the project. We have recommended to the City that the plan be included as a condition of the project.

In addition, because CEQA requires that environmental impacts be brought to the threshold of significance in Mitigated Negative Declarations, we have recommended the City require an off-site mitigation fee for operational emissions of $137,036. That check should be made out to the District and sent to my attention prior to the approval of any improvement plans. The funds will be used to reduce air quality emissions in the region.

If you have questions or comments, please contact me at 874-4885 or jborkenhagen@airquality.org.

Sincerely,

Jeane Borkenhagen

Jeane Borkenhagen
Associate Air Quality Planner Analyst

Enc: Air Quality Mitigation Plan for Captial Village

cc: Ron Maertz SMAQMD
Bret Sampson City of Rancho Cordova

777 12th Street, 3rd Floor ▮ Sacramento, CA 95814-1908
916/874-4800 ▮ 916/874-4899 fax
www.airquality.org

# APPENDIX A-5
# REVISED OPERATIONAL EMISSIONS

**Donald Ballanti**
*Certified Consulting Meteorologist*

RECEIVED
MAR 0 8 2006
DSL REAL ESTATE

1424 Scott Street
El Cerrito, Ca. 94530
(510) 234-6087
Fax: (510) 232-7752

March 7, 2006

David Casty
DSL Service Company/Downey Savings
3501 Jamboree Road, Suite 5000
Newport Beach, CA 92660

Subject: Updated Air Quality Analysis for the Capitol Village Project, City of Rancho Cordova

Dear Mr. Casty:

In February of 2005 I ran the URBEMIS program for the Capitol Village Project in Rancho Cordova. These model runs were performed for Beazer Homes and consisted of five separate model runs. One model run calculated operational emissions (consisting of vehicular emissions and area sources emissions from water and space heating, yard equipment, consumer products, etc.). Because of the complex scheduling for construction four separate model runs were made for construction covering the four proposed phases of construction. The model results were provided to the Sacramento Metropolitan Air Quality Monitoring District to be input by the District into their spreadsheet to calculate a required Construction Mitigation Fee.

It is my understanding that the non-residential portions of the project will be sold by Beazer Homes, and that the land uses within the commercial area of the project have been slightly modified since I did the air quality analysis. I have recalculated the emissions associated with the new land use mix using the URBEMIS program.

**Operational Emissions**

The URBEMIS model output provided to the SMAQMD in February 2005 were based on version 7.5.0 of the program. Since that time a new version (version 8.7) has been released. The latest version has been used for the present analysis. The URBEMIS program was applied to the updated commercial project description consisting of the following;

- A 167,584 sq. ft. Lowes Store and Garden Center
- 87,610 sq. ft. of other retail uses
- 11,400 sq. ft. of office
- 20,090 sq. ft. of restaurant
- 15,580 sq. ft. of pharmacy

Table 1 shows the revised emission estimates for the commercial portion of the Capitol Village project compared to estimates provided to the SMAQMD in February 2005. Table 2 provides a similar comparison for emissions from the entire Capitol Village project.

Table 2 shows that the revised project description would result in increases in daily emissions of between 2.27 to 4.68%. However, the 4.68% for ROG is only partly due to the changes in land use. A large part of the increase is due to URBEMIS version 8.7 calculating "architectural coatings" as an area source. URBEMIS version 7.5.0 did not include this source. If this new source category is ignored, the net increase in ROG emissions would only be 2.1%, and the increases in daily emissions would range from 2.1% to 3.17%.

**Construction Emissions**

The emissions associated with construction were not re-calculated. The SMAQMD protocol for calculating construction emissions assumes that the amount of construction equipment that will be in use is directly proportional to project acreage, not to the density of development. Therefore, the amount of NOx associated with construction activities is unchanged by assuming a different mix of land uses as long as the site size is unchanged.

Another factor that could affect the calculation of NOx construction emissions is the schedule for construction. The analysis I prepared in February of 2005 was based on a schedule that had construction beginning on May 1, 2005 and ending by July of 2006. The schedule provided to me for the revised commercial portion of the project shows construction beginning in September of 2006 and extending until February of 2009. Because the URBEMIS emission rates for construction equipment decline over time, the calculated emission of NOx for the revised project could be no greater than that calculated for the original project. There appears to be no need to recalculate construction emissions and the calculated fee for mitigation based on the original project would appear to be adequate to offset the construction impacts of the revised project.

I have attached printouts of the URBEMIS program output for both the original and revised description of the commercial portion of the Capitol Village project. Please feel free to call if you have any questions concerning this analysis.

Sincerely,

Donald Ballanti
Certified Consulting Meteorologist

Table 1: Previous and Revised Estimates of Emissions Associated with Commercial Uses, in Pounds Per Day

| | ROG | $NO_x$ | CO | $SO_2$ | $PM_{10}$ |
|---|---|---|---|---|---|
| February 2005 Model Run | 70.52 | 71.59 | 685.82 | 0.53 | 51.35 |
| Revised Project | 78.85 | 75.80 | 727.45 | 0.56 | 54.76 |
| Change | 8.33 | 4.21 | 41.63 | 0.03 | 3.41 |

ROG = Reactive Organic Gases
$NO_x$ = Nitrogen Oxides
CO = Carbon Monoxide
$SO_2$ = Sulfur Dioxide
$PM_{10}$ = Particulate Matter, 10 Micron

Table 2: Previous and Revised Estimates of Emissions Associated with Entire Capitol Village Project, in Pounds Per Day

| | ROG | $NO_x$ | CO | $SO_2$ | $PM_{10}$ |
|---|---|---|---|---|---|
| February 2005 Model Run | 177.79 | 146.60 | 1383.75 | 1.32 | 107.48 |
| Revised Project | 186.12 | 150.81 | 1425.38 | 1.35 | 110.89 |
| Change (Percent) | 4.68% | 2.87% | 3.00% | 2.27% | 3.17% |

ROG = Reactive Organic Gases
$NO_x$ = Nitrogen Oxides
CO = Carbon Monoxide
$SO_2$ = Sulfur Dioxide
$PM_{10}$ = Particulate Matter, 10 Micron

URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\capitalvillagecommercial.urb
Project Name: Capitol Village
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 0.35 | 2.60 | 2.20 | 0.00 | 0.01 |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 70.17 | 68.99 | 683.62 | 0.53 | 51.34 |

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 70.52 | 71.59 | 685.82 | 0.53 | 51.35 |

URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\capitalvillagecommercial.urb
Project Name: Capitol Village
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

| Source | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| Natural Gas | 0.19 | 2.59 | 1.04 | - | 0.00 |
| Wood Stoves - No summer emissions | | | | | |
| Fireplaces - No summer emissions | | | | | |
| Landscaping | 0.16 | 0.01 | 1.17 | 0.00 | 0.00 |
| Consumer Prdcts | 0.00 | - | - | - | - |
| TOTALS(lbs/day,unmitigated) | 0.35 | 2.60 | 2.20 | 0.00 | 0.01 |

UNMITIGATED OPERATIONAL EMISSIONS

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| Restaurant | 4.80 | 4.28 | 43.10 | 0.03 | 2.92 |
| Retaill | 65.37 | 64.72 | 640.52 | 0.50 | 48.42 |
| TOTAL EMISSIONS (lbs/day) | 70.17 | 68.99 | 683.62 | 0.53 | 51.34 |

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Trip Rate | Size | Total Trips |
|---|---|---|---|
| Restaurant | 127.50 trips / 1000 sq. ft. | 8.00 | 1,020.00 |
| Retaill | 48.63 trips / 1000 sq. ft. | 259.69 | 12,628.72 |

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Auto | 55.60 | 2.20 | 97.30 | 0.50 |
| Light Truck < 3,750 lbs | 15.10 | 4.00 | 93.40 | 2.60 |
| Light Truck 3,751- 5,750 | 15.90 | 1.90 | 96.90 | 1.20 |
| Med Truck 5,751- 8,500 | 7.00 | 1.40 | 95.70 | 2.90 |
| Lite-Heavy 8,501-10,000 | 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.30 | 0.00 | 66.70 | 33.30 |
| Med-Heavy 14,001-33,000 | 1.00 | 10.00 | 20.00 | 70.00 |
| Heavy-Heavy 33,001-60,000 | 0.90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lbs | 0.00 | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motorcycle | 1.70 | 82.40 | 17.60 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 0.00 | 91.70 | 8.30 |

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 9.7 | 3.8 | 4.6 | 7.8 | 4.5 | 4.5 |
| Rural Trip Length (miles) | 16.8 | 7.1 | 7.9 | 14.7 | 6.6 | 6.6 |
| Trip Speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | |
| % of Trips - Commercial (by land use) | | | | | | |
| Restaurant | | | | 5.0 | 2.5 | 92.5 |
| Retaill | | | | 2.0 | 1.0 | 97.0 |

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

Changes made to the default values for Operations

The pass by trips option switch changed from off to on.
The operational emission year changed from 2004 to 2006.
The travel mode environment settings changed from both to: none

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\capitolvillagerevised.urb
Project Name: Capitol Village Revised Retail
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 5.44 | 3.11 | 6.50 | 0.00 | 0.02 |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 73.40 | 72.69 | 720.96 | 0.56 | 54.74 |

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| TOTALS (lbs/day,unmitigated) | 78.85 | 75.80 | 727.45 | 0.56 | 54.76 |

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\capitolvillagerevised.urb
Project Name: Capitol Village Revised Retail
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

| Source | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| Natural Gas | 0.22 | 3.09 | 2.59 | 0 | 0.01 |
| Hearth - No summer emissions | | | | | |
| Landscaping | 0.62 | 0.02 | 3.90 | 0.00 | 0.01 |
| Consumer Prdcts | 0.00 | - | - | - | - |
| Architectural Coatings | 4.59 | - | - | - | - |
| TOTALS(lbs/day,unmitigated) | 5.44 | 3.11 | 6.50 | 0.00 | 0.02 |

UNMITIGATED OPERATIONAL EMISSIONS

| | ROG | NOx | CO | SO2 | PM10 |
|---|---|---|---|---|---|
| Restaurant | 10.97 | 11.58 | 115.77 | 0.09 | 8.93 |
| Lowes | 26.76 | 25.62 | 253.55 | 0.20 | 19.17 |
| Retail | 27.60 | 27.29 | 270.07 | 0.21 | 20.41 |
| Office | 1.00 | 1.03 | 10.53 | 0.01 | 0.86 |
| Pharmacy | 7.07 | 7.18 | 71.04 | 0.06 | 5.37 |
| TOTAL EMISSIONS (lbs/day) | 73.40 | 72.69 | 720.96 | 0.56 | 54.74 |

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type | Acreage | Trip Rate | No. Units | Total Trips |
|---|---|---|---|---|
| Restaurant | | 98.60 trips/1000 sq. ft. | 20.79 | 2,049.89 |
| Lowes | | 29.83 trips/1000 sq. ft. | 167.58 | 4,999.03 |
| Retail | | 47.37 trips/1000 sq. ft. | 112.41 | 5,324.86 |
| Office | | 11.00 trips/1000 sq. ft. | 11.40 | 125.40 |
| Pharmacy | | 89.90 trips/1000 sq. ft. | 15.58 | 1,400.64 |
| | | Sum of Total Trips | | 13,899.83 |
| | | Total Vehicle Miles Traveled | | 35,960.97 |

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Auto | 55.60 | 2.20 | 97.30 | 0.50 |
| Light Truck < 3,750 lbs | 15.10 | 4.00 | 93.40 | 2.60 |
| Light Truck 3,751- 5,750 | 15.90 | 1.90 | 96.90 | 1.20 |
| Med Truck 5,751- 8,500 | 7.00 | 1.40 | 95.70 | 2.90 |
| Lite-Heavy 8,501-10,000 | 1.10 | 0.00 | 81.80 | 18.20 |
| Lite-Heavy 10,001-14,000 | 0.30 | 0.00 | 66.70 | 33.30 |
| Med-Heavy 14,001-33,000 | 1.00 | 10.00 | 20.00 | 70.00 |
| Heavy-Heavy 33,001-60,000 | 0.90 | 0.00 | 11.10 | 88.90 |
| Line Haul > 60,000 lbs | 0.00 | 0.00 | 0.00 | 100.00 |
| Urban Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motorcycle | 1.70 | 82.40 | 17.60 | 0.00 |
| School Bus | 0.10 | 0.00 | 0.00 | 100.00 |
| Motor Home | 1.20 | 0.00 | 91.70 | 8.30 |

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 9.7 | 3.8 | 4.6 | 7.8 | 4.5 | 4.5 |
| Rural Trip Length (miles) | 16.8 | 7.1 | 7.9 | 14.7 | 6.6 | 6.6 |
| Trip Speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| % of Trips - Residential | 27.3 | 21.2 | 51.5 | | | |

| % of Trips - Commercial (by land use) | | | |
|---|---|---|---|
| Restaurant | 8.0 | 4.0 | 88.0 |
| Lowes | 2.0 | 1.0 | 97.0 |
| Retail | 2.0 | 1.0 | 97.0 |
| Office | 35.0 | 17.5 | 47.5 |
| Pharmacy | 2.0 | 1.0 | 97.0 |

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

Changes made to the default values for Operations

The pass by trips option switch changed from off to on.
The operational emission year changed from 2005 to 2006.

# APPENDIX A-6
# REVISED AIR QUALITY MITIGATION PLAN

# CAPITAL VILLAGE

## AIR QUALITY PLAN

Prepared for:

DSL SERVICE COMPANY

&

CITY OF RANCHO CORDOVA

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Prepared by:

THE HOYT
COMPANY

H

(916) 448-2440

Originally Submitted: March 17, 2006
Revised: April 4, 2006
Revised: April 19, 2006
Revised: April 24, 2006
Revised: May 31, 2006

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COMPLIANCE FORM

## 1.0 BACKGROUND ON AIR QUALITY

*"Ground-level ozone, a primary ingredient in smog, is formed when volatile organic compounds (VOCs) and NOx react chemically in the presence of sunlight. Cars, trucks, power plants and industrial facilities are primary sources of these emissions. Ozone pollution is a concern during the summer months when the weather conditions needed to form ground-level ozone - lots of sun and hot temperatures - normally occur. Ozone also aggravates asthma, damages the lining of the lungs and makes breathing more difficult.*

*The Sacramento area, including Rancho Cordova, has been designated as a nonattainment area for ozone pollution. The region is not in compliance with standards set forth in either the Federal or State Clean Air Acts (does not meet the 8-hour ozone standard: 0.08 parts per million (ppm), averaged over eight hours). Sacramento must meet the federally mandated deadlines established by the 1990 Amendment to the Clean Air Act for compliance with the national ambient air quality standards. In the interim, the nonattainment area must demonstrate to EPA that they are making reasonable further progress toward improving their air quality. The deadline for meeting the 8-hour ozone standard for Sacramento is 2013. Federal monies received for roadways and other transportation improvements may be reduced significantly if attainment is not met.*

*In order to meet the requirements of the Clean Air Act, most 8-hour ozone nonattainment areas will be required to submit to EPA a state implementation plan by April 2007. Through this plan, states will design their approach to reducing the ozone level in the air and emissions of ozone precursors. Working with the EPA, nonattainment areas will also implement programs to further reduce emissions of ozone precursors from sources such as cars, fuels, and consumer/commercial products and activities".*

Reducing the number of automobile trips and other air quality impacts resulting from development is an important component of improving the overall air quality in the Sacramento region and meeting attainment. To reduce air quality pollution resulting from development, the Sacramento Metropolitan Air Quality Management District has developed Air Quality Mitigation Measures and the City of Rancho Cordova has required that new development implement these measures to reduce pollution.

## 2.0 AQ PLAN GOAL

The proponent of Capital Village commits to implement the measures included in this Plan in order to reduce air pollutant emissions by 18% as required by the City of Rancho Cordova. The proponent further commits to ensuring that these measures will be implemented by project tenants and owners in an on-going fashion into the future.

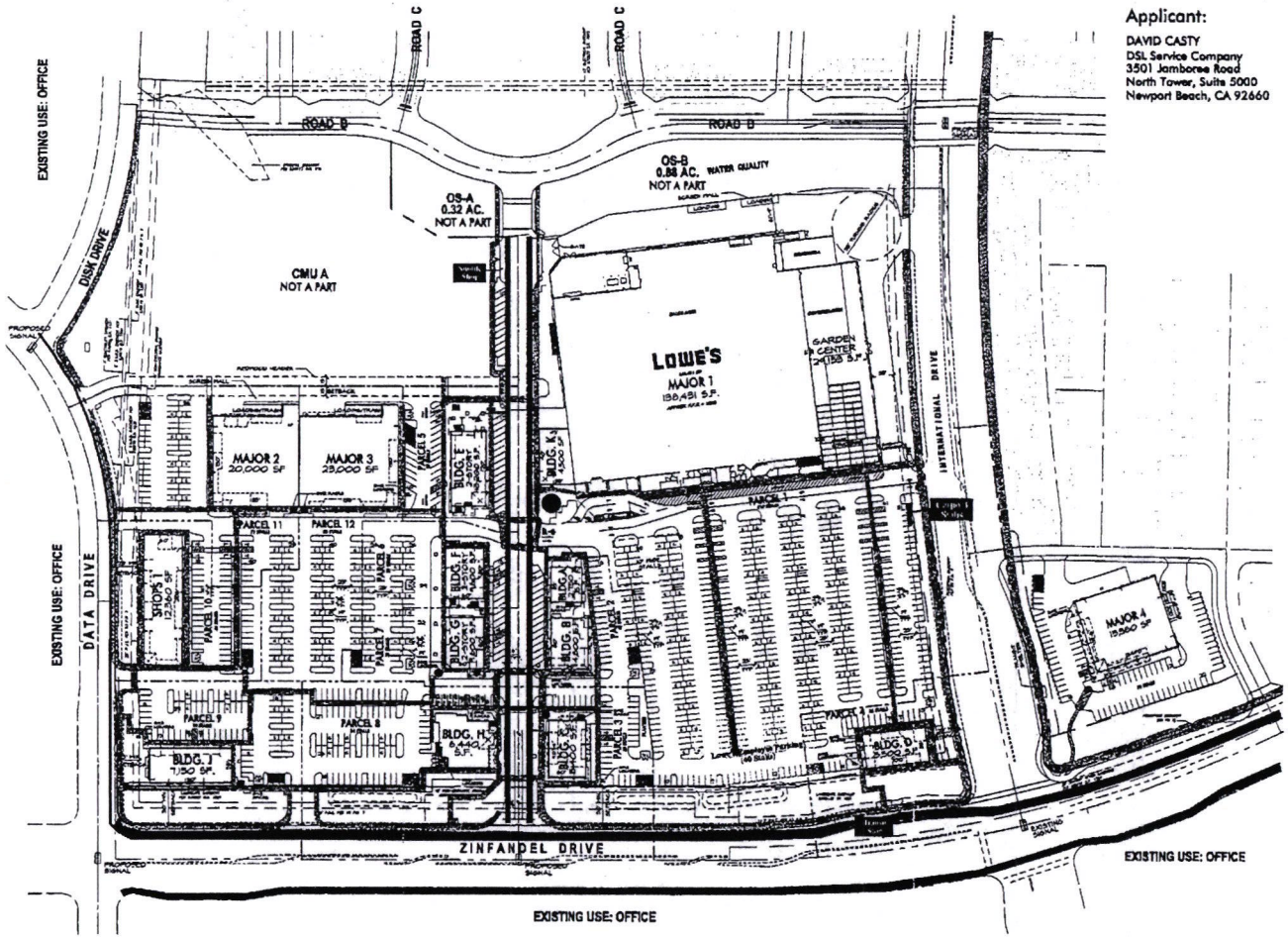
## 3.0 PROJECT DESCRIPTION

Capital Village is a 307,464 square-foot (s.f.) town center (square footage increased to accommodate a new 4,500 s.f. retail shop along Main Street). The village has been planned to serve the adjacent residential development as well as existing office uses surrounding the project. The project is consistent with the previously approved SPA for Capital Village.

Capital Village will have neighborhood commercial uses, such as retail, restaurants, office, pharmacy, and a community-serving Lowe's home improvement store. The project has been designed to invite pedestrian and bicycle activity through 11'-24' pathways, extra shading, and via smaller shops facing Main Street, which run through the center of the project. Architectural and landscaping details will be compatible with the entire master-planned residential project. Plaza areas with outdoor seating and street trees are elements of Main Street. Capital Village will be multi-functional. Special events such as a farmer's market or community programs are intended for the site.

Residents and employees of Capital Village will enjoy a mix of uses and will be provided with programs and services to encourage alternative commute modes. Transit service is directly provided and the pedestrian system connects with a transit stop at Zinfandel Drive. Carpooling will be promoted and rewarded with specially designated parking spaces. Bicyclists will have free Class I and Class II parking available to them.

A project site map is located on the following page. A landscape map and a street cross-section exhibit follow.




## Applicant:

DAVID CASTY
DSL Service Company
3501 Jamboree Road
North Tower, Suite 5000
Newport Beach, CA 92660

## Summary

| | | | |
|---|---|---|---|
| Land (Gross) | ±31.86 | AC | ±1,387,821 SF |
| Land (Net) | ±27.37 | AC | ±1,192,237 SF |
| Building | | | 278,311 SF |
| Garden Center | | | 29,153 SF |
| Total Building Area | | | 307,464 SF |
| Land-to-Bldg Ratio | | | 2.88/1 |
| Coverage | | | 25.79% |
| Parking Required ** | | | 1,281 stalls |
| Parking Provided | | | 1,182 stalls |
| Parking Ratio | | | 3.84/1000 |

**Parking Required

| | | |
|---|---|---|
| Retail Stores & Shopping Center (278,311 SF) @ 4.5/1000 | | 1,252 stalls |
| Uncovered Sales Area (29,153 SF) @ 1/1000 | | 29 stalls |
| | | 1,281 stalls |

Stall sizes/Parking Provided

| | | |
|---|---|---|
| Standard stalls (9'x19') | | 954 stalls |
| Accessible stalls | | 39 stalls |
| Compact stalls (9'x16') | 152 stalls | (12.8%) |
| Carpool Parking - Employee (9'x19') | | 38 stalls |
| Bike Parking | | 50 |
| Bike Lockers | | 66 |

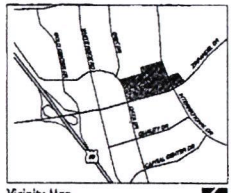
LEGEND

- Bike Racks
- Bike Lockers
- CP — Carpool Parking (Employee)
- C — Compact Parking

LEGEND

- Route 74
- Bike Lockers
- Kiosk

60

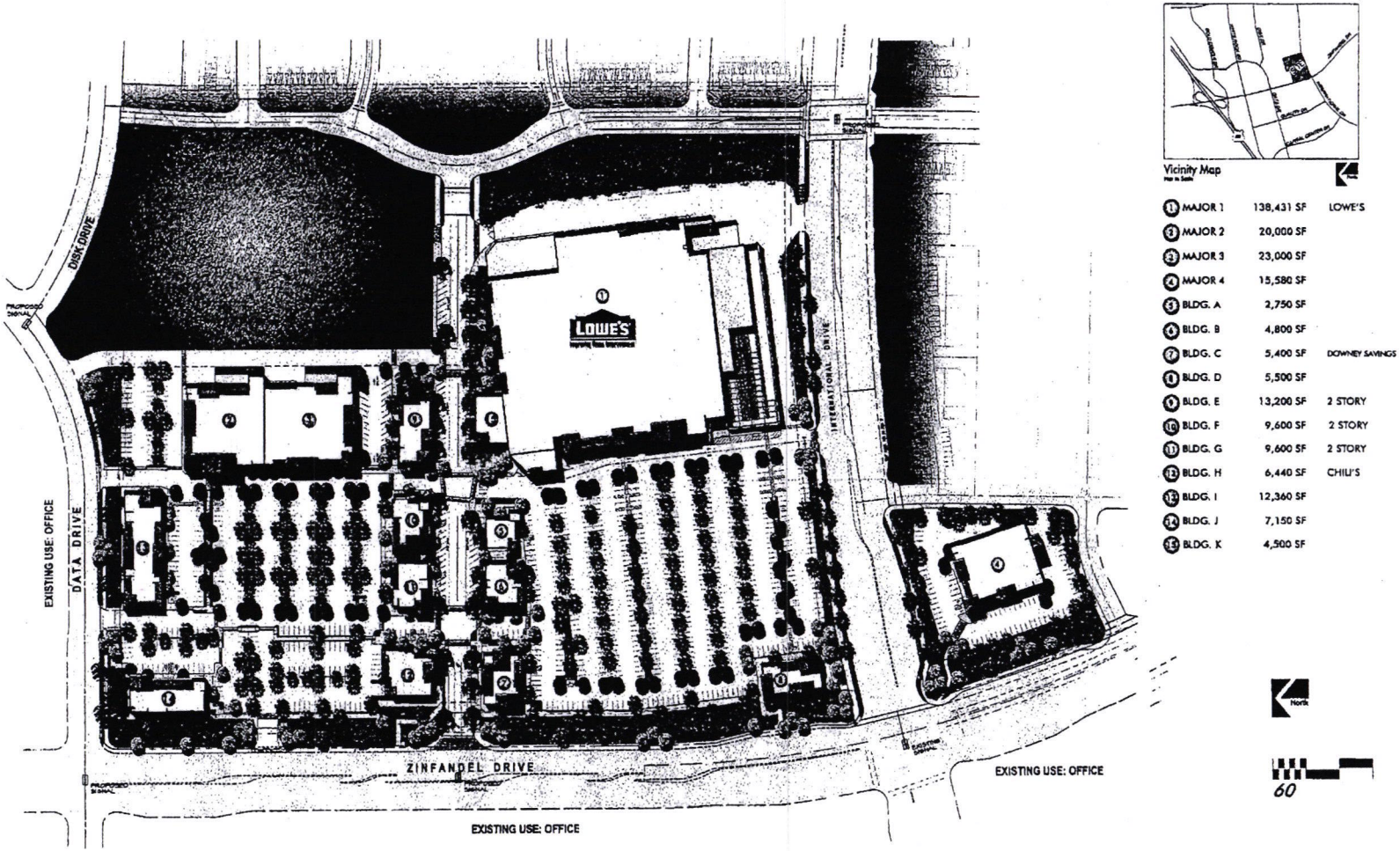


Vicinity Map

# CAPITAL VILLAGE - PRELIMINARY SITE PLAN PS-35

## NEC ZINFANDEL & INTERNATIONAL
RANCHO CORDOVA, CALIFORNIA

Nadel Architects Inc



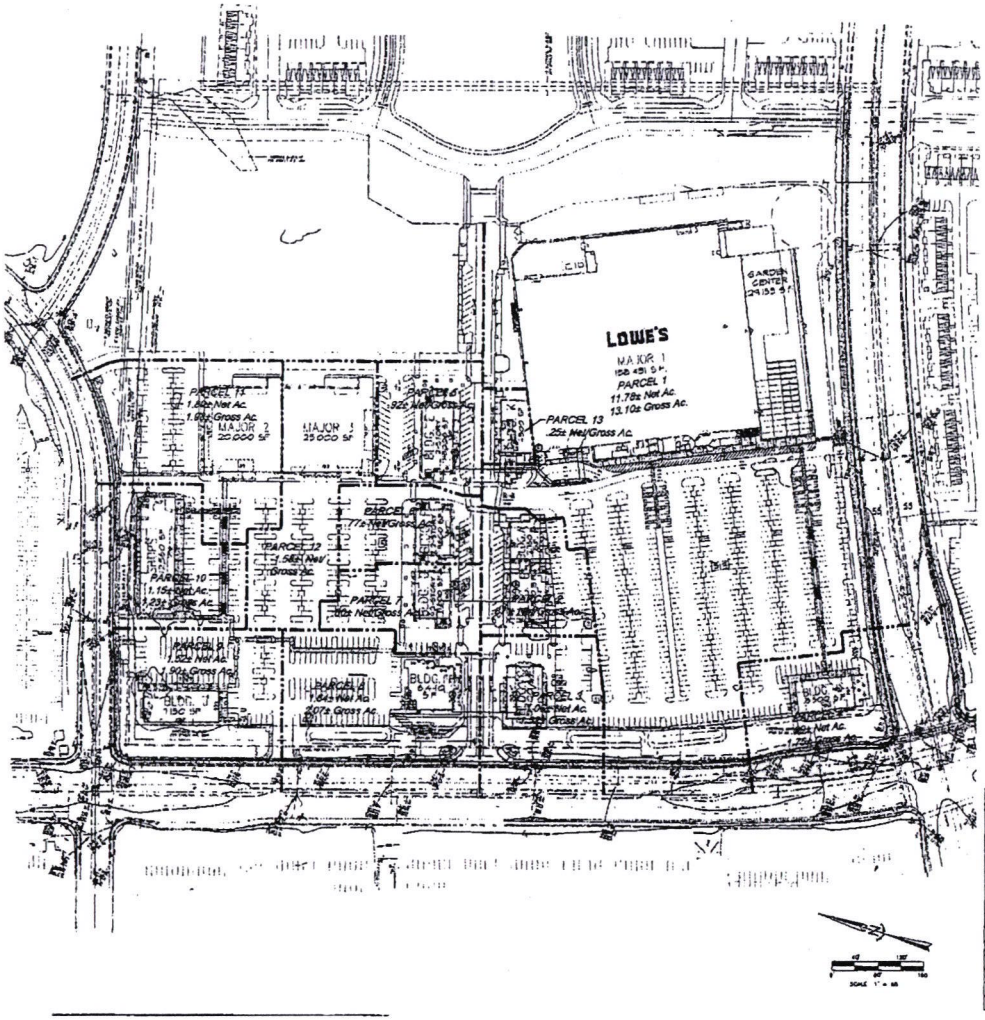

| | | | |
|---|---|---|---|
| 1 | MAJOR 1 | 138,431 SF | LOWE'S |
| 2 | MAJOR 2 | 20,000 SF | |
| 3 | MAJOR 3 | 23,000 SF | |
| 4 | MAJOR 4 | 15,580 SF | |
| 5 | BLDG. A | 2,750 SF | |
| 6 | BLDG. B | 4,800 SF | |
| 7 | BLDG. C | 5,400 SF | DOWNEY SAVINGS |
| 8 | BLDG. D | 5,500 SF | |
| 9 | BLDG. E | 13,200 SF | 2 STORY |
| 10 | BLDG. F | 9,600 SF | 2 STORY |
| 11 | BLDG. G | 9,600 SF | 2 STORY |
| 12 | BLDG. H | 6,440 SF | CHILI'S |
| 13 | BLDG. I | 12,360 SF | |
| 14 | BLDG. J | 7,150 SF | |
| 15 | BLDG. K | 4,500 SF | |

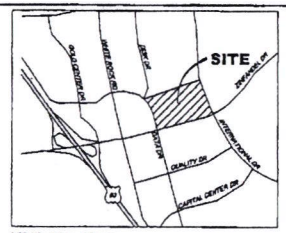
CAPITAL VILLAGE - PRELIMINARY SITE PLAN PS-35

NEC ZINFANDEL & INTERNATIONAL
RANCHO CORDOVA, CALIFORNIA

DSL Service Company
A subsidiary of Downey Savings and Loan Association, F.A.

Retail Architects Inc




**Vicinity Map**
Not to Scale

Owner:
Beazer Homes
Attn: James Von Moren
3721 Douglas Blvd Suite 100
Roseville, CA 95661
(916) 773-3688

Applicant/Developer:
DSL Service Company
Attn.: David Casty
3501 Jamboree Road North Tower Suite 500
Newport Beach, CA 92660
(949) 509-4241

Engineer:
RSC Engineering, Inc.
Attn.: Rick Chaves
2270 Douglas Blvd., Suite 205
Roseville, CA 95661
(916) 786-2884

Assessor's Parcel Number:
072-0660-010, 011, 012
and portion of 013 & 014

Acreage:
28.24 ± Acres Gross
24.88 ± Acres Net

Existing General Plan and Zoning:
Commercial & Commercial Main Street District (C-MS)

Services:
Sewer – County Sanitation District No. 1
Drainage – County of Sacramento
Water – Southern California Water Company
Gas – P G & E
Electricity – SMUD
Telephone – SBC
Fire – Sacramento Metropolitan Fire District
Police – City of Rancho Cordova
Park – Cordova Recreation and Park District
School – Folsom Cordova Unified District

Land Use Summary:

| No. | Use | Bldg. Area | Gross Acreage | Net Acreage | Parking Prov. |
|---|---|---|---|---|---|
| PARCEL 1 | LOWE'S (MAJOR 1) | 138,431 | 12.85 AC. | 11.53 AC. | 500 |
| | GARDEN CENTER | 29,153 | | | 19 |
| PARCEL 2 | BLDG 'A' & 'B' | 7,550 | 0.87 AC. | 0.87 AC. | 45 |
| PARCEL 3 | BLDG 'C' | 5,400 | 1.32 AC. | 1.06 AC. | 35 |
| PARCEL 4 | BLDG 'D' | 3,500 | 1.75 AC. | .99 AC. | 36 |
| PARCEL 5 | BLDG 'E' | 13,200 | .92 AC. | .92 AC. | 39 |
| PARCEL 6 | BLDG 'F' | 9,600 | .77 AC. | .77 AC. | 33 |
| PARCEL 7 | BLDG 'G' | 9,600 | .80 AC. | .80 AC. | 32 |
| PARCEL 8 | BLDG 'H' | 6,440 | 2.07 AC. | 1.64 AC. | 84 |
| PARCEL 9 | BLDG 'J' | 7,150 | 1.90 AC. | 1.52 AC. | 70 |
| PARCEL 10 | SHOPS 'Y' | 12,360 | 1.23 AC. | 1.15 AC. | 44 |
| PARCEL 11 | MAJOR '2' | 20,000 | 1.93 AC. | 1.80 AC. | 77 |
| PARCEL 12 | MAJOR 'J' | 23,000 | 1.58 AC. | 1.58 AC. | 84 |
| PARCEL 13 | BLDG 'K' | 4,500 | .25 AC. | .25 AC. | – |
| Total | | 291,884 | 28.24 AC. | 24.88 AC. | 1,104 |

DSL SERVICE COMPANY

RSC ENGINEERING

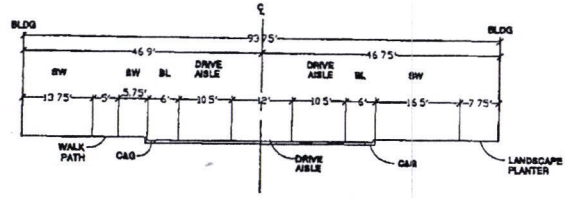
PROJECT NO. 024-001
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

TENTATIVE PARCEL MAP
CAPITAL VILLAGE RETAIL
ZINFANDEL DR. & INTERNATIONAL DR.
RANCHO CORDOVA, CA

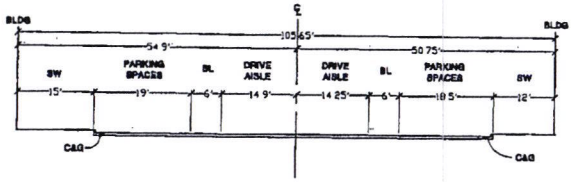
SHEET TITLE
PM

SHEET NO.
2 OF 2

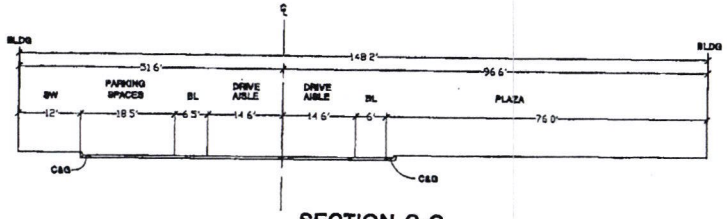
DATE: 11-13-06




**SECTION A-A**
**MAIN STREET**




**SECTION B-B**
**MAIN STREET**




**SECTION C-C**
**MAIN STREET**

**LEGEND:**

BL - BIKE LANE
SW - SIDEWALK
C&G - CURB & GUTTER
BLDG - BUILDING
℄ - CENTERLINE




SCALE 1" = 20'

DSL SERVICE COMPANY

RSC ENGINEERING

PROJECT NO. 034-001
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
ICSCHKD BY: CMV

CROSS SECTIONS - MAIN STREET
CAPITAL VILLAGE RETAIL
ZMF AMOREL DR. & INTERNATIONAL DR.
RANCHO CORDOVA, CA

SHEET TITLE
CROSS SECTIONS

SHEET NO.
1 OF 1

DATE: 05-01-2006

Kimley-Horn and Associates, Inc.

Job CAPITAL VILLAGE Subject SHADE CALCS Sheet No. 1 of 1
Designed by SFA Date 3/31/06 Checked by _____ Date _____ Job No. _____

1. APPROXIMATE TOTAL SQUARE FOOTAGE OF PARKING AREAS 447,600 SF

2. 50% SHADE COVERAGE
447,600 SF X .50 = 223,800 SF

3. 60% SHADE COVERAGE REQUIRED =
447,600 SF X .60 = 268,560 SF

4. COVERAGE SHOWN ON PLAN: 270,554 SF

5. PERCENTAGE OF COVERAGE: 60.4%
(447,600 SF ÷ 270554)

6. TO EXHIBIT 60% COVERAGE,
A. 95 NEW TREES WERE ADDED TO PARKING LOTS.
B. APPROXIMATELY 70 TREES WERE CHANGED FROM "SMALL FLOWERING ACCENT TREES" TO BROADER SHADING DECIDUOUS TREES SUCH AS SWEET GUM AND MAPLE WHICH MUCH SPREAD BETWEEN 20 & 40 FEET.

7. CALCS PREPARED BY:
STEVEN F. ARAGO, RLA
(CA NO. 1687)

# 4.0 BICYCLE /PEDESTRIAN/TRANSIT

## 4.1 Non-Residential Projects Provide Bicycle Storage (0.5%) - #1

With the available bicycle facilities, substantial residential housing and office uses immediately adjacent to and throughout the project (restaurants, service), Capital Village has the potential to attract both employees and customers by bicycle. Bicycle parking is important to attracting access via bicycle. Having a secure place to store one's bicycle is a concern for those who would like to bicycle to work. Class I lockers (fully enclosed and locked units, or racks in an enclosed, lockable area) provide the optimum storage for bicycles. Class II racks (those one would chain a bicycle to - see example below) are usually located in front of building entrances. Access to bicycle lockers will require employee registration with the Transportation Coordinator (see Section 8.4).

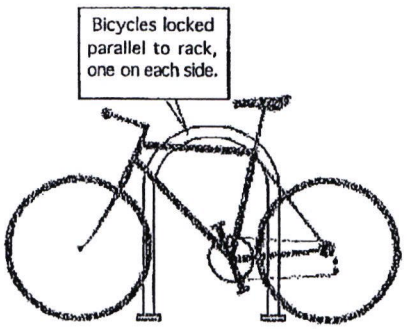
The City of Rancho Cordova's zoning code requires development to provide bicycle storage. The employee bicycle spaces required for retail and service uses are one Class I storage for every 25 vehicle spaces. For patrons or visitors, the requirement is one Class II rack space for every 33 vehicle spaces required.

**City of Rancho Cordova Zoning Code**

| | |
|---|---|
| ARTICLE 6: | BICYCLE PARKING FACILITIES |
| 330-131. | Minimum Bicycle Parking Requirements |
| (a) | Bicycle parking facilities shall be provided as follows: |

| Use | Bicycle Spaces for | | Bicycle Parking Facility Class | |
|---|---|---|---|---|
| | Employees | Patrons or Visitors | Employees | Patrons or Visitors |
| All commercial, office, & service uses not otherwise listed | 1 bicycle space for every 25 vehicle spaces required | 1 bicycle space for every 33 vehicle spaces required | Class I lockers, or Class II racks in an enclosed lockable area | Class II racks |
| Dinner restaurants, cocktail lounges | 1 bicycle space for every 50 vehicle spaces required | -0- | Class I lockers, or Class II racks in an enclosed lockable area | N/A |

Class II storage will be in the form of frame-locking racks - please see example below.



Bicycle storage facilities will be dispersed throughout the site, near entrances, for maximum, easy access by employees, visitors and customers. Pedestrian right-of-way will not be obstructed. The provision of bicycle storage facilities is intended to encourage employees to commute to work by bicycle, as well as customer travel by bicycle, rather than by single occupancy vehicle (SOV).

A total of 1,281 parking spaces are required for this project. Class II parking is based on total required parking spaces (1 bicycle space/33 parking spaces); Class I parking is based on total parking spaces (1 bicycle space/25 parking spaces):

**CLASS II VISITOR BICYCLE STORAGE**
1,281 total parking required
1,281/33 = 39 Class II spaces

**CLASS I EMPLOYEE BICYCLE STORAGE**
1,281 total parking required
1,281/25 = 51 Class I spaces

**A total of 90 spaces are required (39 Class II and 51 Class I).**

### 4.2 Additional Class I & Class II Bicycle Parking (0.5%) - #2

Capital Village will provide additional Class I and Class II bicycle parking storage throughout the project at a ratio of 20% above code requirements. A total of 66 Class I lockers and Class II storage for 50 bicycles will be provided. Please refer to the site plan on page 3 for locations.

Calculations were based on City of Rancho Cordova Requirements and parking required.

| | |
|---|---|
| Parking required 4.5/1,000 | 1,252 spaces |
| Parking required: Garden center 1/1,000 | 29 spaces |
| **TOTAL PARKING REQUIRED** | **1,281 SPACES** |
| | |
| Class I required | 51 spaces |
| Additional 20% (51*20% = 10) | 10 spaces |
| **TOTAL CLASS I (51+10)** | **61 SPACES REQUIRED/66 PROVIDED** |
| | |
| Class II required | 39 spaces |
| Additional 20% (39*20% = 8) | 8 spaces |
| **TOTAL CLASS II** | **47 SPACES REQUIRED/ 50 PROVIDED** |

A total of 116 bicycle storage spaces are provided (over 20%).

### 4.3 Proximity to Bicycle Lanes (1.0%) - #5

The City of Rancho Cordova's Bikeway Master Plan identifies Class II bicycle lanes (on-street striping) on Zinfandel Drive and International Drive, which borders the project (less than half a mile away). The applicant has proposed to provide and pay for additional Class II striping on Main Street, Zinfandel, Data, and International Drives (refer to site plan on page 3). Bicycle lanes on Main Street and Zinfandel Drive will be in place before 20% of the occupancy permits are granted.

Please refer to page 8 to view the City's Bikeway Master Plan map, which shows the project location in relation to bicycle facilities.


Legend
Grade Separated Crossing
Off Street Trail
Class II Bike Lane
Urban Bike Path
Special Treatment Facility
Rivers and Streams
Public School
Public Park
Library
Major Retail Area
Open Space/Wetland Preserve
Rancho Cordova City Limits
General Plan Planning Area

### 4.4 Pedestrian Improvements (1.0%) - #6

Capital Village has incorporated various improvements in order to encourage pedestrian activity. Many of the retail buildings have been oriented to face Main Street. Sidewalks include planters and in some areas landscaped buffers. Sidewalks on Main Street as well as on Zinfandel, International and Data Drives are 11'-24' wide, 5'-19' wider than those typically required in the City of Rancho Cordova.

Please refer to the site plan on page 3 to see the locations of the sidewalks. Please refer to the attachments to view exhibits depicting the street sections.

### 4.5 Information Kiosk (0.5%) - #8

Three kiosks will be provided on along Main Street. The kiosks will display alternative mode information and promote programs and services offered to encourage alternative mode use and to improve air quality. In addition to outdoor kiosks serving primarily visitors, all employees will have information made available to them promoting improved air quality prior to occupancy. This information will be displayed in an area accessible to employees (e.g., employee breakrooms). This information will be updated as necessary by the Transportation Coordinator (see Section 8.4). The following are the types of information that will be displayed:

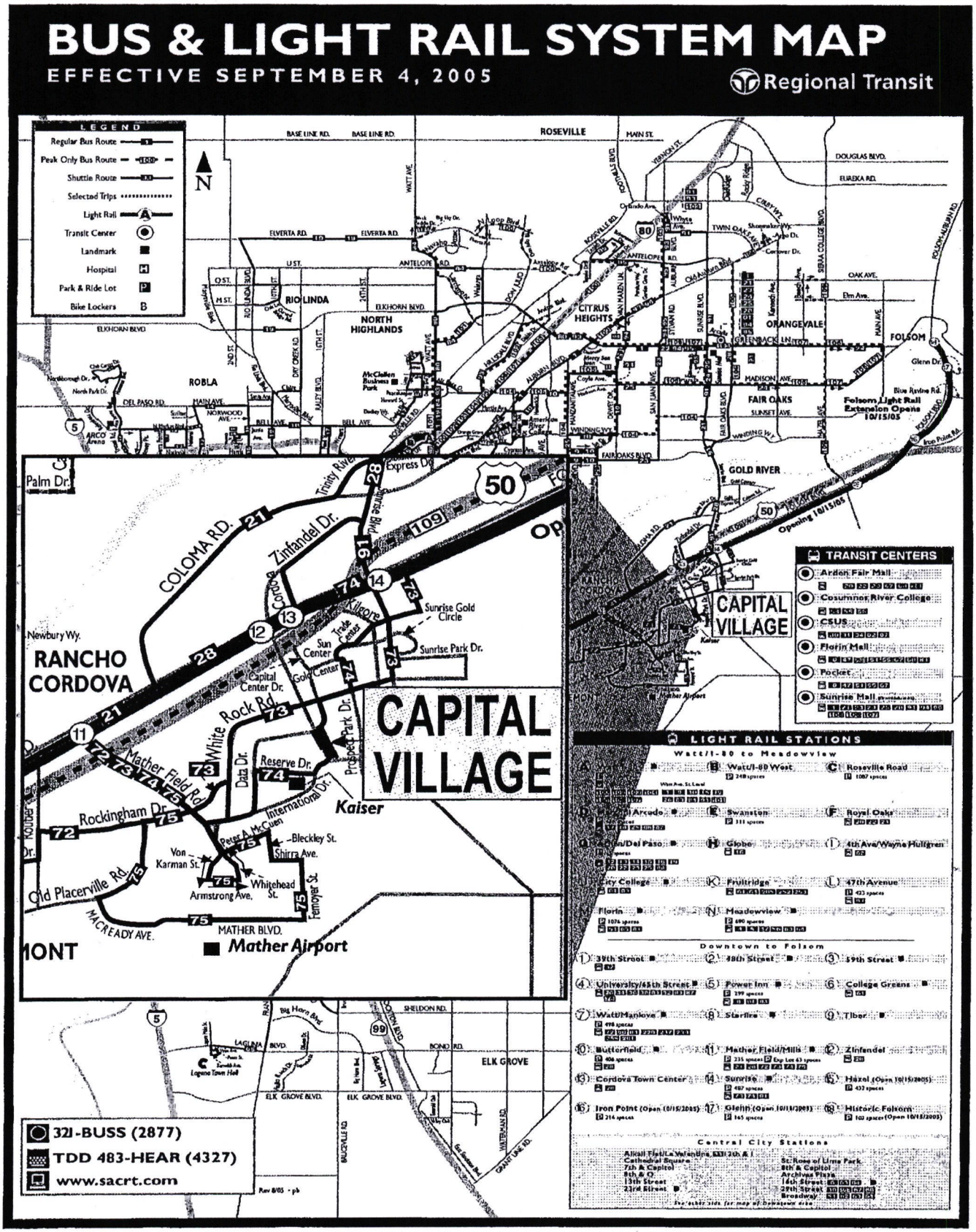
- Maps and schedules for Regional Transit bus routes and light rail
- Regional ridesharing programs (e.g., Rideshare Week, rideshare matching)
- Bicycle commuting programs (e.g., SACOG Rideshare's Bicycle Buddy Matching, Bike to Work Day)
- SMAQMD (e.g., Spare the Air)
- Transportation Coordinator contact information

Indoor employee targeted displays will include employee specific program information provided through the "special tax area." Outdoor kiosks will include more general information.

Please refer to the landscaping plan on page 4 for Kiosk locations.

### 4.6 Transit

Capital Village is directly served by transit (Regional Transit Route 74). This service provides a vital link to the Sunrise Light Rail Station. A transit stop and bus turnout is located on Zinfandel Drive. Please refer to the following page, which shows existing transit in proximity to the project site.


BUS & LIGHT RAIL SYSTEM MAP
EFFECTIVE SEPTEMBER 4, 2005
Regional Transit
LEGEND
Regular Bus Route
Peak Only Bus Route
Shuttle Route
Selected Trips
Light Rail
Transit Center
Landmark
Hospital
Park & Ride Lot
Bike Lockers
N
ROSEVILLE
ROSEVILLE RD.
BASE LINE RD.
ELVERTA RD.
ANTELOPE RD.
RIO LINDA
NORTH HIGHLANDS
CITRUS HEIGHTS
ORANGEVALE
FOLSOM
ROBLA
DEL PASO RD.
MAIN AVE.
ARCO Arena
FAIR OAKS
FAIR OAKS BLVD.
GOLD RIVER
Folsom Light Rail Extension Opens 10/15/05
Opening 10/15/05
Palm Dr.
COLOMA RD.
Zinfandel Dr.
Sunrise Blvd.
Express Dr.
Sunrise Gold Circle
Sunrise Park Dr.
Kilgore Trade Center
Sun Center
Gold Center
Capital Center Dr.
Newbury Wy.
RANCHO CORDOVA
Rock Rd.
White Rock Rd.
Data Dr.
Reserve Dr.
Prospect Park Dr.
International Dr.
Mather Field Rd.
Rockingham Dr.
Peter A. McCuen
Bleckley St.
Shirra Ave.
Von Karman St.
Armstrong Ave.
Whitehead St.
Old Placerville Rd.
Femoyer St.
MACREADY AVE.
MATHER BLVD.
Mather Airport
Kaiser
CAPITAL VILLAGE
CAPITAL VILLAGE
TRANSIT CENTERS
Arden Fair Mall
Cosumnes River College
CSUS
Florin Mall
Pocket
Sunrise Mall
LIGHT RAIL STATIONS
Watt/I-80 to Meadowview
Watt/I-80 West
Roseville Road
Swanston
Royal Oaks
Globe
4th Ave/Wayne Hultgren
Fruitridge
47th Avenue
Florin
Meadowview
Downtown to Folsom
39th Street
48th Street
59th Street
University/65th Street
Power Inn
College Greens
Watt/Manlove
Starfire
Tiber
Butterfield
Mather Field/Mills
Zinfandel
Cordova Town Center
Sunrise
Hazel (Open 10/15/2005)
Iron Point (Open 10/15/2005)
Glenn (Open 10/15/2005)
Historic Folsom (Open 10/15/2005)
Central City Stations
Alkali Flat/La Valentina
Cathedral Square
7th & Capitol
8th & O
13th Street
23rd Street
St. Rose of Lima Park
8th & Capitol
Archives Plaza
14th Street
29th Street
Broadway
SHELDON RD.
Big Horn Blvd
LAGUNA BLVD.
Laguna Town Hall
ELK GROVE BLVD.
ELK GROVE
BOND RD.
BRUCEVILLE RD.
WATERMAN RD.
GRANT LINE RD.
321-BUSS (2877)
TDD 483-HEAR (4327)
www.sacrt.com

## 5.0 PARKING

### 5.1 Minimum Parking (0.5%) - #12

The City of Rancho Cordova's Zoning Code requires parking at 4.5 spaces/1,000 s.f. for this project. This is also the minimum amount required. Capital Village will provide the minimum amount of parking required.

Based on 4.5/1,000 required (plus 1/1,000 for the garden center) 307,464 s.f. of building uses - 1,281 spaces are required.

278,311 s.f. building area + 29, 153 s.f. of garden center = 307,464 s.f.

278,311*4.5/1,000 = 1,252 parking spaces
29,153*1/1,000 = 29 parking spaces

**Total Parking (1,252 + 29) = 1,281**

### 5.2 Parking Reduction (2.5%) - #13

Capital Village will reduce the minimum amount of parking required by 7.75% (5% reduction required for parking reduction credit). If land uses are changed, Capital Village will still provide the minimum amount required by the City, based on use, plus a 5% reduction (for example, if a furniture store is proposed, parking will be based on 1.2 spaces/1,000 s.f. plus a 5% reduction). Other land uses such as office uses will require a 25% reduction.

At this time, exact locations for offices are not identified, therefore commercial calculations will be used. Based on a 7.75% parking reduction, 99 spaces (35 more than required) will be eliminated.

1,281 total parking spaces 7.75% = 99
1,281-99 = 1,182
**1,182 spaces will be provided**

Reducing the amount of parking encourages the use of alternative modes and helps to mitigate our growing air quality problems.

### 5.3 Parking Lot Shading (0.5%) - #15

The City of Rancho Cordova requires that a certain percentage of any development's parking lot be shaded (50%). Shading helps to improve air quality by reducing the heat island effect. Shading also creates a pleasant atmosphere that encourages walking or bicycling. To improve air quality conditions, Capital Village will provide a total of 60% parking lot shading. This will be accomplished by adding more trees.

Please refer to the landscaping map on page 4 and 4c for details.

### 5.4 Preferential Parking for Carpoolers (0.5%) - #17

Encouraging alternative transportation as a commute mode is a goal of Capital Village. In order to support this goal, Capital Village will provide a minimum of 10% of employee parking spaces for carpool vehicles (37 spaces). These spaces will be located in preferential locations (of those spaces designated for employee use) close to employee entrances or near shade trees in order to encourage ridesharing. The spaces will be clearly marked "Carpool Vehicles Only." Spaces for employees driving alone will be as far removed from building entrances as possible to discourage employees from commuting to work via a single occupant vehicle.

Spaces provided will be based on the total amount of parking required by the City of Rancho Cordova, not on the reduced parking figure.

| | |
|---|---|
| Parking required | 1,281 spaces |
| Employee Parking (30% of total) | 370 spaces |
| Carpool spaces (10% of employee parking) | 38 spaces |

### 5.5 Pathways (0.5%) - #21

Clearly marked and shaded pathways have been incorporated into the design of Capital Village (see landscape plan on page 4). The pathways will be identified by a different colored stamped texture. The shaded pathways will also connect to the transit stop located on Zinfandel Drive as well as the shuttle stop on Main Street.

Shaded plaza areas will also be integrated along the pathways on Main Street to allow for outdoor seating and other activities such as a farmer's market.

A new 10-foot wide connector path has been added to the site in front of the areas along Zinfandel Drive.

### 6.0 MIXED USE (1.5%) - #29

Capital Village provides a mix of uses on-site such as restaurants, retail, and office (planned 2-story retail/office use). Open space (a park) and residential uses are contiguous. Additional complimentary residential uses are planned on-site. A separate application is identified on the site plan on page 3 as CMU-A. The SPA has been amended to restrict the CMU-A site to a mixed-use podium building with 3-5 stories of loft units over 1-2 stories of structured parking. The loft building will share a service drive with the 2 major retail tenants to the west, but there will be no ground level residential units facing the service drive. Additionally, Majors 2 and 3 have been moved to the west and the landscaped buffer has been increased. Existing office uses are immediately adjacent (across Zinfandel Drive). Several land uses have been included to reduce the need for employee SOV use for commuting during lunch time and additional trips made by customers:

*On-site Automatic Teller Machine*
Banking is one reason that an employee may drive during the day. An automatic teller machine(s) (ATM) will be provided on-site for employee and visitor (including

pedestrians from adjacent office parks) usage so employees and visitors will not have to drive elsewhere to complete their banking transactions. These machines will also benefit customers by largely eliminating the need to drive to a separate location to withdraw money. This amenity will provide withdrawal and deposit transactions as well as the ability to purchase postage.

*Restaurants*
Employees who have, close at hand, a variety of food choices will be less likely to leave in their cars to have lunch elsewhere. Residents will also be less likely to drive their cars with food choices within walking/bicycling distance.

Restaurants and cafes are planned uses (Chili's is a confirmed tenant). Visitors, employees, and local residents will be able to utilize these services rather than driving to an off-site location. The restaurants and other support retail services are included in the project to provide a mix of uses and to create a more self-contained project. Because of these services, the need for SOVs use will be reduced.

*Home Improvement Store*
Capital Village anticipates that the Lowe's home improvement store, including a garden center, will attract not only visitors but employees that are already on-site or adjacent to the project as well as those coming from the residential area of Capital Village.

## 7.0 BUILDING COMPONENT MEASURES

### 7.1 Energy Star Furnace (0.5%) – #42

In addition to cool roofing materials, all buildings will be installed with Energy Star rated furnaces.

### 7.2 Roofing (0.5%) – #44

Design elements will be incorporated into Capital Village to reduce energy consumption by the project and therefore provide an air quality benefit. All buildings within the project will have a special cool roofing system, which will be Energy Star certified. The advantage of light-colored roof systems include cooler building temperatures, which in turn equate to lower energy costs and reduced energy consumption. The Florida Solar Energy Center has measured cooling energy savings of up to 60% where white roof coatings were applied versus a dark roof system. Computer modeling also indicates that lightening the colors of roof systems, in conjunction with tree planting, could also lower the average summer afternoon temperature by 5° F. Instead of being absorbed by the roof and increasing the temperature inside the building, cool roofs reflect the majority of solar radiation that hits the roof.

# 8.0 TRANSPORTATION DEMAND MANAGEMENT MEASURES

## 8.1 Transportation Tax Area (2.5%) - #99

On December 19, 2005 the City of Rancho Cordova adopted a resolution creating a Transit Related Services Special Tax Area and ordinance for Capital Village (see attached). Capital Village is the first subdivision that is being identified as a tax zone and will serve as an example of how the City of Rancho Cordova will implement the tax for future development.

The following definition is taken from the City of Rancho Cordova Staff Report (see attached).

Transportation Tax Area:
The purpose of the tax is to provide funding for transit-related services. Transit-related services means providing, operating, maintaining and subsidizing transit-related services and all supporting facilities, infrastructure, programs and incentives that benefit the residents of the special tax area. The economic basis for establishing the tax was including providing the same types of services as described in the Engineer's Report for CSA 10 Benefit Zone 2 for the Sunridge Specific Plan. The yearly inflation will be based on an annual inflator formula based on the Consumer Price Index or six percent, whichever is less. The special tax zone, and the purpose of the special tax, is to provide transportation demand management programs as well as a source of funding for the overall citywide transit plan. The programs and service would support the City's 30% trip reduction goal.

The services would benefit residential and non-residential uses with a tax zone created for Capital Village. Yearly costs range from $48-$80 per-dwelling unit and $1,763-$2,051 per-acre for commercial and other uses with a yearly inflation. The rate will be based on an annual inflator formula based on the Consumer Price Index or six percent, whichever is less.

Shuttle and/or bus service that would connect the Capital Village tax zone area to light rail stations and job centers will be the primary service provided by the funding (a shuttle stop is identified on Main Street). This service is planned to continue until Regional Transit or other service provider extends bus service to the site area (please refer to map on page 10 to view existing bus service in proximity to the project). Transit-related services means providing, operating, maintaining and subsidizing transit-related services and all supporting facilities, infrastructure, programs and incentives that benefit the residents of the special tax area:

- Guaranteed Ride Home program
- Bicycle incentives
- Transportation plans for employers
- Transportation Coordinator (TC) training
- Transit subsidies
- Education programs
- Infrastructure support

Residents, tenants and employees within Capital Village will all have available to them the programs and services provided through the special tax.

### 8.2 Personal Matching Assistance (0.2%) - #52

Forming carpools is an important step in reducing the number of commute trips into and out of the Sacramento area. Carpools help reduce traffic congestion on surface streets and, typically, reduce commute time (especially on freeways with High Occupancy Vehicle lanes - carpool lanes). The Personal Matching Assistance (PMA) program will provide assistance to employees wishing to carpool.

SACOG has partnered with the California Department of Transportation (Caltrans) to launch a 511 transportation information system for the six-county Sacramento region that will assist in the formation of carpools.

The 511 telephone number is accompanied by a Web site, www.sacregion511. org. The number and Web site will give commuters the information they need to make better choices when planning trips. By calling in or logging on, commuters can get up-to-the-minute information about traffic conditions, public transportation options, ridesharing, and bicycling anytime, anywhere throughout the Greater Sacramento area and Northern California.

The six-county Sacramento system will be the second 511 service to go on-line in California. It will provide links to 511 systems in the Bay Area, Oregon and Nevada and will be available from any phone, provided the carrier supports 511. Most counties in the region will have wireless and landline access to the service through the major carriers.

Employees will be provided with information on this program, and, if necessary, personal assistance from the Transportation Coordinator (TC) in order to register their commute information or to find/form carpools with employees within Capital Village. The TC will work with the "special tax area program" to promote this program and to utilize their assistance if required.

### 8.3 Guaranteed Ride Home (0.2%) - #55

When asked what would convince them to share the commute, the number one answer among Seattle, Washington commuters was "a Guaranteed Ride Home program at work." Guaranteed Ride Home, or GRH as it is commonly referred to, is an essential element to any alternative program.

In California, surveys have shown an increase in ridesharing of 15% to 20% when a GRH program is made available to them.

GRH is a program designed to provide a free ride home to any individual registered in the employee alternative commute or rideshare program in the event of an emergency or if the individual needs to work unexpected overtime. Eligible participants include those who primarily commute via an alternative: carpool, vanpool, transit, bicycle, and walk. In the event that a carpool team member has a personal or family emergency and

must leave work immediately, GRH will provide a ride to the rideshare partner without a vehicle. If the person needing the ride did not drive and has no vehicle that day, GRH provides the participant a ride to the scene of the emergency and then home. GRH provides those who use an alternative commute option with the assurance that if they register in the program, should an emergency arise, they will have the peace of mind knowing that they always have a way to get home. Also, if any individual registered in the GRH program has to work unexpected overtime (unexpected defined as not knowing prior to arriving at work) or if their carpool partner has to leave work, they will be provided with a guaranteed ride home.

The GRH Program is a free taxi service provided through the "special tax area".

It is the responsibility of each tenant (via the TC and tenant contact) to provide the following:

- Distribution of GRH information to all employees
- Ongoing cooperation with TC to market and provide GRH services

### 8.4 Transportation Coordinator (0.2%) - #57

Crucial to the success of this Air Quality Plan is the marketing and implementation efforts made through management support of this Plan. In order to ensure that the programs and incentives found in this Plan are offered and marketed to employees within Capital Village, a Transportation Coordinator (TC) will be provided and will have the primary responsibility for implementing this Plan and coordinating with the City's special tax area program.

Duties performed by the TC will be provided by a member of the property management team on a part time basis. If land is sold the new property owner(s) must continue to provide a TC. If TC training is available locally through a Transportation Management Association or other similar organization, the TC must attend.

It is the responsibility of each tenant to provide a contact person to coordinate with the TC. The TC will work with designated tenant contacts to coordinate the various aspects of the programs contained in this plan.

**The City of Rancho Cordova must be informed with the name of the TC. Until the permanent TC is identified, this position will be filled by:**

Name: Mr. David Casty

Address: 3501 Jamboree Road
North Towers, Suite 5000
Newport Beach, CA 92660

Phone: (949) 509-4241

The TC will provide the following services:

- Promote trip reduction/air quality strategies to employees of Capital Village as defined in this Air Quality Plan.
- Be the main point of contact for employees wanting to commute using an alternative.
- Catalog all existing incentives that encourage employees to utilize alternative transportation programs.

The Transportation Coordinator's contact information will be posted in the Kiosks and in employee common areas, as well as on marketing materials for alternative programs offered to employees of Capital Village.

The city of Rancho Cordova and the SMAQMD should periodically monitor and coordinate with the TC. If any property management, land ownership or tenant changes occur, a TC (and tenant contact persons) must be provided.

## 9.0 BUILDING COMPONENTS AND STRATEGIES

### 9.1 Landscaping (2.0%) - #58

Most small-engine landscape maintenance equipment is very 'dirty' in an air quality context. These small internal combustion engines often have very high pollutant emissions. Since landscaping companies use the equipment almost continuously throughout a workday, the cumulative impacts of these machines become a moderate source of the air pollutants in the Sacramento Valley.

Capital Village will only contract with commercial landscapers who operate equipment that complies with the most recent California Air Resources Board certification standards, or standards adopted no more than three years prior to date of use. As of January 2001, equipment is required to comply with either the most recent California certification standards or those adopted no more than three years prior to date of use.

Annually, Capital Village will provide to the City of Rancho Cordova and the SMAQMD, a sworn statement from the landscaping company identifying compliance with clean air equipment usage. Periodically the property manager will inspect the activities of the landscape services and if any obligations are not being met, and the contractor is found in non-compliance they will be contacted in writing to rectify the situation. The contractor will have up to three chances to reach compliance within a

one-month timeframe. If the contractor is not found in compliance by the third warning, they will be released from their contract and new company will be hired. If a new company is hired, they will be under the same obligation to provide compliance documentation and that documentation will be forwarded to the air district. The landscape contracts will require that the available certifications are provided. The developer or other appropriate party will supply the District a copy of the first year(s) contract with the landscaper.

### 9.2 Clean Fuel Vehicles (1.5%) - #63

All delivery vehicles utilized by the Lowe's home improvement store will be low-emitting. Vehicles based at the store with a gross vehicle weight rating (GVWR) of less than 14,000 pounds will emit no more than 0.7 g/bhp-hr ROG+Nox. Any diesel powered local delivery vehicle greater than 14,000 GVWR should install a Level III diesel particulate filter (achieves a minimum 85% PM reduction). The store manager will be available to confirm compliance of this measure.

Low emitting propane and/or zero-emission electric forklifts will be operated by Lowe's employees. Using propane and electric vehicles instead of diesel or gasoline-fueled vehicles provides an important air quality benefit.

### 9.3 Anti-idling Program (1.0.%) - #99

Delivery trucks serving the Capital Village project will be instructed to turn off their engines when making deliveries. Signs indicating Capital Village's anti-idling policy will be in clear view of delivery trucks at the back of the buildings. One sign will be posted at each delivery area. Signs will be 2'x3'. The Transportation Coordinator will work with the manager of Lowe's to ensure that signage is visible and posted The Lowe's manager will be responsible for enforcement. Enforcement includes ensuring that signage is visible and posted at all times. The anti-idling policy will reduce pollutants emitted by delivery trucks as well as reduce noise pollution.

## 10.0 CONCLUSION

The proposed Capital Village development is consistent with the air quality goals required by the City of Rancho Cordova. This Plan is designed to improve air quality through emission and trip reducing mitigation measures.

DSL Service Company's comprehensive approach to supporting the goals in the City of Rancho Cordova in order to reduce air pollution will prove successful in helping to clean up our community's air.

The measures identified in this Plan are innovative and comprehensive, from the provision of a pedestrian pathway linking the project to the adjacent residential area to the Main Street design. The combination of the measures found in the Plan will provide the synergism necessary to obtain the 18% pollution reduction recommended for this project.

A Compliance Form follows this Plan summarizing the recommended measures.

# COMPLIANCE FORM
# CAPITAL VILLAGE

| Summary AQ Measures in Plan | | Point Value |
|---|---|---|
| 1. | Non-residential projects provide bicycle lockers and/or racks | 0.5% |
| 2. | Provide an additional 20 % of required Class I & II bicycle parking facilities | 0.5% |
| 5. | Entire project is located within 1/2 mile of an existing Class II bike lane | 1.0% |
| 6. | Provide pedestrian improvements | 1.0% |
| 8. | Provide display case/kiosk for transportation information | 0.5% |
| 12. | Minimum amount of parking | 0.5% |
| 13. | Parking reduction | 2.5% |
| 15. | Increase parking lot shading by 10% over code | 0.5% |
| 17. | Carpool spaces | 0.5% |
| 21. | Clearly marked/shaded pathways | 0.5% |
| 29. | Mixed use | 1.5% |
| 42. | Energy Star furnace | 0.5% |
| 44. | Energy Star roofing materials | 0.5% |
| 52. | Personal Matching Assistance | 0.2% |
| 55. | Guaranteed Ride Home Program | 0.2% |
| 57. | On-site ETC | 0.2% |
| 58. | Contract with landscapers using electric or ARB certified equipment | 2.0% |
| 63. | Implement clean air business practices | 1.5% |
| 99. | Special Tax Zone | 2.5% |
| 99. | Anti-idling program | 1.0% |
| | **Subtotal** | **18.1%** |

**CAPITAL VILLAGE**
Project Name

Applicant Name and Signature

Approved By:

City of Rancho Cordova

# Staff Report

**DATE:** December 19, 2005

**TO:** Honorable City Council

**FROM:** Cyrus Abhar, Public Works Director

**SUBJECT:** **A RESOLUTION CREATING SPECIAL TAX AREA ZONE 3 AND AN ORDINANCE ESTABLISHING A SPECIAL TAX FOR TRANSIT-RELATED SERVICES FOR THE CAPITAL VILLAGE SUBDIVISION, SUBJECT TO CONFIRMATION**

## RECOMMENDATION

Staff recommends that the City Council adopt Resolution No. 147-2005 and introduce Ordinance No. 31-2005. Action on this item will establish Zone 3 of the Transit-Related Services Special Tax Area for the Capital Village project and set the date for the transit-related services tax election.

## DISCUSSION

The City has determined that the cost of providing City transit-related services will exceed existing municipal revenues. The City Council adopted Resolution No. 141-2005 at the November 7, 2005 City Council meeting providing for a special tax for transit-related services to be imposed upon new development within the City. Pursuant to that resolution, a property owner must approve a special tax on the parcels within a subdivision as a condition of approval by the City. The City Council must then adopt a resolution establishing a zone including the subdivision and an ordinance that is subject to voter conformation. Because the voters will effectuate the ordinance it is not necessary to conduct a first and second reading of the ordinance. Pursuant to Elections Code section 9215, initiative ordinances may be adopted by a City Council without multiple readings. The voters subject to the tax will vote on the ordinance creating the special tax which will become effective upon approval of two-thirds of voters voting within Zone 3.

For the Capital Village project, a subdivision map and related documents have been submitted for City approval and the developers have agreed to the special tax. Beazer Homes and Hearthstone Multi-Asset Entity B. L.P. are the current owners of the approximately 117-acre mixed-use development, with 827 residential units. The Capital



**AGENDA ITEM # 12**

Village project will consist of approximately 827 residential units and 266,000 square feet of retail space on 146.4 acres. Of the residential units 562 will be traditional single-family detached residences with between 1,300 and 2,300 square feet of living space. 222 units will be single-family town homes in five-plex and six-plex configuration with the homeowner having fee title (soil to air) between 1,200 and 1,700 square feet of livable space. 43 units will be live/retail units providing 800 square feet of retail space. The total project retail figure of 266,000 square feet assumes that 31 of the 43 live/retail units will be utilized for retail purposes. There will be 1,647 parking spaces provided for the commercial properties. Additionally there will be roughly 7.6 acres of gross park acreage and 1.9 acres of open space.

The City Council, on March 21, 2005, approved the tentative subdivision map and a general plan amendment for the development (via Resolution No. 35-2005). The transportation tax requirement was made a condition of approval of the map approval. This Item will establish Tax Area Zone No. 3, the boundaries of which will be contiguous to the boundaries of the Capital Village project. In addition to creating the special tax, the ordinance will also set the date for the transportation tax election, which will be held on January 17, 2006, at which time the ballot(s) will be tabulated by the City, and the results declared at the City Council meeting.

**ATTACHMENTS**

1. Resolution Creating Special Tax Area Zone 3

2. Ordinance Establishing a Special Tax for Transit-Related Services Subject to Voter Confirmation within the Capital Village Subdivision

CITY OF RANCHO CORDOVA

RESOLUTION NO. 147-2005

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA CREATING SPECIAL TAX AREA ZONE 3 WITHIN THE RANCHO CORDOVA TRANSIT-RELATED SERVICES SPECIAL TAX AREA FOR THE CAPITAL VILLAGE SUBDIVISION**

**WHEREAS**, it is the intention of the City Council to create Zone 3 within the City of Rancho Cordova Transit-Related Services Special Tax Area and authorize an election; and

**WHEREAS**, it is the intention of the City Council to propose to the voters an ordinance establishing a special tax for transit-related services within Zone 3; and

**WHEREAS**, the City recognizes the need for increased transit-related services in Zone 3 and the difficulty of funding the current or increased level of services with revenues now available; and

**WHEREAS**, it is the intention of the City Council to direct the City Clerk to conduct an election by mail ballot pursuant to Elections Code Section 4000 and to be held on the earliest date permitted by law; and

**WHEREAS**, the property owners within Zone 3 within the Rancho Cordova Transit-Related Services Special Tax Area have waived the election time requirements under Elections Code Section 4000 and have authorized the election to take place at an earlier date; and

**WHEREAS**, the Capital Village tentative subdivision map was approved by the City on March 21, 2005. The Capital Village project will consist of approximately 827 residential units and 266,000 square feet of retail space on 146.4 acres. Of the residential units 562 will be traditional single-family detached residences with between 1,300 and 2,300 square feet of living space. 222 units will be single-family town homes in five-plex and six-plex configuration with the homeowner having fee title (soil to air) between 1,200 and 1,700 square feet of livable space. 43 units will be live/retail units providing 800 square feet of retail space. The total project retail figure of 266,000 square feet assumes that 31 of the 43 live/retail units will be utilized for retail purposes. There will be 1,647 parking spaces provided for the commercial properties. Additionally there will be roughly 7.6 acres of gross park acreage and 1.9 acres of open space. Condition No. 56 of Resolution No. 35-2005 requires the applicant to participate in the provision of funding to maintain and augment transportation services as provided by County Service Area No. 10. This will be accomplished by the voters voting to approve a special tax for the lots

created by the approval. The initial annual tax is to be $80 per low density residential dwelling unit or low density residential dwelling unit equivalent, $64 per medium density residential dwelling unit or medium density residential dwelling unit equivalent, $48 per high density residential dwelling unit or high density residential dwelling unit equivalent, $2,051 per retail and service commercial acre, and $1,763 per commercial mixed use acre, subject to an annual inflator formula based on the Consumer Price Index for the San Francisco-Oakland-San Jose Area, or six percent, whichever is less (Multi-family residential units on a single parcel shall be assessed on a proportionately equivalent basis (e.g., a two-unit attached housing structure, such as a duplex, would be deemed to consist of two residential parcels for purposes of the transportation tax); and

**WHEREAS**, for the purposes of this Resolution, a "voter" entitled to vote on the creation of Zone 3 is a person who owns real property within Zone 3, as shown on the last equalized assessment role prepared by the Sacramento County Assessor's Office, at the time that the City Council submits an ordinance authorizing the imposition of a transit-related services tax to the voters of Zone 3. At the time that the Council adopted this Resolution, there were 0 registered voters residing within Zone 3 and 2 property owners. Because the Transit-Related Services Special Tax will be imposed on property in Zone 3 and paid by the owners of the property, the Council finds that restricting the vote on the Transit-Related Services Special Tax to property owners in Zone 3 is appropriate and consistent with the principles and requirements of California Constitution article XIIIC (Proposition 218).

**NOW, THEREFORE**, be it resolved as follows:

Section 1. That portion of the City of Rancho Cordova as described in **Exhibit A** and shown on the Map, **Exhibit B** hereto, is established as Zone 3 of the Rancho Cordova Transit-Related Services Special Tax Area.

Section 2. That Ordinance No. 31-2005, reviewed and approved by the City Council on the same date as this resolution, is to be presented for approval of the voters of Zone 3 by a mail ballot election, to be held on January 3, 2006. The ballot proposition shall read as follows:

> "Shall Ordinance No. 31-2005 of the City Council of the City of Rancho Cordova be approved so as to authorize a special tax on property located in Zone 3 of the Rancho Cordova Transit-Related Services Special Tax Area to maintain the present level of transit-related services and provide additional funding for increased transit-related services?"

Section 3. The City Clerk is directed to take all steps necessary to conduct the election required by this order. Said election shall be conducted by mailed ballot pursuant to Elections Code Section 4000 and shall be held on a date other than the

same date as a statewide direct primary election on statewide general election, or on a date mutually agreed upon by City and the voters, as specified above.

**PASSED AND ADOPTED** by the City Council of the City of Rancho Cordova on the 19th day of December, 2005, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

_____
Robert J. McGarvey, Mayor

**ATTEST:**

_____
Lillian E. Hare, City Clerk

# EXHIBIT A

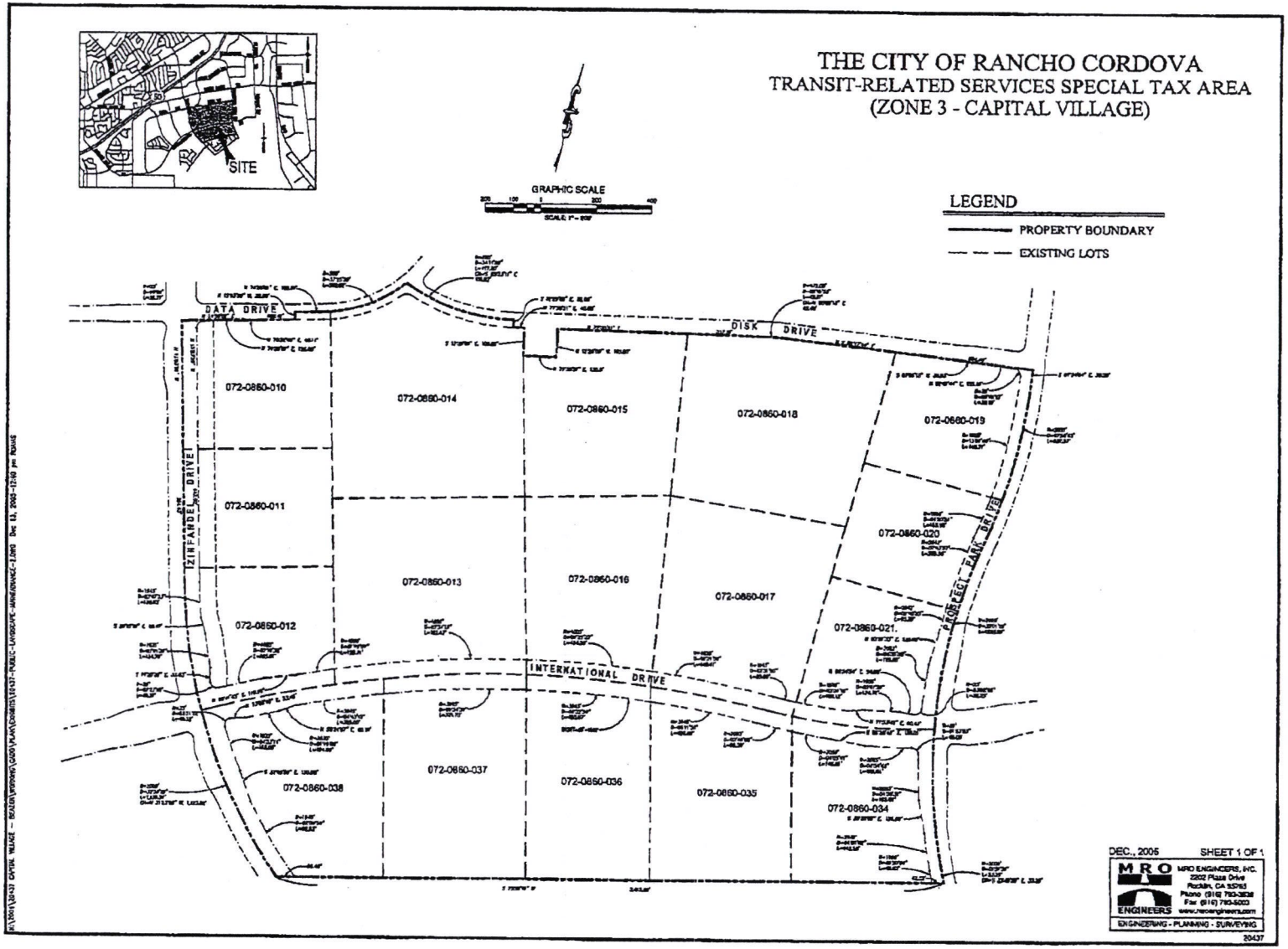
## Description of Property

**The land referred to herein is situated in the State of California, County of Sacramento, City of Rancho Cordova, and is described as follows:**

Parcels 47 through 58 and 70 through 74 inclusive as shown on that certain Parcel Map entitled "Capital Center II" filed April 10, 1986, in Book 93 of Parcel Maps, Page 7, Sacramento County Records.

APN's: 072-0680-010 through 072-0680-021
072-0680-034 through 072-0680-038

**Exhibit B**


THE CITY OF RANCHO CORDOVA
TRANSIT-RELATED SERVICES SPECIAL TAX AREA
(ZONE 3 - CAPITAL VILLAGE)
SITE
GRAPHIC SCALE
LEGEND
PROPERTY BOUNDARY
EXISTING LOTS
DATA DRIVE
DISK DRIVE
INTERNATIONAL DRIVE
PROSPECT PARK DRIVE
072-0860-010
072-0860-014
072-0860-015
072-0860-018
072-0860-019
072-0860-011
072-0860-020
072-0860-013
072-0860-016
072-0860-017
072-0860-012
072-0860-021
072-0860-037
072-0860-036
072-0860-035
072-0860-038
072-0860-034
DEC., 2005
SHEET 1 OF 1
MRO ENGINEERS
ENGINEERING - PLANNING - SURVEYING

**CITY OF RANCHO CORDOVA**

**ORDINANCE NO. 31-2005**

**AN ORDINANCE OF THE CITY OF RANCHO CORDOVA ESTABLISHING A SPECIAL TAX FOR TRANSIT-RELATED SERVICES FOR THE CAPITAL VILLAGE SUBDIVISION SUBJECT TO VOTER CONFIRMATION**

THE VOTERS OF ZONE 3 OF THE RANCHO CORDOVA TRANSIT-RELATED SERVICES SPECIAL TAX AREA DO ORDAIN AS FOLLOWS:

Section 1. Purpose, Intent and Authority.

It is of critical importance to the City Council of the City of Rancho Cordova that residents of the City receive high quality transit-related services. In carefully reviewing the City's budget and revenue projections, it has become clear to City staff that the City budget does not contain adequate funding to ensure the continued delivery of adequate high quality transit-related services unless additional revenues are obtained.

It is the purpose and intent of this Ordinance to generate additional funds to pay for transit-related services by authorizing the levy of a tax on improved parcels of real property on the secured property tax roll of Sacramento County that are within Zone 3 of the Rancho Cordova Transit-Related Services Special Tax Area (the "Zone"). The voters of Zone 3 recognize the importance of adequate transit-related services to the entire Rancho Cordova community and approve this tax to ensure that those services will be maintained and improved citywide.

This tax is a special tax within the meaning of Section 4 of the Article XIIIA of the California Constitution. Because the burden of this tax falls upon property, this tax also is a property tax, but this tax is not determined according to nor in any manner based upon the value of property; this tax is levied on a parcel and use of property basis. Insofar as not inconsistent with this Ordinance or with legislation authorizing special taxes and insofar as applicable to a property tax that is not based on value, such provisions of the California Revenue and Taxation Code and of Article XIII of the California Constitution as relate to ad valorem property taxes are intended to apply to the collection and administration of this tax (Section 4 of this Ordinance), as authorized by law. This tax is not an ad valorem property tax; it is an excise tax on the use of property. Because the revenue from the tax may be used only to fund transit-related services, it is also a special tax.

The revenues raised by this tax are to be used solely for the purpose of providing transit-related services as are deemed necessary by the City Council for the benefit of the residents of Zone 3.

At the time that the Council submitted this Ordinance to the voters of Zone 3, there were 0 registered voters residing there and 2 property owners. Because the Transit-Related Services Special Tax will be imposed on property in Zone 3 and paid by the owners of the property, the Council finds that restricting the vote on the Transit-related Services Special Tax to property owners in Zone 3 is appropriate and consistent with the principles and requirements of California Constitution article XIIIC (Proposition 218).

Section 2. Definitions.

The following definitions shall apply throughout this Ordinance.

A. "Constant first year dollars" shall mean an actual dollar amount which, in years subsequent to the first fiscal year the tax is levied, shall have the same purchasing price as the base amount in first fiscal year dollars as measured by the Consumer Price Index. The base amount shall be the amount of tax per parcel as specified in Section 3(A) herein. The adjustments from actual to constant dollars shall be made by use of the Consumer Price Index, as specified in Section 3(B) herein.

B. "Consumer Price Index" means the Consumer Price Index for all Urban Consumers (CPI-U) for the San Francisco-Oakland-San Jose Area as published by the U.S. Department of Labor, Bureau of Labor Statistics. If the Consumer Price Index is discontinued or revised, such other government index or computation with which it is replaced shall be used in order to obtain substantially the same result as would be obtained if the Consumer Price Index had not been discontinued or revised.

C. "Fiscal year" means the period of July 1 through the following June 30.

D. "Parcel" means the land and any improvements thereon, designated by an assessor's parcel map and parcel number and carried on the secured property tax roll of Sacramento County. For the purposes of this Ordinance, parcel does not include any land or improvements outside the boundaries of Zone 3 nor any land or improvements owned by any governmental entity.

E. "Rancho Cordova Transit-Related Services Special Tax Area" means all the properties within the jurisdictional limits of the City of Rancho Cordova.

F. "Rancho Cordova Transit-Related Services Special Tax Area Zone 3" (the "Zone") means that portion of the incorporated area of the City of Rancho Cordova located within the boundaries described in **Exhibit A** hereto and as shown on the map **Exhibit B** hereto.

G. "Transit-Related Services" means providing, operating, maintaining and subsidizing transit services and all supporting facilities, infrastructure, programs and incentives that benefit the residents of the Rancho Cordova Transit-Related Services Special Tax Area, and shall be calculated and set according to the methodology

described in Engineer's Report County Service Area No. 10 and Benefit Zone No. 2 County of Sacramento, September 7, 2004, which established the methodology for the original service charge for Benefit Zone No. 2.

H. "Voter" means a person who owns real property within Zone 3, as shown on the last equalized assessment role prepared by the Sacramento County Assessor's Office, at the time that the City Council submits an ordinance authorizing the imposition of a transit-related services tax to the voters of Zone 3.

Section 3. Amount and Level of Taxes.

The tax per year on each parcel in the Zone shall not exceed the amount applicable to the parcel, as specified below.

A. For First Fiscal Year:

The tax per year for the first fiscal year (July 1, 2006 through June 30, 2007) shall be the amount of Tax Per Parcel for a Property Use Code Category as set forth on **Exhibit C** hereto. The use code assigned to each parcel shall be reviewed and updated periodically. Rates in **Exhibit C** shall be calculated and set according to the methodology described in Engineer's Report County Service Area No. 10 and Benefit Zone No. 2 County of Sacramento, September 7, 2004, which established the methodology for the original service charge for Benefit Zone No. 2.

B. For Subsequent Fiscal Year:

In order to keep the tax on each parcel in constant first year dollars for each fiscal year subsequent to the first fiscal year, the tax per year shall be adjusted as set forth below to reflect any increase in the Consumer Price Index beyond the first fiscal year the tax is levied.

In June or July of each year, City Council shall determine the amount of taxes to be levied upon the parcels in Zone 3 for the then current fiscal year, as set forth below.

For each Property Use Category on **Exhibit C**, the tax per year on each parcel for each fiscal year subsequent to the first fiscal year shall be an amount determined as follows:

| | | | |
|---|---|---|---|
| Tax Per Parcel For then Current Fiscal Year | = | Tax Per Parcel For Immediately Preceding Fiscal Year | X Consumer Price Index from April of immediately Preceding Fiscal Year to April of then Current Fiscal Year **OR** 6 percent, whichever is less |

Provided, however, that in no event shall the tax per parcel for any fiscal year be less than the amount established for the first fiscal year.

C. Nature of Tax Levy.

The taxes levied on each parcel pursuant to this Article shall be a charge upon the parcel and shall be due and collectible as set forth in Section 4, below.

Section 4. Collection and Administration.

A. Taxes as Liens Against the Property.

The amount of taxes for each parcel each year shall constitute a lien on such property, in accordance with Revenue and Taxation Code Section 2187, and shall have the same effect as an ad valorem real property tax lien until fully paid.

B. Collection.

The taxes on each parcel shall be billed on the secured roll tax bills for ad valorem property taxes and are to be collected in the same manner in which Sacramento County collects secured roll ad valorem property taxes. Insofar as feasible and insofar as not inconsistent with this Ordinance, the times and procedures regarding exceptions, due dates, installment payments, corrections, cancellations, refunds, late payments, penalties, liens, and collections for secured roll ad valorem property taxes (as established by Sacramento County) shall be applicable to the collection of this tax. Notwithstanding anything to the contrary in the foregoing, as to this tax:

1. The secured roll tax bills shall be the only notices required for this tax, and

2. The homeowners and veterans exemptions shall not be applicable because such exemptions are determined by dollar amount of value.

C. Costs of Administration by County.

The reasonable costs incurred by the County officers collecting and administering this tax shall be deducted from the collected taxes.

D. Use of Tax Revenue.

The revenue collected from the tax imposed by this ordinance shall be placed into a separate account and may be used only to fund transit-related services, including the costs of administering and collecting the tax and enforcing the provisions of this ordinance. Revenue from the tax may be used for transit-related services citywide.

E. Refunds.

1. Whenever the amount of any tax, interest or penalty has been overpaid or paid more than once, or has been erroneously or illegally collected or received by the City pursuant to this ordinance, it may be refunded as provided in this Section.

2. No refund may be made except upon a written claim verified by the person who paid the tax or by his or her guardian or conservator or the executor or administrator of his or her will or estate and stating the grounds upon which the claim is made. All claims filed pursuant to this subsection must be presented within one year after payment of the amount for which the claimant is seeking a refund.

3. No order of a refund may be made until a written claim therefor has been presented in accordance with this subsection. No suit for money, damages or a refund may be brought against the City until a written claim therefor has been presented to the City and has been acted upon or has been deemed rejected by the City, in accordance with this subsection. Only the person who filed the claim may bring such a suit, and if another person should do so, judgment shall not be rendered for the plaintiff.

F. Initiatives to Affect Tax.

Consistent with the California Constitution (art. XIIIC, § 3) the tax imposed by this ordinance may be affected by initiative. The procedures for qualification of such an initiative and the election on a qualified initiative shall be consistent with the California Constitution (art. 2, sec. 8), the California Elections Code (Chapter 3 of Division 9), and the Municipal Code. The minimum number of signatures necessary to qualify an initiative to affect the tax approved by this ordinance shall be equal to 5 percent

of the votes in the City for all candidates for Governor at the last gubernatorial election. The election on a qualified initiative to affect the tax shall be a regular citywide election. An initiative affecting the tax shall be approved only if at least two-thirds of the votes cast on the measure are in favor of its approval.

Section 5. Severability Clause.

If any article, section, subsection, sentence, phrase of clause of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portion of this Ordinance. The voters of Zone 3 hereby declare that they would have adopted the remainder of this Ordinance, including each article, section, subsection, sentenced phrase or clause, irrespective of the invalidity of any other article, section, subsection, sentence, phrase or clause.

Section 6. Effective Date and Posting.

This Ordinance shall take effect immediately upon its approval by two-thirds of the voters voting within the Zone in an election to be held on January 3, 2006 so that taxes shall first be collected hereunder for the tax year beginning July 1, 2006.

**APPROVED** by the following vote of the Voters of Zone 3 of the Rancho Cordova Transit-Related Services Special Tax Area on January 3, 2006.

**ADOPTED** by Declaration of the vote by the City Council of the City of Rancho Cordova on _____:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

_____
Robert J. McGarvey, Mayor

**ATTEST:**

_____
Lillian E. Hare, City Clerk

# Appendix B
# Archaeological and Historical Investigation

PMC

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# MEMO

**To:** Hilary Anderson
CITY OF RANCHO CORDOVA

**From:** Kurt Lambert
Archaeological Technician

**Cc:** Bret Sampson

**Date:** March 15, 2005

**Re:** Capital Village Archaeological and Historical Investigations

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Hilary:

Archaeological survey for the Capital Village Project in Rancho Cordova has been completed. The survey included a records search at the North Central Information Center at California State University, a sacred lands search by the Native American Heritage Commission, and a pedestrian survey of the 115-acre project area.

The records search identified: one previous survey, the Archaeological Inventory Report Lower American River Locality by Dames & Moore (1995), within project boundaries (i.e., the southeast corner of the project area); and that the project area is located in an area encompassed by the American River Gold Mining District. The American River Gold Mining District, historic site CA-SAC-308-H, is a large dredge-mining district measuring ten miles long and seven miles wide that was in operation from the late 1890s to 1962. Regardless, only a small portion of the district is within the Area of Potential Effects (APE) of the Capital Village Project, and this area primarily consists of leveled tailings piles that date to the 1960s. Consequently, the tailings piles do not meet the age criteria to be considered as historical resources or significant archaeological resources.

The results of the sacred lands search for the project have not been received as yet, but a previous sacred lands search for the entire City of Rancho Cordova did not identify any Native American cultural resources within city limits. Consequently, it is not anticipated that there will be any Native American concerns related to the Capital Village Project.

I conducted a pedestrian survey across the project APE on September 28-30, 2004. The survey consisted of 20-25 meter-wide transects across the entire project APE. Survey of the southern section (i.e., south of International Drive) of the project APE only identified leveled tailings piles, modern garbage, and areas affected by grading. Indeed, construction activities and illegal dumping have disturbed this area. No other cultural resources were identified in this section of the project APE. Survey of the northern section of the project APE (i.e., the area that is bordered by Disk Drive and Data Drive on the north, Prospect Park Drive on the east, International Drive on the south, and Zinfandel Drive on the west) identified leveled tailings piles and modern garbage. No other

significant cultural resources were identified in this section of the project APE, but a railroad spike and a piece of shell was noted.

In summary, archaeological investigations for the Capital Village Project in Rancho Cordova are complete. The investigations included a records search at the North Central Information Center at California State University, a sacred lands search by the Native American Heritage Commission, and a pedestrian survey of the 116-acre project area. The record search identified that the project APE is within boundaries of the American River Gold Mining District, CA-SAC-308-H. The site number, however, was assigned to the area by the North Central Information Center to facilitate organization of numerous reports in their files for the area. Consequently, the site does not have firmly demarcated boundaries or descriptions of the features that may be present within it. Indeed, there are several recent residential and commercial developments within the district and much of the district has been affected by previous construction activities (e.g., removal and/or leveling of tailings piles). Pedestrian surface survey of the project APE identified leveled tailings piles, but did not identify any other significant cultural resources. The tailings piles date to the 1960s and were leveled prior to proposal of the current project. Consequently, they have been dramatically altered from their original condition and do not meet the age criteria to be considered as historical resources or significant archaeological resources. In addition, developments (e.g., both residential and commercial) surrounding the project APE have affected the overall integrity of the area, and it should not be considered a part of CA-SAC-308-H because there are no intact historic features in the area. Any features in the area surrounding the Capital Village Project and the project APE either have been obliterated or dramatically affected by a variety of construction activities. Therefore, the Capital Village Project would not likely affect any historical resources or unique archaeological resources, and may be implemented as currently proposed.

# APPENDIX C-1
# ENVIRONMENTAL NOISE ASSESSMENT

# Environmental Noise Assessment

# Capital Village Project

City of Rancho Cordova, California

Bollard & Brennan Job #2004-201

Prepared For:

**Beazer Homes Northern California**

3721 Douglas Blvd., Suite 100
Roseville, California 95661

Prepared By:

**Bollard & Brennan, Inc.**

Luke Saxelby

Validity unknown

Digitally signed by Luke Saxelby
DN: cn=Luke Saxelby, o=Bollard and Brennan, Inc., c=US
Date: 2004.01.19 12:03:54 -08'00'

Luke Saxelby, Consultant

January 19, 2004



Bollard & Brennan, Inc.

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## INTRODUCTION

The proposed Capital Village project is located east of Zinfandel Drive and south of Highway 50, in the City of Rancho Cordova, California. The project is bordered by Disk Drive to the north, Prospect Park Drive to the east, Zinfandel Drive to the west and is bisected by International Drive. The project includes various commercial and retail spaces ranging from approximately 800 sf. to 57,000 sf. The project also includes an 8,000 sf. commercial mixed use (CMU) space which will likely be used for a restaurant. High density and low density single family residential uses are proposed to be located on the project site to the east of the proposed commercial and retail uses. The project site is bordered by existing single family residential uses to the south and office buildings to the north and east of the project site. The project location and site plan are shown by Figure 1.

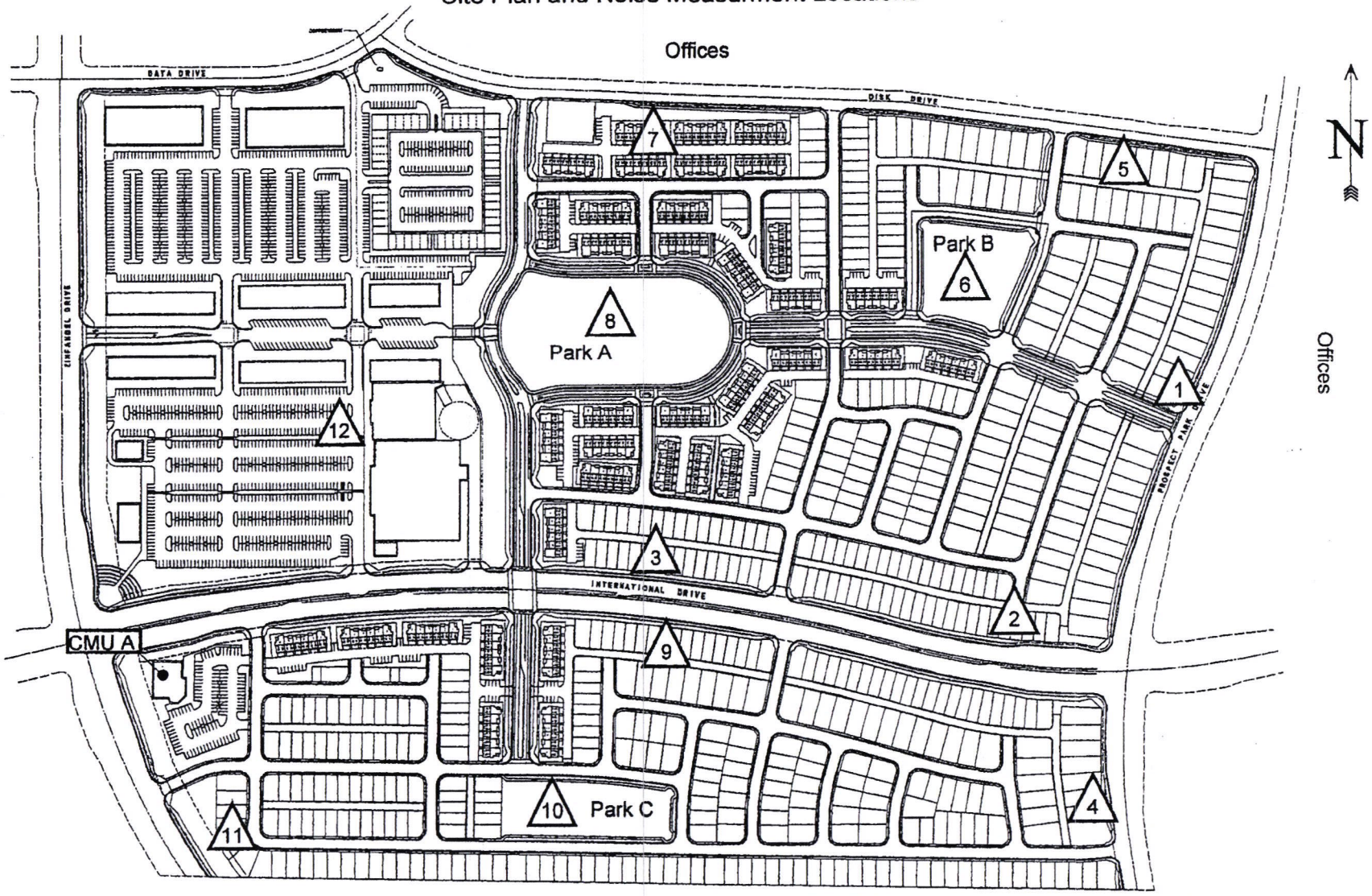
The purposes of this noise analysis are to evaluate noise impacts of the proposed commercial uses and off site traffic on the proposed residential uses. This analysis specifically focuses on noise generated by delivery truck passages, by mechanical equipment on the roofs of the commercial uses, parking lot activities, and by traffic on International Drive, Zinfandel Drive, Disk Drive, and Prospect Park Drive. The City of Rancho Cordova is in the process of developing a General Plan. Prior to the adoption of that plan, the City is utilizing the Sacramento County General Plan Noise Element standards. Therefore, this analysis will seek to achieve compliance of the Noise Element of the Sacramento County General Plan. Where project-related noise levels are predicted to exceed the Sacramento County General Plan Noise Element standards, noise reduction measures are evaluated.

## ACOUSTICAL BACKGROUND AND TERMINOLOGY[1]

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and hence are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

1. For an explanation of the these terms, please refer to Appendix A, Acoustical Terminology

**Figure 1**
Capital Village Project
Site Plan and Noise Measurment Locations




# : Short Term Noise Measurement Location

Bollard & Brennan, Inc.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighing network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.

## CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

The City of Rancho Cordova is in the process of developing a General Plan. Prior to the adoption of that plan, the City is utilizing the Sacramento County General Plan Noise Element standards. For the purposes of evaluating noise impacts due to new projects, the criteria contained within the Noise Element of the General Plan are used. The Sacramento County General Plan Noise Element establishes acceptable noise level criteria for both transportation and non-transportation noise sources. Table 1 provides the noise level performance criteria for new projects which are affected by or including non-transportation noise sources, such as those attributed to loading dock operations, and parking lot activities. These criteria are applied at the property line of noise-sensitive land uses.

For transportation noise sources, such as roadway noise, the Sacramento County General Plan establishes an "Acceptable" exterior noise level standard for residential uses of 60 dB Ldn, which is applied in the outdoor activity areas. A "Conditionally Acceptable exterior noise level standard of 65 dB Ldn is applied only after careful study and inclusion of protective measures as needed for intended use. An interior noise level standard of 45 dB Ldn is also specified for residential uses.

**Table 1**
**Exterior Hourly Noise Level Performance Standards for Stationary Noise Sources**
**Sacramento County General Plan**

| | Maximum Acceptable Noise Level, dBA | |
|---|---|---|
| Minutes/Hour of Noise Generation ($L_n$) | Daytime (7 am - 10 pm) | Nighttime (10 pm - 7 am) |
| 30 ($L_{50}$) | 50 | 45 |
| 15 ($L_{25}$) | 55 | 50 |
| 5 ($L_{8.3}$) | 60 | 55 |
| 1 ($L_{1.7}$) | 65 | 60 |
| 0 ($L_{max}$) | 70 | 65 |

Note: $L_n$ means the percentage of time the noise level is exceeded during an hour. $L_{50}$ means the level exceeded 50% of the hour, $L_{25}$ is the level exceeded 25% of the hour, etc.

For the purposes of this project, the median hourly level or $L_{50}$ criterion and the maximum $L_{max}$ criterion are the most appropriate determining compliance with the County criteria.

## EXISTING AMBIENT NOISE ENVIRONMENT

The existing noise environment at the project site is defined primarily by traffic on the local roadway network. To generally quantify existing ambient noise levels at the project site, Bollard & Brennan, Inc. conducted short-term noise level measurements on the project site on August 6, 2004. Figure 1 shows the noise measurement locations.

A Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meter was used for the noise level measurement survey. The meter was calibrated before and after use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

The noise level measurements were conducted to determine typical average and maximum noise levels in the immediate project vicinity and to calibrate the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108). Table 2 shows a summary of the results of the ambient noise level measurements.

**Table 2**
**Summary of Ambient Noise Measurement Results**
**Capital Village Project - Rancho Cordova, California**

| Site # | Location | Average (Leq) | Maximum (Lmax) |
|---|---|---|---|
| 1 | East side of site, 75' from Prospect Park Dr. C.L. | 55 dB | 72 dB |
| 2 | Southeast corner of site, 100' north of International Drive C.L. | 62 dB | 78 dB |
| 3 | South side of site, 100' north of International Drive C.L. | 62 dB | 82 dB |
| 4 | Southeast corner of site, south of International Drive. | 51 dB | 62 dB |
| 5 | Northeast corner of site, 75' south of Disk Drive C.L. | 55 dB | 65 dB |
| 6 | Proposed Park B site, northeast region of site. | 55 dB | 69 dB |
| 7 | North side of site, south of Disk Dr. | 56 dB | 62 dB |
| 8 | Proposed Park C Site, central region of site. | 57 dB | 64 dB |
| 9 | South side of site, 100' south of International Drive C.L. | 62 dB | 74 dB |
| 10 | Proposed Park C Site, central region of site | 56 dB | 65 dB |
| 11 | Southwest corner of site, 150' from Zinfandel Dr. C.L. | 56 dB | 68 dB |
| 12 | Center of commercial region of site | 55 dB | 61 dB |

Notes: Source - Bollard & Brennan, Inc.

The results of the ambient noise survey indicate that the project site is exposed to noise levels that are typical of urban areas exposed to transportation noise sources. The results indicate that traffic on International Drive is the most significant noise source in the immediate project vicinity.

## EVALUATION OF FUTURE TRAFFIC NOISE LEVELS AT THE PROJECT SITE

### Traffic Noise Prediction Methodology:

Bollard & Brennan, Inc. employs the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) for the prediction of traffic noise levels. The FHWA model is the analytical method currently favored for traffic noise prediction by most state and local agencies, including the California Department of Transportation (Caltrans). The model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

On August 6, 2004, Bollard and Brennan, Inc. conducted on-site noise level measurements and concurrent traffic counts of International Drive, Zinfandel Drive, Disk Drive, and Prospect Park Drive. The purpose of the short-term traffic noise level measurements was to determine the accuracy of the FHWA model in describing the existing noise environment on the project site, accounting for shielding from local topography, actual travel speeds, and roadway grade. Noise measurement results were compared to the FHWA model results by entering the observed traffic volume, speed and distance as inputs to the FHWA model. See Figure 1 for noise measurement locations.

Instrumentation used for the measurements were Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meters which were calibrated in the field before use with an LDL CA-200 acoustical calibrator. Due to insufficient traffic volumes, Zinfandel Drive, Disk Drive, and Prospect Park Drive were not able to be calibrated. Based upon the calibration results, the FHWA Model was found to accurately predict International Drive traffic noise levels within 1 dB, on the project site. Therefore, no correction to the FHWA Model was applied to predicted traffic noise levels throughout this analysis. Appendix B shows the complete inputs to the FHWA Calibration Model.

**Future Exterior Traffic Noise Levels:**

To determine the future traffic noise levels on the project site, Bollard & Brennan, Inc. utilized traffic data, obtained from MRO Engineers. Table 3 shows the predicted future traffic noise levels at the project site. Appendix C provides the inputs to the FHWA Traffic Noise Prediction Model.

**Table 3**
**Predicted Future Traffic Noise Levels**

| | | | Distance to Noise Contours[1] | |
|---|---|---|---|---|
| Roadway | Location | Noise Level, (Ldn) | 60 dB Ldn | 65 dB Ldn |
| International Dr. | Nearest Building Facades | 68 dB | 304 feet | 141 feet |
| | Park A | 47 dB [2] | | |
| | Park C | 46 dB [2] | | |
| Zinfandel Drive | Nearest Building Facades | 63 dB | 203 feet | 94 feet |
| Disk Dr. | Nearest Building Facades | 63 dB | 88 feet | 41 feet |
| | Park B | 42 dB [2] | | |
| Prospect Park Dr. | Nearest Building Facades - N. of International Dr. | 60 dB | 70 feet | 33 feet |
| | Nearest Building Facades - S. of International Dr. | 60 dB | 71 feet | 33 feet |

[1] Predicted distances to noise level contours are from the roadway centerline.
[2] Park locations include a -10 dB shielding offset from the proposed residential buildings.
Note: A complete listing of the FHWA Model inputs and results is provided in Appendix C.

Typically, the Sacramento County exterior noise levels standards would be applied to the backyard or patio areas of the proposed residential uses. However, the proposed residential dwellings do not have standard backyard or patio areas. In this respect, the project is similar to a multi-family development. For multi-family developments, the exterior noise level standard is often applied at a "common outdoor activity area" such as a common swimming pool or park area. The proposed project includes three park sites. Therefore, this analysis will seek to achieve compliance with the Sacramento County exterior noise level standard at the nearest park sites.

Based upon the results shown in Table 3, the predicted future traffic noise levels at the proposed park sites would not exceed the Sacramento County General Plan 60 dB Ldn exterior noise level criterion. Therefore, no additional exterior traffic noise reduction measures will be required.

**Future Interior Traffic Noise Levels:**

Worst case exterior traffic noise levels at the first row of residences adjacent to International Drive are predicted to be 68 dB Ldn. Additionally, second floor facades will be exposed to traffic noise levels approximately 2-3 dB higher than first floor facades due to reduced ground attenuation. Therefore, the second floor facades of residences with direct exposure to traffic noise are predicted to be exposed to traffic noise levels up to 71 dB Ldn. Therefore, building facade noise level reductions of 23 dB and 26 dB will be required to reduce interior traffic noise levels to a state of compliance with the Sacramento County 45 dB Ldn interior noise level standard at first and second floor building facades, respectively.

Standard residential construction (wood siding or one-coat stucco siding, STC-26 windows, door weatherstripping, exterior wall insulation, composition plywood roof, etc.), results in an exterior to interior noise reduction of about 25 dB with windows closed, and approximately 15 dB with windows open.

Based upon a 25 dB building facade noise reduction provided by standard residential construction, interior traffic noise levels at second floor receivers are predicted to exceed the Sacramento County interior noise level standard of 45 dB Ldn for the proposed residences located closest to International Drive. In order to achieve compliance with the Sacramento County 45 dB Ldn interior noise level standard, STC 30 rated window assemblies should be installed in all second floor windows with a direct view of International Drive.

Residences adjacent to Zinfandel Drive, Disk Drive, and Prospect Park Drive are not predicted to be exposed to first or second floor exterior traffic noise levels exceeding 66 dB Ldn. Therefore, no interior noise level mitigation is warranted at these locations, assuming a standard 25 dB exterior to interior noise level reduction with windows closed.

Air conditioning should also be installed in all residences so that windows and doors may remain closed to achieve maximum acoustical isolation.

## PROJECT NOISE GENERATION AND POTENTIAL NOISE IMPACTS

### Potential Truck Circulation and Loading Dock Noise Impacts

There are a number of various retail uses in the northwest quadrant of the project site. Most of these retail uses will be front-loaded by side step vans and small delivery trucks. These delivery activities would not be a significant noise source at the adjacent proposed residential uses due to distance and shielding from the proposed retail buildings. However, the primary retail anchors will have a loading dock which may include deliveries from semi trucks as well as step side vans. At this time, it is not known what retailers will eventually occupy the main anchor buildings. Based upon recent noise studies conducted by Bollard & Brennan, Inc. for similar sized commercial uses, conservative estimates were made to predict the peak hour truck circulation at the rear delivery area of the primary anchors. It was conservatively estimated that a busy hour would consist of two semi truck deliveries and 4 step side van deliveries to the primary anchors.

Based upon the site plan, delivery trucks will enter and exit from International Drive. The nearest on-site truck passages will be approximately 160 feet from the proposed residences to the east. Bollard & Brennan, Inc. has collected noise level data for individual truck arrival, unloading and departure for loading dock operations. Typical noise levels for semi trucks at a reference distance of 50 feet are 88 dB SEL and 82 dB Lmax. Side step vans typically generate noise levels of 76 dB SEL and 70 dB Lmax at a distance of 50 feet.

Based upon the overall noise levels due to truck passbys and loading dock operations, the noise level data and operational data described above, the hourly Leq can be determined using the following formula:

$$Leq = 88 + 10^{*} (\log \#\ \text{of operations}) - 35.6,\ \text{dB where:}$$

88 is the mean sound exposure level (SEL) for a truck arrival and departure, and 10* (log # operations) is 10 times the logarithm of the number of truck arrivals and departures during an hour, and 35.6 is 10 times the logarithm of the number of seconds in an hour. Based upon the above formula, the predicted hourly Leq is approximately 55 dB at 50 feet.

Based upon a distance of 160 feet to the nearest proposed residences to the north, the predicted hourly noise levels at the residences are 48 dB Leq and 72 dB Lmax. Due to the limited time during the hour that noise due to truck traffic occurs, the L50 noise level is conservatively estimated to be 5 dB less than the predicted Leq value. Therefore, the predicted L50 value is 43 dB.

The predicted delivery truck noise levels are not expected to exceed the daytime or nighttime hourly L50 noise level criterion of 50 dB and 45 dB L50, respectively, at the nearest residential receivers. However, the predicted noise levels are expected to exceed the daytime and nighttime maximum noise level criterion of 70 dB and 65 dB Lmax, respectively. Therefore, noise reduction options would be necessary to comply with the Sacramento County exterior noise level standards.

In order to reduce exterior truck noise levels at the nearest residential uses, a barrier analysis was performed. The results of this analysis indicate that a 6-foot tall noise barrier would reduce delivery truck noise levels to a state of compliance with the Sacramento County 70 dB Lmax daytime exterior noise level standard at the nearest residential uses. Maximum delivery truck noise levels would still exceed the Sacramento County nighttime exterior noise level standard. However, it is not expected that regular nighttime (10 p.m. to 7 a.m.) usage of the loading docks would occur. If nighttime loading dock activities are necessary, than an 11-foot tall noise barrier would need to be constructed to achieve the Sacramento County 65 dB Lmax exterior noise level standard. Appendix D provides the complete results and inputs of the barrier analysis. Figure 2 shows the recommended barrier loaction.

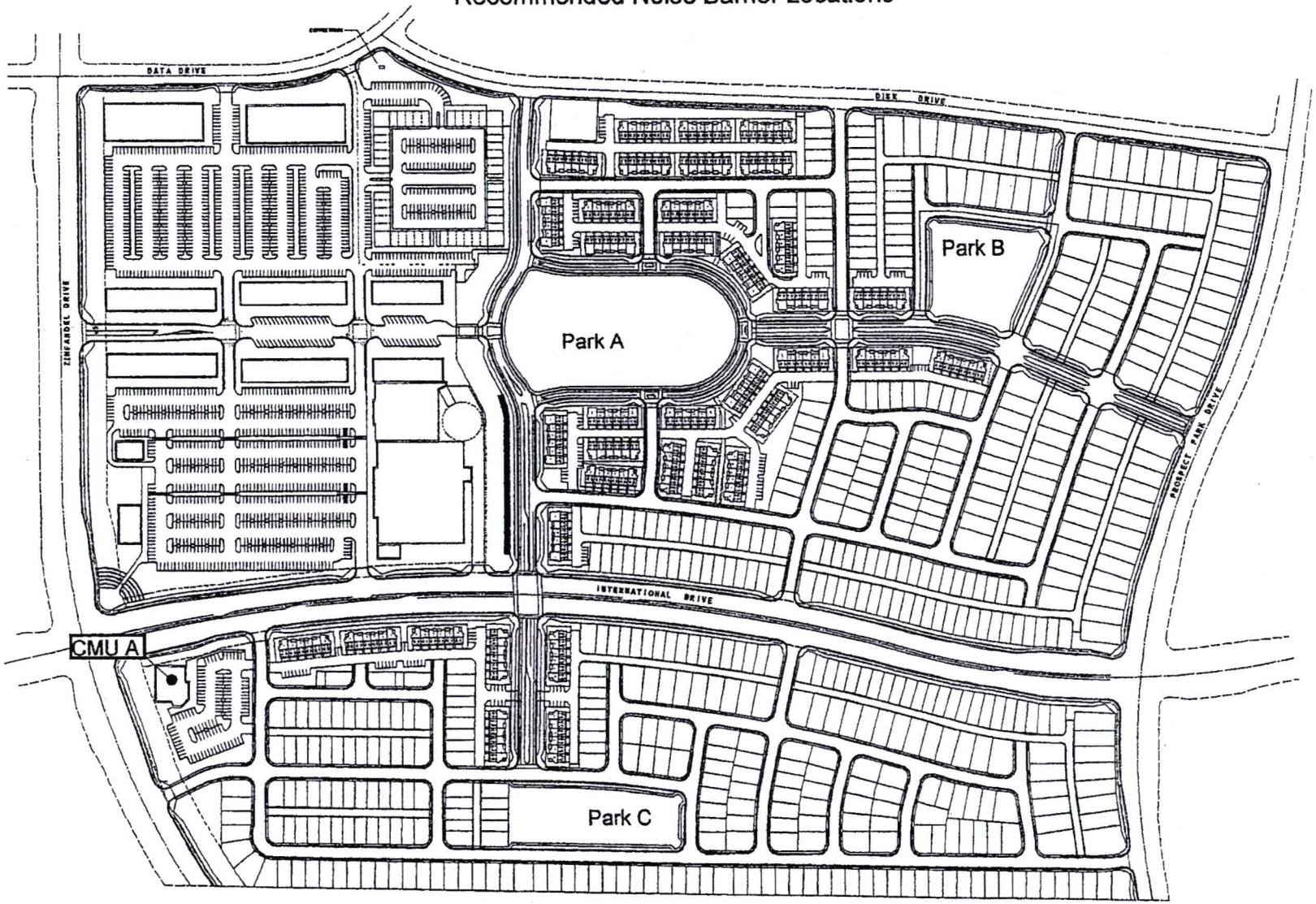
**Mechanical Equipment Noise**

HVAC mechanical equipment at the commercial uses associated with the project could generate noise levels exceeding the Sacramento County General Plan Noise Element standards for residential uses exposed to stationary noise sources. There are three locations on the project site where the HVAC equipment could be a potential problem. The impacts of HVAC noise on the nearest residential uses was considered adjacent to the retail shops south of Disk Drive, the primary anchor buildings north of International Drive, and the Commercial Mixed Use A (CMU A) at the southeast corner of Zinfandel Drive and International Drive.

***HVAC Noise From Retail Shops:***

Based on discussions with the project engineer, each of the 800 sf. retail shops south of Disk Drive will have packaged roof-top HVAC units. It was assumed that these units will provide approximately one ton of cooling per 350 sf. of retail space. Based upon this estimate, the cooling capacity for each of the retail pads was calculated. Noise levels for the roof-top HVAC units were calculated based upon published data for packaged HVAC units (Bolt Beranek and Newman Inc., *Noise Control for Buildings and Manufacturing Plants*). The hourly average noise level for the HVAC units is predicted to be 49 dB Leq/L50 at the nearest residential uses, without consideration of shielding by the building rooftops or parapets. This level does not exceed the Sacramento County daytime exterior noise level standard of 50 dB L50. However, this level would exceed the Sacramento County nighttime exterior noise level standard of 45 dB L50. In order to estimate the amount of shielding provided by the building parapet, a barrier analysis was performed. The results of this analysis indicate that a 2-foot tall parapet would reduce HVAC noise levels to a state of compliance with the Sacramento County 45 dB L50 nighttime exterior noise level standard at the nearest residential uses. Appendix E provides the complete results and inputs of the barrier analysis.

**Figure 2**
Capital Village Project
Recommended Noise Barrier Locations




: Recommended Noise Barrier

Bollard & Brennan, Inc.

*HVAC Noise From Primary Anchor Uses:*

Based on discussions with the project engineer, each of the primary anchors will have packaged roof-top HVAC units. It was assumed that these units will provide approximately one ton of cooling per 350 sf. of retail space. Based upon this estimate, it was assumed that the main anchor building would have eleven 20-ton HVAC units evenly dispersed over the roof-top. Noise levels for the roof-top HVAC units were calculated based upon published data for packaged HVAC units (Bolt Beranek and Newman Inc., *Noise Control for Buildings and Manufacturing Plants*). The hourly average noise level for the HVAC units is predicted to be 52 dB Leq/L50 at the nearest residential uses, without consideration of shielding by the building rooftops or parapets. This level would exceed the Sacramento County daytime and nighttime exterior noise level standards of 50 dB and 45 dB L50, respectively. In order to estimate the amount of shielding provided by the building parapet, a barrier analysis was performed. The results of this analysis indicate that a 6-foot tall parapet would reduce HVAC noise levels to a state of compliance with the Sacramento County daytime and nighttime exterior noise level standards of 50 dB and 45 dB L50, respectively. Appendix E provides the complete results and inputs of the barrier analysis. As an alternative to the 6-foot tall parapet, a more detailed analysis of HVAC noise levels could be conducted when specific mechanical plans become available.

*HVAC Noise From CMU A:*

Based on discussions with the project engineer, the 8,000 sf. CMU A use at the southeast corner of Zinfandel Drive and International Drive will have packaged roof-top HVAC units. It was assumed that these units will provide approximately one ton of cooling per 250 sf. of restaurant space. Based upon this estimate, it was assumed that the CMU building will have two 15-ton HVAC units evenly dispersed along the roof-top. Noise levels for the roof-top HVAC units was calculated based upon published data for packaged HVAC units (Bolt Beranek and Newman Inc., *Noise Control for Buildings and Manufacturing Plants*). The hourly average noise level for the HVAC unit is predicted to be 50 dB Leq/L50 at the nearest residential uses, without consideration of shielding by the building rooftop or parapets. This level exceeds the Sacramento County daytime and nighttime exterior noise level standards of 50 dB L50 and 45 dB L50, respectively. In order to estimate the amount of shielding provided by the building parapet, a barrier analysis was performed. The results of this analysis indicate that a 3-foot tall parapet would reduce HVAC noise levels to a state of compliance with the Sacramento County daytime and nighttime exterior noise level standards at the nearest residential uses. Appendix E provides the complete results and inputs of the barrier analysis.

**Parking Lot Circulation:**

***CMU A Parking Lot:***

Parking lot activities could generate noise levels exceeding the Sacramento County exterior noise level standards at the nearest residential property lines. However, most of the residential uses will receive a significant amount of shielding from the parking lots by the intervening retail use buildings. The residential uses south of International Drive, near Zinfandel Drive, are the only residential uses with unshielded exposure to significant parking lot activities. Therefore, a detailed analysis of parking lot noise levels was conducted for these residential uses.

The center of the CMU A parking lot is located approximately 120 feet from the nearest residential uses. For the purposes of this analysis, this distance will be considered the focal point where parking activity noise is generated.

As a means of determining the noise levels due to parking lot activities Bollard & Brennan, Inc. utilized noise level data collected for parking lots. A typical SEL due to automobile arrivals and departures, including car doors slamming and people conversing is approximately 71 dB, at a distance of 50 feet. Assuming that all 105 parking spaces will fill and empty during a peak hour, the peak hour parking lot Leq noise level can be determined using the following formula:

$$\text{Peak Hour Leq} = 71 + 10 * \log(105) - 35.6, \text{ dB where:}$$

71 is the mean sound exposure level (SEL) for an automobile arrival and departure, and 10 * (log 105) is 10 times the logarithm of the number of automobile arrivals and departures per hour, and 35.6 is 10 times the logarithm of the number seconds in an hour.

Based upon the equation above, this parking lot would result in a daytime peak hour Leq of approximately 56 dB, at a distance of 50 feet. At 120 feet, the predicted noise level, at the nearest residential use would be 48 dB Leq. The L50 noise level is typically 3-5 dB less than the Leq value for parking lot noise. Therefore the predicted parking lot noise level is 43-45 dB L50 at the nearest residential uses. This level satisfies the Sacramento County daytime and nighttime noise level criteria of 50 dB and 45 dB L50, respectively.

The nearest parking space at the CMU A parking lot is located 60 feet from the nearest residential property line. At this distance the maximum parking lot noise level is predicted to be 59 dB Lmax. This level complies with the Sacramento County daytime and nighttime maximum noise level standard of 70 dB and 65 dB Lmax.

*Primary Anchor Parking Lot:*

The residential uses south of International Drive, near Zinfandel Drive, also receive unshielded exposure to the 690 space primary anchor parking lot to the north. Using the same methodology discussed previously, the predicted parking lot noise levels were calculated to be 40-42 dB L50 and 42 dB Lmax at these residential uses. The predicted parking lot noise levels comply with the Sacramento County daytime and nighttime exterior noise level standards.

## CONCLUSIONS

As a means of achieving the Sacramento County General Plan noise level criteria, as applied by the City of Rancho Cordova, the following requirements would need to be included in the project design for this site.

1. A 6-foot tall noise barrier should be constructed along the rear of the primary anchor truck delivery and loading dock area. Loading dock usage should be limited to daytime hours (7 a.m. to 10 p.m.). If nighttime utilization of the loading dock area is necessary, an 11-foot tall noise barrier should be constructed. Figure 2 shows the recommended noise barrier location.

2. A 2-foot tall parapet should be constructed along the east roofline of the retail buildings south of Disk Drive, adjacent to the proposed residential uses. A 6-foot tall parapet should be constructed along the east and south roof lines of the primary anchor buildings north of International Drive, adjacent to the proposed residential uses. A 3-foot tall parapet should be constructed along the east roof line of the CMU A building at the southeast corner of International Drive and Zinfandel Drive, adjacent to the proposed residential uses. As an alternative to these parapets, a more detailed HVAC analysis may be performed when HVAC plans become available. At that time, the building parapet heights can be re-evaluated.

3. STC rated 30 window assemblies should be installed in all second floor windows with a direct view of International Drive. Only the first row of homes adjacent to International Drive would need to have this upgrade. Air conditioning should also be installed in all residences so that windows and doors may remain closed to achieve maximum acoustical isolation.

These conclusions are based on the assumptions stated in this report, site plans provided by the project applicant, traffic predictions provided by the MRO, published literature for HVAC equipment, noise reduction data for standard residential dwellings and for typical STC rated window data. Bollard & Brennan, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

Appendix A

## Acoustical Terminology

| | |
|---|---|
| **Acoustics** | The science of sound. |
| **Ambient Noise** | The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study. |
| **Attenuation** | The reduction of an acoustic signal. |
| **A-Weighting** | A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response. |
| **Decibel or dB** | Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging. |
| **Frequency** | The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz. |
| **Ldn** | Day/Night Average Sound Level. Similar to CNEL but with no evening weighting. |
| **Leq** | Equivalent or energy-averaged sound level. |
| **Lmax** | The highest root-mean-square (RMS) sound level measured over a given period of time. |
| **Loudness** | A subjective term for the sensation of the magnitude of sound. |
| **Masking** | The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound. |
| **Noise** | Unwanted sound. |
| **Peak Noise** | The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level. |
| **$RT_{60}$** | The time it takes reverberant sound to decay by 60 dB once the source has been removed. |
| **Sabin** | The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin. |
| **SEL** | A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period. |
| **Threshold of Hearing** | The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing. |
| **Threshold of Pain** | Approximately 120 dB above the threshold of hearing. |



Appendix B-1

## FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
## Calibration Worksheet

**Project Information:**

| | |
|---|---|
| Job Number: | 2004-201 |
| Project Name: | Capital Village |
| Roadway Tested: | International Dr. |
| Test Location: | Site #2 |
| Test Date: | August 6, 2004 |

**Weather Conditions:**

| | |
|---|---|
| Temperature (Fahrenheit): | 80 |
| Relative Humidity: | Dry |
| Wind Speed and Direction: | 0-5 South |
| Cloud Cover: | Clear |

**Sound Level Meter:**

| | |
|---|---|
| Sound Level Meter: | LDL Model 820 |
| Calibrator: | LDL Model CA200 |
| Meter Calibrated: | Immediately before and after test |
| Meter Settings: | A-weighted, slow response |

**Microphone:**

| | |
|---|---|
| Microphone Location: | On Project Site |
| Distance to Centerline (feet): | 100 |
| Microphone Height: | 5 feet above ground |
| Intervening Ground (Hard or Soft): | **Soft** |
| Elevation Relative to Road (feet): | 5 |

**Roadway Condition:**

| | |
|---|---|
| Pavement Type | Asphalt |
| Pavement Condition: | Good |
| Number of Lanes: | 4 |
| Posted Maximum Speed (mph): | 45 |

**Test Parameters:**

| | |
|---|---|
| Test Time: | 10:20 AM |
| Test Duration (minutes): | 15 |
| Observed Number Automobiles: | 77 |
| Observed Number Medium Trucks: | 2 |
| Observed Number Heavy Trucks: | 1 |
| Observed Average Speed (mph): | 50 |

**Model Calibration:**

| | |
|---|---|
| Measured Average Level ($L_{eq}$): | 59.5 |
| Level Predicted by FHWA Model: | 59.2 |
| ***Difference:*** | ***-0.3 dB*** |

**Conclusions:**



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Appendix B-2

## FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
## Calibration Worksheet

**Project Information:**

| | |
|---|---|
| Job Number: | 2004-201 |
| Project Name: | Capital Village |
| Roadway Tested: | International Dr. |
| Test Location: | Site #3 |
| Test Date: | August 6, 2004 |

**Weather Conditions:**

| | |
|---|---|
| Temperature (Fahrenheit): | 80 |
| Relative Humidity: | Dry |
| Wind Speed and Direction: | 0-5 South |
| Cloud Cover: | Clear |

**Sound Level Meter:**

| | |
|---|---|
| Sound Level Meter: | LDL Model 820 |
| Calibrator: | LDL Model CA200 |
| Meter Calibrated: | Immediately before and after test |
| Meter Settings: | A-weighted, slow response |

**Microphone:**

| | |
|---|---|
| Microphone Location: | On Project Site |
| Distance to Centerline (feet): | 100 |
| Microphone Height: | 5 feet above ground |
| Intervening Ground (Hard or Soft): | **Soft** |
| Elevation Relative to Road (feet): | 5 |

**Roadway Condition:**

| | |
|---|---|
| Pavement Type | Asphalt |
| Pavement Condition: | Good |
| Number of Lanes: | 4 |
| Posted Maximum Speed (mph): | 45 |

**Test Parameters:**

| | |
|---|---|
| Test Time: | 10:47 AM |
| Test Duration (minutes): | 15 |
| Observed Number Automobiles: | 87 |
| Observed Number Medium Trucks: | 1 |
| Observed Number Heavy Trucks: | 2 |
| Observed Average Speed (mph): | 50 |

**Model Calibration:**

| | |
|---|---|
| Measured Average Level ($L_{eq}$): | 59.5 |
| Level Predicted by FHWA Model: | 60.0 |
| ***Difference:*** | ***0.5 dB*** |

**Conclusions:**



Appendix B-3

## FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) Calibration Worksheet

**Project Information:**

Job Number: 2004-201
Project Name: Capital Village
Roadway Tested: International Dr.
Test Location: Site #9
Test Date: August 6, 2004

**Weather Conditions:**

Temperature (Fahrenheit): 90
Relative Humidity: Dry
Wind Speed and Direction: 5-10 West
Cloud Cover: Clear

**Sound Level Meter:**

Sound Level Meter: LDL Model 820
Calibrator: LDL Model CA200
Meter Calibrated: Immediately before and after test
Meter Settings: A-weighted, slow response

**Microphone:**

Microphone Location: On Project Site
Distance to Centerline (feet): 100
Microphone Height: 5 feet above ground
Intervening Ground (Hard or Soft): **Soft**
Elevation Relative to Road (feet): 5

**Roadway Condition:**

Pavement Type Asphalt
Pavement Condition: Good
Number of Lanes: 4
Posted Maximum Speed (mph): 45

**Test Parameters:**

Test Time: 3:13 PM
Test Duration (minutes): 15
Observed Number Automobiles: 124
Observed Number Medium Trucks: 2
Observed Number Heavy Trucks: 1
Observed Average Speed (mph): 50

**Model Calibration:**

Measured Average Level ($L_{eq}$): 61.9
Level Predicted by FHWA Model: 60.8
***Difference:*** ***-1.1 dB***

**Conclusions:**



Appendix C-1

## FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
## Noise Prediction Worksheet

**Project Information:**

Job Number: 2004-201
Project Name: Capital Village
Roadway Name: International Dr.

**Traffic Data:**

| | |
|---|---|
| Year: | 2025 |
| Average Daily Traffic Volume: | 26,280 |
| Percent Daytime Traffic: | 83 |
| Percent Nighttime Traffic: | 17 |
| Percent Medium Trucks (2 axle): | 2 |
| Percent Heavy Trucks (3+ axle): | 1 |
| Assumed Vehicle Speed (mph): | 45 |
| Intervening Ground Type (hard/soft): | **Soft** |

**Traffic Noise Levels:**

| | | | | $L_{dn}$, dB | | | |
|---|---|---|---|---|---|---|---|
| **Location:** | **Description** | **Distance** | **Offset (dB)** | **Autos** | **Medium Trucks** | **Heavy Trucks** | **Total** |
| 1 | Nearest Building Facades | 90 | 0 | 67 | 58 | 60 | 68 |
| 2 | Park A | 500 | -10 | 46 | 37 | 38 | 47 |
| 3 | Park C | 550 | -10 | 45 | 36 | 38 | 46 |

**Traffic Noise Contours (No Calibration Offset):**

| $L_{dn}$ Contour, dB | Distance from Centerline, (ft) |
|---|---|
| 75 | 30 |
| 70 | 65 |
| 65 | 141 |
| 60 | 304 |

**Notes:**



Appendix C-2

## FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
## Noise Prediction Worksheet

**Project Information:**

Job Number: 2004-201
Project Name: Capital Village
Roadway Name: Zinfandel Drive

**Traffic Data:**

| | |
|---|---|
| Year: | 2025 |
| Average Daily Traffic Volume: | 26,190 |
| Percent Daytime Traffic: | 83 |
| Percent Nighttime Traffic: | 17 |
| Percent Medium Trucks (2 axle): | 2 |
| Percent Heavy Trucks (3+ axle): | 1 |
| Assumed Vehicle Speed (mph): | 35 |
| Intervening Ground Type (hard/soft): | **Soft** |

**Traffic Noise Levels:**

| | | | | $L_{dn}$, dB | | | |
|---|---|---|---|---|---|---|---|
| Location: | Description | Distance | Offset (dB) | Autos | Medium Trucks | Heavy Trucks | Total |
| 1 | Nearest Building Facades | 130 | 0 | 61 | 54 | 56 | 63 |

**Traffic Noise Contours (No Calibration Offset):**

| $L_{dn}$ Contour, dB | Distance from Centerline, (ft) |
|---|---|
| 75 | 20 |
| 70 | 44 |
| 65 | 94 |
| 60 | 203 |

**Notes:**

Appendix C-3

## FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
## Noise Prediction Worksheet

**Project Information:**

Job Number: 2004-201
Project Name: Capital Village
Roadway Name: Disk Drive

**Traffic Data:**

| | |
|---|---|
| Year: | 2025 |
| Average Daily Traffic Volume: | 5,730 |
| Percent Daytime Traffic: | 83 |
| Percent Nighttime Traffic: | 17 |
| Percent Medium Trucks (2 axle): | 1 |
| Percent Heavy Trucks (3+ axle): | 1 |
| Assumed Vehicle Speed (mph): | 40 |
| Intervening Ground Type (hard/soft): | **Soft** |

**Traffic Noise Levels:**

| | | | | $L_{dn}$, dB | | | |
|---|---|---|---|---|---|---|---|
| Location: | Description | Distance | Offset (dB) | Autos | Medium Trucks | Heavy Trucks | Total |
| 1 | Nearest Building Facades | 55 | 0 | 62 | 51 | 56 | 63 |
| 2 | Park B | 290 | -10 | 41 | 30 | 35 | 42 |

**Traffic Noise Contours (No Calibration Offset):**

| $L_{dn}$ Contour, dB | Distance from Centerline, (ft) |
|---|---|
| 75 | 9 |
| 70 | 19 |
| 65 | 41 |
| 60 | 88 |

**Notes:**



Appendix C-4

## FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
## Noise Prediction Worksheet

**Project Information:**

Job Number: 2004-201
Project Name: Capital Village
Roadway Name: Prospect Park Drive, S. of International Drive

**Traffic Data:**

| | |
|---|---|
| Year: | 2025 |
| Average Daily Traffic Volume: | 3,950 |
| Percent Daytime Traffic: | 83 |
| Percent Nighttime Traffic: | 17 |
| Percent Medium Trucks (2 axle): | 2 |
| Percent Heavy Trucks (3+ axle): | 1 |
| Assumed Vehicle Speed (mph): | 40 |
| Intervening Ground Type (hard/soft): | **Soft** |

**Traffic Noise Levels:**

| | | | | $L_{dn}$, dB | | | |
|---|---|---|---|---|---|---|---|
| **Location:** | **Description** | **Distance** | **Offset (dB)** | **Autos** | **Medium Trucks** | **Heavy Trucks** | **Total** |
| 1 | Nearest Buiulding Facades | 75 | 0 | 58 | 50 | 52 | 60 |

**Traffic Noise Contours (No Calibration Offset):**

| $L_{dn}$ Contour, dB | Distance from Centerline, (ft) |
|---|---|
| 75 | 7 |
| 70 | 15 |
| 65 | 33 |
| 60 | 71 |

**Notes:**



Appendix C-5

## FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
## Noise Prediction Worksheet

**Project Information:**

Job Number: 2004-201
Project Name: Capital Village
Roadway Name: Prospect Park Drive, N. of International Drive

**Traffic Data:**

| | |
|---|---|
| Year: | 2025 |
| Average Daily Traffic Volume: | 5,340 |
| Percent Daytime Traffic: | 83 |
| Percent Nighttime Traffic: | 17 |
| Percent Medium Trucks (2 axle): | 2 |
| Percent Heavy Trucks (3+ axle): | 1 |
| Assumed Vehicle Speed (mph): | 35 |
| Intervening Ground Type (hard/soft): | **Soft** |

**Traffic Noise Levels:**

| | | | | $L_{dn}$, dB | | | |
|---|---|---|---|---|---|---|---|
| **Location:** | **Description** | **Distance** | **Offset (dB)** | **Autos** | **Medium Trucks** | **Heavy Trucks** | **Total** |
| 1 | Nearest Building Facades | 75 | 0 | 58 | 51 | 53 | 60 |

**Traffic Noise Contours (No Calibration Offset):**

| $L_{dn}$ Contour, dB | Distance from Centerline, (ft) |
|---|---|
| 75 | 7 |
| 70 | 15 |
| 65 | 33 |
| 60 | 70 |

**Notes:**



Appendix D

## Barrier Insertion Loss Calculation

**Project Information:**

Job Number: 2004-201
Project Name: Capital Village Project
Location(s): Residential Adjaccent to Commercial

**Noise Level Data:**

Source Description: Truck Passby
Source Noise Level, dBA: 72
Source Frequency (Hz): 550
Source Height (ft): 8

**Site Geometry:**

Receiver Description: Nearest Residential Property Line
Centerline to Barrier Distance ($C_1$): 65
Barrier to Receiver Distance ($C_2$): 95

Pad/Ground Elevation at Receiver: 0
Receiver Elevation[1]: 5
Base of Barrier Elevation: 0
Starting Barrier Height 6

**Barrier Effectiveness:**

| Top of Barrier Elevation (ft) | Barrier Height (ft) | Insertion Loss, dB | Noise Level, dB | Barrier Breaks Line of Site to Source? |
|---|---|---|---|---|
| 6 | 6 | -4.9 | 67.0 | No |
| 7 | 7 | -5.0 | 66.9 | Yes |
| 8 | 8 | -5.1 | 66.8 | Yes |
| 9 | 9 | -5.6 | 66.3 | Yes |
| 10 | 10 | -6.2 | 65.7 | Yes |
| 11 | 11 | -6.9 | 65.0 | Yes |
| 12 | 12 | -7.7 | 64.2 | Yes |
| 13 | 13 | -8.4 | 63.5 | Yes |
| 14 | 14 | -9.1 | 62.8 | Yes |
| 15 | 15 | -9.8 | 62.1 | Yes |
| 16 | 16 | -10.3 | 61.6 | Yes |

**Notes:** 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)



Appendix E-1

## Barrier Insertion Loss Calculation

**Project Information:**

Job Number: 2004-201
Project Name: Capital Village Project
Location(s): Retail Shops

**Noise Level Data:**

Source Description: HVAC
Source Noise Level, dBA: 49
Source Frequency (Hz): 550
Source Height (ft): 19

**Site Geometry:**

Receiver Description: Nearest Backyard
Source to Barrier Distance ($C_1$): 15
Barrier to Receiver Distance ($C_2$): 100

Pad/Ground Elevation at Receiver: 0
Receiver Elevation[1]: 5
Base of Barrier Elevation: 15
Starting Barrier Height 0

**Barrier Effectiveness:**

| Top of Barrier Elevation (ft) | Barrier Height (ft) | Insertion Loss, dB | Noise Level, dB | Barrier Breaks Line of Site to Source? |
|---|---|---|---|---|
| 15 | 0 | -2.1 | 47.3 | No |
| 16 | 1 | -4.2 | 45.2 | No |
| 17 | 2 | -4.9 | 44.5 | No |
| 18 | 3 | -5.2 | 44.2 | Yes |
| 19 | 4 | -6.2 | 43.2 | Yes |
| 20 | 5 | -7.4 | 42.0 | Yes |
| 21 | 6 | -8.7 | 40.7 | Yes |
| 22 | 7 | -9.8 | 39.6 | Yes |
| 23 | 8 | -10.7 | 38.7 | Yes |
| 24 | 9 | -11.7 | 37.7 | Yes |
| 25 | 10 | -12.6 | 36.8 | Yes |

**Notes:** 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)

Appendix E-2

## Barrier Insertion Loss Calculation

**Project Information:**

Job Number: 2004-201
Project Name: Capital Village Project
Location(s): Main Anchor

**Noise Level Data:**

Source Description: HVAC
Source Noise Level, dBA: 52
Source Frequency (Hz): 550
Source Height (ft): 19

**Site Geometry:**

Receiver Description: Nearest Backyard
Source to Barrier Distance ($C_1$): 25
Barrier to Receiver Distance ($C_2$): 295

Pad/Ground Elevation at Receiver: 0
Receiver Elevation[1]: 5
Base of Barrier Elevation: 15
Starting Barrier Height 0

**Barrier Effectiveness:**

| Top of Barrier Elevation (ft) | Barrier Height (ft) | Insertion Loss, dB | Noise Level, dB | Barrier Breaks Line of Site to Source? |
|---|---|---|---|---|
| 15 | 0 | -2.1 | 49.9 | No |
| 16 | 1 | -3.9 | 48.1 | No |
| 17 | 2 | -4.8 | 47.2 | No |
| 18 | 3 | -5.0 | 47.0 | Yes |
| 19 | 4 | -5.2 | 46.8 | Yes |
| 20 | 5 | -5.9 | 46.1 | Yes |
| 21 | 6 | -6.8 | 45.2 | Yes |
| 22 | 7 | -7.7 | 44.3 | Yes |
| 23 | 8 | -8.7 | 43.3 | Yes |
| 24 | 9 | -9.6 | 42.4 | Yes |
| 25 | 10 | -10.3 | 41.7 | Yes |

**Notes:** 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)





Appendix E-3

## Barrier Insertion Loss Calculation

**Project Information:**

Job Number: 2004-201
Project Name: Capital Village Project
Location(s): CMU A

**Noise Level Data:**

Source Description: HVAC
Source Noise Level, dBA: 50
Source Frequency (Hz): 550
Source Height (ft): 19

**Site Geometry:**

Receiver Description: Nearest Backyard
Source to Barrier Distance ($C_1$): 30
Barrier to Receiver Distance ($C_2$): 220

Pad/Ground Elevation at Receiver: 0
Receiver Elevation[1]: 5
Base of Barrier Elevation: 15
Starting Barrier Height 0

**Barrier Effectiveness:**

| Top of Barrier Elevation (ft) | Barrier Height (ft) | Insertion Loss, dB | Noise Level, dB | Barrier Breaks Line of Site to Source? |
|---|---|---|---|---|
| 15 | 0 | -3.6 | 46.4 | No |
| 16 | 1 | -4.5 | 45.5 | No |
| 17 | 2 | -4.9 | 45.1 | No |
| 18 | 3 | -5.0 | 45.0 | Yes |
| 19 | 4 | -5.5 | 44.5 | Yes |
| 20 | 5 | -6.2 | 43.8 | Yes |
| 21 | 6 | -7.1 | 42.9 | Yes |
| 22 | 7 | -8.0 | 42.0 | Yes |
| 23 | 8 | -8.9 | 41.1 | Yes |
| 24 | 9 | -9.7 | 40.3 | Yes |
| 25 | 10 | -10.3 | 39.7 | Yes |

**Notes:** 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)

# APPENDIX C-2
# UPDATE TO THE ENVIRONMENTAL NOISE ASSESSMENT

BOLLARD ACOUSTICAL CONSULTANTS, INC.
Acoustics ▸ Vibration ▸ Noise Control Engineering

March 6, 2006

Mr. Richard Chavez
RSC Engineering
2270 Douglas Blvd., Ste. 205
Roseville, CA 95661

**Subject: Evaluation of off-site truck traffic noise levels associated Capital Village Project.**

Dear Mr. Chavez:

Pursuant to direction received at our January 18th meeting with the City of Rancho Cordova, Bollard Acoustical Consultants has analyzed the potential noise impacts of three scenarios of lumber truck delivery routes for this project. This letter contains the results of our findings.

**Assumptions:**

As noted in our November 18, 2006 acoustical analysis prepared for this project, lumber deliveries are anticipated to occur approximately 2-3 times per week at the Lowe's store. Give this frequency of delivery, this additional analysis assumed for the computation of noise levels in terms of the Day/Night Average Level (Ldn) that as many as two of those deliveries could occur in a given day. In addition, for the computation of hourly average and maximum noise levels, it was assumed that no more than one such delivery/truck passage would occur in any given hour.

**Alternative 1: Lumber trucks access the site via Road B from International Drive, all other trucks access loading dock area directly from International Drive.**

The distance from the truck passage route on Road B to the nearest proposed residential facades was scaled from project site plans to be approximately is approximately 40 feet. At this distance, traffic noise levels are predicted to be 52.5 dB Ldn without the two daily lumber trucks on Road B, and 52.9 dB with the two lumber trucks added to that roadway, for an increase in Ldn of 0.4 dB. In terms of Ldn, both the increase and the absolute levels are below the thresholds of significance for the finding of a noise impact at these proposed residences. These findings are for existing plus project conditions with and without the 2 lumber trucks on this roadway. Our findings for cumulative conditions with and without the 2 lumber trucks on Road B were similar.

Given the low predicted day/night average levels both with and without the lumber trucks on Road B, compliance with the City's 45 dB Ldn interior noise level standard would require only 8 dB of noise attenuation from the residential building facades. Because standard construction practices result in traffic noise level reductions of at least 25 dB within residential structures, no improvements to residential construction would be warranted for the residences located along Road B, with or without Lowe's lumber trucks utilizing that roadway.

In terms of hourly average noise levels (Leq), the following findings were made. Without the Lowe's lumber trucks on Road B, the existing hourly average noise level (Leq) at the nearest proposed residences was computed to be approximately 49 dB Leq. With a single Lowe's lumber truck on Road B, the hourly average noise level (Leq) at the nearest proposed residences was computed to be approximately 52 dB Leq. This represents a 3 dB increase in average noise levels during the hour in which the truck passage would occur. Under cumulative conditions, because background noise levels would be higher, the addition of a single lumber truck to Road B would increase hourly average noise levels by only 1.4 dB.

Because a 3 dB increase is not considered to be significant (because it is considered a barely perceptible increase), no adverse impacts are expected for a single lumber truck utilizing Road B during any given hour.

To summarize, due to the low number of daily/weekly lumber trucks anticipated at the Lowe's store, and the fact that those deliveries are limited to daytime hours, the use of B Road for those truck deliveries is not predicted to result in adverse noise impacts at the residences proposed along that roadway.

**Alternative 2: Lumber trucks access the lumber off-loading area through the Commercial Site via Data Drive.**

Under this alternative, the only residences which Lowe's lumber trucks would potentially pass would be those developed on the parcel immediately north of the Lowe's Store site. Although the site plans for such future residential uses on this parcel have not yet been designed, it is anticipated that the noise impacts associated with lumber delivery trucks at these residences would be very similar to those impacts identified for the residences proposed on Road B. More specifically, the increase in ambient noise levels at this future residential location due to lumber truck passages would similarly be expected to range from about 0.4 to 3 dB, with absolute noise levels within compliance of City of Rancho Cordova noise level limits. As a result, no adverse noise impacts would be anticipated for trucks utilizing this alternative route even if the parcel to the north of the Lowe's store is developed with residential uses.

**Alternative 3: All Lowe's trucks (including non-lumber trucks) access the site through the Commercial Site via Data Drive.**

Under this alternative, all Lowe's truck would access the Lowe's Site via Data Drive through the commercial development. As a result, all of the project truck traffic would pass adjacent to the future residential parcel located just north of the Lowe's site, but that traffic would be removed from Disk Drive, Prospect Park, and International Drive. Because those roadways have higher existing and projected future traffic volumes relative to the project on-site circulation, the relatively small decrease in noise associated with taking project truck traffic off of those roadways is predicted to be insignificant. However, the passage of all project trucks adjacent to the proposed residential parcel immediately north of the Lowe's site would likely create adverse noise impacts at that location. The severity of the noise impact at that residential site cannot be determined at this time since project site plans have not been developed for that parcel, but the impacts of this scenario would certainly be greater than those resulting from implementation of Alternatives 1 or 2.

This concludes our additional analysis of lumber truck delivery noise impacts. Please call me at (530) 745-0550 if you have any questions regarding this letter or if I can otherwise be of assistance..

Sincerely,

Bollard Acoustical Consultants, Inc.

Paul Bollard

Paul Bollard
President

*2005-627 Off-Site Truck Circulation Letter.wpd*

# APPENDIX D-1
# TRAFFIC IMPACT ANALYSIS

MRO ENGINEERS

# Final
# Traffic Impact Analysis

# Capital Village
## Rancho Cordova, California

**Prepared For**
**Beazer Homes**
**Northern California**

**January 28, 2005**

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## INTRODUCTION

This report describes a traffic impact analysis for the proposed "Capital Village" project in Rancho Cordova, California. As directed by City of Rancho Cordova staff, this study addresses operating conditions at the key intersections in the vicinity of the proposed project site, as well as the U.S. Highway 50 freeway mainline and the freeway ramps at three nearby interchanges. The analysis also evaluates issues relating to bicycle, pedestrian, and transit activity.

The traffic impact analysis focused on the AM and PM peak hours for existing and cumulative conditions (representing the level of development anticipated in the Sacramento region in the year 2025). For both time periods, analyses were performed both with and without buildout of the proposed Capital Village land uses.

This report presents the analysis procedures as well as the findings and recommendations resulting from the analysis.

### *Project Description*

According to information provided by the project proponent, Beazer Homes Northern California, the proposed Capital Village project would include the following land uses on a 117-acre site:

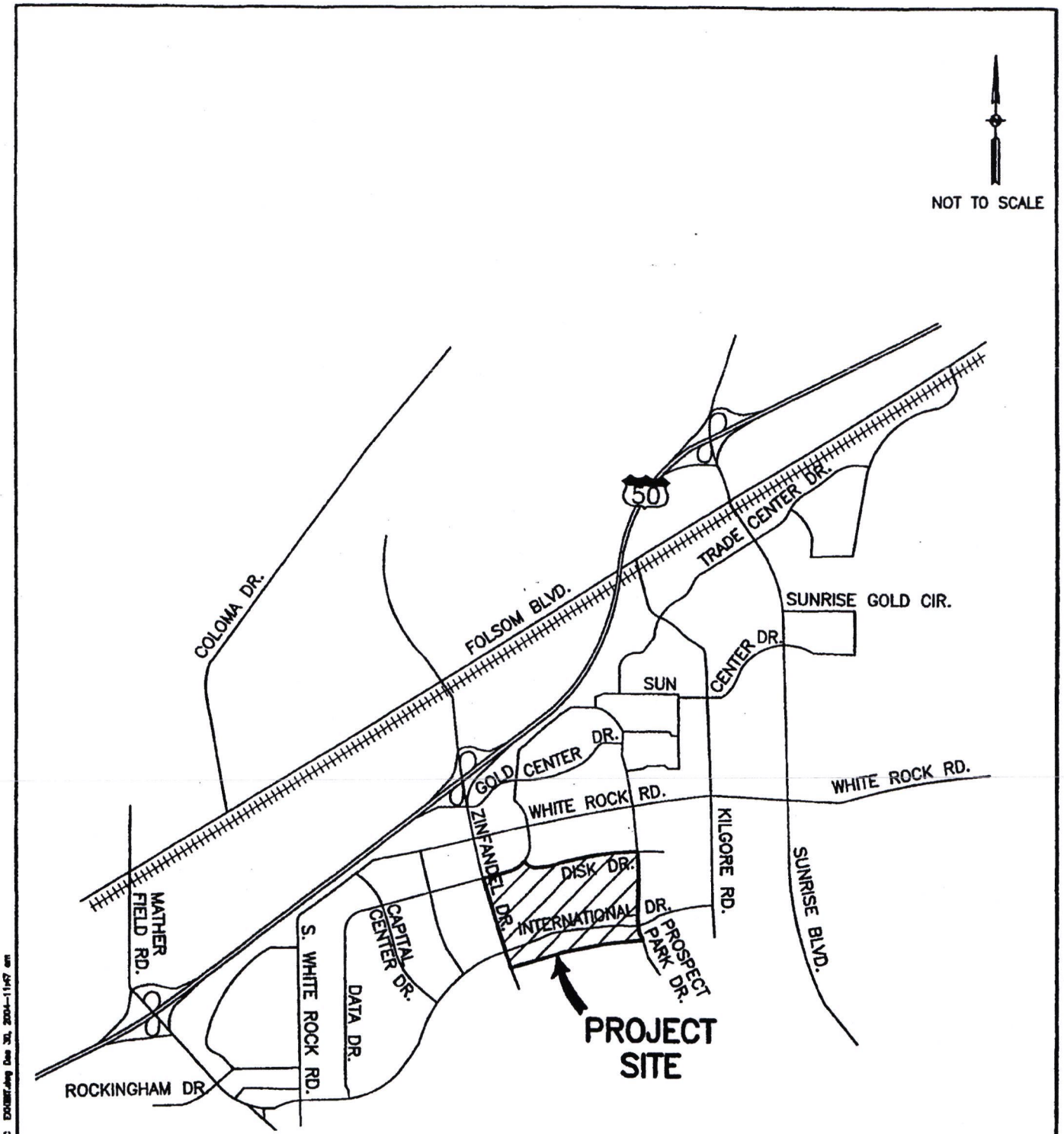
- Single-Family Detached Residential – 571 dwelling units (DU);
- Multi-Family Residential – 265 DU (including 43 DU in "live/retail" units);
- Retail Center – 259,690 square feet (SF), including 24,800 SF associated with the "live/retail" units;
- Restaurant – 8,000 SF; and
- Parks – 7.7 acres.

As shown on Figure 1, the site is bounded by Zinfandel Drive on the west, Data and Disk Drives on the north, and Prospect Park Drive on the east. To the south, the project site extends beyond International Drive, which will serve as an important access facility for project-generated traffic.

### *Study Intersections*

Based on input from City of Rancho Cordova staff, the following intersections were identified for inclusion in this analysis:

1. Mather Field Road/Folsom Boulevard;
2. Mather Field Road/U.S. Highway 50 Westbound Off-ramp;
3. Mather Field Road/U.S. Highway 50 Eastbound Off-ramp;
4. Mather Field Road/Rockingham Drive ;
5. Mather Field Road/International Drive;
6. White Rock Road/International Drive;
7. Zinfandel Drive/Folsom Boulevard;
8. Zinfandel Drive/U.S. Highway 50 Westbound Off-ramp;




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PROJECT LOCATION

FIGURE 1

N:\2004\30422 Capitol Village Traffic - Reuse\WORKING\CAD\TRAFFIC EXHIBIT.dwg Dec 30, 2004-11:47 am

9. Zinfandel Drive/U.S. Highway 50 Eastbound Off-ramp;
10. Zinfandel Drive/White Rock Road;
11. Zinfandel Drive/Data Drive;
12. Zinfandel Drive/International Drive;
13. Prospect Park Drive (West)/Data Drive/White Rock Road;
14. Data Drive/Disk Drive;
15. Prospect Park Drive (East)/White Rock Road;
16. Prospect Park Drive/Disk Drive;
17. Prospect Park Drive/International Drive;
18. Kilgore Road/White Rock Road;
19. Kilgore Road/International Drive;
20. Sunrise Boulevard/U.S. Highway 50 Westbound Off-ramp;
21. Sunrise Boulevard/U.S. Highway 50 Eastbound Off-ramp;
22. Sunrise Boulevard/Folsom Boulevard;
23. Sunrise Boulevard/Trade Center Drive;
24. Sunrise Boulevard/Sun Center Drive/Sunrise Gold Circle;
25. Sunrise Boulevard/White Rock Road; and
26. Sunrise Boulevard/Douglas Road.

In addition, the U.S. Highway 50 freeway mainline was analyzed, as were the freeway ramp junctions at the Sunrise Boulevard, Zinfandel Drive, and Mather Field Road interchanges.

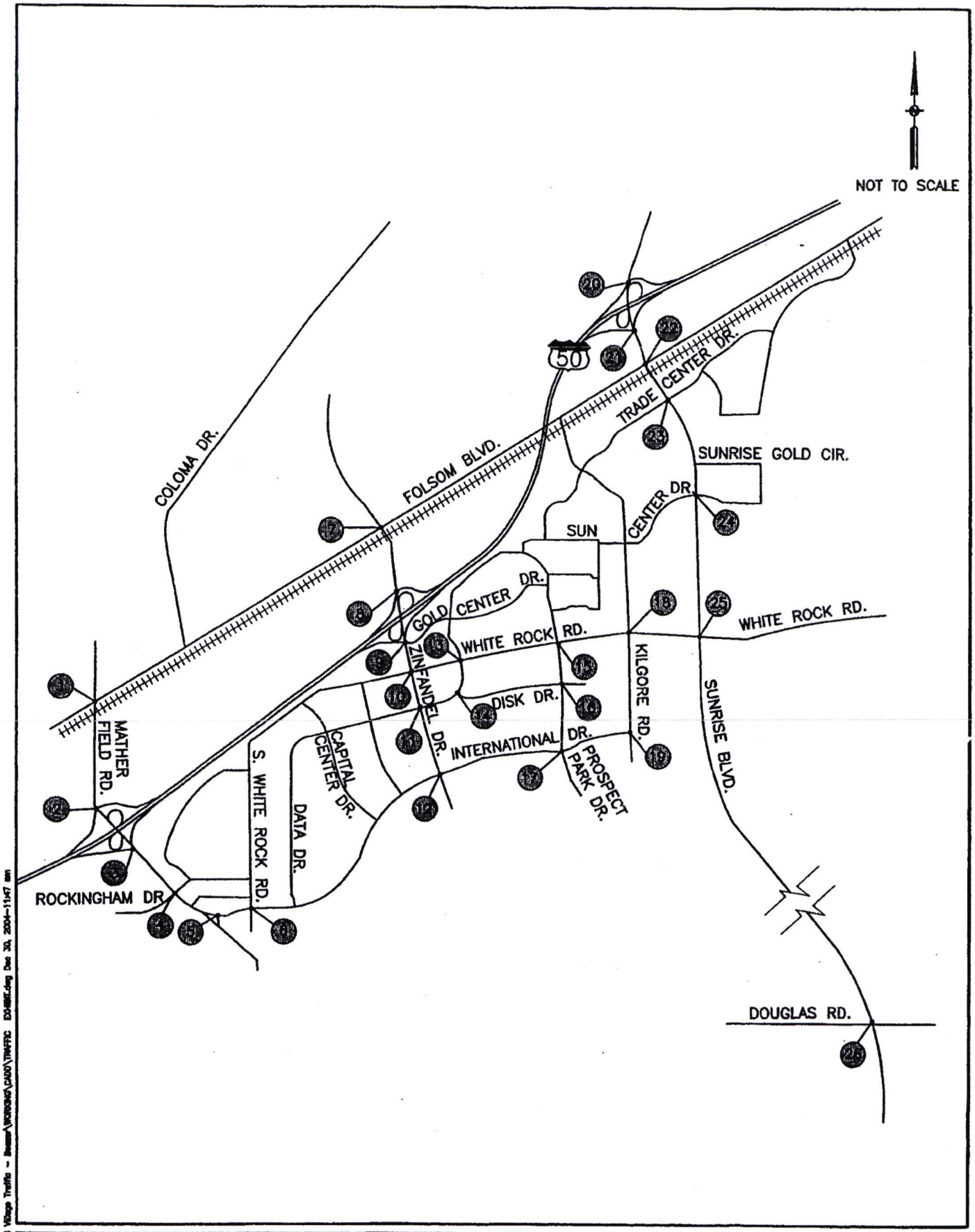
Figure 2 illustrates the locations of these study intersections within the study area.

***Intersection Analysis Methodology***

Intersection operations are typically described in terms of level of service (LOS), which is reported on a scale from LOS A (representing free-flow conditions) to LOS F (which represents substantial congestion and delay). The specific approaches to determining the intersection levels of service for signalized and unsignalized locations are described below.

*Signalized Intersections*

The level of service designations for signalized intersections are based on quantitative calculations of volume/capacity (V/C) ratios at the study locations. As directed by City staff, the specific approach to estimating V/C ratios was based on procedures documented in *Interim Materials on Highway Capacity* (Transportation Research Board, Transportation Research Circular Number 212, January 1980), which is commonly referred to as simply "Circular 212."




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STUDY INTERSECTIONS

FIGURE 2

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The analyses were performed using the *TRAFFIX* software package. To be consistent with other traffic studies conducted in Rancho Cordova, the analyses incorporated modified intersection capacity values specifically defined for use in Sacramento County, based on field measurements. Those modified intersection capacity values, which vary depending upon the number of signal phases at the intersection, are as follows:

- Two-phase operation: 1,650 vehicles per hour (VPH),
- Three-phase operation: 1,550 VPH, and
- Four or more phase operation: 1,500 VPH.

Further, as is typical of traffic studies conducted in Rancho Cordova, the analysis assumed a "peak hour factor" of 1.00, which represents average hourly conditions. Descriptions of operating conditions and V/C ratio thresholds for signalized intersections are presented in Table 1.

**Table 1**
**Signalized Intersection**
**Level of Service Definitions[1]**

| Level of Service | Description | Volume/Capacity (V/C) Ratio |
|---|---|---|
| A | Very low delay. Most vehicles do not stop | ≤ 0.60 |
| B | Slight delay. Generally good signal progression. | 0.61 – 0.70 |
| C | Increased number of stopped vehicles. Fair signal progression. | 0.71 – 0.80 |
| D | Noticeable congestion. Large proportion of vehicles stopped. | 0.81 – 0.90 |
| E | Operating conditions at or near capacity. Frequent cycle failure. | 0.91 – 1.00 |
| F | Oversaturation. Forced or breakdown flow. Extensive queuing. | > 1.00 |

Note:
[1] Reference: Transportation Research Board, Transportation Research Circular Number 212, *Interim Materials on Highway Capacity*, January 1980.

*Unsignalized Intersections*

The analysis of the unsignalized intersections was conducted using either the "two-way stop-controlled intersection" method or the "all-way stop-controlled intersection" method documented in the current edition of the *Highway Capacity Manual* (Transportation Research Board, 2000). The two-way stop-control method calculates average control delay for each minor movement, but not for the intersection as a whole, while an overall intersection delay value is provided for all-way stop-controlled intersections. For unsignalized intersections, control delay includes initial deceleration delay, queue move-up time,

stopped delay, and final acceleration delay. The unsignalized intersections were analyzed using the *TRAFFIX* software package, which performs level of service calculations in accordance with the *HCM 2000* procedures. Two-way stop-controlled intersection level of service results are based upon the average control delay per vehicle for the "worst case" minor movement, based on the criteria set forth in Table 2. All-way stop-control levels of service reflect the average control delay for the overall intersection, based on these same thresholds.

**Table 2**
**Unsignalized Intersection**
**Level of Service Definitions**

| Level of Service | Description | Average Control Delay (Seconds/Vehicle) |
|---|---|---|
| A | Little or no conflicting traffic for minor movements. | ≤ 10.0 |
| B | Drivers on minor movements begin to notice absence of available gaps. | 10.1 – 15.0 |
| C | Drivers on minor movements begin to experience delays waiting for adequate gaps. | 15.1 – 25.0 |
| D | Queuing occurs on minor movements due to a reduction in available gaps. | 25.1 – 35.0 |
| E | Extensive minor movement queuing due to insufficient gaps. | 35.1 – 50.0 |
| F | Insufficient gaps of adequate size to allow minor movement traffic demand to be accommodated. | > 50.0 |

Reference: *Highway Capacity Manual* (Transportation Research Board, 2000).

***Freeway Analysis Methodology***

The analysis of the impacts of the proposed Capital Village project on the U.S. Highway 50 freeway system had two primary components: a freeway mainline analysis and a freeway ramp junction analysis. The procedures employed for each of these analyses are summarized below.

*Freeway Mainline Analysis*

The freeway mainline analysis addressed the key segments of U.S. Highway 50 in the vicinity of the proposed project. The analysis was conducted in accordance with procedures published in Chapters 13 and 23 of the *Highway Capacity Manual* (Transportation Research Board, 2000) and specifically utilized the *HCS* software package.

Level of service on freeways is defined in terms of density (in passenger cars per mile per lane), which is considered an accurate measure of the ability of vehicles to maneuver, given the proximity of other vehicles. Although drivers often consider speed to be a valid indicator of service quality, research has indicated that speed is nearly constant over a wide range of traffic flow rates. For that reason, speed is

not considered a meaningful indicator of freeway level of service. Table 3 summarizes the level of service criteria for basic freeway segments, as defined in the *Highway Capacity Manual.*

**TABLE 3**
**FREEWAY MAINLINE**
**LEVEL OF SERVICE DEFINITIONS[1]**

| Level of Service | Description | Maximum Density (Passenger Cars/Mile/Lane) |
|---|---|---|
| A | Free-flow operations, with individual users virtually unaffected by others in the traffic stream. | ≤ 11.0 |
| B | Stable flow, with speeds generally at the free-flow level. The presence of others in the traffic stream is only slightly noticeable. | 11.1 – 18.0 |
| C | Stable flow with speeds at or near the free-flow level. Individuals become noticeably affected by interactions with others. | 18.1 – 26.0 |
| D | High-density but stable flow, with speeds beginning to decline slightly and freedom to maneuver more noticeably limited. | 26.1 – 35.0 |
| E | Operating conditions at or near capacity. Virtually no usable gaps exist in traffic, significantly restricting maneuverability. | 35.1 – 45.0 |
| F | Represents forced or breakdown flow. | > 45.0 |

Note:
[1] Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.

*Freeway Ramp Junction Analysis*

The freeway ramp junction analysis addressed the on- and off-ramps at the U.S. Highway 50 interchanges at Sunrise Boulevard, Zinfandel Drive, and Mather Field Road, as those would be most affected by implementation of the proposed project. The freeway ramp junction analysis employed the year 2000 *Highway Capacity Manual* analysis techniques, as documented in Chapters 13 and 25 of that publication. This analysis consisted of an evaluation of the merge/diverge activity at the ramp-freeway junctions, based on existing and projected traffic volumes and a number of specific factors concerning the individual ramp facilities, again using the *HCS* software package.

Level of service for ramp-freeway junction areas is generally defined in terms of the density of traffic in the "ramp influence area" (although LOS F is defined as occurring when demand exceeds the capacity of the upstream or downstream freeway section or the capacity of an off-ramp). For on-ramps, the influence area is defined as 1,500 feet downstream from the point where the ramp joins the freeway mainline. For off-ramps, that area is defined as the 1,500 feet in advance of the point at which the ramp diverges from the mainline. For both on-ramps and off-ramps, the influence area includes only the two right-most lanes on the freeway mainline, as those lanes are most affected by the maneuvers associated with vehicles entering or exiting the freeway. Table 4 summarizes the criteria used to define ramp-freeway junction levels of service.

| TABLE 4<br>RAMP JUNCTION (MERGE/DIVERGE)<br>LEVEL OF SERVICE DEFINITIONS[1] | |
|---|---|
| Level of Service | Maximum Density<br>(Passenger Cars/Mile/Lane) |
| A | ≤ 10.0 |
| B | 10.1 – 20.0 |
| C | 20.1 – 28.0 |
| D | 28.1 – 35.0 |
| E | > 35.0 |
| F | Demand exceeds capacity on freeway mainline or off-ramp, as appropriate. |
| Note:<br>[1] Reference: Transportation Research Board, *Highway Capacity Manual*, 2000. | |

***Evaluation Criteria***

Both the City of Rancho Cordova and Caltrans have established evaluation criteria that apply to the roadway facilities addressed in this study.

The City of Rancho Cordova has established LOS E as the minimum acceptable level of service at intersections within the City.

Also, Caltrans has established operational standards for the roadways under its jurisdiction, which are typically documented in "route concept reports" for those facilities. According to information presented in the *State Route 50 Transportation Concept Report* (Caltrans District 3, April 1998), the minimum acceptable level of service for Highway 50 between State Route 99 and the El Dorado County line is LOS E. This standard applies to the freeway mainline, the ramp junctions, and the freeway terminal intersections (i.e., where the freeway ramps meet the surface street system).

Based on these two sets of evaluation criteria, the proposed Capital Village project would be considered to have a significant impact on transportation system operations if project-generated traffic would:

*Surface Street Intersections*

- Change the intersection level of service from acceptable levels (i.e., LOS E or better) to LOS F.
- For signalized intersections that already operate at LOS F under "no project" conditions, exacerbate intersection operations through an increase in the V/C ratio of 0.05 or more.
- For unsignalized intersections that already operate at LOS F under "no project" conditions, exacerbate intersection operations through an increase in the delay value of five seconds or more.

*Freeway Ramp Terminal Intersections*

- Change the intersection level of service from acceptable levels (i.e., LOS E or better) to LOS F.
- For ramp terminal intersections (all of which are signalized) that already operate at LOS F under "no project" conditions, exacerbate intersection operations through an increase in the V/C ratio of 0.05 or more.

*Highway 50 Mainline and Ramp Junctions*

- Change the Highway 50 freeway mainline level of service from acceptable levels (i.e., LOS E or better) to LOS F.
- Change the Highway 50 ramp junction level of service from acceptable levels (i.e., LOS E or better) to LOS F.

*Transit, Bicycle, and Pedestrian Facilities*

- Substantially interfere with existing or planned transit, bicycle, or pedestrian facilities in the study area.
- Substantially increase the potential for conflicts between vehicles, pedestrians, and bicyclists.

## EXISTING CONDITIONS

This section describes existing traffic operations in the study area.

### *Key Roadways*

A brief description of the key roadways in the study area is provided below.

*U.S. Highway 50* is a controlled-access, east-west freeway facility in the vicinity of the project site. It is a major national highway, connecting the Sacramento region to the Atlantic coast area and providing one of the key crossings of the Sierra Nevada Mountains. In the study area, Highway 50 provides four lanes in each direction from west of Bradshaw Road to Sunrise Boulevard. East of Sunrise Boulevard, four lanes are also provided in each direction, one of which is a high-occupancy vehicle (HOV) lane during the critical commute periods in the morning (6:00 – 10:00 AM) and evening (3:00 – 7:00 PM).

*Sunrise Boulevard* is a major north-south arterial roadway, which connects Grant Line Road to the south with Placer County to the north. It has six lanes in the vicinity of the proposed project. Sunrise Boulevard meets Highway 50 at an interchange with loop on-ramps in the northeast and southwest quadrants and diagonal ramps in all four quadrants. The City of Rancho Cordova has designated this roadway as a six-lane thoroughfare.

*White Rock Road* runs from International Drive on the west to El Dorado County to the east. Although it is a two-lane collector street between International Drive and Zinfandel Drive, it expands to a six-lane arterial between Zinfandel Drive and Sunrise Boulevard, then returns to a two-lane roadway east of Sunrise Boulevard. The City of Rancho Cordova has identified this road as a six-lane thoroughfare.

*Mather Field Road* extends from the former Mather Air Force Base to Folsom Boulevard. It has six lanes between International Drive and Highway 50, and four lanes between Highway 50 and Folsom Boulevard. The Highway 50/Mather Field Road interchange is similar to the Sunrise Boulevard facility, with loop on-ramps in the northeast and southwest quadrants and diagonal ramps in all four quadrants.

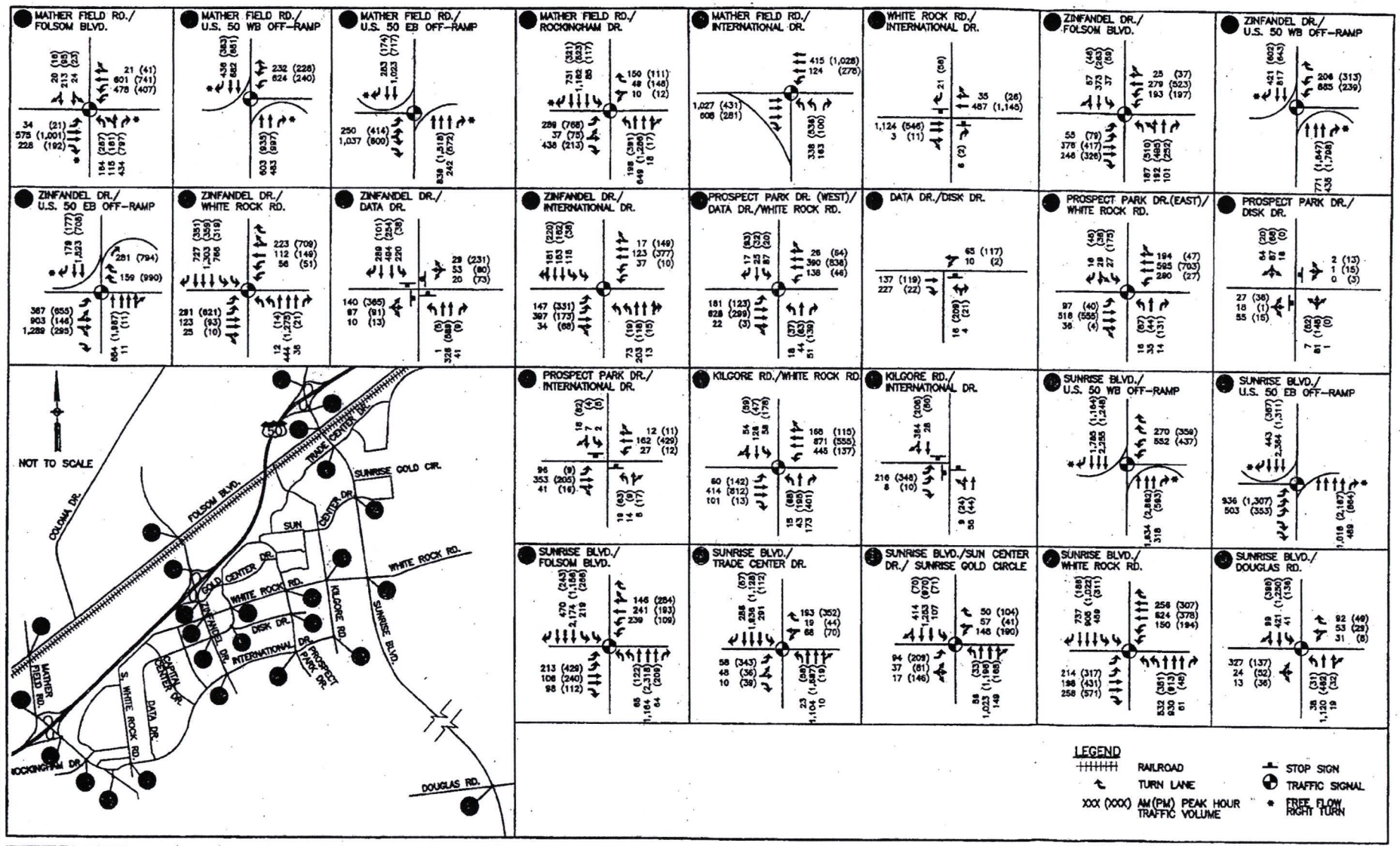
*Zinfandel Drive* is an arterial roadway, with four lanes from International Drive to Sunrise Boulevard. As at the other interchanges in the study are, the Highway 50/Zinfandel Drive interchange has loop on-ramps in the northeast and southwest quadrants and diagonal ramps in all four quadrants.

*International Drive* is a four-lane, east-west roadway. It connects Mather Field Road and White Rock Road on the west to Kilgore Road on the east. International Drive runs through the project site, and will provide access to much of the proposed retail and residential development.

### *Existing Traffic Volumes*

AM and PM peak-period turning movement counts were conducted at the study intersections on August 17, 18, and 19, 2004. Freeway mainline and on/off-ramp counts were also performed at that time, during both peak periods. The count period was specifically selected to occur during the Folsom Cordova Unified School District school year.

The peak-hour volumes and existing intersection lane configurations are shown on Figure 3.




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PEAK HOUR TRAFFIC VOLUMES
EXISTING CONDITIONS

FIGURE 3

***Existing Intersection Level of Service***

Table 5 summarizes the existing AM and PM peak-hour levels of service at each study intersection. Appendix A contains the technical calculation sheets.

*AM Peak Hour*

All but one of the study intersections operate at acceptable levels of service in the AM peak hour. The exception is the intersection of Zinfandel Drive/U.S. Highway 50 Eastbound Off-ramp (LOS F). The remaining 25 intersections are all at an acceptable LOS E or better.

*PM Peak Hour*

In the PM peak hour, all of the study intersections meet the level of service standards applicable to this analysis. Two locations (the all-way stop-controlled intersection of Zinfandel Drive/Data Drive and the signalized intersection of Zinfandel Drive/U.S. Highway 50 Eastbound Off-ramp) are at LOS E, which is considered acceptable. The other study intersections all operate at LOS D or better in the PM peak hour.

**Table 5**
**Intersection Level of Service Summary[1]**
**Existing Conditions**

| Intersection | Traffic Control | AM Peak Hour V/C[2] or Delay[3] | AM Peak Hour LOS[3] | PM Peak Hour V/C or Delay | PM Peak Hour LOS |
|---|---|---|---|---|---|
| 1. Mather Field Road/Folsom Boulevard | Signal | 0.55 | A | 0.68 | B |
| 2. Mather Field Rd./U.S. Highway 50 WB Off-ramp | Signal | 0.53 | A | 0.48 | A |
| 3. Mather Field Road/U.S. Highway 50 EB Off-ramp | Signal | 0.72 | C | 0.59 | A |
| 4. Mather Field Road/Rockingham Drive | Signal | 0.78 | C | 0.79 | C |
| 5. Mather Field Road/International Drive | Signal | 0.44 | A | 0.48 | A |
| 6. White Rock Road/International Drive | STOP Sign | 10.8 | B | 13.9 | B |
| 7. Zinfandel Drive/Folsom Boulevard | Signal | 0.47 | A | 0.63 | B |
| 8. Zinfandel Drive/U.S. Highway 50 WB Off-ramp | Signal | 0.60 | A | 0.58 | A |
| 9. Zinfandel Drive/U.S. Highway 50 EB Off-ramp | Signal | 1.17 | F | 0.94 | E |
| 10. Zinfandel Drive/White Rock Road | Signal | 0.67 | B | 0.77 | C |
| 11. Zinfandel Drive/Data Drive | All-Way STOP | 13.2 | B | 38.9 | E |
| 12. Zinfandel Drive/International Drive | Signal | 0.31 | A | 0.39 | A |
| 13. Prospect Park Dr./Data Dr./White Rock Rd. | Signal | 0.33 | A | 0.44 | A |
| 14. Data Drive/Disk Drive | STOP Sign | 9.7 | A | 11.7 | B |
| 15. Prospect Park Drive (East)/White Rock Road | Signal | 0.34 | A | 0.36 | A |
| 16. Prospect Park Drive/Disk Drive | STOP Sign | 10.2 | B | 10.9 | B |
| 17. Prospect Park Drive/International Drive | STOP Sign | 18.1 | C | 15.0 | B |
| 18. Kilgore Road/White Rock Road | Signal | 0.59 | A | 0.75 | C |
| 19. Kilgore Road/International Drive | All-Way STOP | 10.3 | B | 9.9 | A |
| 20. Sunrise Blvd./U.S. Highway 50 WB Off-ramp | Signal | 0.70 | B | 0.80 | C |
| 21. Sunrise Boulevard/U.S. Highway 50 EB Off-ramp | Signal | 0.75 | C | 0.68 | B |
| 22. Sunrise Boulevard/Folsom Boulevard | Signal | 0.67 | B | 0.88 | D |
| 23. Sunrise Boulevard/Trade Center Drive | Signal | 0.61 | B | 0.80 | C |
| 24. Sunrise Blvd./Sun Center Dr./Sunrise Gold Circle | Signal | 0.60 | A | 0.66 | B |
| 25. Sunrise Boulevard/White Rock Road | Signal | 0.94 | E | 0.81 | D |
| 26. Sunrise Boulevard/Douglas Road | Signal | 0.71 | C | 0.75 | C |

Notes:
1 Signalized Reference: Transportation Research Board, Transportation Research Circular Number 212, *Interim Materials on Highway Capacity*, 2000.
Unsignalized Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
2 Volume/capacity ratio.
3 Average control delay (seconds per vehicle).
4 Level of service; Shaded cell indicates unacceptable level of service.

***Existing Freeway Mainline Level of Service***

The results of the analysis of U.S. Highway 50 mainline operations in the AM and PM peak hours under existing conditions are summarized in Table 6. The level of service worksheets are presented in Appendix A.

*AM Peak Hour*

The Highway 50 freeway mainline operates at LOS C or D in the eastbound direction in the AM peak hour, with the two western segments at LOS D and the eastern segments at LOS C. In the westbound direction, the analysis reveals LOS D or E on the study segments. Thus, the freeway mainline operates at acceptable levels of service under existing conditions.

*PM Peak Hour*

In the PM peak hour, the eastbound segments of Highway 50 are at LOS D or E, with the lower levels of service found for the western segments. The westbound freeway mainline is at LOS C or D, with operations worsening as motorists travel west. Again, the freeway mainline operates at acceptable levels of service in this time period.

**TABLE 6**
**FREEWAY MAINLINE LEVEL OF SERVICE SUMMARY[1]**
**EXISTING CONDITIONS**

| | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|
| | Eastbound | | Westbound | | Eastbound | | Westbound | |
| U.S. Highway 50 Segment | Density[2] | LOS[3] | Density | LOS | Density | LOS | Density | LOS |
| West of Mather Field Road | 30.6 | D | 35.2 | E | 35.9 | E | 33.1 | D |
| Mather Field Rd. to Zinfandel Dr. | 26.8 | D | 34.7 | D | 35.0 | E | 27.6 | D |
| Zinfandel Dr. to Sunrise Blvd. | 18.4 | C | 38.3 | E | 30.7 | D | 20.8 | C |
| East of Sunrise Boulevard | 18.9 | C | 33.5 | D | 34.0 | D | 19.5 | C |

Notes:
1 Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
2 In passenger cars per mile per lane.
3 Level of service.

***Existing Freeway Ramp Junction Level of Service***

Table 7 presents the results of the analysis of the freeway ramp junctions for existing conditions in the AM and PM peak hours. The technical calculation worksheets are presented in Appendix A.

**Table 7**
**Freeway Ramp Junction Level of Service Summary[1]**
**Existing Conditions**

| Freeway Ramp | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | Density[2] | LOS[3] | Density | LOS |
| ***Mather Field Road Interchange*** | | | | | |
| Westbound On-ramp | NB Loop Ramp | 24.5 | C | 23.3 | C |
| | SB Diagonal Ramp | 25.8 | C | 25.7 | C |
| Westbound Off-ramp | | 35.9 | E | 30.0 | D |
| Eastbound On-ramp | NB Diagonal Ramp | 22.4 | C | 24.3 | C |
| | SB Loop Ramp | 21.7 | C | 23.8 | C |
| Eastbound Off-ramp | | 35.7 | E | 36.3 | E |
| ***Zinfandel Drive Interchange*** | | | | | |
| Westbound On-ramp | NB Loop Ramp | 24.9 | C | 21.9 | C |
| | SB Diagonal Ramp | 26.1 | C | 23.1 | C |
| Westbound Off-ramp | | 38.9 | F | 23.5 | C |
| Eastbound On-ramp | NB Diagonal Ramp | 16.5 | B | 23.7 | C |
| | SB Loop Ramp | 15.7 | B | 22.9 | C |
| Eastbound Off-ramp | | 24.2 | C | 16.4 | B |
| ***Sunrise Boulevard Interchange*** | | | | | |
| Westbound On-ramp[4] | | 23.7 | C | 20.1 | C |
| Westbound Off-ramp | | 31.5 | D | 20.4 | C |
| Eastbound On-ramp[4] | | 16.5 | B | 22.7 | C |
| Eastbound Off-ramp | | 12.0 | B | 20.9 | C |

Notes:
1 Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
2 In passenger cars per mile per lane.
3 Level of service; Shaded cells indicate unacceptable level of service.
4 Directional on-ramps join prior to freeway merge point.

*AM Peak Hour*

All of the ramps at the Mather Field Road interchange operate at acceptable levels of service, although two locations operate at LOS E (the eastbound and westbound off-ramps). The other ramps are all at LOS C.

At the Zinfandel Drive interchange, LOS F exists at the westbound off-ramp, primarily due to the heavy volume of traffic on the freeway mainline and the estimated number of vehicles in the two right-hand freeway lanes in the vicinity of the off-ramp. The remaining Zinfandel Drive ramps are at LOS B or C.

The Sunrise Boulevard interchange also operates at acceptable levels of service – LOS D or better at all of the ramps.

*PM Peak Hour*

The eastbound off-ramp again operates at LOS E at the Mather Field Road interchange, while the remaining ramps are at LOS C or D. LOS B or C operations prevail at the Zinfandel Dive interchange in the PM peak hour, and the Sunrise Boulevard ramps are all at LOS C.

***Existing Transit Service***

The transit demand generated by the proposed Capital Village project will be served by Sacramento Regional Transit (RT), primarily with bus service (some of which connects to the existing light rail service running along Folsom Boulevard). According to information supplied by RT, one bus line directly serves the proposed project site, and one additional line passes nearby. These routes are briefly described below:

- Route 74/International – This bus route connects the Sunrise light rail station with the Mather Field/Mills light rail station, operating on a somewhat circuitous route through the business parks in the vicinity of the proposed project. It adjoins the proposed project site's western boundary, along Zinfandel Drive and Data Drive. Route 74 provides 60-minute headways on weekdays and Saturdays only; no Sunday or holiday service is provided. (Saturday service was added September 5, 2004; prior to that time, Route 74 provided weekday service only.) Weekday service runs from approximately 6:00 AM until about 10:00 PM. Saturday service operates hourly from about 7:00 AM until about 7:00 PM.
- Route 73/White Rock – This bus route also connects the Sunrise light rail station with the Mather Field/Mills light rail station, primarily by way of Mather Field Road, Rockingham Drive, White Rock Road, and Sunrise Boulevard. Route 73 does not adjoin the project site, but runs a short distance to the north along White Rock Road. This route runs Monday through Saturday, providing 60-minute service throughout those days. No Sunday or holiday service is available. On weekdays, service is provided from about 6:15 AM until almost 10:00 PM, and on Saturdays from about 8:00 AM until almost 6:30 PM.

RT also operates light rail service extending from downtown Sacramento to Sunrise Boulevard. That line includes the "Mather Field/Mills" station and the "Sunrise" station served by the two bus lines described above. The Mather Field/Mills station has parking for almost 300 vehicles, while the Sunrise station has 487 parking spaces. Service is generally provided from about 5:00 AM until midnight. Weekday service

is provided every 15 minutes throughout the day, changing to 30-minute headways in the evening (after about 7:30 PM). On Saturdays and Sundays, service is also provided on 15 - 30 minute headways.

An easterly extension of the light rail line to the City of Folsom is currently under construction. That project is expected to be completed in late 2005.

***Existing Bicycle Facilities***

Bicycle facilities are relatively limited in the vicinity of the project site. On-street bike lanes are present along Folsom Boulevard, portions of Mather Field Road, and Zinfandel Drive north of Folsom Boulevard. Bike lanes generally do not exist on the streets in the immediate vicinity of the proposed project site, including Zinfandel Drive, International Drive, Data Drive, Disk Drive, and Prospect Park Drive. In some locations, however, the streets are wider than is currently required by the existing traffic demand, thereby allowing safe bicycle travel along those facilities.

The City of Rancho Cordova has not yet adopted a bikeway master plan to guide the development of such facilities. Pending the completion of such a plan, *The 2010 Sacramento City/County Bikeway Master Plan* (Adopted by Sacramento County on November 23, 1993 and the City of Sacramento on April 1, 1995) serves as the primary planning document for bikeway development within the City. In the vicinity of the proposed Capital Village project, the *Bikeway Master Plan* identifies proposed on-street (Class II) bike lanes along the following roadways:

- Sunrise Boulevard (from Coloma Road south to Grant Line Road),
- Zinfandel Drive (south from Folsom Boulevard to Kiefer Boulevard), and
- White Rock Road (from west of Zinfandel Drive to Grant Line Road).

In addition, an off-street (Class I) bike trail exists along the alignment of the Folsom South Canal, which generally runs parallel to and just west of Sunrise Boulevard near the project site.

With the exception of Zinfandel Drive, no bicycle facilities are planned on any of the streets that will provide direct vehicular access to the proposed project (i.e., International Drive, Prospect Park Drive, Data Drive, or Disk Drive).

***Existing Pedestrian Facilities***

Sidewalks are generally provided along the streets within the study area, and traffic signals typically incorporate pedestrian signal indications aimed at maximizing safety for such individuals as they cross the local streets.

## EXISTING + PROJECT TRAFFIC IMPACT ANALYSIS

This section documents the effects of adding the traffic associated with full buildout of the proposed Capital Village project to existing traffic volumes at the study locations. It assumes that no improvements will have been made to any of the study intersections or to the freeway facilities. To evaluate these impacts, the volume of traffic generated by the proposed project was estimated and that traffic was assigned to the adjacent street system. The levels of service at the study locations were then analyzed for the AM and PM peak hours.

### *Project Description*

As described earlier, buildout of the proposed Capital Village project would result in the following levels of development on the 117-acre site:

- Single-Family Detached Residential – 571 dwelling units (DU);
- Multi-Family Residential – 265 DU;
- Retail Center – 259,690 square feet (SF);
- Restaurant – 8,000 SF; and
- Parks – 7.7 acres.

### *Trip Generation*

The AM and PM peak-hour trip generation estimates associated with the proposed Capital Village land uses were estimated using information presented in *Trip Generation* (Institute of Transportation Engineers, Seventh Edition, 2003).

The estimates for the single-family residential component of the proposed project were developed using information applicable to "single-family detached" dwelling units (i.e., typical single-family homes). However, this project is to be constructed at a relatively high density. Further, many of the residential units will be smaller than the newly-constructed residential units typically offered in the Sacramento region. As such, the project is expected to appeal to buyers with smaller household sizes (e.g., single individuals, "empty nesters," or young couples who may be first-time buyers). Smaller household sizes typically translate into reduced tripmaking activity, as such households also have fewer drivers and lower vehicle ownership rates. Thus, using the ITE trip rates for typical single-family homes results in a conservatively high estimate of the volume of traffic associated with the proposed project and, in fact, may over-estimate the amount of project-generated traffic. Consequently, a conservative analysis of the proposed project's traffic impacts results.

Table 8 summarizes the resulting trip generation estimates for the proposed project. The proposed project is expected to generate a gross total of almost 940 AM peak hour trips, with 353 inbound and 586 outbound. The PM peak hour trip generation is estimated to be slightly over 2,000 trips, with 1,089 inbound and 918 outbound. Further, about 20,900 daily trips are estimated in connection with the proposed project, evenly split between the inbound and outbound directions.

However, the specific nature of the proposed project's land uses creates the potential for both internal and pass-by trips. These are discussed in detail below.

**TABLE 8**
**TRIP GENERATION ESTIMATE SUMMARY[1]**

| Land Use | Size | AM Peak Hour | | | PM Peak Hour | | | Daily Trips |
|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | |
| Single-Family Residential | 571 DU | 106 | 325 | 431 | 362 | 213 | 575 | 5,460 |
| Multi-Family Residential | 265 DU | 27 | 108 | 135 | 108 | 57 | 165 | 1,780 |
| Retail | 259,690 SF | 169 | 108 | 277 | 564 | 611 | 1,175 | 12,630 |
| Restaurant | 8,000 SF | 48 | 44 | 92 | 53 | 34 | 87 | 1,020 |
| Parks | 7.7 Acres | 3 | 1 | 4 | 2 | 3 | 5 | 20 |
| | Total | 353 | 586 | 939 | 1,089 | 918 | 2,007 | 20,910 |

Notes:
[1] Reference: Institute of Transportation Engineers, *Trip Generation*, Seventh Edition, 2003.

*Internal Trips*

The multi-use nature of the proposed project, in which residential land uses are located adjacent to and near retail land uses, creates the potential for a certain amount of internal travel. Internal trips are those that occur entirely within the site (either as vehicular trips or, perhaps, as pedestrian or bicycle trips), and result in no additional traffic on the public streets serving the project site. At Capital Village, this opportunity exists on the portion of the project site north of International Drive, where residents will be able to travel to and from the retail center entirely on internal travel-ways. (Trips from the residential areas south of International Drive to and from the retail center are not strictly internal trips, as they must cross International Drive, thereby passing through one or more of the study intersections. As such, they have been treated separately.)

Guidance with respect to the magnitude of such internal travel is provided in the *Trip Generation Handbook* (Institute of Transportation Engineers, Second Edition, June 2004), which presents a detailed procedure for applying internal trip adjustments. Based on information presented in that document, about 11 percent of the PM peak hour retail trips will remain internal to the site, as they will connect to/from the residential uses in the northern portion of the site. An additional 10 percent of the retail trips will represent travel between the retail center and the southern residential areas in the PM peak hour. (As noted above, those trips have been separately assigned to the project access points and study intersections.) Overall, the ITE procedure indicates that about 24 percent of the PM peak hour trips generated by the proposed project will be internal trips.

The ITE *Trip Generation Handbook* does not contain information regarding the likely degree of internal trip capture in the AM peak hour. However, information is presented for the midday peak hour, which generally results in a lower estimate of internal trips, and results in a reasonable estimate of this activity for the AM peak hour. Specifically, about 5 percent of the retail trips are estimated to be internal to the site in the AM peak hour (connecting to the northern residential area), while about 6 percent of the retail trips will connect to the southern residential area in that time period. Applying those factors to the proposed project's trip generation values for the affected retail and residential components indicates that 68 of the 939 total AM peak hour trips will be internal to the project, about 7 percent of the total.

The internal trip totals presented above assume that all of the park-generated traffic will represent internal trips. As shown in Table 8, only a small number of trips are expected to be generated by the park (4 trips in the AM peak hour and 5 trips in the PM peak hour), and it is reasonable to assume that these trips will be made by residents within the project. (However, because of the small magnitude of the park-generated trips and to ensure a conservative analysis of the project's traffic impacts, the internal park-related trips were not deducted from the residential external trips.) On the other hand, all of the restaurant trips are assumed to be external trips.

*Pass-By Trips*

The trip generation estimate presented in Table 8 represents the gross number of trips resulting from construction of the proposed project. However, a portion of the external trips associated with the retail component of the proposed project will be "pass-by trips." Pass-by trips are defined as trips that are already on the adjacent roadways, with the trip to the project site being an intermediate stop as part of another trip. As defined in the *Trip Generation Handbook* (Institute of Transportation Engineers, Second Edition, June 2004), "Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator." The classic example of a pass-by trip is stopping for a gallon of milk on the way home from work. In that example, the trip from work to home represents the primary trip purpose and the shopping trip is the pass-by trip.

Thus, the external retail trip generation estimates can be broken down as either "primary" trips or "pass-by" trips. Based on information presented in the *Trip Generation Handbook*, the average pass-by trip rate for a retail center of the size proposed here is approximately 30 - 35 percent in the PM peak period (i.e., 30 - 35 percent of the trips would be pass-by trips and 65 - 70 percent would be primary trips.). To be conservative, a PM peak hour pass-by trip adjustment of 30 percent has been applied to the retail land use.

Review of the pass-by trip data presented in the *Trip Generation Handbook* reveals that the available pass-by trip data does not cover the AM peak period, nor are daily figures presented. However, unpublished data collected for a major home improvement retailer in southern California indicates that the pass-by trip percentage for the AM peak hour is approximately 60 percent of the PM peak hour figure. Further, the daily pass-by trip percentage is slightly lower than the AM peak hour figure. Based on this data, a conservative pass-by trip rate of 15 percent was assumed for the retail component of the proposed project in the AM peak hour.

It is important to recognize that pass-by trips do not represent a reduction in the total volume of traffic associated with a particular project. In fact, the entire volume of external traffic generated by the project will enter and exit the site in the peak hours. The pass-by trip adjustment instead reflects the fact that some portion of those trips will be drawn from the existing traffic volume on adjacent roadways, and also that pass-by trips might have a different directional distribution than the primary trips. Furthermore, the pass-by trip adjustment is applied only to external trips, after application of the internal trip adjustment.

Table 9 presents a detailed breakdown of the trip generation estimate for the proposed project, with the external retail trips designated as either primary or pass-by trips. This table also illustrates the application of the internal trip adjustment to the proposed project's trip generation estimate, as described above.

**Table 9**
**Detailed Trip Generation Estimate[1]**

| Land Use | Trip Type | | AM Peak Hour In | AM Peak Hour Out | AM Peak Hour Total | PM Peak Hour In | PM Peak Hour Out | PM Peak Hour Total |
|---|---|---|---|---|---|---|---|---|
| North Residential 467 DU | Internal[2] | | 8 | 8 | 16 | 73 | 51 | 124 |
| | External[3] | | 64 | 229 | 293 | 182 | 95 | 277 |
| | Subtotal | | 72 | 237 | 309 | 255 | 146 | 401 |
| South Residential 369 DU | Intra-project[4] | | 8 | 8 | 16 | 67 | 51 | 118 |
| | External | | 53 | 188 | 241 | 148 | 73 | 221 |
| | Subtotal | | 61 | 196 | 257 | 215 | 124 | 339 |
| Residential Subtotal 836 DU | Internal[5] | | 16 | 16 | 32 | 140 | 102 | 242 |
| | External | | 117 | 417 | 534 | 330 | 168 | 498 |
| | Subtotal | | 133 | 433 | 566 | 470 | 270 | 740 |
| Retail 259,690 SF | Internal[5] | | 16 | 16 | 32 | 102 | 140 | 242 |
| | External | Primary[6] | 130 | 78 | 208 | 323 | 330 | 653 |
| | | Pass-By[7] | 23 | 14 | 37 | 139 | 141 | 280 |
| | | Subtotal | 153 | 92 | 245 | 462 | 471 | 933 |
| | Retail Subtotal | | 169 | 108 | 277 | 564 | 611 | 1,175 |
| Restaurant 8,000 SF | External/Primary | | 48 | 44 | 92 | 53 | 34 | 87 |
| Parks 7.7 Acres | Internal | | 3 | 1 | 4 | 2 | 3 | 5 |
| PROJECT TOTAL | Internal[5] | | 35 | 33 | 68 | 244 | 245 | 489 |
| | External | Primary | 295 | 539 | 834 | 706 | 532 | 1,238 |
| | | Pass-By | 23 | 14 | 37 | 139 | 141 | 280 |
| | | Subtotal | 318 | 553 | 871 | 845 | 673 | 1,518 |
| | GRAND TOTAL | | 353 | 586 | 939 | 1,089 | 918 | 2,007 |

Notes:
1 References: Institute of Transportation Engineers, *Trip Generation*, Seventh Edition, 2003 and Institute of Transportation Engineers, *Trip Generation Handbook*, Second Edition, June 2004.
2 Trips made entirely within the project site, without using the public street system.
3 Trips that approach and depart the project site using the public street system.
4 Trips between the retail center and the residential units south of International Drive.
5 Includes the intra-project trips between the retail center and the southern residential area.
6 The proposed project is the main reason for making the trip.
7 The retail portion of the project is an intermediate stop as part of a trip having a different primary trip purpose. Assumed to be 15 percent of retail trips in the AM peak hour and 30 percent of retail trips in the PM peak hour. Pass-by adjustment applied only to external component of retail-generated trips.

***Trip Distribution***

The directional distribution of the project-generated traffic at the study locations was based primarily on existing traffic patterns in the vicinity of the project site. Figure 4 illustrates the anticipated geographic distribution of project-generated trips.

***Project Traffic Assignment***

The AM and PM peak-hour traffic volumes generated by the proposed project were added to the existing traffic volumes, with the result being the "Existing + Project" scenario, as shown on Figure 5, which also illustrates the study intersection lane configurations.

***Intersection Level of Service***

Table 10 presents the AM and PM peak hour levels of service at each study intersection under Existing + Project conditions. Appendix B contains the technical calculation worksheets.

*AM Peak Hour*

In the AM peak hour, addition of the project-generated traffic results in slight increases in V/C ratio or delay at all but two of the study intersections. Changes in level of service are projected at three of the study intersections, but in each of those cases the intersection will continue to operate at an acceptable level of service. Overall, 25 of the 26 study intersections are projected to operate at acceptable levels of service under Existing + Project Conditions.

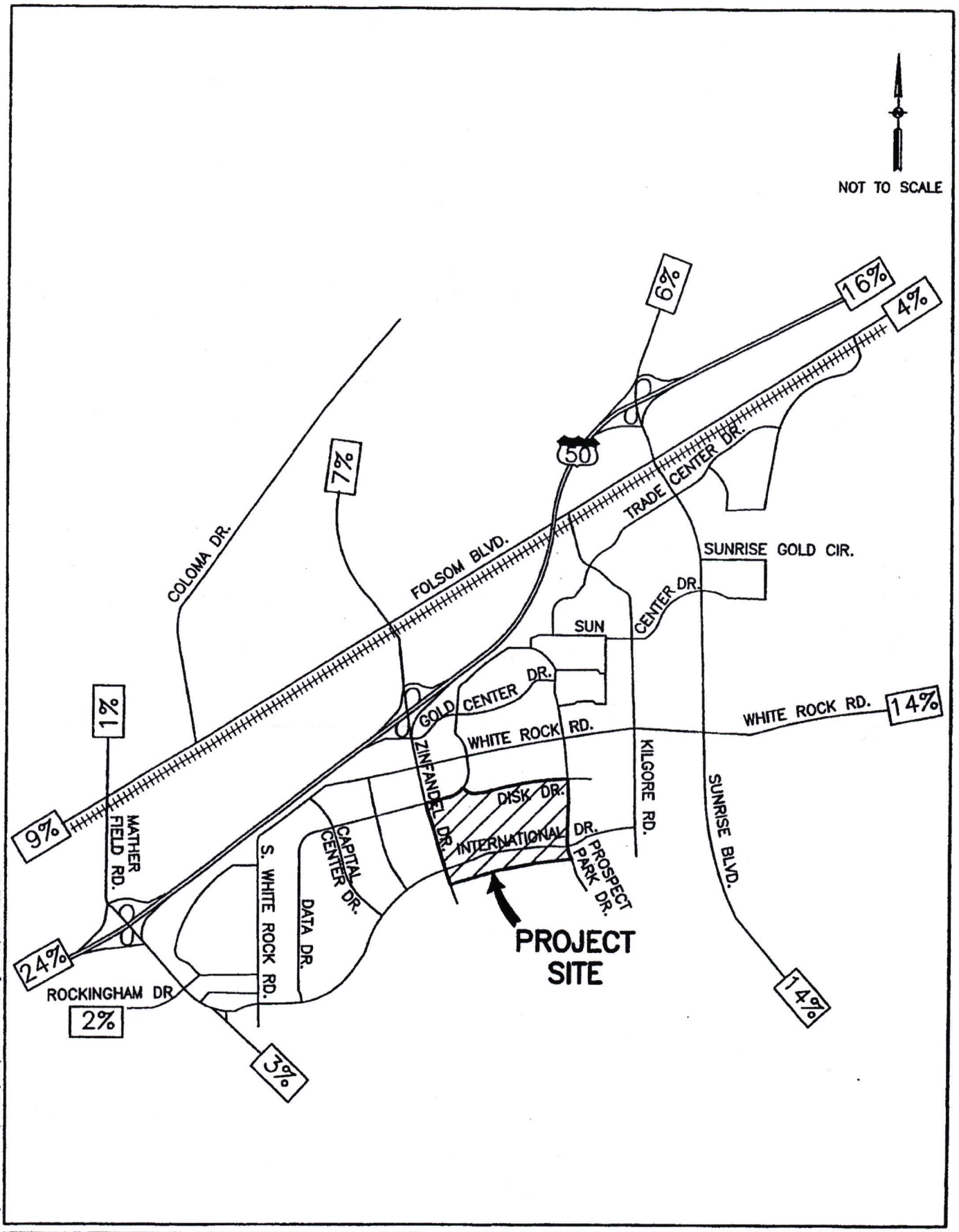
The intersection of Zinfandel Drive/U.S. Highway 50 Eastbound Off-ramp will operate at an unacceptable LOS F, as it does under Existing Conditions. The project-related increment in the intersection's V/C ratio is 0.03, which falls below the threshold for a significant impact at such locations.

Therefore, no significant impacts are projected in the AM peak hour under Existing + Project Conditions.

*PM Peak Hour*

Increases in V/C ratio and intersection delay are also projected in the PM peak hour. One of the study intersections is expected to operate at an unacceptable level of service, while the remaining 25 locations will meet the standards adopted by the pertinent jurisdiction.

The estimated average delay value at the "all-way stop-controlled" intersection of Zinfandel Drive/Data Drive will increase from 38.9 seconds per vehicle (LOS E) under Existing Conditions to 66.5 seconds per vehicle (LOS F) when project traffic is added. This represents a ***significant impact.***

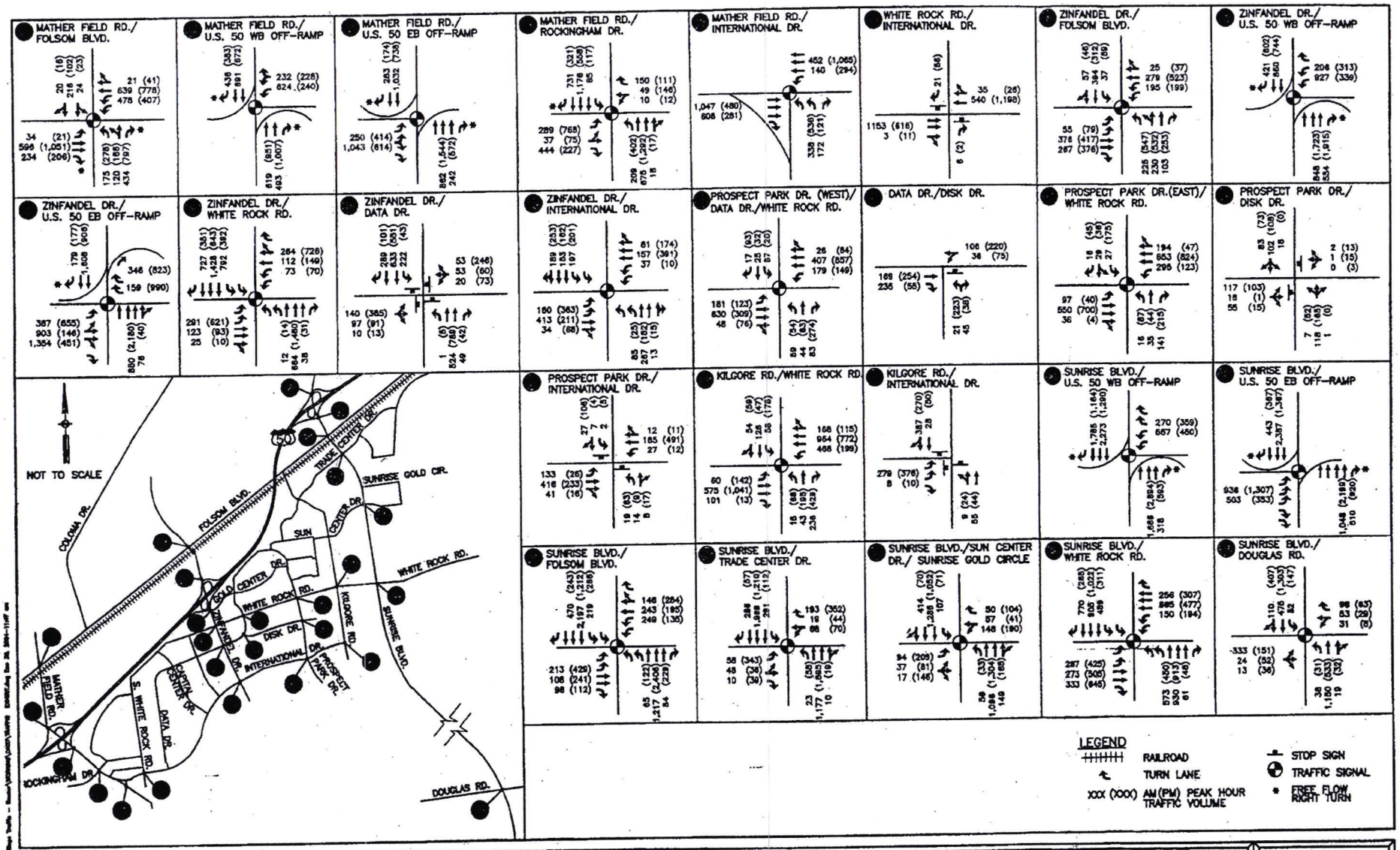



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PROJECT TRIP DISTRIBUTION
EXISTING + PROJECT CONDITIONS

FIGURE 4

M:\2004\04482 Capitol Village Traffic - Beaver\WORKING\CAD\TRAFFIC EXHIBIT.dwg Dec 30, 2004-11:47 am




MRO ENGINEERS

PEAK HOUR TRAFFIC VOLUMES
EXISTING + PROJECT CONDITIONS

FIGURE 5

**TABLE 10**
**INTERSECTION LEVEL OF SERVICE SUMMARY**
**EXISTING + PROJECT CONDITIONS**

| Intersection | Traffic Control | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Existing Conditions | | Existing Plus Project | | Existing Conditions | | Existing Plus Project | |
| | | V/C[2] or Delay[3] | LOS[4] | V/C or Delay | LOS | V/C or Delay | LOS | V/C or Delay | LOS |
| 1. Mather Field Road/Folsom Boulevard | Signal | 0.55 | A | 0.57 | A | 0.68 | B | 0.70 | B |
| 2. Mather Field Road/U.S. Highway 50 WB Off-ramp | Signal | 0.53 | A | 0.54 | A | 0.48 | A | 0.48 | A |
| 3. Mather Field Road/U.S. Highway 50 EB Off-ramp | Signal | 0.72 | C | 0.73 | C | 0.59 | A | 0.59 | A |
| 4. Mather Field Road/Rockingham Drive | Signal | 0.78 | C | 0.80 | C | 0.79 | C | 0.80 | C |
| 5. Mather Field Road/International Drive | Signal | 0.44 | A | 0.45 | A | 0.48 | A | 0.50 | A |
| 6. White Rock Road/International Drive | STOP Sign | 10.8 | B | 10.9 | B | 13.9 | B | 14.3 | B |
| 7. Zinfandel Drive/Folsom Boulevard | Signal | 0.47 | A | 0.51 | A | 0.63 | B | 0.70 | B |
| 8. Zinfandel Drive/U.S. Highway 50 WB Off-ramp | Signal | 0.60 | A | 0.63 | A | 0.58 | A | 0.59 | A |
| 9. Zinfandel Drive/U.S. Highway 50 EB Off-ramp | Signal | 1.17 | F | 1.20 | F | 0.94 | E | 0.97 | E |
| 10. Zinfandel Drive/White Rock Road | Signal | 0.67 | B | 0.67 | B | 0.77 | C | 0.82 | D |
| 11. Zinfandel Drive/Data Drive | All-Way STOP | 13.2 | B | 16.9 | C | 38.9 | E | 66.5[5] | F[5] |
| 12. Zinfandel Drive/International Drive | Signal | 0.31 | A | 0.32 | A | 0.39 | A | 0.44 | A |
| 13. Prospect Park Dr. (West)/Data Dr./White Rock Rd. | Signal | 0.33 | A | 0.38 | A | 0.44 | A | 0.53 | A |
| 14. Data Drive/Disk Drive | STOP Sign | 9.7 | A | 10.0 | A | 11.7 | B | 22.5 | C |
| 15. Prospect Park Drive (East)/White Rock Road | Signal | 0.34 | A | 0.44 | A | 0.36 | A | 0.46 | A |
| 16. Prospect Park Drive/Disk Drive | STOP Sign | 10.2 | B | 12.2 | B | 10.9 | B | 13.6 | B |
| 17. Prospect Park Drive/International Drive | STOP Sign | 18.1 | C | 22.8 | C | 15.0 | B | 17.9 | C |
| 18. Kilgore Road/White Rock Road | Signal | 0.59 | A | 0.70 | B | 0.75 | C | 0.88 | D |
| 19. Kilgore Road/International Drive | All-Way STOP | 10.3 | B | 11.1 | B | 9.9 | A | 10.6 | B |
| 20. Sunrise Boulevard/U.S. Highway 50 WB Off-ramp | Signal | 0.70 | B | 0.71 | C | 0.80 | C | 0.81 | D |
| 21. Sunrise Boulevard/U.S. Highway 50 EB Off-ramp | Signal | 0.75 | C | 0.76 | C | 0.68 | B | 0.69 | B |
| 22. Sunrise Boulevard/Folsom Boulevard | Signal | 0.67 | B | 0.68 | B | 0.88 | D | 0.90 | D |
| 23. Sunrise Boulevard/Trade Center Drive | Signal | 0.61 | B | 0.62 | B | 0.80 | C | 0.83 | D |
| 24. Sunrise Blvd./Sun Center Dr./Sunrise Gold Circle | Signal | 0.60 | A | 0.60 | A | 0.66 | B | 0.68 | B |
| 25. Sunrise Boulevard/White Rock Road | Signal | 0.94 | E | 1.00 | E | 0.81 | D | 0.89 | D |
| 26. Sunrise Boulevard/Douglas Road | Signal | 0.71 | C | 0.74 | C | 0.75 | C | 0.79 | C |

Notes:
[1] Signalized Reference: Transportation Research Board, Transportation Research Circular Number 212, *Interim Materials on Highway Capacity*, 2000.
Unsignalized Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
[2] Volume/capacity ratio
[3] Average control delay (seconds per vehicle)
[4] Level of service
[5] Significant impact

***Freeway Mainline Level of Service***

The results of the analysis of U.S. Highway 50 mainline operations in the AM and PM peak hours under Existing + Project conditions are summarized in Table 11. Appendix B contains the level of service worksheets.

With the addition of project-generated traffic, all but one of the tested freeway segments will continue to operate at the same level of service as under Existing Conditions. The exception is the westbound segment of Highway 50 between Mather Field Road and Zinfandel Drive, which will decline from LOS D to LOS E in the AM peak hour. In general, addition of the project-generated traffic will result in relatively small increases in the freeway segment density values, ranging from 0.3 to 1.1 passenger cars per mile per lane in the AM peak hour and 0.1 to 1.5 passenger cars per mile per lane in the PM peak hour. Therefore, all of the tested freeway segments will continue to operate at acceptable levels of service under this analysis scenario (i.e., LOS E or better), and no significant impacts are projected.

**TABLE 11**
**FREEWAY MAINLINE LEVEL OF SERVICE SUMMARY[1]**
**EXISTING + PROJECT CONDITIONS**

| | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|
| | Existing Conditions | | Existing + Project | | Existing Conditions | | Existing + Project | |
| U.S. Highway 50 Segment | Density[2] | LOS[3] | Density | LOS | Density | LOS | Density | LOS |
| ***Eastbound*** | | | | | | | | |
| West of Mather Field Road | 30.6 | D | 31.1 | D | 35.9 | E | 37.4 | E |
| Mather Field Rd. to Zinfandel Dr. | 26.8 | D | 27.1 | D | 35.0 | E | 36.4 | E |
| Zinfandel Dr. to Sunrise Blvd. | 18.4 | C | 18.7 | C | 30.7 | D | 30.8 | D |
| East of Sunrise Boulevard | 18.9 | C | 19.3 | C | 34.0 | D | 34.7 | D |
| ***Westbound*** | | | | | | | | |
| West of Mather Field Road | 35.2 | E | 36.3 | E | 33.1 | D | 34.1 | D |
| Mather Field Rd. to Zinfandel Dr. | 34.7 | D | 35.7 | E | 27.6 | D | 28.2 | D |
| Zinfandel Dr. to Sunrise Blvd. | 38.3 | E | 38.7 | E | 20.8 | C | 21.2 | C |
| East of Sunrise Boulevard | 33.5 | D | 33.9 | D | 19.5 | C | 20.0 | C |

Notes:
1 Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
2 In passenger cars per mile per lane
3 Level of service

***Freeway Ramp Junction Level of Service***

The results of the analysis of the freeway ramp junctions for Existing + Project conditions in the AM and PM peak hours are summarized in Table 12. The level of service worksheets are presented in Appendix B.

*AM Peak Hour*

No change in level of service is expected at any of the freeway ramp junctions upon addition of the project-generated traffic. All but one of the freeway ramp junctions will operate at LOS E or better, thereby conforming to the Caltrans operational standard. Only the westbound off-ramp at the Zinfandel Drive interchange is projected to be at LOS F, which is unchanged from Existing Conditions. As under Existing Conditions, the LOS F finding is due to the heavy volume of traffic on the freeway mainline, which results in excessive vehicles in the two right-hand freeway lanes in the vicinity of the off-ramp. It is unlikely that a typical motorist will detect the small project-related increase in density in the vicinity of this off-ramp (i.e., an increase of 0.4 passenger cars per mile per lane).

*PM Peak Hour*

In the PM peak hour, the freeway ramp junction levels of service will again be unchanged from Existing Conditions. All but two of the ramp junctions will operate at LOS B or C, with the exceptions being the westbound and eastbound off-ramps at Mather Field Road (LOS D and E, respectively). All of the ramp junctions will be at acceptable levels of service.

No significant impacts are projected at the freeway ramp junctions under Existing + Project Conditions.

**TABLE 12**
**FREEWAY RAMP JUNCTION LEVEL OF SERVICE SUMMARY[1]**
**EXISTING + PROJECT CONDITIONS**

| Freeway Ramp | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Existing Conditions | | Existing + Project | | Existing Conditions | | Existing + Project | |
| | | Density[2] | LOS[3] | Density | LOS | Density | LOS | Density | LOS |
| ***Mather Field Road Interchange*** | | | | | | | | | |
| Westbound On-ramp | NB Loop | 24.5 | C | 24.8 | C | 23.3 | C | 23.6 | C |
| | SB Diagonal | 25.8 | C | 26.1 | C | 25.7 | C | 26.0 | C |
| Westbound Off-ramp | | 35.9 | E | 36.4 | E | 30.0 | D | 30.5 | D |
| Eastbound On-ramp | NB Diagonal | 22.4 | C | 22.6 | C | 24.3 | C | 24.7 | C |
| | SB Loop | 21.7 | C | 21.8 | C | 23.8 | C | 24.2 | C |
| Eastbound Off-ramp | | 35.7 | E | 36.1 | E | 36.3 | E | 37.0 | E |
| ***Zinfandel Drive Interchange*** | | | | | | | | | |
| Westbound On-ramp | NB Loop | 24.9 | C | 24.9 | C | 21.9 | C | 22.2 | C |
| | SB Diagonal | 26.1 | C | 26.4 | C | 23.1 | C | 23.4 | C |
| Westbound Off-ramp | | 38.9 | F | 39.3 | F | 23.5 | C | 24.5 | C |
| Eastbound On-ramp | NB Diagonal | 16.5 | B | 16.7 | B | 23.7 | C | 23.7 | C |
| | SB Loop | 15.7 | B | 15.7 | B | 22.9 | C | 22.9 | C |
| Eastbound Off-ramp | | 24.2 | C | 24.8 | C | 16.4 | B | 17.9 | B |
| ***Sunrise Boulevard Interchange*** | | | | | | | | | |
| Westbound On-ramp[4] | | 23.7 | C | 23.7 | C | 20.1 | C | 20.2 | C |
| Westbound Off-ramp | | 31.5 | D | 31.7 | D | 20.4 | C | 21.0 | C |
| Eastbound On-ramp[4] | | 16.5 | B | 16.7 | B | 22.7 | C | 22.8 | C |
| Eastbound Off-ramp | | 12.0 | B | 12.2 | B | 20.9 | C | 21.0 | C |

Notes:
1 Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
2 In passenger cars per mile per lane
3 Level of service
4 Directional on-ramps join prior to freeway merge point

***Transit System Impacts***

Implementation of the proposed project has the potential to increase transit ridership on Sacramento Regional Transit's Route 74, which runs along Zinfandel Drive and Data Drive adjacent to the project site. It is anticipated that some of the project residents will use this bus route to gain access to RT's Folsom Boulevard light rail line. Also the retail center will generate some level of transit demand, although retail trips are less likely to be made by transit than are work trips, for example. The expected increase in transit usage constitutes a less-than-significant impact.

***Bicycle System Impacts***

No adverse impacts on the existing or planned bicycle system are foreseen in connection with the proposed project. Implementation of the proposed project will have virtually no effect on the existing and planned bicycle transportation system defined in *The 2010 Sacramento City/County Bikeway Master Plan*. However, as the project implements frontage improvements on the public streets along its boundaries (as well as International Drive), it might be required to provide on-street bike lanes to the satisfaction of the City of Rancho Cordova. In any event, the project-related impacts are considered less than significant.

***Pedestrian System Impacts***

Implementation of the proposed project will result in substantial enhancements to the pedestrian environment in the central portion of the City of Rancho Cordova. The trip generation estimates developed for this analysis reflect the likelihood of substantial on-site travel, much of which will occur in the form of pedestrian trips. The proposed project will create a pedestrian-friendly environment, where vacant land currently exists. Several on-site pedestrian ways will be created, which will facilitate the on-site trip interchanges among the retail, residential, and recreational/park uses. Thus, a substantial beneficial impact will occur as a result of implementation of the proposed project.

***Mitigation Measures***

As noted above, one study intersection is projected to have a significant impact under Existing + Project Conditions. No significant impacts were identified for either the U.S. Highway 50 mainline freeway segments or the freeway ramp junctions. A mitigation measure for the affected study intersection is described below:

- Zinfandel Drive/Data Drive (PM Peak Hour): This intersection meets the "Peak Hour Volume" signal warrant documented in "Chapter 9 – Traffic Signals and Lighting" of the Caltrans *Traffic Manual*, November 2002, even under Existing Conditions. With the addition of project-generated traffic, the need for a signal increases. A signal has been planned for this location for some time, and the design process was initiated by Sacramento County. Therefore, it is recommended that the proposed project contribute its "fair share" toward the cost of installing the signal and modifying the east and west approaches to provide a dedicated left-turn lane and a shared through/right-turn lane on those approaches. Project-related traffic will constitute approximately 10 percent of the traffic at the

intersection; therefore, the project should contribute 10 percent of the cost of these recommended improvements. Implementation of this mitigation measure will result in operation of the intersection at LOS C (V/C = 0.74).

In addition, although the project's transit-related impacts are considered less than significant, it is recommended that the project proponent undertake discussions with representatives of Sacramento Regional Transit to determine the need for provision of covered passenger shelters on Zinfandel Drive and/or Data Drive, along the path of Route 74. These discussions should also address the desirability of re-routing that bus line to enter the proposed retail center, and provide an on-site transit stop.

## CUMULATIVE NO PROJECT CONDITIONS ANALYSIS

This section describes the results of the analysis of study area traffic operations under cumulative conditions in the AM and PM peak hours. This analysis reflects the level of development anticipated in the Sacramento region through the year 2025. Analyses are presented for two scenarios: (1) Cumulative No Project conditions, and (2) Cumulative + Project conditions, reflecting the addition of the traffic generated by the proposed Capital Village land uses to the "no project" volumes. To ensure consistency with other traffic analyses in Rancho Cordova, the future year traffic forecasts employed in this analysis are primarily based on preliminary information developed for the traffic analysis for the proposed Rio del Oro project, currently being prepared for the City of Rancho Cordova by Fehr & Peers Associates.

### *Planned Roadway Improvements*

Between now and the year 2025, a variety of major transportation system improvements will be implemented in the Sacramento region. These improvements, which are reflected in the future year traffic forecasts used in this analysis, are documented in the *Metropolitan Transportation Plan for 2025* (Sacramento Area Council of Governments, Adopted July 18, 2002). Specifically, in the vicinity of the proposed Capital Village project, the future year traffic forecasts reflect the following programmed roadway improvement projects, which are generally consistent with the "Tier 1" improvements presented in the SACOG document:

- Widening of Folsom Boulevard to four lanes from Sunrise Boulevard to Aerojet Road (2005);
- Widening of Sunrise Boulevard to six lanes from White Rock Road to Douglas Road (2004);
- Widening of Sunrise Boulevard to four lanes from Douglas Road to Kiefer Road (2006);
- Widening of Sunrise Boulevard to four lanes from Kiefer Road to State Route 16 (2007);
- Widening of Zinfandel Drive to four lanes from International Drive to Douglas Road (2006);
- Widening of Douglas Road to four lanes from Sunrise Boulevard to Americanos Boulevard (2004);
- Widening of Douglas Road to six lanes from Sunrise Boulevard to Zinfandel Drive (2006);
- Construction of Mather Boulevard as a two-lane road from Mather Place to Zinfandel Drive (2006);
- Extension of International Drive as a four-lane road from Kilgore Road to Sunrise Boulevard (2009); and
- Construction of the Sunrise Reliever from Douglas Road to a new interchange at U.S. Highway 50 (2012).

It should be noted that the City of Rancho Cordova is currently developing its General Plan. The Circulation Element of that plan will define the design parameters for various roadway classifications within the City, including the number of lanes and roadway cross section needed to serve projected traffic demand. Because such information has not yet been fully developed for the roadways in the immediate vicinity of the proposed project, this analysis has made a series of conservative assumptions concerning the future roadway configurations on those streets. Generally, these assumptions reflect minimal changes to the local roadway system (with the exception of the programmed improvements listed above). With respect to the roadways in the immediate vicinity of the project site, the following basic assumptions have been incorporated into the Cumulative Conditions level of service analyses:

- International Drive: Four through lanes (i.e., two in each direction);
- Zinfandel Drive: Six through lanes (i.e., three in each direction);
- Data Drive: Two through lanes (i.e., one in each direction);
- Disk Drive: Two through lanes (i.e., one in each direction); and
- Prospect Park Drive: Two through lanes (i.e., one in each direction, although two southbound through lanes were assumed at International Drive, based on the preliminary signal design prepared for the City in April 2004 by Wood Rodgers).

The need for additional lanes on these streets is addressed as part of this analysis.

***Land Use Forecasts***

The year 2025 travel demand forecasts developed for the Rio del Oro project, which serve as the basis for the future traffic volumes used in this analysis, assumed full build-out of the following planned and approved development projects:

- Sun Ridge Specific Plan;
- Aerojet;
- Remainder of Sunrise Douglas Community Plan;
- Rio del Oro;
- Villages of Zinfandel;
- Mather Field Specific Plan;
- Folsom Sphere of Influence (50 percent build-out);
- North Vineyard Specific Plan;
- East Franklin Specific Plan;
- East Elk Grove Specific Plan;
- Laguna Ridge Specific Plan;
- Lent Ranch Marketplace;
- South Pointe Development; and
- Elk Grove Auto Mall.

***Cumulative No Project Conditions***

As noted above, the traffic volumes for Cumulative No Project conditions were derived by adjusting the Existing Conditions traffic volumes presented earlier to reflect preliminary information developed for the traffic analysis for the proposed Rio del Oro project. Those year 2025 traffic volume estimates were based on travel demand forecasts developed using the SACMET model, which was developed for and is maintained by the Sacramento Area Council of Governments.

Figure 6 illustrates the Cumulative No Project peak hour traffic volumes derived for this study. Also shown there are the intersection lane configurations assumed for year 2025 conditions.

***Intersection Level of Service***

Table 13 summarizes the intersection level of service results for Cumulative No Project conditions. The calculation worksheets are presented in Appendix C.

*AM Peak Hour*

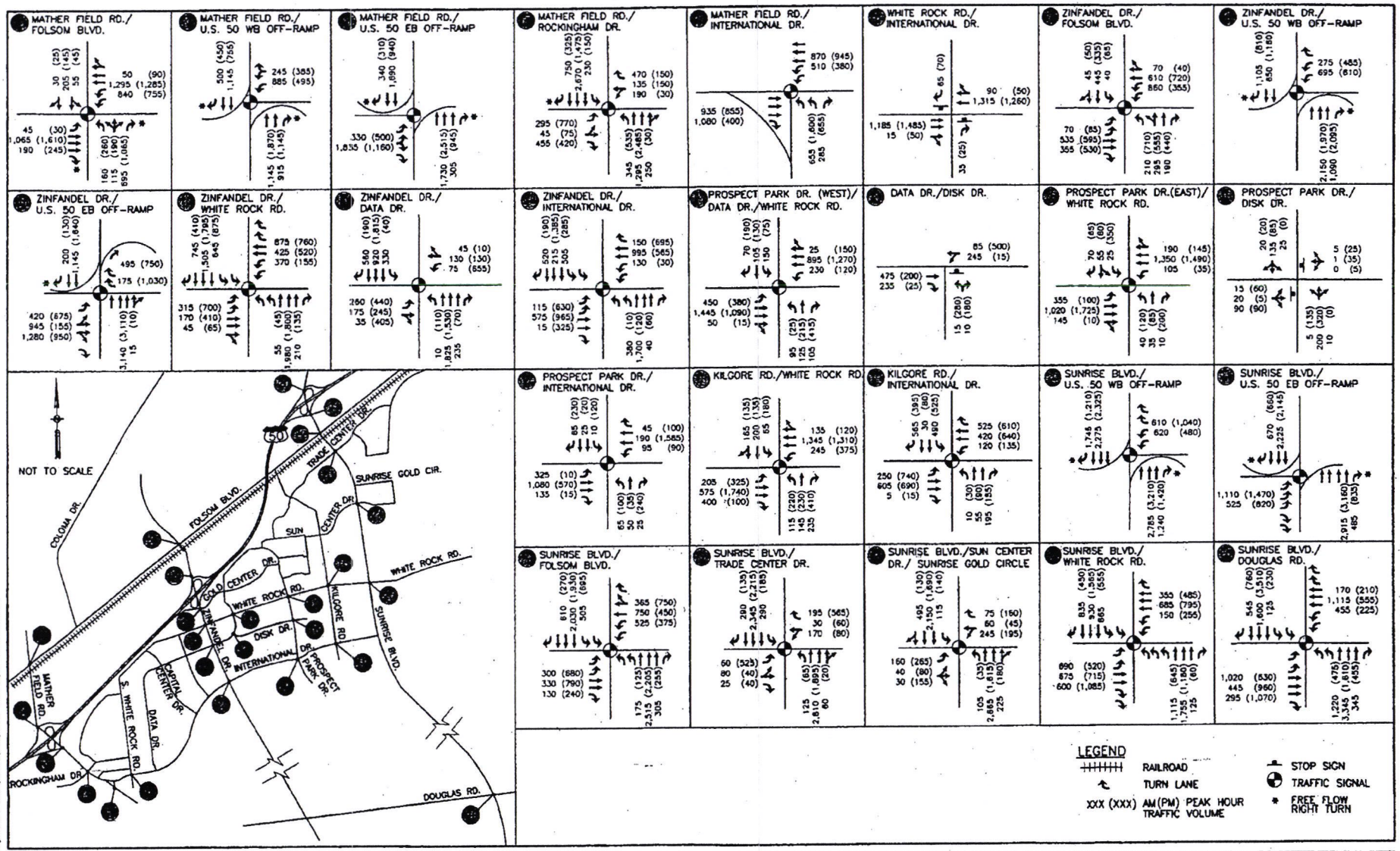
Nine of the study intersections are projected to operate at unacceptable levels of service in the AM peak hour under Cumulative No Project conditions. Those locations include:

- Mather Field Road/U.S. Highway 50 Eastbound Off-ramp – LOS F;
- Mather Field Road/Rockingham Drive – LOS F;
- Mather Field Road/International Drive – LOS F;
- Zinfandel Drive/U.S. Highway 50 Eastbound Off-ramp – LOS F;
- Sunrise Boulevard/Folsom Boulevard – LOS F;
- Sunrise Boulevard/Trade Center Drive – LOS F;
- Sunrise Boulevard/Sun Center Drive/Sunrise Gold Circle – LOS F;
- Sunrise Boulevard/White Rock Road – LOS F; and
- Sunrise Boulevard/Douglas Road – LOS F.

*PM Peak Hour*

In the PM peak hour, thirteen of the study intersections are expected to fall below the applicable level of service standards, as follows:

- Mather Field Road/Rockingham Drive – LOS F ;
- Zinfandel Drive/U.S. Highway 50 Eastbound Off-ramp – LOS F;
- Zinfandel Drive/White Rock Road – LOS F;
- Zinfandel Drive/Data Drive – LOS F;
- Zinfandel Drive/International Drive – LOS F;
- Data Drive/Disk Drive – LOS F;
- Kilgore Road/White Rock Road – LOS F;
- Kilgore Road/International Drive – LOS F;
- Sunrise Boulevard/U.S. Highway 50 Westbound Off-ramp – LOS F;
- Sunrise Boulevard/Folsom Boulevard – LOS F;




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PEAK HOUR TRAFFIC VOLUMES
CUMULATIVE NO PROJECT CONDITIONS

FIGURE 6

**Table 13**
**Intersection Level of Service Summary[1]**
**Cumulative No Project Conditions**

| Intersection | Traffic Control | AM Peak Hour V/C[2] or Delay[3] | AM Peak Hour LOS[3] | PM Peak Hour V/C or Delay | PM Peak Hour LOS |
|---|---|---|---|---|---|
| 1. Mather Field Road/Folsom Boulevard | Signal | 0.74 | C | 0.87 | D |
| 2. Mather Field Road/U.S. Highway 50 WB Off-ramp | Signal | 0.79 | C | 0.93 | E |
| 3. Mather Field Road/U.S. Highway 50 EB Off-ramp | Signal | 1.24 | F | 0.98 | E |
| 4. Mather Field Road/Rockingham Drive | Signal | 1.44 | F | 1.11 | F |
| 5. Mather Field/International Drive | Signal | 1.15 | F | 0.99 | E |
| 6. White Rock Road/International Drive | STOP Sign | 16.2 | C | 15.5 | C |
| 7. Zinfandel Drive/Folsom Boulevard | Signal | 0.84 | D | 0.91 | E |
| 8. Zinfandel Drive/U.S. Highway 50 WB Off-ramp | Signal | 0.73 | C | 0.76 | C |
| 9. Zinfandel Drive/U.S. Highway 50 EB Off-ramp | Signal | 1.22 | F | 1.27 | F |
| 10. Zinfandel Drive/White Rock Road | Signal | 0.93 | E | 1.15 | F |
| 11. Zinfandel Drive/Data Drive | Signal | 0.92 | E | 1.35 | F |
| 12. Zinfandel Drive/International Drive | Signal | 0.94 | E | 1.01 | F |
| 13. Prospect Park Dr. (West)/Data Dr./White Rock Rd. | Signal | 0.69 | B | 0.90 | D |
| 14. Data Drive/Disk Drive | STOP Sign | 20.1 | C | > 50.0 | F |
| 15. Prospect Park Drive (East)/White Rock Road | Signal | 0.65 | B | 0.71 | C |
| 16. Prospect Park Drive/Disk Drive | STOP Sign | 10.7 | B | 15.8 | C |
| 17. Prospect Park Drive/International Drive | Signal | 0.51 | A | 0.78 | C |
| 18. Kilgore Road/White Rock Road | Signal | 0.66 | B | 1.22 | F |
| 19. Kilgore Road/International Drive | Signal | 0.97 | E | 1.35 | F |
| 20. Sunrise Boulevard/U.S. Highway 50 WB Off-ramp | Signal | 0.85 | D | 1.10 | F |
| 21. Sunrise Boulevard/U.S. Highway 50 EB Off-ramp | Signal | 0.77 | C | 0.89 | D |
| 22. Sunrise Boulevard/Folsom Boulevard | Signal | 1.11 | F | 1.28 | F |
| 23. Sunrise Boulevard/Trade Center Drive | Signal | 1.02 | F | 1.13 | F |
| 24. Sunrise Blvd./Sun Center Dr./Sunrise Gold Circle | Signal | 1.01 | F | 0.83 | D |
| 25. Sunrise Boulevard/White Rock Road | Signal | 1.32 | F | 1.02 | F |
| 26. Sunrise Boulevard/Douglas Road | Signal | 1.43 | F | 1.75 | F |

Notes:
1 Signalized Reference: Transportation Research Board, Transportation Research Circular Number 212, *Interim Materials on Highway Capacity*, 2000.
Unsignalized Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
2 Volume/capacity ratio
3 Average control delay (seconds per vehicle)
4 Level of service

- Sunrise Boulevard/Trade Center Drive – LOS F;
- Sunrise Boulevard/White Rock Road – LOS F; and
- Sunrise Boulevard/Douglas Road – LOS F.

***Freeway Mainline Level of Service***

The results of the analysis of U.S. Highway 50 mainline operations in the AM and PM peak hours under Cumulative No Project conditions are summarized in Table 14. Appendix C contains the level of service worksheets.

*AM Peak Hour*

Three of the eastbound segments are projected to operate at acceptable levels of service under Cumulative No Project conditions. The projected peak-hour traffic volume on the segment west of Mather Field Road, however, exceeds the capacity of that portion of the freeway, resulting in LOS F. All four westbound segments are anticipated to be at LOS F; again, the projected traffic volumes exceed the freeway's capacity.

*PM Peak Hour*

In the PM peak hour, two eastbound freeway segments are projected to be at LOS F – the portion west of Mather Field Road and the section between Mather Field Road and Zinfandel Drive. The other two eastbound segments will be at LOS E, which is considered acceptable for Highway 50. In the westbound direction, all four freeway segments will be at acceptable levels of service, ranging from LOS C for the easternmost segments to LOS E for the westernmost segment.

**TABLE 14**
**FREEWAY MAINLINE LEVEL OF SERVICE SUMMARY[1]**
**CUMULATIVE NO PROJECT CONDITIONS**

| U.S. Highway 50 Segment | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|
| | Eastbound | | Westbound | | Eastbound | | Westbound | |
| | Density[2] | LOS[3] | Density | LOS | Density | LOS | Density | LOS |
| West of Mather Field Road | --[4] | F | --[4] | F | --[4] | F | 41.7 | E |
| Mather Field Rd. to Zinfandel Dr. | 33.3 | D | --[4] | F | --[4] | F | 34.9 | D |
| Zinfandel Dr. to Sunrise Blvd. | 23.6 | C | --[4] | F | 38.9 | E | 26.0 | C |
| East of Sunrise Boulevard | 25.1 | C | --[4] | F | 40.9 | E | 24.5 | C |

Notes:
1 Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
2 In passenger cars per mile per lane
3 Level of service
4 Projected freeway volume exceeds maximum service flow rate (i.e., capacity) under prevailing traffic and roadway conditions

***Freeway Ramp Junction Level of Service***

The results of the AM and PM peak hour analyses of the freeway ramp junctions are summarized in Table 15. The level of service worksheets are presented in Appendix C.

*AM Peak Hour*

At the Mather Field Road interchange, the two eastbound on-ramps are projected to operate at LOS C. The remaining ramps at that location are expected to be at LOS F under Cumulative No Project conditions. At Zinfandel Drive, all of the eastbound ramps will be at acceptable levels of service (LOS B for both on-ramps and LOS C for the off-ramp). The westbound ramps at that location are all projected to be at LOS F. The Sunrise Boulevard interchange is expected to have LOS B at the eastbound ramps and LOS F at the westbound facilities.

*PM Peak Hour*

The westbound ramps at Mather Field Road will have acceptable levels of service, with on-ramp operations at LOS C and the off-ramp at LOS E. In the eastbound direction, two of the ramps will be at LOS F – the diagonal on-ramp from northbound Mather Field Road and the off-ramp; the loop on-ramp from southbound Mather Field Road will be at LOS C. All but one of the Zinfandel Drive ramps will have acceptable levels of service (i.e., LOS C or D). The exception is the eastbound off-ramp, which will be at LOS F. At Sunrise Boulevard, acceptable operations are projected at all of the ramps (i.e., LOS C or D).

***Cumulative No Project Transit Conditions***

It is difficult to project transit conditions in the year 2025. As noted above, substantial expansions in transit service are anticipated throughout the RT system, particularly in terms of extensions of the light rail system. For example, the light rail extension to Folsom is expected to be operational in late 2005. Based on this, it is expected that greater numbers of Rancho Cordova residents and employees will depend on RT service. The exact number of such transit users, however, is unknown.

***Cumulative No Project Bicycle Conditions***

As noted earlier, the City of Rancho Cordova has not yet adopted a Bikeway Master Plan, which would specify desired improvements in the form of on-street and off-street bikeways. However, the current City of Rancho Cordova Improvement Standards call for installation of Class II/on-street bicycle lanes on all new or improved arterials or thoroughfares. The ability to implement any such improvements will largely depend upon the availability of sufficient funding or the ability to place corresponding conditions of approval on development projects. Because the future status of the various potential funding sources is uncertain, this analysis assumes that no improvements to the bikeway system serving the proposed project site will be achieved within the analysis time frame.

***Cumulative No Project Pedestrian Conditions***

Pedestrian facilities in the study area are unlikely to be substantially enhanced within the cumulative conditions time frame. Improvements are likely to be in the form of maintenance of the existing sidewalks, rather than expansion of these facilities.

**Table 15**
**Freeway Ramp Junction Level of Service Summary[1]**
**Cumulative No Project Conditions**

| Freeway Ramp | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | Density[2] | LOS[3] | Density | LOS |
| ***Mather Field Road Interchange*** | | | | | |
| Westbound On-ramp | NB Loop Ramp | 31.7 | F | 24.8 | C |
| | SB Diagonal Ramp | 35.6 | F | 28.0 | C |
| Westbound Off-ramp | | 52.0 | F | 36.8 | E |
| Eastbound On-ramp | NB Diagonal Ramp | 25.3 | C | 27.4 | F |
| | SB Loop Ramp | 24.4 | C | 27.5 | C |
| Eastbound Off-ramp | | 47.6 | F | 47.4 | F |
| ***Zinfandel Drive Interchange*** | | | | | |
| Westbound On-ramp | NB Loop Ramp | 29.3 | F | 23.2 | C |
| | SB Diagonal Ramp | 31.3 | F | 25.3 | C |
| Westbound Off-ramp | | 47.2 | F | 31.3 | D |
| Eastbound On-ramp | NB Diagonal Ramp | 19.9 | B | 26.2 | C |
| | SB Loop Ramp | 18.7 | B | 26.3 | C |
| Eastbound Off-ramp | | 27.3 | C | 25.5 | F |
| ***Sunrise Boulevard Interchange*** | | | | | |
| Westbound On-ramp[4] | | 24.4 | F | 23.8 | C |
| Westbound Off-ramp | | 40.5 | F | 28.3 | D |
| Eastbound On-ramp[4] | | 19.4 | B | 23.6 | C |
| Eastbound Off-ramp | | 16.5 | B | 28.0 | C |

Notes:
1 Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
2 In passenger cars per mile per lane
3 Level of service
4 Directional on-ramps join prior to freeway merge point

## CUMULATIVE + PROJECT CONDITIONS ANALYSIS

The following sections address the effects of adding the project-generated traffic to the Cumulative No Project volumes derived above.

### *Project Trip Generation*

The derivation of the project-generated peak hour traffic volumes was described earlier. Although the potential exists that, due to expansion of transit service and changes in land use development patterns, an increased proportion of project-generated trips will be accommodated by non-automotive means (e.g., transit, walking, bicycling), this analysis has assumed that no such reduction in project-related travel will occur.

Tables 8 and 9 (pages 19 and 21) summarize the peak-hour trip generation estimates for the proposed Capital Village project.

### *Project Trip Distribution*

Based on the results of the travel demand forecasting process described above, the geographic distribution of traffic in the vicinity of the proposed project is expected to be slightly different in the year 2025 than was found for Existing Conditions. This is due, in part, to the substantial additional development expected to the south and east of the project site. The planned southerly extension of Zinfandel Drive (which will connect to Eagles Nest Drive) also contributes to the modified trip distribution. Figure 7 illustrates the project trip distribution anticipated in the year 2025.

### *Intersection Traffic Volumes*

Using the previously-developed project trip generation figures and the trip distribution shown on Figure 7, the project-related trips were assigned to the future road network. The Cumulative + Project traffic volumes are illustrated on Figure 8.

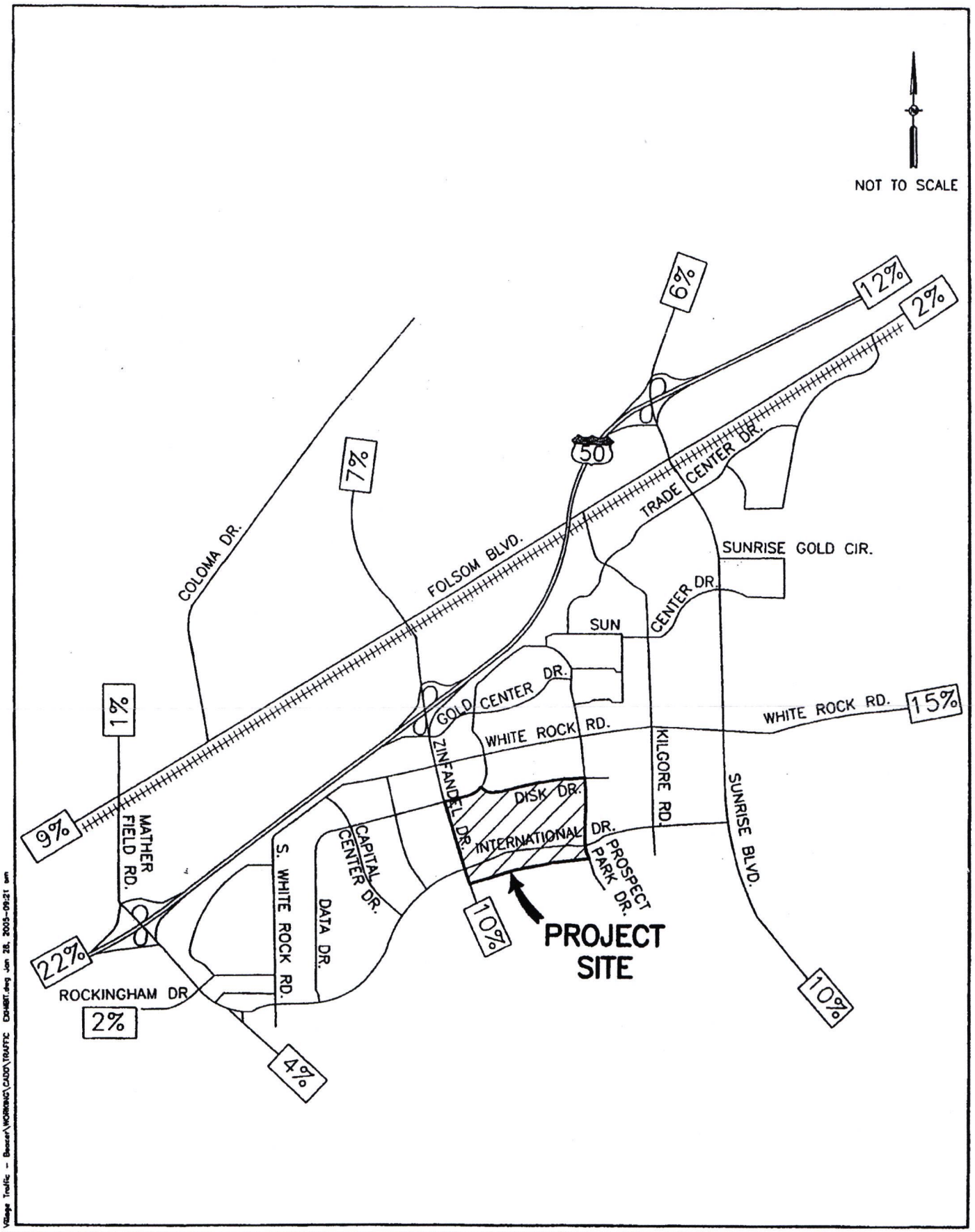
### *Intersection Level of Service*

Table 16 presents the results of the intersection level of service analysis for the Cumulative + Project scenario. Appendix D contains the calculation worksheets.

#### *AM Peak Hour*

Addition of the project-generated traffic will have relatively little effect on intersection operations in the AM hour. Nine study intersections are projected to operate at unacceptable levels of service, all of which did so under Cumulative No Project conditions. The specific locations are:

- Mather Field Road/U.S. Highway 50 Eastbound Off-ramp – LOS F;
- Mather Field Road/Rockingham Drive – LOS F;
- Mather Field Road/International Drive – LOS F;

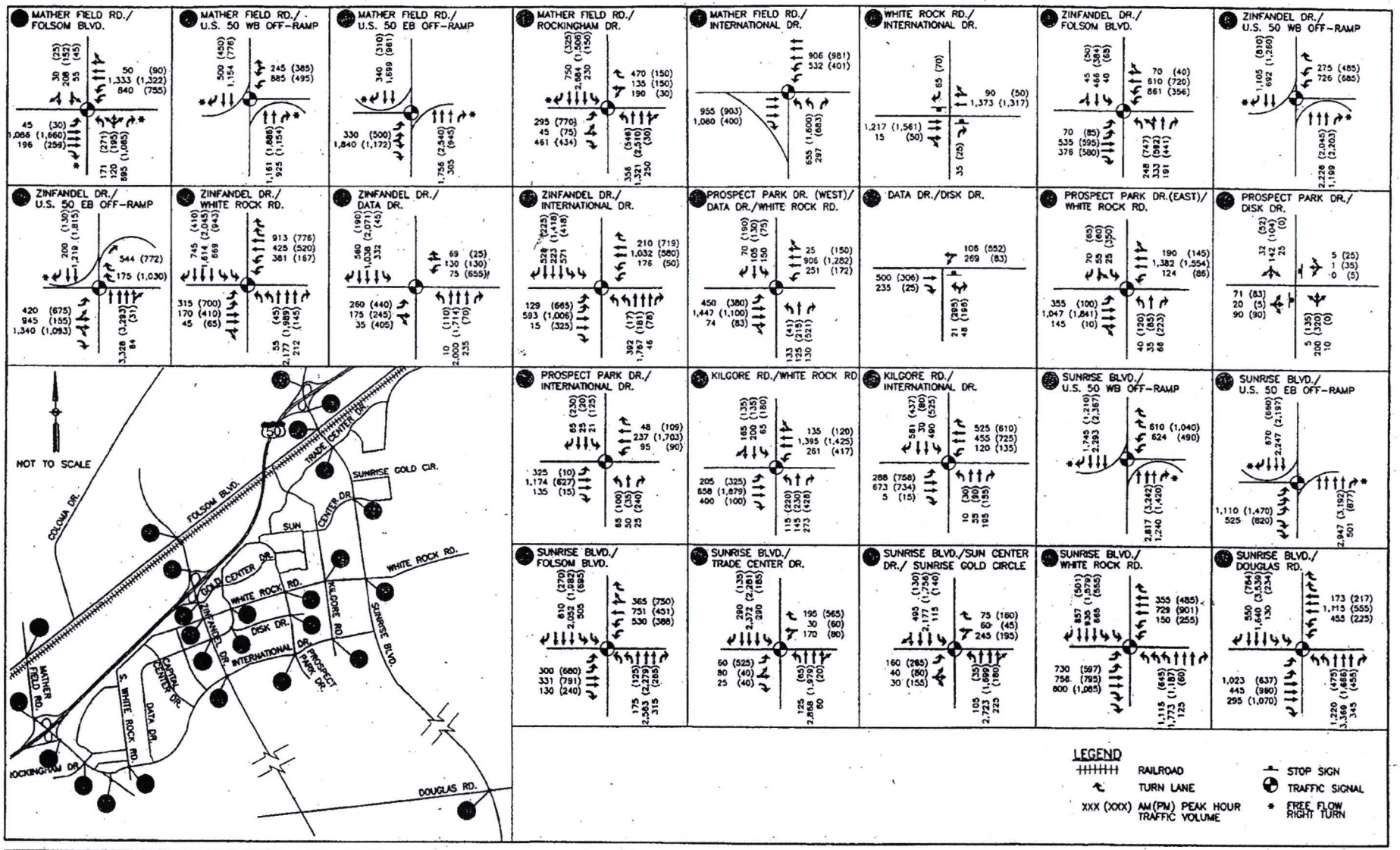



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# PROJECT TRIP DISTRIBUTION
# CUMULATIVE + PROJECT CONDITIONS

FIGURE 7

H:\2004\20422 Capital Village Traffic - Beacon\WORKING\CADD\TRAFFIC EXHIBIT.dwg Jan 28, 2005-09:21 am




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PEAK HOUR TRAFFIC VOLUMES
CUMULATIVE + PROJECT CONDITIONS

FIGURE 8

**TABLE 16**
**INTERSECTION LEVEL OF SERVICE SUMMARY**
**CUMULATIVE + PROJECT CONDITIONS**

| Intersection | Traffic Control | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Cumulative No Project | | Cumulative Plus Project | | Cumulative No Project | | Cumulative Plus Project | |
| | | V/C[2] or Delay[3] | LOS[4] | V/C or Delay | LOS | V/C or Delay | LOS | V/C or Delay | LOS |
| 1. Mather Field Road/Folsom Boulevard | Signal | 0.74 | C | 0.75 | C | 0.87 | D | 0.88 | D |
| 2. Mather Field Road/U.S. Highway 50 WB Off-ramp | Signal | 0.79 | C | 0.79 | C | 0.93 | E | 0.94 | E |
| 3. Mather Field Road/U.S. Highway 50 EB Off-ramp | Signal | 1.24 | F | 1.24 | F | 0.98 | E | 0.99 | E |
| 4. Mather Field Road/Rockingham Drive | Signal | 1.44 | F | 1.45 | F | 1.11 | F | 1.13 | F |
| 5. Mather Field Road/International Drive | Signal | 1.15 | F | 1.16 | F | 0.99 | E | 1.00 | E |
| 6. White Rock Road/International Drive | STOP Sign | 16.2 | C | 16.9 | C | 15.5 | C | 16.0 | C |
| 7. Zinfandel Drive/Folsom Boulevard | Signal | 0.84 | D | 0.87 | D | 0.91 | E | 0.98 | E |
| 8. Zinfandel Drive/U.S. Highway 50 WB Off-ramp | Signal | 0.73 | C | 0.76 | C | 0.76 | C | 0.78 | C |
| 9. Zinfandel Drive/U.S. Highway 50 EB Off-ramp | Signal | 1.22 | F | 1.26 | F | 1.27 | F | 1.31 | F |
| 10. Zinfandel Drive/White Rock Road | Signal | 0.93 | E | 0.99 | E | 1.15 | F | 1.22[5] | F[5] |
| 11. Zinfandel Drive/Data Drive | Signal | 0.92 | E | 0.97 | E | 1.35 | F | 1.40[5] | F[5] |
| 12. Zinfandel Drive/International Drive | Signal | 0.94 | E | 0.99 | E | 1.01 | F | 1.05 | F |
| 13. Prospect Park Dr. (West)/Data Dr./White Rock Rd. | Signal | 0.69 | B | 0.69 | B | 0.90 | D | 0.97 | E |
| 14. Data Drive/Disk Drive | STOP Sign | 20.1 | C | 20.1 | C | > 50.0 | F | > 50.0[5] | F[5] |
| 15. Prospect Park Drive (East)/White Rock Road | Signal | 0.65 | B | 0.68 | B | 0.71 | C | 0.77 | C |
| 16. Prospect Park Drive/Disk Drive | STOP Sign | 10.7 | B | 12.5 | B | 15.8 | C | 19.6 | C |
| 17. Prospect Park Drive/International Drive | Signal | 0.51 | A | 0.54 | A | 0.78 | C | 0.82 | D |
| 18. Kilgore Road/White Rock Road | Signal | 0.66 | B | 0.70 | B | 1.22 | F | 1.31[5] | F[5] |
| 19. Kilgore Road/International Drive | Signal | 0.97 | E | 1.00 | E | 1.35 | F | 1.37 | F |
| 20. Sunrise Boulevard/U.S. Highway 50 WB Off-ramp | Signal | 0.85 | D | 0.86 | D | 1.10 | F | 1.10 | F |
| 21. Sunrise Boulevard/U.S. Highway 50 EB Off-ramp | Signal | 0.77 | C | 0.77 | C | 0.89 | D | 0.89 | D |
| 22. Sunrise Boulevard/Folsom Boulevard | Signal | 1.11 | F | 1.12 | F | 1.28 | F | 1.29 | F |
| 23. Sunrise Boulevard/Trade Center Drive | Signal | 1.02 | F | 1.03 | F | 1.13 | F | 1.15 | F |
| 24. Sunrise Blvd./Sun Center Dr./Sunrise Gold Circle | Signal | 1.01 | F | 1.02 | F | 0.83 | D | 0.85 | D |
| 25. Sunrise Boulevard/White Rock Road | Signal | 1.32 | F | 1.35 | F | 1.02 | F | 1.05 | F |
| 26. Sunrise Boulevard/Douglas Road | Signal | 1.43 | F | 1.44 | F | 1.75 | F | 1.76 | F |

Notes:
[1] Signalized Reference: Transportation Research Board, Transportation Research Circular Number 212, *Interim Materials on Highway Capacity*, 2000.
Unsignalized Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
[2] Volume/capacity ratio
[3] Average control delay (seconds per vehicle)
[4] Level of service
[5] Significant impact

- Zinfandel Drive/U.S. Highway 50 Eastbound Off-ramp – LOS F;
- Sunrise Boulevard/Folsom Boulevard – LOS F;
- Sunrise Boulevard/Trade Center Drive – LOS F;
- Sunrise Boulevard/Sun Center Drive/Sunrise Gold Circle – LOS F;
- Sunrise Boulevard/White Rock Road – LOS F; and
- Sunrise Boulevard/Douglas Road – LOS F.

None of the intersections listed above is projected to have a significant impact, as none will have a project-related increase in V/C ratio that exceeds the established threshold for locations that operate at LOS F under "no project" conditions (i.e., an incremental impact of 0.05 or more).

*PM Peak Hour*

Thirteen study intersections will fall short of the adopted operational standards in the PM peak hour. All of those also did so under Cumulative No Project conditions. The thirteen locations include:

- Mather Field Road/Rockingham Drive – LOS F;
- Zinfandel Drive/U.S. Highway 50 Eastbound Off-ramp – LOS F;
- Zinfandel Drive/White Rock Road – LOS F (a ***significant impact***);
- Zinfandel Drive/Data Drive – LOS F (a ***significant impact***);
- Zinfandel Drive/International Drive – LOS F;
- Data Drive/Disk Drive – LOS F (a ***significant impact***);
- Kilgore Road/White Rock Road – LOS F (a ***significant impact***);
- Kilgore Road/International Drive – LOS F;
- Sunrise Boulevard/U.S. Highway 50 Westbound Off-ramp – LOS F;
- Sunrise Boulevard/Folsom Boulevard – LOS F;
- Sunrise Boulevard/Trade Center Drive – LOS F;
- Sunrise Boulevard/White Rock Road – LOS F; and
- Sunrise Boulevard/Douglas Road – LOS F.

The remaining thirteen study intersections are projected to operate at LOS C, D, or E. As shown, ***significant impacts*** are anticipated at four locations. In each case, this is because the project-related incremental increase in intersection V/C ratio (for signalized intersections) or delay (for the unsignalized location) exceeds the threshold established by the City.

***Freeway Mainline Level of Service***

The results of the analysis of U.S. Highway 50 mainline operations in the AM and PM peak hours under Cumulative + Project conditions are summarized in Table 17. Appendix D contains the level of service worksheets.

**TABLE 17**
**FREEWAY MAINLINE LEVEL OF SERVICE SUMMARY[1]**
**CUMULATIVE + PROJECT CONDITIONS**

| I-80 Segment | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|
| | Cumulative No Project | | Cumulative + Project | | Cumulative No Project | | Cumulative + Project | |
| | Density[2] | LOS[3] | Density | LOS | Density | LOS | Density | LOS |
| ***Eastbound*** | | | | | | | | |
| West of Mather Field Road | --[4] | F | --[4] | F | --[4] | F | --[4] | F |
| Mather Field Rd. to Zinfandel Dr. | 33.3 | D | 33.8 | D | --[4] | F | --[4] | F |
| Zinfandel Dr. to Sunrise Blvd. | 23.6 | C | 23.9 | C | 38.9 | E | 39.1 | E |
| East of Sunrise Boulevard | 25.1 | C | 25.5 | C | 40.9 | E | 41.7 | E |
| ***Westbound*** | | | | | | | | |
| West of Mather Field Road | --[4] | F | --[4] | F | 41.7 | E | 43.0 | E |
| Mather Field Rd. to Zinfandel Dr. | --[4] | F | --[4] | F | 34.9 | D | 35.7 | E |
| Zinfandel Dr. to Sunrise Blvd. | --[4] | F | --[4] | F | 26.0 | C | 26.4 | D |
| East of Sunrise Boulevard | --[4] | F | --[4] | F | 24.5 | C | 24.9 | C |

Notes:
1 Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
2 In passenger cars per mile per lane
3 Level of service
4 Projected freeway volume exceeds maximum service flow rate (i.e., capacity) under prevailing traffic and roadway conditions

*AM Peak Hour*

In the eastbound direction, the segment of Highway 50 west of Mather Field Road will again operate at LOS F with the addition of project-generated traffic. The projected density values for the other three segments will increase by 0.3 - 0.5 passenger cars per mile per lane, and they will continue to operate at LOS C or D. The westbound segments will all operate at LOS F, as they do under Cumulative No Project conditions.

*PM Peak Hour*

No change in level of service is anticipated in the eastbound direction with the addition of the project-related traffic. The two western segments are expected to be at LOS F and the two eastern segments will be at LOS E. In the westbound direction, all four freeway segments will operate at LOS E or better and will, therefore, conform to the Caltrans operational standard for Highway 50.

***Freeway Ramp Junction Level of Service***

Table 18 presents the results of the analysis of the freeway ramp junctions for Cumulative + Project conditions in the PM peak hour. The level of service worksheets are presented in Appendix D.

*AM Peak Hour*

Relatively small increases in vehicular density are projected in the AM peak hour with the addition of project-generated traffic, and no change in level of service is expected. Specifically, the density increases range from no change to 0.5 passenger cars per mile per lane. At the Mather Field Road interchange, the westbound ramps will continue to operate at LOS F, as will the eastbound off-ramp. Project-related increases in vehicular density at those locations will be in the range of 0.2 - 0.4 passenger cars per mile per lane, too small to be discernible to the average driver. The eastbound on-ramps at Mather Field Road will both be at LOS C.

The westbound ramps at the Zinfandel Drive interchange will also be at LOS F, as under Cumulative No Project conditions. Again, the project-related increase in vehicular density at these locations will be minimal (0.2 or 0.3 passenger cars per mile per lane), so that no difference will be noticeable by drivers on the freeway. The eastbound on-ramps will operate at LOS B, while the eastbound off-ramp will be at LOS C.

The westbound ramps at Sunrise Boulevard are projected to be at LOS F, although no change in vehicular density is projected at the on-ramp and a small increase (0.2 passenger cars per mile per lane) at the off-ramp. The eastbound ramps will be at LOS B.

*PM Peak Hour*

The only change in level of service at the Mather Field Road interchange is projected at the diagonal on-ramp serving traffic approaching from north of the freeway; that ramp will remain at an acceptable LOS D, even with the project-related traffic. Two of the eastbound ramps will be at LOS F, the same as under Cumulative No Project conditions – the diagonal on-ramp and the off-ramp.

At the Zinfandel Drive interchange, only the eastbound off-ramp will fall short of acceptable operations. The other ramps will be at LOS C or D.

All of the Sunrise Boulevard ramps will be at acceptable levels of service – LOS C or D.

**TABLE 18**
**FREEWAY RAMP JUNCTION LEVEL OF SERVICE SUMMARY[1]**
**CUMULATIVE + PROJECT CONDITIONS**

| Freeway Ramp | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Cumulative No Project | | Cumulative + Project | | Cumulative No Project | | Cumulative + Project | |
| | | Density[2] | LOS[3] | Density | LOS | Density | LOS | Density, | LOS |
| ***Mather Field Road Interchange*** | | | | | | | | | |
| Westbound On-ramp | NB Loop | 31.7 | F | 31.9 | F | 24.8 | C | 25.0 | C |
| | SB Diagonal | 35.6 | F | 35.9 | F | 28.0 | C | 28.3 | D |
| Westbound Off-ramp | | 52.0 | F | 52.4 | F | 36.8 | E | 37.2 | E |
| Eastbound On-ramp | NB Diagonal | 25.3 | C | 25.5 | C | 27.4 | F | 27.7 | F |
| | SB Loop | 24.4 | C | 24.6 | C | 27.5 | C | 27.9 | C |
| Eastbound Off-ramp | | 47.6 | F | 47.9 | F | 47.4 | F | 48.1 | F |
| ***Zinfandel Drive Interchange*** | | | | | | | | | |
| Westbound On-ramp | NB Loop | 29.3 | F | 29.5 | F | 23.2 | C | 23.4 | C |
| | SB Diagonal | 31.3 | F | 31.5 | F | 25.3 | C | 25.6 | C |
| Westbound Off-ramp | | 47.2 | F | 47.5 | F | 31.3 | D | 32.0 | D |
| Eastbound On-ramp | NB Diagonal | 19.9 | B | 20.0 | B | 26.2 | C | 26.2 | C |
| | SB Loop | 18.7 | B | 18.7 | B | 26.3 | C | 26.3 | C |
| Eastbound Off-ramp | | 27.3 | C | 27.8 | C | 25.5 | F | 26.8 | F |
| ***Sunrise Boulevard Interchange*** | | | | | | | | | |
| Westbound On-ramp[4] | | 24.4 | F | 24.4 | F | 23.8 | C | 23.8 | C |
| Westbound Off-ramp | | 40.5 | F | 40.7 | F | 28.3 | D | 28.7 | D |
| Eastbound On-ramp[4] | | 19.4 | B | 19.6 | B | 23.6 | C | 23.7 | C |
| Eastbound Off-ramp | | 16.5 | B | 16.6 | B | 28.0 | C | 28.0 | C |

Notes:
1 Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
2 In passenger cars per mile per lane
3 Level of service
4 Directional on-ramps join prior to freeway merge point

***Cumulative Plus Project Transit Conditions***

Implementation of the proposed project has the potential to increase transit ridership on the Sacramento Regional Transit system. Some of the project residents can be expected use available bus routes to gain access to the Folsom Boulevard light rail line. Also the retail center will generate some level of transit demand, although retail trips are less likely to be made by transit than are residentially-based work trips. Because the proposed project is not expected to substantially interfere with existing or planned transit facilities in the study area, no significant transit impacts are foreseen.

***Cumulative Plus Project Bicycle Conditions***

No adverse impacts on the existing or planned bicycle system are foreseen in connection with the proposed project. Implementation of the proposed project will have virtually no effect on the existing and planned bicycle transportation system defined in *The 2010 Sacramento City/County Bikeway Master Plan*. However, as the project implements frontage improvements on the public streets along its boundaries (as well as International Drive), it might be required to provide on-street bike lanes to the satisfaction of the City of Rancho Cordova. In any event, the project-related impacts are considered less than significant.

***Cumulative Plus Project Pedestrian Conditions***

Implementation of the proposed project will result in substantial enhancements to the pedestrian environment in the central portion of the City of Rancho Cordova. The trip generation estimates developed for this analysis reflect the likelihood of substantial on-site travel, much of which will occur in the form of pedestrian trips. The proposed project will create a pedestrian-friendly environment, where vacant land currently exists. Several on-site pedestrian ways will be created, which will facilitate the on-site trip interchanges among the retail, residential, and recreational/park uses. Thus, a substantial beneficial impact will occur as a result of implementation of the proposed project, and no cumulative significant impacts are projected.

***Mitigation Measures***

In the AM peak hour, none of the study intersections was found to have a significant impact under Cumulative Plus Project conditions, while four locations are expected to have significant impacts in the PM peak hour. Mitigation measures to address the PM peak hour impacts are described below:

- Zinfandel Drive/White Rock Road: Addition of a third westbound through lane is recommended to mitigate the project-related impact. Upon completion of this improvement, the westbound approach would include dual left-turn lanes, three through lanes, and dual right-turn lanes. Implementation of this measure would result in a PM peak hour V/C ratio of 1.16, which reduces the project-related impact to less than significant..
- Zinfandel Drive/Data Drive: The project-related traffic impact would be mitigated by modifying the eastbound and westbound approaches to provide additional left-turn capacity. This would be accomplished by restriping the shared through/right-turn lane to accommodate left turns as well. With completion of this improvement, the eastbound and westbound approaches would consist of one dedicated left-turn lane and one shared left-turn/through/right-turn lane. The traffic signal timing would also need to be modified to operate the east and west approaches with "split" phasing, due to

the use of shared turn lanes. Under this timing scheme, the east and west intersection approaches would receive a green signal indication separately; there would be no overlap or simultaneous operation of those two approaches. These measures will result in a V/C ratio of 1.24, which is a substantial improvement over the Cumulative No Project conditions result (V/C = 1.35).

- Data Drive/Disk Drive: Mitigation of the Cumulative Plus Project conditions impact involves installation of a traffic signal, combined with appropriate modifications to the intersection lane configurations. Separate turn lanes should be provided on all three intersection approaches, resulting in the following recommended lanes:
    - Northbound Data Drive: One through lane and one right-turn lane,
    - Southbound Data Drive: One left-turn lane and one through lane, and
    - Westbound Disk Drive: One left-turn lane and one right-turn lane.

  In addition, the signal should be interconnected and coordinated with the adjacent traffic signals at the intersections of Zinfandel Drive/Data Drive and Prospect Park Drive (West)/Data Drive/White Rock Road. Implementation of this mitigation measure will result in operation of the intersection at LOS A (V/C = 0.57) in the PM peak hour.
- Kilgore Road/White Rock Road: Implementation of right-turn overlap phasing on the northbound approach (simultaneous with the protected westbound left-turn phase) would improve the V/C ratio at this intersection to 1.18, which is better than the Cumulative No Project conditions result.

***Local Street Configurations***

As noted earlier, because the City of Rancho Cordova has not yet adopted its own General Plan, some uncertainty exists as to the intended ultimate lane configurations on streets within the City. For the proposed project, this is of primary interest with respect to the streets adjacent to the project site, including Zinfandel Drive, International Drive, Data Drive, Disk Drive, and Prospect Park Drive. The analysis presented above has assumed no substantial change in the number of lanes on these streets, with the exception of Zinfandel Drive, which was assumed to be expanded from four through lanes (two in each direction) to six through lanes (three in each direction) adjacent to the site.

The potential effects on intersection operations associated with widening the other streets is addressed here:

- International Drive: Calculations were performed at the intersections of Zinfandel Drive/International Drive, Prospect Park Drive/International Drive, and Kilgore Road/International Drive to test the effect of widening International Drive to six lanes.

  *AM Peak Hour*

  As noted above, an AM peak hour mitigation measure was identified for the Zinfandel Drive/International Drive, calling for three westbound lanes at that location (by converting the existing separate right-turn lane to a shared through/right-turn lane). However, addition of a corresponding third eastbound through lane has no additional beneficial effect. The intersection of Prospect Park Drive/International Drive is projected to operate at LOS A with four lanes on International Drive, so adding east-west through lanes is of questionable value. At Kilgore

Road/International Drive, the analysis indicates that providing three through lanes in the east and west directions has no effect on the intersection's V/C ratio.

*PM Peak Hour*

A six-lane cross section on International Drive would have no beneficial effect at the intersections of Zinfandel Drive/International Drive and Kilgore Road/International Drive; the V/C ratios would be unchanged from the four-lane result. At Prospect Park Drive/International Drive, operations would be improved to LOS B (V/C = 0.63), but that location was projected to have an acceptable level of service (i.e., LOS D, V/C = 0.85) with four lanes on International Drive.

Therefore, the analysis indicates no substantial benefit results from widening International Drive to six lanes.

- Data Drive: Although PM peak hour level of service issues were identified for Data Drive's intersections with Prospect Park Drive/White Rock Road and Disk Drive, the mitigation measures presented above result in operation at acceptable levels of service. At the Zinfandel Drive/Data Drive intersection, the recommended mitigation measures are adequate to offset the project-related impacts, but do not allow operation at LOS D or better. Further analysis revealed that additional through lanes on Data Drive will have no beneficial effect at this location.

  Thus, additional through lanes on Data Drive are not warranted by the analysis results.

- Disk Drive: With implementation of the recommended mitigation measures described above, no need for additional through lanes on Disk Drive is apparent.

- Prospect Park Drive: The analysis indicated that two through lanes will be adequate on Prospect Park Drive, and there is no project-related need to expand the road to four through lanes (although such an expansion may be desirable to meet other City objectives).

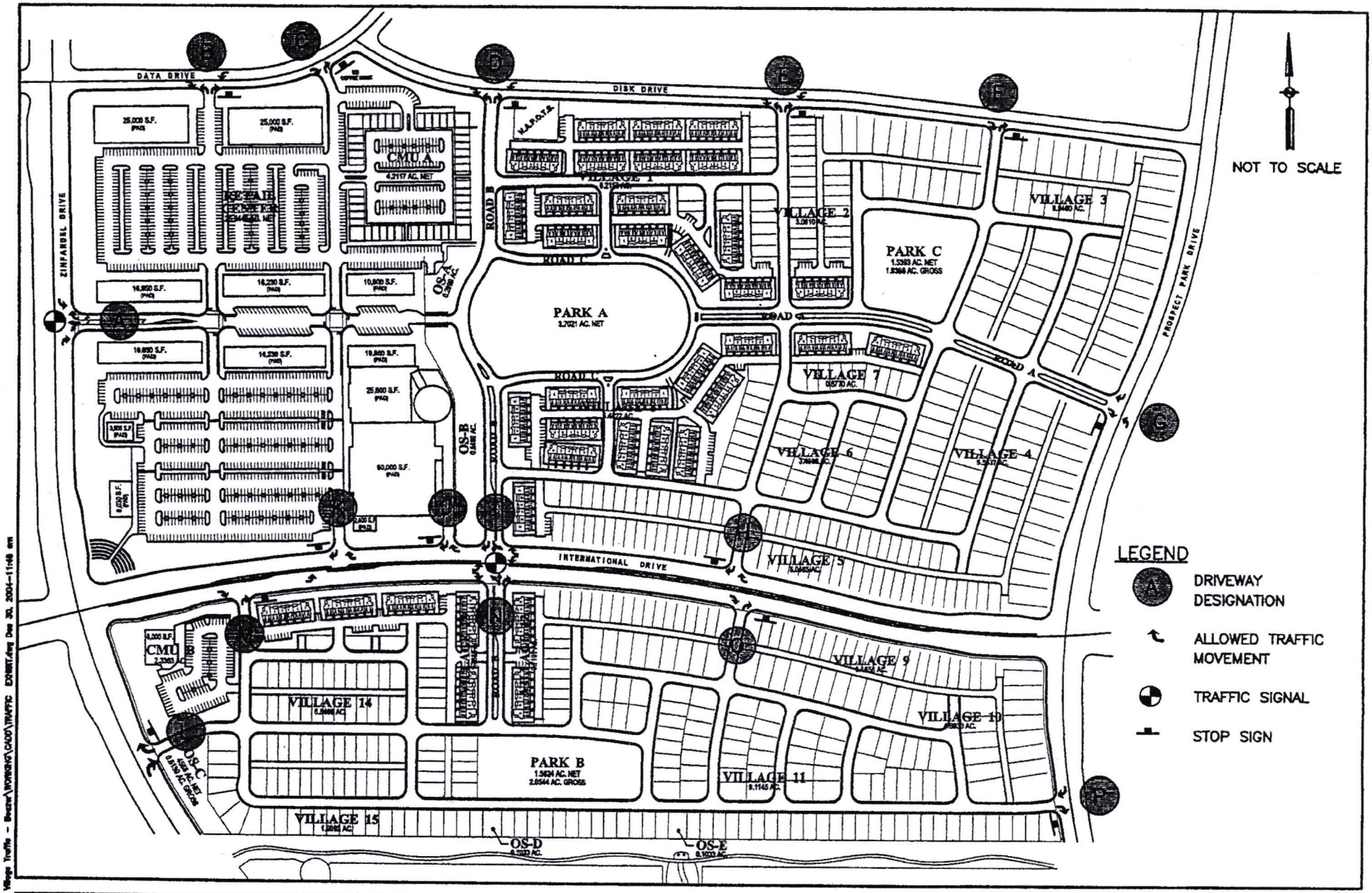
## PROJECT ACCESS & CIRCULATION

This section describes the vehicular access system associated with the proposed project. As shown on Figure 9, a total of sixteen driveways are proposed at the project site. The characteristics of these access points are described below, with the northern and southern portions of the project site presented separately (with International Drive as the dividing line for this discussion). On-site circulation issues are also addressed.

### *Project Access System*

*Northern Project Area*

- Driveway A
  - Traffic signal control (Signal to be interconnected and coordinated with adjacent signals at Zinfandel Drive/Data Drive and Zinfandel Drive/International Drive).
  - Full access (all turning movements allowed).
  - Separate turn lanes should be provided for inbound left-turn and right-turn movements.
  - Recommended outbound/westbound lane configuration: One shared through/left-turn lane and one separate right-turn lane.
  - Project developer should work with the City of Rancho Cordova and property owners on the west side of Zinfandel Drive to reconfigure and consolidate access driveways on the west side of the street at the newly-signalized intersection (with a similar eastbound approach configuration as described for the westbound approach).
- Driveways B, D, and E
  - STOP-sign control for traffic exiting the project site.
  - Full access (all turning movements allowed).
  - Separate left-turn lane should be provided for inbound left-turn movements, but a separate turn lane is not necessary for inbound right-turns.
  - Separate turn lanes should be provided for outbound left-turn and right-turn movements, to minimize delay for right-turning drivers.
- Driveways C, F, and H
  - STOP-sign control for traffic exiting the project site.
  - Right turns in and out only.
  - No separate right-turn lane is necessary for inbound traffic.
- Driveways G and K
  - STOP-sign control for traffic exiting the project site.
  - Left turns in plus right turns in/out (no outbound left turns).
  - Separate left-turn lane should be provided for inbound left-turn movements.
  - No separate right-turn lane is necessary for inbound traffic.




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# PROJECT ACCESS SYSTEM

FIGURE 9

- Driveway I (Similar to Driveway N below)
  - Traffic signal control.
  - Full access (all turning movements allowed).
  - Separate turn lanes should be provided for inbound left-turn and right-turn movements.
  - Recommended southbound (i.e., outbound) lane configuration: One shared through/left-turn lane and one separate right-turn lane.
- Driveway J
  - Service/delivery traffic only.
  - STOP-sign control for traffic exiting the project site.
  - Right turns in and out only.
  - No separate right-turn lane is necessary for inbound traffic.

*Southern Project Area*

- Driveways L, M, O, and P
  - STOP-sign control for traffic exiting the project site.
  - Right turns in and out only.
  - No separate right-turn lane is necessary for inbound traffic.
- Driveway N (Similar to Driveway I above)
  - Traffic signal control.
  - Full access (all turning movements allowed).
  - Separate turn lanes should be provided for inbound left-turn and right-turn movements.
  - Recommended northbound (i.e., outbound) lane configuration: One shared through/left-turn lane and one separate right-turn lane.

***On-Site Circulation***

Review of the proposed project's on-site circulation system indicated that drivers will generally be able to travel about the site safely. Only one potential issue was identified, having to do with the main east-west access roadway serving the retail center. That roadway, which will connect directly to the project's signalized access intersection at Zinfandel Drive (i.e., Access Driveway A, as described above), is shown to have angled parking spaces on its two western segments. It is recommended that these parking spaces be removed from this critical internal access roadway, as they will obstruct traffic flows and potentially result in collisions as drivers back out of the spaces. It is also likely that drivers will attempt to enter spaces on the opposite side of the internal street, which will require that they perform a U-turn in the limited space available. There is insufficient width to accommodate such turns, so that multiple maneuvers will be required, which will again obstruct the flow of traffic.

# APPENDIX D-2
# REVISED TRAFFIC IMPACT ANALYSIS

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November 15, 2005
Revised February 6, 2006

Mr. Phil Dodd
DSL Service Company
3501 Jamboree Road
Newport Beach, California 92660

Subject: Revised Supplemental Traffic Analysis/Trip Generation Comparison
Capital Village Retail Center – Rancho Cordova, California

Dear Mr. Dodd:

MRO Engineers, Inc., is pleased to submit this revised letter report documenting the results of our updated supplemental traffic analysis for the proposed "Capital Village" project in Rancho Cordova, California. The analysis is specifically intended to establish the volume of AM and PM peak-hour traffic to be generated by the current version of the proposed project. Based on the results of this work, it will be possible to establish whether the proposed project, as currently configured, will have significant traffic impacts beyond those identified in our February 2, 2005 report.

On November 15, 2005, we provided a letter report documenting the results of a supplemental traffic analysis for the land use plan proposed at that time. Since then, the specific mix of land uses has been modified somewhat, and this report addresses the current proposal for the Capital Village retail center. It also reflects comments received from City of Rancho Cordova staff with regard to the November 2005 analysis.

**Background**

On February 2, 2005, MRO Engineers, Inc., completed the *Revised Final Traffic Impact Analysis – Capital Village, Rancho Cordova, California.* That analysis addressed the traffic impacts associated with a mixed-use project containing 259,690 square feet (SF) of retail space on the northeast corner of Zinfandel Drive/International Drive; included within this overall retail square footage was 24,800 SF of "live/retail" space, adjacent to the main body of the retail center. In addition, an 8,000 SF restaurant was proposed on the southeast corner of that intersection. The Capital Village project would also include over 800 residential dwelling units and 7.7 acres of parks, to be developed by others.

According to the attached Nadel Architects site plan dated January 12, 2006, and information provided by DSL Service Company, current plans call for the main retail center at the Capital Village project (on the northeast corner of Zinfandel Drive/International Drive) to include the following land uses:

- A total of 279,994 SF of retail space, including a Lowe's home improvement center (167,584 SF), general retail/shopping center space (87,610 SF), and the previously-proposed live/retail space (24,800 SF);
- Office space (11,400 SF); and
- Restaurants (20,790 SF).

Thus, total development of 312,184 SF is proposed on this portion of the project site.

The two-acre portion of the project in the southeast quadrant of the Zinfandel Drive/International Drive intersection will contain a 15,580 SF drug store, including a drive-through pharmacy.

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Combining this area with the retail, office, and restaurant space described above indicates a total commercial square footage of 327,764 SF.

Note that the live/retail space is not actually part of the DSL Service Company project. However, because it was included in the retail trip generation calculation in the February 2005 analysis, it is necessary to include it in this analysis, to ensure consistency between the two. Excluding the previously-proposed 24,800 SF of live/retail space indicates 302,964 SF of development on the DSL Service Company sites.

Finally, the residential component of the overall Capital Village project is assumed to be unchanged from the original development proposal.

Table 1 provides a comparison of the components of the commercial portions of the Capital Village project, as originally proposed and as currently envisioned.

**Table 1**
**Land Use Comparison**
**Capital Village Commercial Center**

| Location | Land Use | Proposed Development Area (SF) | |
|---|---|---|---|
| | | February 2005 Analysis[1] | Current Proposal[2] |
| Northeast Corner – Zinfandel Dr./International Dr. | General Retail/Shopping Center | 234,890 SF | 87,610 SF |
| | Live/Retail | 24,800 SF | 24,800 SF |
| | Lowe's Home Improvement Center | -- | 167,584 SF |
| | Retail Subtotal | 259,690 SF | 279,994 SF |
| | Office | -- | 11,400 SF |
| | Restaurants | -- | 20,790 SF |
| | Non-Retail Subtotal | -- | 32,190 SF |
| | NE CORNER SUBTOTAL | 259,690 SF | 312,184 SF |
| Southeast Corner – Zinfandel Dr./International Dr. | Restaurant | 8,000 SF | -- |
| | Drug Store/Pharmacy | -- | 15,580 SF |
| | SE CORNER SUBTOTAL | 8,000 SF | 15,580 SF |
| TOTAL | | 267,690 SF | 327,764 SF |
| TOTAL EXCLUDING LIVE/RETAIL SPACE | | 242,890 SF | 302,964 SF |

Notes:
1 Reference: MRO Engineers, Inc., *Revised Final Traffic Impact Analysis – Capital Village, Rancho Cordova, California*, February 2, 2005.
2 Nadel Architects, Inc., *Preliminary Site Plan*, January 12, 2006.

**Study Objective**

The analysis presented here will serve as the basis for establishing whether additional traffic impact analysis work will be required. This determination will be based on a comparison of the current proposal's trip generation characteristics relative to those of the original plan, as evaluated in the February 2005 traffic impact analysis. Specifically, we have completed a trip generation analysis to determine how much AM and PM peak-hour traffic the current proposal would generate, and we have compared those estimates to the project-generated traffic volumes used in the February 2005 analysis.

**Original Trip Generation Estimate**

As documented in our February 2005 report, the retail and restaurant uses proposed on the two retail sites would generate a total of 369 AM peak hour trips and 1,262 PM peak hour trips. In total, the Capital Village project was estimated to generate 939 AM peak-hour trips and 2,007 PM peak-hour trips. Table 2 summarizes the overall project trip generation estimate used in our previous analysis.

**Table 2**
**Trip Generation Estimate Summary**

| Land Use | Size[1] | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total |
| Single-Family Residential | 571 DU | 106 | 325 | 431 | 362 | 213 | 575 |
| Multi-Family Residential | 265 DU | 27 | 108 | 135 | 108 | 57 | 165 |
| Parks | 7.7 Acres | 3 | 1 | 4 | 2 | 3 | 5 |
| **Non-Retail Sub-Total** | | **136** | **434** | **570** | **472** | **273** | **745** |
| Retail | 259,690 SF | 169 | 108 | 277 | 564 | 611 | 1,175 |
| Restaurant | 8,000 SF | 48 | 44 | 92 | 53 | 34 | 87 |
| **Retail + Restaurant Sub-Total** | | **217** | **152** | **369** | **617** | **645** | **1,262** |
| **Total** | | **353** | **586** | **939** | **1,089** | **918** | **2,007** |

Notes:
[1] Reference: MRO Engineers, Inc., *Revised Final Traffic Impact Analysis – Capital Village, Rancho Cordova, California*, February 2, 2005.

**Updated Trip Generation Estimate**

Updated peak-hour trip generation estimates were developed to reflect a variety of modifications to the land use plan for the retail center, including the addition of a Lowe's home improvement store in place of a portion of the general retail space. These new estimates reflect the fact that the specific tripmaking characteristics of such a store vary from those associated with general retail uses. In particular, review of the pertinent information presented in *Trip Generation* (Institute of Transportation Engineers (ITE), 7th Edition, 2003) indicates that home improvement centers, such as the Lowe's store, have lower trip rates than a comparable amount of general retail space in the critical PM peak-hour period. As such, the Lowe's store was treated separately from the rest of the retail uses.

Development of the peak-hour trip generation estimates for the retail components of the Capital Village project involved aggregation of the results from the following steps:

1. A trip generation estimate was developed for the Lowe's store, using the "Home Improvement Superstore" rate in the ITE *Trip Generation* manual.

2. A trip generation rate for the "retail remainder" in the main retail center was derived through application of the "Shopping Center" logarithmic equation. This portion of the retail development excludes the Lowe's store, but includes the live/retail space (24,800 SF) as well as the other retail space shown on the site plan (87,610 SF). To fully account for the level of internal interaction expected at the center, the "retail remainder" trip rate reflected the total square footage of the main retail center (i.e., 279,994 SF, including the 167,584 SF Lowe's store, 87,610 SF of general retail space, and 24,800 SF of live/retail space).

Specifically, a trip generation estimate was developed for the total retail square footage using the shopping center formula, and that estimate was converted into a trip rate by dividing the estimated number of trips by the total retail area. The resulting rate, which reflects the level of internal interaction anticipated at a 279,994 SF shopping center, was then applied to the 112,410 SF of general retail and live/retail space (i.e., the "retail remainder," excluding the Lowe's store).

Table 3 summarizes the trip generation rates resulting from this process.

**Table 3**
**Retail Trip Generation Rate Summary**[1]

| Land Use | Size | Trips/1,000 SF | | | | | |
|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | | PM Peak Hour | | |
| | | In | Out | Total | In | Out | Total |
| Lowe's | 167,584 SF | 0.65 | 0.55 | 1.20 | 1.15 | 1.30 | 2.45 |
| Retail Remainder[2] | 112,410 SF | 0.63 | 0.40 | 1.03 | 2.12 | 2.29 | 4.41 |

Notes:
1 Reference: Institute of Transportation Engineers, *Trip Generation*, Seventh Edition, 2003.
2 Excluding Lowe's; Trip generation rates derived from ITE "shopping center" equation using total retail square footage plus "live/retail" space (i.e., 279,994 SF).

The trip rates shown in Table 3 graphically illustrate the relationship between the Lowe's home improvement center and the remainder of the retail development. In the morning peak hour, the Lowe's store will generate slightly higher traffic volumes than the retail remainder (per 1,000 SF of gross floor area), while in the PM peak hour, the general retail uses will create substantially greater traffic volumes.

For the other proposed land uses, the following trip generation approaches were used:

1. The estimated volume of traffic associated with the proposed 11,400 SF of office space was developed using the appropriate ITE trip rates for "general office buildings."

2. To ensure a conservative estimate of project-related traffic, the proposed restaurants were also considered separately from the retail uses described above. Based on information provided by DSL Service Company representatives, the restaurants will typically be regional or national chains that do not serve breakfast. Because fast-food restaurants are not envisioned for the project, the ITE trip rates for "High-Turnover/Sit-Down" restaurants were used for this analysis. Those rates were modified to reflect the fact that breakfast will not be provided at the restaurants. A nominal level of trip generation was assumed for the AM peak hour, however, to account for the possibility of deliveries or other service-related trips occurring in that time period.

3. A separate trip generation estimate was also prepared for the 15,580 SF drug store/drive-through pharmacy. Although the site plan indicates that the drug store will have a drive-through lane to serve the pharmacy, the AM peak hour estimate was based on the ITE *Trip Generation* manual information for drug stores without a drive-through lane, as that set of rates is slightly higher than the comparable rate for facilities with drive-through lanes. In the PM peak hour, the "with drive-through" rate is higher, so that rate was used. This approach ensures that a conservative analysis is presented.

With regard to the treatment of the office and restaurant uses, it is important to recognize that such land uses are commonly found in shopping centers. In fact, the ITE *Trip Generation* manual

specifically states the following with regard to the shopping centers studied in the course of developing the ITE trip rates:

> *Some [of the surveyed shopping] centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs and recreational facilities. . .*
>
> *Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.*

Thus, it could be argued that the 32,190 SF of space associated with the office and restaurant components of the project could simply be combined with the other retail uses for trip generation purposes. Doing so would certainly result in a lower trip generation estimate for the project. By treating the office and restaurant space separately, however, a highly conservative estimate of project-related trip generation is provided.

Table 4 summarizes the estimated trip generation results associated with application of the retail trip rates shown in Table 3 and the general approach described above. Also shown is a comparison of the current development proposal to the trip generation estimate used in our February 2005 analysis.

**Table 4**
**Updated Trip Generation Estimate Summary[1]**

| Land Use | Size | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total |
| Single-Family Residential | 571 DU | 106 | 325 | 431 | 362 | 213 | 575 |
| Multi-Family Residential | 265 DU | 27 | 108 | 135 | 108 | 57 | 165 |
| Parks | 7.7 Acres | 3 | 1 | 4 | 2 | 3 | 5 |
| **Residential/Parks Sub-Total** | | **136** | **434** | **570** | **472** | **273** | **745** |
| Lowe's | 167,584 SF | 109 | 93 | 202 | 193 | 218 | 411 |
| Retail Remainder[2] | 112,410 SF | 71 | 45 | 116 | 238 | 257 | 495 |
| Office | 11,400 SF | 16 | 2 | 18 | 3 | 14 | 17 |
| Restaurant | 20,790 SF | 10 | 10 | 20 | 138 | 89 | 27 |
| **Retail/Office/Restaurant Sub-Total** | | **206** | **150** | **356** | **572** | **578** | **1,150** |
| Pharmacy | 15,580 SF | 30 | 20 | 50 | 66 | 68 | 134 |
| **Pharmacy Sub-Total** | | **30** | **20** | **50** | **66** | **68** | **134** |
| **Updated Total** | | **372** | **604** | **976** | **1,110** | **919** | **2,029** |
| **Original Total[3]** | | **353** | **586** | **939** | **1,089** | **918** | **2,007** |
| Difference | | +19 | +18 | +37 | +21 | +1 | +22 |

Notes:
1 Reference: Institute of Transportation Engineers, *Trip Generation*, Seventh Edition, 2003.
2 Excluding Lowe's; Trip generation estimates based on trip rate derived from ITE "shopping center" equation using total retail square footage (excluding the office and restaurant space).
3 Reference: MRO Engineers, Inc., *Revised Final Traffic Impact Analysis – Capital Village, Rancho Cordova, California*, February 2, 2005.

Based on the technical methodology described above, the modified Capital Village retail center would result in slightly greater traffic in both the AM and PM peak hours. In total, 37 additional AM peak-hour trips are estimated (i.e., a four percent increase), split approximately equally between the inbound and outbound directions. In the PM peak hour, the difference is slightly lower, with only 22 additional trips (i.e., one percent more) expected in connection with the modified land use plan; almost all of the added trips are in the inbound direction.

The total trip generation figures presented in Table 4 do not accurately represent the actual amount of traffic to be added to the roadway system near the site. For example, a substantial portion of the trips associated with the retail and restaurant components of the proposed project will be "pass-by trips." Pass-by trips are defined as trips that are already on the adjacent roadways, with the trip to the project site being an intermediate stop as part of another trip. According to the *Trip Generation Handbook* (Institute of Transportation Engineers, Second Edition, June 2004), "Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator" (e.g., Zinfandel Drive or International Drive). A typical example of a pass-by trip involves stopping at a pharmacy to pick up a prescription on the way home from work. In that example, the trip from work to home represents the primary trip purpose and the pharmacy trip is the pass-by trip. Thus, the various retail trip generation estimates can be broken down as either "primary" trips or "pass-by" trips.

Table 5 shows the result of incorporating the updated retail center trip generation figures into the trip generation estimate for the Capital Village project as a whole. Further, it provides a detailed breakdown of the project-generated trips into internal and external trips, with the external trips further delineated as either primary or pass-by trips. This updated estimate is consistent with the trip estimate presented in our February 2005 report, with certain modifications suggested by City of Rancho Cordova staff. In particular, Table 5 incorporates the following parameters and assumptions, in addition to those described in detail above:

- Residential trip estimates were based on trip generation rates presented in the ITE *Trip Generation* manual.
- Internal trips were generally estimated using the procedure specified in the *Trip Generation Handbook* (Institute of Transportation Engineers, Second Edition, June 2004). Primarily, the internal trips will occur between the retail center and the residential areas. Based on input from City staff, 15 percent of the PM peak-hour trips generated by the "north residential" area and 20 percent of the "south residential" trips will be internal trips (to/from the retail center and the parks). In addition, 10 percent of the restaurant-generated trips will be internal to the project in the PM peak hour (primarily to/from the other retail uses), while no restaurant-related internal trips are assumed in the AM peak hour. The AM peak-hour internal trip estimates for the residential areas are unchanged from the previous estimates. No internal tripmaking is assumed in connection with the office uses or the pharmacy in either peak-hour period.
- Pass-by trips, which are drawn from traffic already passing by the project site on the adjacent streets, were estimated using information provided in the *Trip Generation Handbook* and guidance from City staff. The following factors were applied:

| Land Use | AM Peak Hour | PM Peak Hour |
|---|---|---|
| Retail | 15% | 30% |
| Restaurant | 0% | 40% |
| Drug Store/Pharmacy | 25% | 50% |

**Table 5**
**Updated Detailed Trip Generation Estimate**

| Land Use | Trip Type | | AM Peak Hour In | AM Peak Hour Out | AM Peak Hour Total | PM Peak Hour In | PM Peak Hour Out | PM Peak Hour Total |
|---|---|---|---|---|---|---|---|---|
| North Residential 467 DU | Internal[2] | | 11 | 11 | 22 | 38 | 22 | 60 |
| | External[3] | | 61 | 226 | 287 | 217 | 124 | 341 |
| | Subtotal | | 72 | 237 | 309 | 255 | 146 | 401 |
| South Residential 369 DU | Intra-project[4] | | 10 | 10 | 20 | 43 | 25 | 68 |
| | External | | 51 | 186 | 237 | 172 | 99 | 271 |
| | Subtotal | | 61 | 196 | 257 | 215 | 124 | 339 |
| Residential Subtotal 836 DU | Internal[5] | | 21 | 21 | 42 | 81 | 47 | 128 |
| | External | | 112 | 412 | 524 | 389 | 223 | 612 |
| | Subtotal | | 133 | 433 | 566 | 470 | 270 | 740 |
| Retail 279,994 SF | Internal[5] | | 18 | 20 | 38 | 54 | 92 | 146 |
| | External | Primary[6] | 138 | 100 | 238 | 264 | 268 | 532 |
| | | Pass-By[7] | 24 | 18 | 42 | 113 | 115 | 228 |
| | | Subtotal | 162 | 118 | 280 | 377 | 383 | 760 |
| | Retail Subtotal | | 180 | 138 | 318 | 431 | 475 | 906 |
| Office 11,400 SF | External/Primary | | 16 | 2 | 18 | 3 | 14 | 17 |
| Restaurant 20,790 SF | Internal[5] | | 0 | 0 | 0 | 14 | 9 | 23 |
| | External | Primary[6] | 10 | 10 | 20 | 74 | 48 | 122 |
| | | Pass-By[7] | 0 | 0 | 0 | 50 | 32 | 82 |
| | | Subtotal | 10 | 10 | 20 | 124 | 80 | 204 |
| | Subtotal | | 10 | 10 | 20 | 138 | 89 | 227 |
| Pharmacy 15,580 SF | Internal | | 0 | 0 | 0 | 0 | 0 | 0 |
| | External | Primary | 23 | 15 | 38 | 33 | 34 | 67 |
| | | Pass-By | 7 | 5 | 12 | 33 | 34 | 67 |
| | | Subtotal | 30 | 20 | 50 | 66 | 68 | 134 |
| Parks 7.7 Acres | Internal | | 3 | 1 | 4 | 2 | 3 | 5 |
| PROJECT TOTAL | Internal[5] | | 42 | 42 | 84 | 151 | 151 | 302 |
| | External | Primary | 299 | 539 | 838 | 763 | 587 | 1,350 |
| | | Pass-By | 31 | 23 | 54 | 196 | 181 | 377 |
| | | Subtotal | 330 | 562 | 892 | 959 | 768 | 1,727 |
| | **GRAND TOTAL** | | **372** | **604** | **976** | **1,110** | **919** | **2,029** |
| | **Original Total** | | **353** | **586** | **939** | **1,089** | **918** | **2,007** |
| | **Difference** | | **19** | **18** | **37** | **21** | **1** | **22** |

Notes:
1 References: Institute of Transportation Engineers (ITE), *Trip Generation*, Seventh Edition, 2003 and ITE, *Trip Generation Handbook*, Second Edition, June 2004.
2 Trips made entirely within the project site, without using the public street system.
3 Trips that approach and depart the project site using the public street system.
4 Trips between the retail center and the residential units south of International Drive.
5 Includes the intra-project trips between the retail center and the southern residential area.
6 The proposed project is the main reason for making the trip.
7 This portion of the project is an intermediate stop as part of a trip having a different primary trip purpose. Pass-by adjustment applied only to external component of retail-generated trips.

It should be noted that the *Trip Generation Handbook* indicates an average pass-by trip rate of 34 percent for shopping centers in the PM peak period. Further, "home improvement superstores," such as a Lowe's store, have been found to have average pass-by trip rates of 48 percent in that time period. High-turnover/Sit-Down Restaurants average 43 percent pass-by trips in the PM peak period, while pharmacies have pass-by trip rates of 49 - 53 percent, depending upon the presence of drive-through windows. Thus, the rates used here largely reflect experience at other similar locations or, in the case of the retail land uses, are quite conservative relative to other retail centers.

Information presented in Table 5 can be used to derive the number of additional trips on the roadway system in the vicinity of the project site, which can then be compared to the previously-documented figures. As described above, a portion of the trips generated by the project will be internal to the site, and will not use the public street system. Those trips will have no impact on the operation of the nearby roadways. Other trips entering and exiting the site are already on the adjacent streets; those "pass-by trips" are associated with drivers who patronize various retail/commercial land uses on the site as a matter of convenience, while passing by the site on their way to another primary destination. Because pass-by trips are already present, they do not represent additional traffic on the nearby street system and, again, they have no impact on roadway or intersection operations.

In fact, only the external/primary trips are significant with respect to project-related traffic impacts at off-site intersections. As such, Table 6 summarizes a comparison of the number of those trips for the current project proposal to the number of external/primary trips estimated in the February 2005 report.

**Table 6**
**External Primary Trip Comparison**

| | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total |
| Updated Analysis[1] | 299 | 539 | 838 | 763 | 587 | 1,350 |
| February 2005 Analysis[2] | 295 | 539 | 834 | 706 | 532 | 1,238 |
| Difference | +4 | -- | +4 | +57 | +55 | +112 |

Notes:
1 See Table 5.
2 Reference: MRO Engineers, Inc., *Revised Final Traffic Impact Analysis – Capital Village, Rancho Cordova, California*, February 2, 2005.

The current development proposal would generate virtually the same number of external/primary AM peak-hour trips as were evaluated in the February 2005 document. In the PM peak hour, the modified project would generate 112 more external/primary trips in total, with 57 more inbound trips and 55 additional outbound trips.

With respect to the AM peak-hour trip generation, the difference between the two development scenarios is sufficiently small that no difference in the magnitude of the project-related impacts is likely. As such, we feel confident in stating that no additional significant impacts would occur in connection with the current version of the project in that time period.

In the PM peak hour, the effect of the added traffic is less clear. For example, it is important to recognize that the added traffic (which is equivalent to slightly less than two trips per minute, on average), will be distributed geographically on the roadway system around the site. Further dispersion

of the added trips will occur at the study intersections, as vehicles approaching an intersection are distributed among the various traffic movements (i.e., left turns, through movements, and right turns).

**Intersection Level of Service Analysis**

To test the potential effects of the additional PM peak-hour trips derived above, intersection level of service (LOS) analyses were performed for the 26 intersections evaluated in our February 2005 study. The LOS calculations incorporated the same set of assumptions and analysis parameters used in the original evaluation. Because the AM peak hour trip generation estimate is not substantially different from that considered in the February 2005 work, we have not included those calculations in this effort.

We have also analyzed an additional intersection recently identified by City of Rancho Cordova staff (i.e., International Drive/Data Drive). The results of that work are summarized below.

*Existing + Project Conditions*

Table B-1 in Attachment B summarizes the results of the calculations for the "Existing + Project" analysis scenario for the original 26 intersections. Included there are the existing conditions results, as well as the LOS results for two versions of the "Existing + Project" scenario – one for the previous version of the project and one for the current, updated land use plan.

The traffic impacts associated with the current version of the proposed project are highly similar to those identified in our February 2005 report. Typically, the volume/capacity (V/C) ratios at the signalized intersections are projected to increase by no more than 0.02 under the new land use plan, and 11 of the 20 signalized intersections would be unchanged with the new plan. Two intersections would have reduced levels of service relative to the previous plan, but in both cases the LOS would continue to be acceptable. (Mather Field Road/Folsom Boulevard would decline from LOS B under the previous plan to LOS C with the new plan, and Mather Field Road/Rockingham Drive would go from LOS C to LOS D.) Minor increases in delay would be experienced at the STOP-sign controlled intersections.

Overall, no additional significant traffic impacts are projected for this time frame, and no further mitigation measures would be required. The previously-identified mitigation measure will continue to be sufficient to offset the project-related impacts.

*Cumulative + Project Conditions*

Table B-2 in Attachment B presents the level of service analysis results for the "Cumulative + Project" scenario. These results indicate expected traffic operations in the year 2025 for the original 26 study locations. Of the 23 signal-controlled intersections evaluated in our February 2005 report, 15 will be unchanged (in terms of V/C ratio) with implementation of the new land use plan. The remaining 8 such locations are projected to have V/C ratio increases of 0.01. Again, slight increases in delay are expected at the three STOP-sign controlled intersections, but the increases are inconsequential.

As under Existing + Project conditions, no additional significant traffic impacts are projected, and no further mitigation is necessary. Similarly, the mitigation measures specified in our February 2005 report will fully offset the project-related impacts.

**International Drive/Data Drive Analysis**

As noted above, City of Rancho Cordova staff recently requested that potential traffic impacts of the revised project be tested at the STOP-sign-controlled intersection of International Drive/Data Drive. Peak-period turning movement counts were performed at that intersection on Wednesday, February 1, 2006. The intersection count summaries are presented in Attachment C.

Project-related traffic was added to the intersection of International Drive/Data Drive, based on the trip generation estimates presented above and the trip distribution information documented in our February 2005 report. That process provided estimates of Existing + Project traffic volumes for the AM and PM peak hours.

Cumulative conditions traffic volumes were estimated using corresponding information for nearby intersections in the February 2005 analysis. Again, project traffic was added, and level of service calculations were performed for both Cumulative No Project and Cumulative + Project conditions.

Table 7 summarizes the intersection analysis results for both short-term and long-term time frames. The level of service calculation worksheets are presented in Attachment D.

**Table 7**
**Intersection Level of Service Summary[1]**
**International Drive/Data Drive**

| Analysis Scenario | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|
| | No Project | | Plus Project | | No Project | | Plus Project | |
| | V/C[2] or Delay[3] | LOS[4] | V/C or Delay | LOS | V/C or Delay | LOS | V/C or Delay | LOS |
| Existing Conditions | 12.5 | B | 13.0 | B | 24.9 | C | 27.8 | D |
| Cumulative Conditions | > 50.0 | F | > 50.0 | F | > 50.0 | F | > 50.0 | F |
| Cumulative Conditions – Mitigated (Traffic Signal)[5] | 0.77 | C | 0.78 | C | 0.85 | D | 0.87 | D |

Notes:
1 Signalized Reference: Transportation Research Board, Transportation Research Circular Number 212, *Interim Materials on Highway Capacity*, January 1980.
Unsignalized Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
2 Volume/capacity ratio
3 Average control delay (seconds per vehicle)
4 Level of service

*Existing + Project Conditions*

Under Existing Conditions, the STOP-sign-controlled intersection of International Drive/Data Drive operates at LOS B in the AM peak hour and LOS C in the PM peak hour. Both of these results comply with the LOS E standard employed by the City of Rancho Cordova.

Addition of the project-generated traffic will have relatively little effect on intersection operations. In the AM peak hour, International Drive/Data Drive will continue to operate at LOS B, while in the PM peak hour, it will go from LOS C to LOS D. The intersection will continue to operate at acceptable levels of service in both peak-hour periods.

*Cumulative + Project Conditions*

Assuming continuation of STOP-sign control, the expected growth in background traffic will cause International Drive/Data Drive to operate at LOS F under "Cumulative No Project" conditions. This falls short of the City's LOS E standard. Addition of the project-generated traffic will result in further increases in delay at the intersection.

The projected deficiencies at International Drive/Data Drive can be mitigated through installation of a traffic signal. Under "Cumulative No Project" conditions, the intersection would operate at LOS C in the AM peak hour and LOS D in the PM peak hour, assuming traffic signal control. With addition of the project-generated traffic, acceptable levels of service would continue to prevail at the intersection. In the AM peak hour, the project traffic would cause an increase of 0.01 in the V/C ratio, while a 0.02 increase is projected for the PM peak hour.

Because the unacceptable cumulative conditions levels of service are the direct result of growth in background traffic, the proposed project is only responsible for its fair share of the cost of the recommended traffic signal. Using the Caltrans-recommended formula for deriving fair share percentages, the project is found to be responsible for between 10.2 percent of the signal cost (based on AM peak-hour volumes) and 14.5 percent of the cost (based on PM peak-hour volumes). Combining both sets of traffic volume figures indicates a 12.4 percent fair share contribution on the part of the proposed project.

**Conclusion**

This report has addressed the peak-hour trip generation associated with the current version of the proposed Capital Village retail center, and has evaluated the potential need for additional mitigation in connection with the modified project. As described above, the current project's conservatively-estimated trip generation figures are slightly higher than the original estimate used in our February 2005 analysis. Specifically, in the AM peak hour, 37 additional trips are estimated (an increase of four percent), and 22 more PM peak hour trips are projected (one percent more). When adjustments to reflect internal travel and pass-by trip activity are applied, the net external AM peak hour trip generation estimate is virtually identical to the previous estimate. In the PM peak hour, the current plan would generate about nine percent more trips; those additional trips would be approximately evenly split between the inbound and outbound directions at the project site.

Given the similarities in the AM peak hour trip generation estimates, no change in the intersection level of service results is expected. Because the incremental number of additional PM peak hour trips is higher, we tested the effects of the current land use plan on level of service at the 26 previously-studied intersections. As documented in this letter report, the net increase in project-generated trips resulted in no difference in terms of the magnitude of project-related traffic impacts, and no additional mitigation measures are needed beyond those called for in our February 2005 analysis. Although we only performed intersection level of service calculations, we are confident that this conclusion would also apply to the freeway facilities evaluated in the previous traffic analysis. As such, completion of further additional detailed traffic analyses would be of little or no value.

At the request of City of Rancho Cordova staff, the analysis also addressed short- and long-term conditions at the intersection of International Drive/Data Drive. Under "Existing Plus Project" conditions, the traffic impacts associated with the proposed project will be less-than-significant. The cumulative conditions analyses reveal that this intersection will fall short of City standards, even without the project-generated traffic. Because the proposed project will exacerbate those unacceptable conditions, it will be responsible for paying its fair share toward the installation of a traffic signal at

International Drive/Data Drive. Depending upon the specific parameters considered, that fair share ranges from 10.2 - to - 14.5 percent of the traffic signal cost.

We appreciate this opportunity to be of service to you. Please call if you have any questions or need further information.

Sincerely,

**MRO ENGINEERS, INC.**

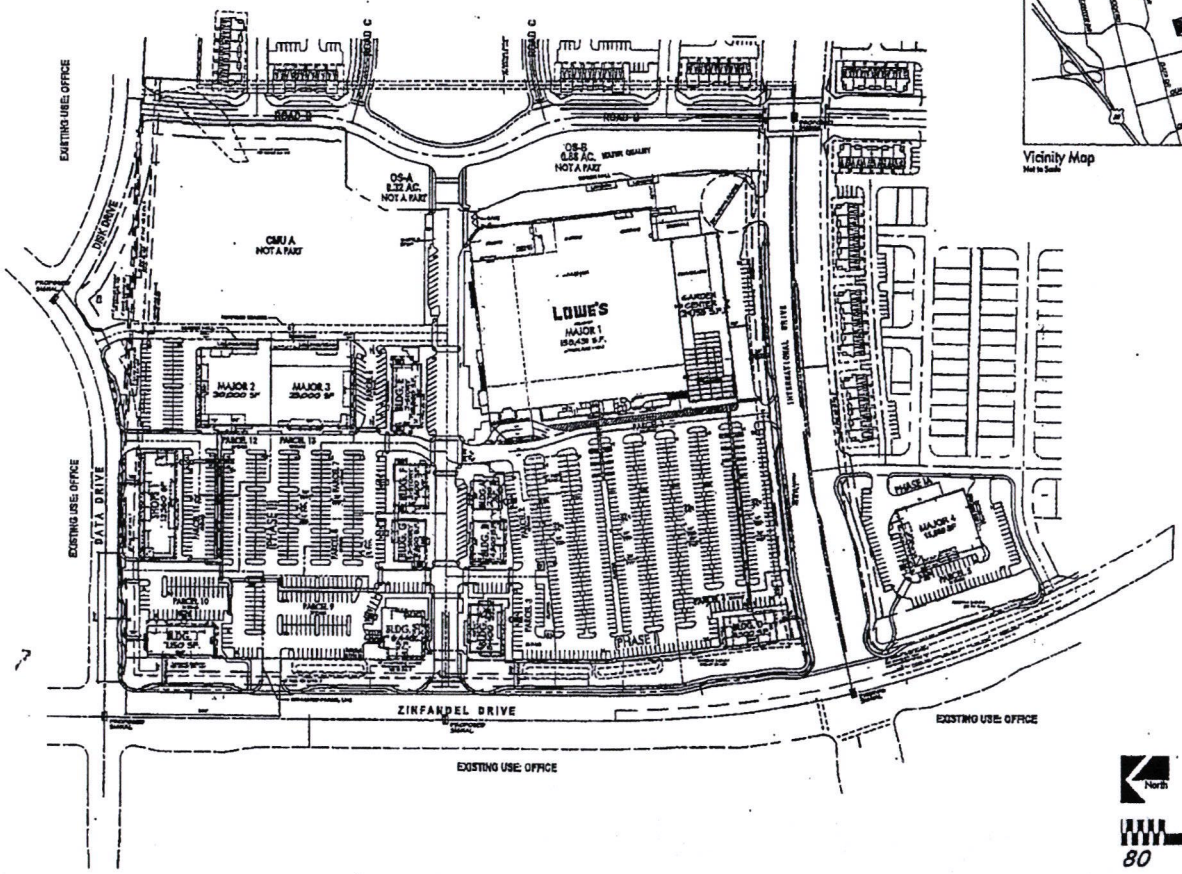
Neal K. Liddicoat, P.E.
Traffic Engineering Manager

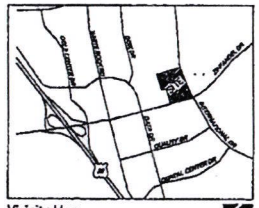
cc: Mr. David Casty
Mr. Marcus Lo Duca
Mr. Rick Chavez
Mr. Brian Cooley
Mr. Ted Anderson

MRO ENGINEERS

**ATTACHMENT A**

**Preliminary Site Plan**
**Capital Village Retail Center**
**Nadel Architects**
**January 12, 2006**




## Summary - Phase I

| | | |
|---|---|---|
| Land | ±14.29AC** | ±622,472 SF |
| Building | | 156,881 SF |
| Land-to-Bldg Ratio | | 2.97/1 |
| Coverage | | 25.20% |
| Parking Required @ 4.5/1000 sf. | | 706 stalls |
| Parking Provided | | 652 stalls |
| Parking Ratio | | 4.15/1000 |

*Summary does not include the Outdoor Garden Center area.

## Summary - Phase IA
(Drug Store Parcel)

| | | |
|---|---|---|
| Land | ±2.05 AC | ±89,298 SF |
| Building | | 15,580 SF |
| Land-to-Bldg Ratio | | 4.73/1 |
| Coverage | | 17.45 % |
| Parking Required @ 4.5/1000 sf. | | 70 stalls |
| Parking Provided | | 78 stalls |
| Parking Ratio | | 5/1000 |

## Summary - Phase II

| | | |
|---|---|---|
| Land | ±9.90AC** | ±431,244 SF |
| Building | | 101,350 SF |
| Land-to-Bldg Ratio | | 3.25/1 |
| Coverage | | 23.50 % |
| Parking Required @ 4.5/1000 sf. | | 456 stalls |
| Parking Provided | | 503 stalls |
| Parking Ratio | | 4.96/1000 |

Maximum Restaurant Area: 7,820 SF.

## Summary Overall

| | | |
|---|---|---|
| Land | ±26.24AC** | ±1,143,014 SF |
| Building | | 273,811 SF |
| Land-to-Bldg Ratio | | 3.17/1 |
| Coverage | | 23.96% |
| Parking Required @ 4.5/1000 sf. | | 1,232 stalls |
| Parking Provided | | 1,233 stalls |
| Parking Ratio | | 4.50/1000 |

** Site Areas to be Confirmed

## Applicant:

DAVID CASTY
DSL Service Company
3501 Jamboree Road
North Tower, Suite 5000
Newport Beach, CA 92660

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PRELIMINARY SITE PLAN PS-29 Phase I & Phase II ALT. 5

CAPITAL VILLAGE

NEC ZINFANDEL & INTERNATIONAL
RANCHO CORDOVA, CALIFORNIA

DSL SERVICE COMPANY
A subsidiary of Downey Savings and Loan Association, F.A.

Michaels Architects Inc

MRO ENGINEERS

**ATTACHMENT B**

**Intersection Level of Service Summary Tables**

**Table B-1**
**Intersection Level of Service Summary**
**Existing + Project Conditions – PM Peak Hour**

| Intersection | Traffic Control | Existing Conditions | | Existing Plus Previous Project | | | Existing Plus Current Project | | |
|---|---|---|---|---|---|---|---|---|---|
| | | V/C[2] or Delay[3] | LOS[4] | V/C or Delay | LOS | Signif Impact? | V/C or Delay | LOS | Signif Impact? |
| 1. Mather Field Road/Folsom Boulevard | Signal | 0.68 | B | 0.70 | B | -- | 0.71 | C | -- |
| 2. Mather Field Road/U.S. Highway 50 WB Off-ramp | Signal | 0.48 | A | 0.48 | A | -- | 0.48 | A | -- |
| 3. Mather Field Road/U.S. Highway 50 EB Off-ramp | Signal | 0.59 | A | 0.59 | A | -- | 0.60 | A | -- |
| 4. Mather Field Road/Rockingham Drive | Signal | 0.79 | C | 0.80 | C | -- | 0.81 | D | -- |
| 5. Mather Field Road/International Drive | Signal | 0.48 | A | 0.50 | A | -- | 0.50 | A | -- |
| 6. White Rock Road/International Drive | STOP Sign | 13.9 | B | 14.3 | B | -- | 14.4 | B | -- |
| 7. Zinfandel Drive/Folsom Boulevard | Signal | 0.63 | B | 0.70 | B | -- | 0.70 | B | -- |
| 8. Zinfandel Drive/U.S. Highway 50 WB Off-ramp | Signal | 0.58 | A | 0.59 | A | -- | 0.59 | A | -- |
| 9. Zinfandel Drive/U.S. Highway 50 EB Off-ramp | Signal | 0.94 | E | 0.97 | E | -- | 0.98 | E | -- |
| 10. Zinfandel Drive/White Rock Road | Signal | 0.77 | C | 0.82 | D | -- | 0.83 | D | -- |
| 11. Zinfandel Drive/Data Drive | All-Way STOP | 38.9 | E | 66.5 | F | Yes | 69.5 | F | Yes |
| 12. Zinfandel Drive/International Drive | Signal | 0.39 | A | 0.44 | A | -- | 0.44 | A | -- |
| 13. Prospect Park Dr. (West)/Data Dr./White Rock Rd. | Signal | 0.44 | A | 0.53 | A | -- | 0.53 | A | -- |
| 14. Data Drive/Disk Drive | STOP Sign | 11.7 | B | 22.5 | C | -- | 24.6 | C | -- |
| 15. Prospect Park Drive (East)/White Rock Road | Signal | 0.36 | A | 0.46 | A | -- | 0.48 | A | -- |
| 16. Prospect Park Drive/Disk Drive | STOP Sign | 10.9 | B | 13.6 | B | -- | 14.2 | B | -- |
| 17. Prospect Park Drive/International Drive | STOP Sign | 15.0 | B | 17.9 | C | -- | 18.6 | C | -- |
| 18. Kilgore Road/White Rock Road | Signal | 0.75 | C | 0.88 | D | -- | 0.90 | D | -- |
| 19. Kilgore Road/International Drive | All-Way STOP | 9.9 | A | 10.6 | B | -- | 10.8 | B | -- |
| 20. Sunrise Boulevard/U.S. Highway 50 WB Off-ramp | Signal | 0.80 | C | 0.81 | D | -- | 0.81 | D | -- |
| 21. Sunrise Boulevard/U.S. Highway 50 EB Off-ramp | Signal | 0.68 | B | 0.69 | B | -- | 0.69 | B | -- |
| 22. Sunrise Boulevard/Folsom Boulevard | Signal | 0.88 | D | 0.90 | D | -- | 0.90 | D | -- |
| 23. Sunrise Boulevard/Trade Center Drive | Signal | 0.80 | C | 0.83 | D | -- | 0.83 | D | -- |
| 24. Sunrise Blvd./Sun Center Dr./Sunrise Gold Circle | Signal | 0.66 | B | 0.68 | B | -- | 0.68 | B | -- |
| 25. Sunrise Boulevard/White Rock Road | Signal | 0.81 | D | 0.89 | D | -- | 0.90 | D | -- |
| 26. Sunrise Boulevard/Douglas Road | Signal | 0.75 | C | 0.79 | C | -- | 0.80 | C | -- |

Notes:
[1] Signalized Reference: Transportation Research Board, Transportation Research Circular Number 212, *Interim Materials on Highway Capacity*, January 1980.
Unsignalized Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
[2] Volume/capacity ratio
[3] Average control delay (seconds per vehicle)
[4] Level of service

**Table B-2**
**Intersection Level of Service Summary**
**Cumulative + Project Conditions – PM Peak Hour**

| Intersection | Traffic Control | Cumulative No Project | | Cumulative Plus Previous Project | | | Cumulative Plus Current Project | | |
|---|---|---|---|---|---|---|---|---|---|
| | | V/C[2] or Delay[3] | LOS[4] | V/C or Delay | LOS | Signif. Impact? | V/C or Delay | LOS | Signif. Impact? |
| 1. Mather Field Road/Folsom Boulevard | Signal | 0.87 | D | 0.88 | D | -- | 0.89 | D | -- |
| 2. Mather Field Road/U.S. Highway 50 WB Off-ramp | Signal | 0.93 | E | 0.94 | E | -- | 0.94 | E | -- |
| 3. Mather Field Road/U.S. Highway 50 EB Off-ramp | Signal | 0.98 | E | 0.99 | E | -- | 1.00 | E | -- |
| 4. Mather Field Road/Rockingham Drive | Signal | 1.11 | F | 1.13 | F | -- | 1.13 | F | -- |
| 5. Mather Field Road/International Drive | Signal | 0.99 | E | 1.00 | E | -- | 1.00 | E | -- |
| 6. White Rock Road/International Drive | STOP Sign | 15.5 | C | 16.0 | C | -- | 16.1 | C | -- |
| 7. Zinfandel Drive/Folsom Boulevard | Signal | 0.91 | E | 0.98 | E | -- | 0.98 | E | -- |
| 8. Zinfandel Drive/U.S. Highway 50 WB Off-ramp | Signal | 0.76 | C | 0.78 | C | -- | 0.78 | C | -- |
| 9. Zinfandel Drive/U.S. Highway 50 EB Off-ramp | Signal | 1.27 | F | 1.31 | F | -- | 1.32 | F | --[5] |
| 10. Zinfandel Drive/White Rock Road | Signal | 1.15 | F | 1.22 | F | Yes | 1.23 | F | Yes |
| 11. Zinfandel Drive/Data Drive | Signal | 1.35 | F | 1.40 | F | Yes | 1.41 | F | Yes |
| 12. Zinfandel Drive/International Drive | Signal | 1.01 | F | 1.05 | F | -- | 1.05 | F | -- |
| 13. Prospect Park Dr. (West)/Data Dr./White Rock Rd. | Signal | 0.90 | D | 0.97 | E | -- | 0.97 | E | -- |
| 14. Data Drive/Disk Drive | STOP Sign | >50.0 | F | >50.0 | F | Yes | >50.0 | F | Yes |
| 15. Prospect Park Drive (East)/White Rock Road | Signal | 0.71 | C | 0.77 | C | -- | 0.78 | C | -- |
| 16. Prospect Park Drive/Disk Drive | STOP Sign | 15.8 | C | 19.6 | C | -- | 20.9 | C | -- |
| 17. Prospect Park Drive/International Drive | Signal | 0.78 | C | 0.82 | D | -- | 0.82 | D | -- |
| 18. Kilgore Road/White Rock Road | Signal | 1.22 | F | 1.31 | F | Yes | 1.32 | F | Yes |
| 19. Kilgore Road/International Drive | Signal | 1.35 | F | 1.37 | F | -- | 1.37 | F | -- |
| 20. Sunrise Boulevard/U.S. Highway 50 WB Off-ramp | Signal | 1.10 | F | 1.10 | F | -- | 1.10 | F | -- |
| 21. Sunrise Boulevard/U.S. Highway 50 EB Off-ramp | Signal | 0.89 | D | 0.89 | D | -- | 0.89 | D | -- |
| 22. Sunrise Boulevard/Folsom Boulevard | Signal | 1.28 | F | 1.29 | F | -- | 1.30 | F | -- |
| 23. Sunrise Boulevard/Trade Center Drive | Signal | 1.13 | F | 1.15 | F | -- | 1.15 | F | -- |
| 24. Sunrise Blvd./Sun Center Dr./Sunrise Gold Circle | Signal | 0.83 | D | 0.85 | D | -- | 0.85 | D | -- |
| 25. Sunrise Boulevard/White Rock Road | Signal | 1.02 | F | 1.05 | F | -- | 1.05 | F | -- |
| 26. Sunrise Boulevard/Douglas Road | Signal | 1.75 | F | 1.76 | F | -- | 1.76 | F | -- |

Notes:
[1] Signalized Reference: Transportation Research Board, Transportation Research Circular Number 212, *Interim Materials on Highway Capacity*, January 1980.
Unsignalized Reference: Transportation Research Board, *Highway Capacity Manual*, 2000.
[2] Volume/capacity ratio
[3] Average control delay (seconds per vehicle)
[4] Level of service
[5] Incremental V/C impact of 0.048 < 0.050 significance threshold (i.e., V/C = 1.321 with project and V/C = 1.273 without project; Incremental impact = 0.048)

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**ATTACHMENT C**

**International Drive/Data Drive Turning Movement Count Summaries**

CITY OF RANCHO CORDOVA

All Traffic Data
5098 Foothills Blvd. 3-302
Roseville,CA. 95678
(916)771-8700

Site Code : 00000000
Start Date: 02/01/06
File I.D. : INTDAT-T
Page : 1

| | DATA DRIVE Southbound | | | | INTERNATIONAL DRIVE Westbound | | | | Northbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | Totl | Left | Thru | Rght | Totl | Left | Thru | Rght | Totl | Left | Thru | Rght | Totl | Total |
| 7:00am | 1 | 0 | 52 | 53 | 0 | 64 | 3 | 67 | 0 | 0 | 0 | 0 | 26 | 187 | 0 | 213 | 333 |
| 7:15 | 4 | 0 | 63 | 67 | 0 | 61 | 0 | 61 | 0 | 0 | 0 | 0 | 41 | 201 | 0 | 242 | 370 |
| 7:30 | 1 | 0 | 89 | 90 | 0 | 99 | 0 | 99 | 0 | 0 | 0 | 0 | 37 | 228 | 0 | 265 | 454 |
| 7:45 | 1 | 0 | 70 | 71 | 0 | 92 | 0 | 92 | 0 | 0 | 0 | 0 | 37 | 288 | 0 | 325 | 488 |
| Hour Total | 7 | 0 | 274 | 281 | 0 | 316 | 3 | 319 | 0 | 0 | 0 | 0 | 141 | 904 | 0 | 1045 | 1645 |
| 8:00am | 1 | 0 | 60 | 61 | 0 | 96 | 2 | 98 | 0 | 0 | 0 | 0 | 49 | 253 | 0 | 302 | 461 |
| 8:15 | 3 | 0 | 51 | 54 | 0 | 87 | 0 | 87 | 0 | 0 | 0 | 0 | 46 | 254 | 0 | 300 | 441 |
| 8:30 | 0 | 0 | 34 | 34 | 0 | 72 | 0 | 72 | 0 | 0 | 0 | 0 | 28 | 199 | 0 | 227 | 333 |
| 8:45 | 2 | 0 | 37 | 39 | 0 | 59 | 0 | 59 | 0 | 0 | 0 | 0 | 38 | 180 | 0 | 218 | 316 |
| Hour Total | 6 | 0 | 182 | 188 | 0 | 314 | 2 | 316 | 0 | 0 | 0 | 0 | 161 | 886 | 0 | 1047 | 1551 |
| Grand | 13 | 0 | 456 | 469 | 0 | 630 | 5 | 635 | 0 | 0 | 0 | 0 | 302 | 1790 | 0 | 2092 | 3196 |
| % of Total | .4% | 0.0% | 14.3% | | 0.0% | 19.7% | .2% | | 0.0% | 0.0% | 0.0% | | 9.4% | 56.0% | 0.0% | | |
| Apprch % | | | | 14.7% | | | | 19.9% | | | | | | | | 65.5% | |
| % of Apprch | 2.8% | 0.0% | 97.2% | | 0.0% | 99.2% | .8% | | 0.0% | 0.0% | 0.0% | | 14.4% | 85.6% | 0.0% | | |

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 02/01/06

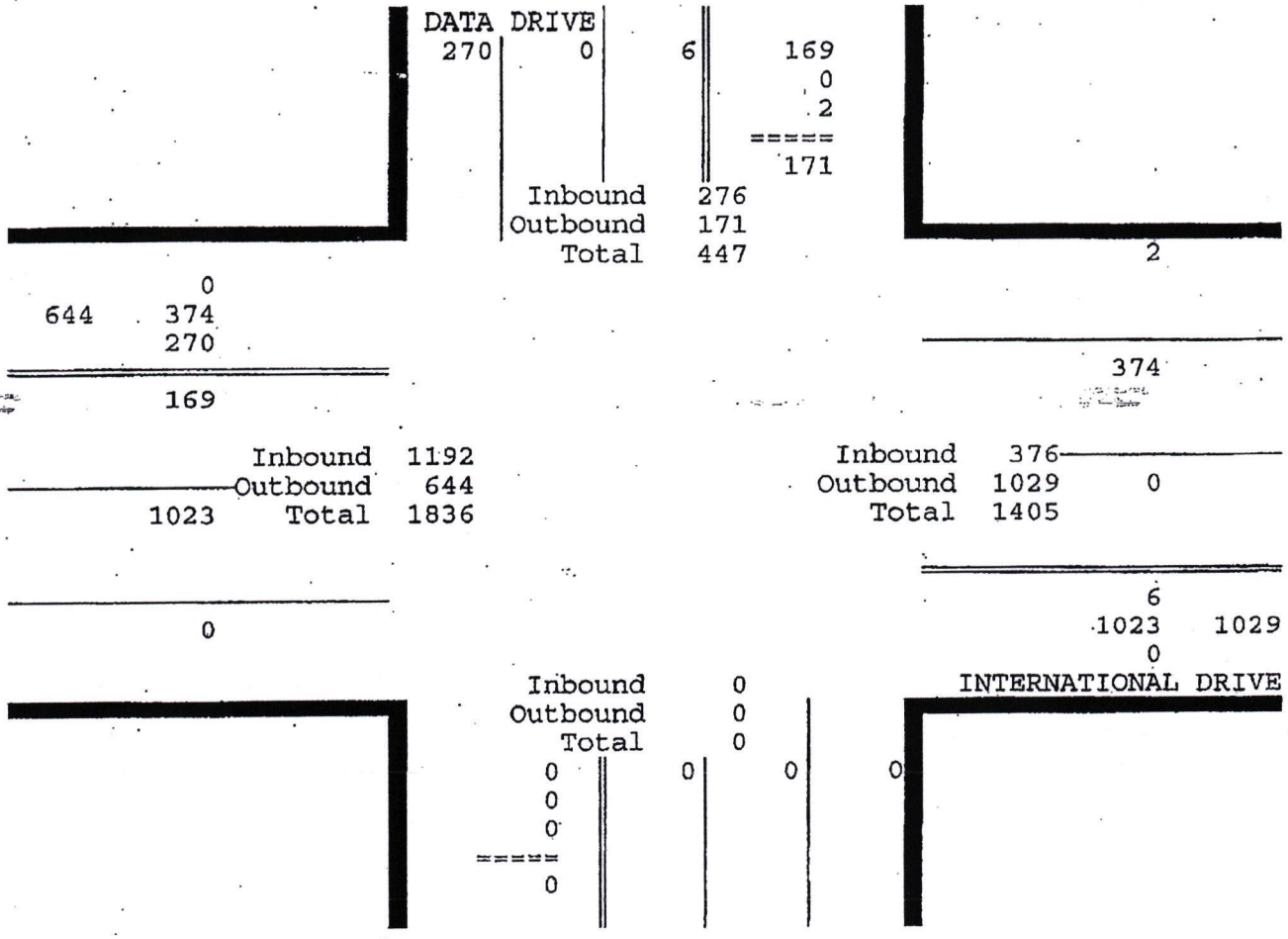
| | | Start | Peak Hr | Volumes | | | | Percentages | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Street Name | Peak Hour | Factor | Left | Thru | Rght | | Total | Left | Thru | Rght | |
| Southbound | DATA DRIVE | 07:30am | .767 | 6 | 0 | 270 | 0 | 276 | 2.1 | .0 | 97.8 | .0 |
| Westbound | INTERNATIONAL DRIVE | | .949 | 0 | 374 | 2 | 0 | 376 | .0 | 99.4 | .5 | .0 |
| Northbound | | | .0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Eastbound | | | .917 | 169 | 1023 | 0 | 0 | 1192 | 14.1 | 85.8 | .0 | .0 |

02/05/2006 08:36 FAX 916 786 2879 ATD 002/006

CITY OF RANCHO CORDOVA

All Traffic Data
5098 Foothills Blvd. 3-302
Roseville,CA. 95678
(916)771-8700

Site Code : 00000000
Start Date: 02/01/06
File I.D. : INTDAT-T
Page : 2



CITY OF RANCHO CORDOVA

All Traffic Data
5098 Foothills Blvd. 3-302
Roseville,CA. 95678
(916)771-8700

Site Code : 00000000
Start Date: 02/01/06
File I.D. : INTDAT-T
Page : 1

| Start Time | DATA DRIVE Southbound Left | Thru | Rght | Totl | INTERNATIONAL DRIVE Westbound Left | Thru | Rght | Totl | Northbound Left | Thru | Rght | Totl | Eastbound Left | Thru | Rght | Totl | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00pm | 0 | 0 | 55 | 55 | 0 | 214 | 3 | 217 | 0 | 0 | 0 | 0 | 42 | 88 | 0 | 130 | 402 |
| 4:15 | 1 | 0 | 29 | 30 | 0 | 191 | 2 | 193 | 0 | 0 | 0 | 0 | 51 | 82 | 0 | 133 | 356 |
| 4:30 | 1 | 0 | 65 | 66 | 0 | 220 | 1 | 221 | 0 | 0 | 0 | 0 | 42 | 89 | 0 | 131 | 418 |
| 4:45 | 0 | 0 | 50 | 50 | 0 | 264 | 5 | 269 | 0 | 0 | 0 | 0 | 58 | 98 | 0 | 156 | 475 |
| Hour Total | 2 | 0 | 199 | 201 | 0 | 889 | 11 | 900 | 0 | 0 | 0 | 0 | 193 | 357 | 0 | 550 | 1651 |
| 5:00pm | 1 | 0 | 67 | 68 | 0 | 348 | 6 | 354 | 0 | 0 | 0 | 0 | 54 | 102 | 0 | 156 | 578 |
| 5:15 | 2 | 0 | 71 | 73 | 0 | 262 | 10 | 272 | 0 | 0 | 0 | 0 | 57 | 125 | 0 | 182 | 527 |
| 5:30 | 2 | 0 | 29 | 31 | 0 | 210 | 4 | 214 | 0 | 0 | 0 | 0 | 54 | 113 | 0 | 167 | 412 |
| 5:45 | 1 | 0 | 39 | 40 | 0 | 166 | 5 | 171 | 0 | 0 | 0 | 0 | 50 | 102 | 0 | 152 | 363 |
| Hour Total | 6 | 0 | 206 | 212 | 0 | 986 | 25 | 1011 | 0 | 0 | 0 | 0 | 215 | 442 | 0 | 657 | 1880 |
| Grand | 8 | 0 | 405 | 413 | 0 | 1875 | 36 | 1911 | 0 | 0 | 0 | 0 | 408 | 799 | 0 | 1207 | 3531 |
| % of Total | .2% | 0.0% | 11.5% | | 0.0% | 53.1% | 1.0% | | 0.0% | 0.0% | 0.0% | | 11.6% | 22.6% | 0.0% | | |
| Apprch % | | | | 11.7% | | | | 54.1% | | | | | | | | 34.2% | |
| % of Apprch | 1.9% | 0.0% | 98.1% | | 0.0% | 98.1% | 1.9% | | 0.0% | 0.0% | 0.0% | | 33.8% | 66.2% | 0.0% | | |

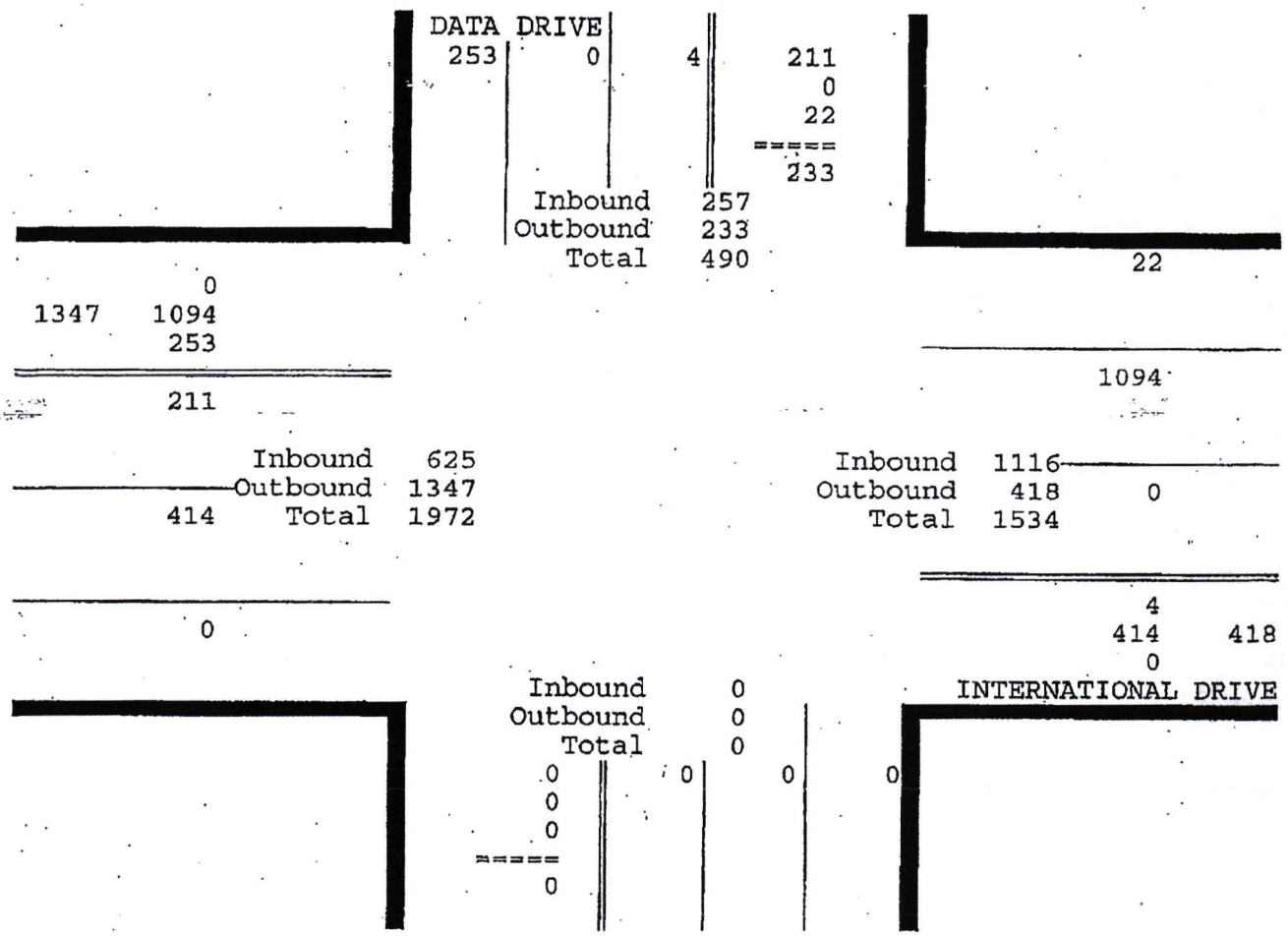
Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 02/01/06

| Direction | Street Name | Start Peak Hour | Peak Hr Factor | Volumes Left | Thru | Rght | | Total | Percentages Left | Thru | Rght | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Southbound | DATA DRIVE | 04:30pm | .880 | 4 | 0 | 253 | 0 | 257 | 1.5 | .0 | 98.4 | .0 |
| Westbound | INTERNATIONAL DRIVE | | .788 | 0 | 1094 | 22 | 0 | 1116 | .0 | 98.0 | 1.9 | .0 |
| Northbound | | | .0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Eastbound | | | .859 | 211 | 414 | 0 | 0 | 625 | 33.7 | 66.2 | .0 | .0 |

CITY OF RANCHO CORDOVA

All Traffic Data
5098 Foothills Blvd. 3-302
Roseville,CA. 95678
(916)771-8700

Site Code : 00000000
Start Date: 02/01/06
File I.D. : INTDAT-T
Page : 2



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**ATTACHMENT D**

**International Drive/Data Drive**
**Level of Service Calculation Worksheets**

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 International Dr. & Data Dr.

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[ 12.5]

| Street Name: | Data Drive | | | | | | International Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 | 0 | 0 0 | 0 0 | 1! | 0 0 | 1 0 | 2 | 0 0 | 1 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 6 | 0 | 270 | 169 | 1023 | 0 | 0 | 374 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 6 | 0 | 270 | 169 | 1023 | 0 | 0 | 374 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 6 | 0 | 270 | 169 | 1023 | 0 | 0 | 374 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol.: | 0 | 0 | 0 | 6 | 0 | 270 | 169 | 1023 | 0 | 0 | 374 | 2 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | xxxx | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1225 | xxxx | 188 | 376 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 174 | xxxx | 828 | 1194 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 155 | xxxx | 828 | 1194 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.04 | xxxx | 0.33 | 0.14 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| Queue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.5 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Stopped Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.5 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | A | * | * | * | * | * |
| Movement: | LT | - | LTR - RT | LT | - | LTR - RT | LT | - | LTR - RT | LT | - | LTR - RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 757 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 1.7 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd StpDel: | xxxxx | xxxx | xxxxx | xxxxx | 12.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | B | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 12.5 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | B | | | * | | | * | | |

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 International Dr. & Data Dr.

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: C[ 24.9]

| Street Name: | Data Drive | | | | | | International Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 | 0 0 | | 0 0 1! | 0 0 | | 1 0 2 | 0 0 | | 1 0 1 | 1 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 253 | 211 | 414 | 0 | 0 | 1094 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 253 | 211 | 414 | 0 | 0 | 1094 | 22 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 4 | 0 | 253 | 211 | 414 | 0 | 0 | 1094 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol.: | 0 | 0 | 0 | 4 | 0 | 253 | 211 | 414 | 0 | 0 | 1094 | 22 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | xxxx | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1734 | xxxx | 558 | 1116 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 80 | xxxx | 478 | 633 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 60 | xxxx | 478 | 633 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.07 | xxxx | 0.53 | 0.33 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| Queue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 1.5 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Stopped Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 13.5 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 431 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 3.8 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd StpDel: | xxxxx | xxxx | xxxxx | xxxxx | 24.9 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | C | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 24.9 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | C | | | * | | | * | | |

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

**********

Intersection #1 International Dr. & Data Dr.

**********

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[ 13.0]

**********

| Street Name: | Data Drive | | | | | | International Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 | 0 | 0 | 0 0 1! | 0 | 0 | 1 0 2 | 0 | 0 | 1 0 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 6 | 0 | 270 | 169 | 1053 | 0 | 0 | 427 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 6 | 0 | 270 | 169 | 1053 | 0 | 0 | 427 | 2 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 6 | 0 | 270 | 169 | 1053 | 0 | 0 | 427 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 6 | 0 | 270 | 169 | 1053 | 0 | 0 | 427 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol.: | 0 | 0 | 0 | 6 | 0 | 270 | 169 | 1053 | 0 | 0 | 427 | 2 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | xxxx | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1293 | xxxx | 215 | 429 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 157 | xxxx | 797 | 1141 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 139 | xxxx | 797 | 1141 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.04 | xxxx | 0.34 | 0.15 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| Queue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.5 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Stopped Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.7 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | A | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 723 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 1.8 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd StpDel: | xxxxx | xxxx | xxxxx | xxxxx | 13.0 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | B | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 13.0 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | B | | | * | | | * | | |

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

**********

Intersection #1 International Dr. & Data Dr.

**********

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: D[ 27.8]

**********

| Street Name: | Data Drive | | | | | | International Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 | 0 0 | | 0 0 1! | 0 0 | | 1 0 2 | 0 0 | | 1 0 1 | 1 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 253 | 211 | 490 | 0 | 0 | 1152 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 253 | 211 | 490 | 0 | 0 | 1152 | 22 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 4 | 0 | 253 | 211 | 490 | 0 | 0 | 1152 | 22 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 4 | 0 | 253 | 211 | 490 | 0 | 0 | 1152 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol.: | 0 | 0 | 0 | 4 | 0 | 253 | 211 | 490 | 0 | 0 | 1152 | 22 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | xxxx | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1830 | xxxx | 587 | 1174 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 69 | xxxx | 458 | 602 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 51 | xxxx | 458 | 602 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.08 | xxxx | 0.55 | 0.35 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| Queue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 1.6 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Stopped Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 14.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 407 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 4.2 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd StpDel: | xxxxx | xxxx | xxxxx | xxxxx | 27.8 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | D | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 27.8 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | D | | | * | | | * | | |

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 International Dr. & Data Dr.

Average Delay (sec/veh): 24.8 Worst Case Level Of Service: F[106.0]

| Street Name: | Data Drive | | | | | | International Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 | 0 | 0 | 0 0 1! | 0 | 0 | 1 0 2 | 0 | 0 | 1 0 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1045 | 0 | 0 | 815 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1045 | 0 | 0 | 815 | 5 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1045 | 0 | 0 | 815 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1045 | 0 | 0 | 815 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol.: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1045 | 0 | 0 | 815 | 5 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | xxxx | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1690 | xxxx | 410 | 820 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 86 | xxxx | 596 | 818 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 72 | xxxx | 596 | 818 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.14 | xxxx | 0.99 | 0.21 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| Queue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Stopped Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 10.6 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 532 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 19.9 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd StpDel: | xxxxx | xxxx | xxxxx | xxxxx | 106 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 106.0 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

**********

Intersection #1 International Dr. & Data Dr.

**********

Cycle (sec): 100 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

**********

| Street Name: | Data Drive | | | | | | International Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1045 | 0 | 0 | 815 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1045 | 0 | 0 | 815 | 5 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1045 | 0 | 0 | 815 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1045 | 0 | 0 | 815 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1045 | 0 | 0 | 815 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1045 | 0 | 0 | 815 | 5 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.98 | 1.00 | 2.00 | 0.00 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 0 | 0 | 0 | 26 | 0 | 1524 | 1550 | 3100 | 0 | 1550 | 3081 | 19 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.39 | 0.11 | 0.34 | 0.00 | 0.00 | 0.26 | 0.26 |
| Crit Vol: | 0 | | | | | 600 | 175 | | | | 410 | |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

**********

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

**********

Intersection #1 International Dr. & Data Dr.

**********

Average Delay (sec/veh): 47.4 Worst Case Level Of Service: F[466.8]

**********

| Street Name: | Data Drive | | | | | | International Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 0 0 | | | 0 0 1! 0 0 | | | 1 0 2 0 0 | | | 1 0 1 1 0 | | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1000 | 0 | 0 | 1060 | 25 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1000 | 0 | 0 | 1060 | 25 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1000 | 0 | 0 | 1060 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1000 | 0 | 0 | 1060 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol.: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1000 | 0 | 0 | 1060 | 25 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | xxxx | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 2592 | xxxx | 543 | 1085 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 21 | xxxx | 489 | 651 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 7 | xxxx | 489 | 651 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 1.35 | xxxx | 0.51 | 0.78 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| Queue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 7.6 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Stopped Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 27.6 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | D | * | * | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 140 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 19.9 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd StpDel: | xxxxx | xxxx | xxxxx | xxxxx | 467 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 466.8 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 International Dr. & Data Dr.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.847
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: D

| Street Name: | Data Drive | | | | | | International Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 0 | 0 0 | 0 0 | 1! | 0 0 | 1 0 | 2 | 0 0 | 1 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1000 | 0 | 0 | 1060 | 25 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1000 | 0 | 0 | 1060 | 25 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1000 | 0 | 0 | 1060 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1000 | 0 | 0 | 1060 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1000 | 0 | 0 | 1060 | 25 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1000 | 0 | 0 | 1060 | 25 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.96 | 1.00 | 2.00 | 0.00 | 1.00 | 1.95 | 0.05 |
| Final Sat.: | 0 | 0 | 0 | 60 | 0 | 1490 | 1550 | 3100 | 0 | 1550 | 3029 | 71 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.17 | 0.33 | 0.32 | 0.00 | 0.00 | 0.35 | 0.35 |
| Crit Vol: | 0 | | | | | 260 | 510 | | | | 542 | |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

**********

Intersection #1 International Dr. & Data Dr.

**********

Average Delay (sec/veh): 29.3 Worst Case Level Of Service: F[130.2]

**********

| Street Name: | Data Drive | | | | | | International Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 | 0 | 0 | 0 0 1! | 0 | 0 | 1 0 2 | 0 | 0 | 1 0 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1077 | 0 | 0 | 873 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1077 | 0 | 0 | 873 | 5 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1077 | 0 | 0 | 873 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1077 | 0 | 0 | 873 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol.: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1077 | 0 | 0 | 873 | 5 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | xxxx | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1764 | xxxx | 439 | 878 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 77 | xxxx | 571 | 778 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 64 | xxxx | 571 | 778 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.16 | xxxx | 1.03 | 0.22 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| Queue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Stopped Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 504 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 22.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd StpDel: | xxxxx | xxxx | xxxxx | xxxxx | 130 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 130.2 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

**********

Intersection #1 International Dr. & Data Dr.

**********

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.783 |
| Loss Time (sec): | 0 (Y+R = 4 sec) | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 86 | Level Of Service: | C |

**********

| Street Name: | Data Drive | | | | | | International Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 0 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1077 | 0 | 0 | 873 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1077 | 0 | 0 | 873 | 5 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1077 | 0 | 0 | 873 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1077 | 0 | 0 | 873 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1077 | 0 | 0 | 873 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 10 | 0 | 590 | 175 | 1077 | 0 | 0 | 873 | 5 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.98 | 1.00 | 2.00 | 0.00 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 0 | 0 | 0 | 26 | 0 | 1524 | 1550 | 3100 | 0 | 1550 | 3082 | 18 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.39 | 0.11 | 0.35 | 0.00 | 0.00 | 0.28 | 0.28 |
| Crit Vol: | 0 | | | | | 600 | 175 | | | | 439 | |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

**********

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 International Dr. & Data Dr.

Average Delay (sec/veh): 66.6 Worst Case Level Of Service: F[703.9]

| Street Name: | Data Drive | | | | | | International Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 | 0 0 | | 0 0 1! | 0 0 | | 1 0 2 | 0 0 | | 1 0 1 | 1 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1082 | 0 | 0 | 1123 | 25 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1082 | 0 | 0 | 1123 | 25 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1082 | 0 | 0 | 1123 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1082 | 0 | 0 | 1123 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol.: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1082 | 0 | 0 | 1123 | 25 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | xxxx | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 2697 | xxxx | 574 | 1148 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 18 | xxxx | 467 | 616 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 5 | xxxx | 467 | 616 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 1.83 | xxxx | 0.54 | 0.83 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| Queue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.7 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Stopped Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 32.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | D | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 110 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 23.0 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd StpDel: | xxxxx | xxxx | xxxxx | xxxxx | 704 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 703.9 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 International Dr. & Data Dr.

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.867 |
| Loss Time (sec): | 0 (Y+R = 4 sec) | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 140 | Level Of Service: | D |

| Street Name: | Data Drive | | | | | | International Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1082 | 0 | 0 | 1123 | 25 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1082 | 0 | 0 | 1123 | 25 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1082 | 0 | 0 | 1123 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1082 | 0 | 0 | 1123 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1082 | 0 | 0 | 1123 | 25 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Vol.: | 0 | 0 | 0 | 10 | 0 | 250 | 510 | 1082 | 0 | 0 | 1123 | 25 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.96 | 1.00 | 2.00 | 0.00 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 0 | 0 | 0 | 60 | 0 | 1490 | 1550 | 3100 | 0 | 1550 | 3032 | 68 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.17 | 0.33 | 0.35 | 0.00 | 0.00 | 0.37 | 0.37 |
| Crit Vol: | 0 | | | | | 260 | 510 | | | | 574 | |
| Crit Moves: | | | | | | **** | **** | | | | **** | |

# Appendix E
# Urban Decay Analysis

**CB RICHARD ELLIS CONSULTING**
Sedway Group

CBRE
CB RICHARD ELLIS

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March 3, 2006

Mr. David Casty
DSL Service Company
3501 Jamboree Road
North Tower, Suite 5000
Newport Beach,CA 92660

**Re: Urban Decay Analysis for Lowe's Home Improvement Warehouse, Capital Village, Rancho Cordova, California and Associated Findings**

Dear Mr. Casty:

CB Richard Ellis Consulting/Sedway Group ("CBRE Consulting") is pleased to present this letter report summarizing our research and analysis pertinent to the planned development of a 138,431-square foot Lowe's Home Improvement Warehouse store ("Lowe's) with a 29,153-square-foot garden center in your planned Rancho Cordova retail center, Capital Village. The retail center will be located at the northeast corner of Zinfandel and International drives. The analysis focuses on the potential for the Lowe's store to cause urban decay in the market area for the store. Additional analysis, however, also projects the revenue potential of the entire center, focusing on sales tax revenues accruing to the City of Rancho Cordova. The entire project totals 273,811 square feet of retail and commercial development.

Environmental documents for Capital Village are being prepared by Pacific Municipal Consultants (PMC). It is anticipated that a mitigated negative declaration will be filed for the project. Relative to this process, CBRE Consulting was asked to prepare findings regarding the potential for the Lowe's store to contribute to urban decay in the market area.

A number of exhibits accompany this letter report. These exhibits are located in the Appendix.

## SUMMARY OF FINDINGS

The Capital Village Lowe's store is projected to achieve sales of $56.0 million in 2008, the first full year of anticipated store operations. Because there are no other Lowe's stores in Rancho Cordova, this planned store will attract demand from throughout the City and beyond, especially to the west where there are no other nearby Lowe's stores. Most demand for the store, however, is anticipated to be generated by Rancho Cordova residents. Therefore, CBRE Consulting estimates that 85 percent of store sales will be generated from within Rancho Cordova.

The City of Rancho Cordova is characterized by retail sales attraction in the home improvement categories relevant to Lowe's. The Lowe's store sales, however, are not anticipated to detract from this attraction and negatively impact existing home improvement store sales in Rancho Cordova. Instead, the Lowe's store is anticipated to capture demand generated by new residents to Rancho Cordova. These new residents, estimated to total 28,205 between 2004 and 2008, and 19,163 between 2008 and 2010, will generate more than sufficient demand to support the Lowe's store. Demand generated by further growth to 2015 will further support other planned home improvement stores in Rancho Cordova. Therefore, CBRE Consulting believes that the Lowe's store and other identified cumulative home improvement developments will not negatively impact existing home improvement stores in Rancho Cordova.

Even if any existing home improvement stores do close, retail market research indicates that the retail market in Rancho Cordova is generally healthy, characterized by an estimated 5.0 percent vacancy rate. If any retail spaces are vacated as a result of the impact of the Lowe's store, market findings suggest they will be successfully re-leased. The City of Rancho Cordova is severely underserved by several types of retailers that would likely find it desirable to locate in Rancho Cordova. The tremendous planned growth in Rancho Cordova will also generate strong new demand for a wide range of retail. Moreover, re-leasing activity can be beneficial to a market area by expanding opportunities for strong retailers. Thus, CBRE Consulting concludes that the Lowe's store will be a strong addition to Rancho Cordova's retail base and is not anticipated to contribute to urban decay in the City.

In addition to the Lowe's store, other retailers are planned for Capital Village. These include a drug store, a Chili's restaurant, and other, as yet unspecified retailers totaling 87,960 square feet. Office uses will include a Downey Savings and other prospective office tenants. Given existing Rancho Cordova retail sales leakage in apparel and the "other retail" category, which includes a wide range of retailers, as well as anticipated population growth near Capital Village, it is unlikely that urban decay will result from the other Capital Village retail tenants. Instead, these other tenants will help meet shopping needs of Rancho Cordova residents that are currently underserved, thus retaining sales in Rancho Cordova, rather than diverting them from existing retailers. Hence, if no existing retailers experience negative sales impacts attributable to the other Capital Village retail tenants, no vacancies will occur, resulting in no potential to lead to urban decay. Moreover, given that Capital Village is located near the growth areas of Rancho Cordova, the planned drugstore and Chili's restaurant will be well-positioned to meet the needs of new Rancho Cordova residents.

Based upon standard industry sales figures, it is estimated that retail sales at Capital Village will total $98.6 million in 2008, inclusive of the Lowe's store. As a portion of drug store sales are not taxable, the taxable sales are estimated to total $95.7 million. The City of Rancho Cordova receives 1.0 percent of all taxable sales transactions in sales tax revenues. In 2008, this will comprise an estimated $957,000. This figure will increase over time with inflation and enhanced store sales.

**STUDY RESOURCES**

Many resources were relied upon for this study. These include the following: annual reports published by Lowe's; taxable retail sales data collected and reported by the State of California Board of Equalization; business-specific data regarding home improvement and garden retailers in Rancho Cordova generated by Claritas (a national provider of demographic, economic, and business data) and Dun & Bradstreet; population estimates prepared by the State of California Department of Finance; demographic projections prepared by Pacific Municipal Consultants, contract planners to the City of Rancho Cordova; and additional demographic data forecasted by Claritas. Inflationary adjustments were made as needed based upon the Consumer Price Index.

CBRE Consulting additionally conducted fieldwork to view the prospective Capital Village site as well as select existing competitive home improvement and garden retailers and retail shopping corridors in and around Rancho Cordova. Local commercial real estate brokers, economic development professionals, the Rancho Cordova Finance Department, and property owners also provided relevant study input. Documents prepared by economic consultants to the City of Rancho Cordova were also reviewed.

## APPROACH

CBRE Consulting engaged in several tasks to conduct this analysis relevant to the planned Lowe's store, as follows:

- ***Field Evaluation.*** We conducted field research, examining the Capital Village site and identifying existing home improvement and garden retailers within the City of Rancho Cordova and nearby environs. We also visually assessed prevailing retail market conditions, identified existing vacancies, and assessed the degree to which urban decay may or may not exist in key commercial areas.

- ***Supplemental Research and Analysis***. We also conducted select independent research, focusing on assessing the retail leakage/attraction profile of the City of Rancho Cordova, reviewing materials compiled by economic consultants to the City of Rancho Cordova, and contacting commercial real estate brokers regarding their experiences and perceptions of the area's retail market and major commercial nodes.

## SITE DESCRIPTION

The Capital Village site is located at the northeast corner of Zinfandel and International drives in Rancho Cordova, California. The site area totals 31.86 gross acres (27.37 net useable), with 273,811-square-feet of building area planned, plus the Lowe's garden center. The site is located in a primarily office area, comprising two-story structures. Residential development is located immediately to the east of the site, with more new residential development planned in the area.

A relatively newly incorporated city, Rancho Cordova is currently experiencing a strong growth trajectory. The Capital Village site is well-located relative to much of Rancho Cordova's planned growth. According to the City's Interim General Plan, there are 30 to 34 new neighborhoods planned in the next 10 to 15 years in planning areas near the Capital Village site. These Planning Areas are Rio del Oro, Grant Line West, Suncreek/Preserve, and Grant Line North, all located to the east and southeast of the Capital Village site. This planned residential development will ultimately provide a strong base of demand for the retail planned for Capital Village.

## PROJECTED LOWE'S STORE SALES

### Total Store Sales

The Lowe's store is anticipated to open third quarter 2007. However, stabilized sales are usually not reached until the second or third year of store operations. For this analysis, CBRE Consulting conservatively assumes stabilized sales in year 2008, the first full year of store operations, and presents those results in year 2008 dollars.

In 2004, Lowe's stores averaged sales of $295 per square foot. Inflating this figure to 2008 dollars, assuming actual inflation from 2004 to 2005 and projected annual average inflation of 3.0 percent thereafter, results in a 2008 per square foot sales estimate of $334. Applying this figure to the total store size would result in a store sales estimate of $56.0 million for the 167,584-square-foot store (see Exhibit 1).

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**Projected Sales by Category**

The total Lowe's store sales estimates may be disaggregated into key retail categories to support detailed analysis. These categories match the taxable retail sales categories reported by the State of California Board of Equalization (BOE). While actual Lowe's sales will be reported by the BOE in the Lumber and Building Materials category, the impact of these sales is more appropriately analyzed relative to all the home improvement and garden store categories that include stores competitive with or complementary to Lowe's. This includes stores that are also classified as home furnishings and appliances, such as carpet and flooring stores, as well as garden stores.

The sales categories and respective shares are shown in Exhibit 2 and summarized in Table 1 (they are also summarized on Exhibit 1). These figures are based upon detailed Lowe's store sales analysis conducted by CBRE Consulting. The Lowe's data source is an "Investor Fact Sheet" published by Lowe's (first quarter 2005). For the purpose of this study, and to match the categories reported by the BOE, this analysis breaks down the retail categories into the following: combined home furnishing and appliances; building materials; and garden supplies.

**Table 1**
**Assumed Major Sales Categories and Respective Shares**
**Planned Rancho Cordova Lowe's Store**

| Retail Category | Share |
|---|---|
| Home Furnishings and Appliances | 29% |
| Building Materials | 56% |
| Garden Supplies | 15% |
| Total | 100% |

Source: CBRE Consulting, Exhibit 2.

Dividing the anticipated Lowe's sales into these categories enables a more focused economic assessment by type of existing store. The sales distribution results are summarized in Table 2, reflecting the total store sales estimate of $56.0 million.

**Table 2**
**Estimated Sales by Category**
**Planned Rancho Cordova Lowe's Store**
**2008 Dollars (Millions)**

| Retail Category | Store Sales |
|---|---|
| Home Furnishings and Appliances | $16.2 |
| Building Materials | $31.4 |
| Garden Supplies | $ 8.4 |
| Total (1) | $56.0 |

Source: CBRE Consulting, Exhibit 1.

Subsequent analysis examines the extent to which these estimated sales may or may not have an impact on existing primary market area retailers.

**TOTAL PROJECTED CAPITAL VILLAGE STORE SALES**

Net of the 138,431-square-feet comprising the building area of the Lowe's store (excluding the garden center), Capital Village will have an additional 135,380 square feet of retail and commercial space. Of this total, an estimated 15,580 square feet will comprise a drug store, 5,400 square feet will comprise a

Downey Savings, 6,440 square feet will comprise a Chili's restaurant, and up to 20,000 square feet will be available for office tenants. Retail Tenants for the balance of the space, 87,960 square feet, have not yet been identified.

According to Retail Maxim, a publication used by institutional investors and others providing assessments of the operating businesses of retailers, chain drug stores in 2003 achieved sales per square foot averaging $534 dollars, comprising a range of $451 for national chain stores and $699 for regional chain stores. Inflating the overall average 2003 figure to 2008 dollars results in a per square foot sales estimate of $621. This sales figure further results in a 2008 drug store sales estimate of $9,680,000. Retail Maxim also presents a per square foot sales average of $279 for casual dining restaurants in 2003. Inflating this estimate to 2008 results in a Chili's restaurant sales estimate of $324 per square foot, or $2,090,000.

Without specific retail tenants identified for the balance of the space, only a generalized estimate of sales can be developed. Therefore, using a generic estimate of $350 per square foot, CBRE Consulting estimates sales for the remaining 87,960 square feet totaling $30,790,000.

In conclusion, in addition to the Lowe's store sales of $56.0 million, the other Capital Village tenants are projected to achieve sales totaling $42.6 million. Therefore, Capital Village sales in 2008 are anticipated to total $98.6 million.

**LOWE'S STORE PRIMARY MARKET AREA DETERMINATION**

The planned Lowe's store would be the first Lowe's store in Rancho Cordova. The next nearest existing Lowe's stores are located in Citrus Heights to the north, Folsom to the northeast, and Elk Grove to the southwest. These store locations are depicted on Exhibit 3, along with existing Home Depot stores, the major competitor to Lowe's.

This store locational analysis indicates that all of Rancho Cordova is closer to the planned Rancho Cordova Lowe's store than to other existing Lowe's stores. However, residents living north of Rancho Cordova seeking a Lowe's shopping experience are likely to shop at the Citrus Heights store, while residents further east on Highway 50 are likely to frequent the Folsom store. In like manner, residents south of Rancho Cordova are likely to patronize the Lowe's store in Elk Grove. This leaves only locations west of Rancho Cordova along Highway 50 as an additional prospective source of demand for a Rancho Cordova Lowe's store.

This locational analysis suggests that at minimum, the City of Rancho Cordova comprises the primary market area for the Lowe's Rancho Cordova store. In contrast to the sparse market penetration of Lowe's, Home Depot has many stores in this part of the region, including one in Rancho Cordova (see Exhibit 3). Several of these stores to the west and southwest of Rancho Cordova are closer to the planned Rancho Cordova Lowe's store than the Lowe's Elk Grove store. Home Depot is the home improvement competitor most like Lowe's, given its large format, product depth, and product diversity. However, there are distinctions between the two store chains; two easy examples are the appliance specialization at Lowe's versus the contractor orientation of Home Depot. In addition, there are many brand name distinctions between the two store chains. Therefore, CBRE Consulting believes that shoppers are not ambivalent between the two chains, with some exhibiting a preference for Lowe's over Home Depot, and vice versa.

Despite the likely distinction between a Lowe's and a Home Depot shopper, a very conservative primary market area definition for the Rancho Cordova Lowe's store could take into consideration the siting of nearby Home Depot's. Therefore, considering the siting of a Home Depot store in Sacramento west of

Rancho Cordova along U.S. Highway 50, as well as the multitude of other Home Depot stores in the nearby region, CBRE Consulting conservatively defines the City of Rancho Cordova as the primary market area for the planned Lowe's store. However, additional demand is likely to originate from west of Rancho Cordova, from shoppers with easy access to U.S. Highway 50 specifically seeking a Lowe's shopping experience. Thus, CBRE Consulting analytically assumes that 85 percent of Lowe's store demand will originate from Rancho Cordova, as a primary market area, with the remaining 15 percent of demand originating from consumers and contractors located outside Rancho Cordova, especially including locations to the west of the City.

## PROSPECTIVE LOWE'S STORE DEMAND

### Approach

CBRE Consulting utilizes a regression-based model that estimates retail spending potential for a market area (usually a city, grouping of cities, or county) based upon population, income, and consumer spending patterns.[1] The model, referred to as a "retail sales leakage analysis," then determines the extent to which a market area is or is not capturing this spending potential based upon taxable sales data published by the State of California Board of Equalization (BOE) or provided by local government sales tax consultants. Therefore, the results are specific to the retail categories reported by the BOE. For the purposes of this study, this retail sales leakage analysis was conducted for the City of Rancho Cordova. The analysis includes the major reported BOE categories, but focuses on the categories most relevant to Lowe's, i.e., categories encompassing home improvement goods and garden sales.

In order to determine the anticipated pattern of retail spending for a market area, the retail sales leakage analysis uses a benchmarked control area. For the purposes of this study, the control area consists of pooled area of Sacramento and Placer counties. The purpose of the control area is to control for characteristics unique to individual markets that might artificially inflate or deflate the calculated spending pattern of area residents.

For any study area, retail categories in which spending by area residents is not fully captured are called "leakage" categories, while retail categories in which more sales are captured than are generated by residents are called "attraction" categories. Generally, attraction categories signal particular strengths of a retail market, while leakage categories signal particular weaknesses. While the retail sales leakage analysis provides this level of result for the study area, it also develops estimates of per capita spending on all relevant goods. These estimates can then be used for the purpose of developing retail demand estimates for future population growth.

When BOE publicly reports data, it will not report data for a sales category if it does not meet certain disclosure requirements. For example, if there are only one or two stores in a category or if one retailer dominates the category sales in a single city, then the sales in that category will not be released. Instead, BOE generally combines those sales with the sales in the "other retail sales" category. This is more prone to occur in retail markets where the number of retailers is small or one large retailer makes up most of the sales. This issue is relevant to the City of Rancho Cordova, where BOE does not publicly report data for the building materials category. This is likely due to Home Depot's strong domination of this category, as the largest home improvement retailer in Rancho Cordova. As the building materials category of sales is critical to any analysis of a Lowe's store, CBRE requested assistance from the City of Rancho Cordova, which has access to taxable sales data through a municipal tax consultant. The City provided information regarding annual retail sales for the building materials category, which

[1] Much of the analysis is predicated upon spending patterns by household income per the United States Department of Labor, Bureau of Labor Statistics, Consumer Expenditures Survey.

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CBRE Consulting incorporated into the taxable sales data reported by BOE. This involved adding in the building materials category and deducting the associated amount of sales from the "other retail sales" reported by BOE.

**Population and Income Estimates**

CBRE Consulting's retail sales leakage analysis requires population and mean household income inputs for the benchmark area (Sacramento and Placer counties) and the study area (City of Rancho Cordova). The demographic data assumptions for the City of Rancho Cordova are presented in Exhibit 4. The source for these figures is Claritas for household income, the State of California Department of Finance for 2004 population, and PMC, contract planners to the City of Rancho Cordova, for projected population. The PMC projections are to 2015. Therefore, intervening year estimates were developed by CBRE Consulting based upon the trend defined by the baseline 2004 estimate from the Department of Finance and the PMC projection.

The results indicate an estimated 2004 population of 54,676 for Rancho Cordova. This population base is projected to grow to 82,881 by 2008, the first full year of anticipated Lowe's store operation. The strong growth trajectory is anticipated to continue, increasing to 102,044 in 2010 and 171,637 in 2015.

As depicted in Exhibit 5, the City of Rancho Cordova currently has 5,679 approved single-family and multifamily units in the pipeline. At Rancho Cordova's average household size of 2.68 according to the U.S. Census of Population, this is equivalent to the potential addition of 15,220 new residents. While the timing of these new homes is not identified, they are likely to occur in the short-term, given their approved status. This suggests the population growth projections are consistent with the fast pace of development occurring in Rancho Cordova.

**Findings**

CBRE Consulting's retail sales leakage analysis for the City of Rancho Cordova depicts the state of the City's retail climate. The citywide retail sales leakage analysis examines the City of Rancho Cordova's sales performance relative to its own population base in order to assess the degree to which the City is serving the retail needs of its resident population. It also provides estimates of anticipated per capita spending for relevant retail categories.

The retail sales leakage analysis was conducted with 2004 sales data, reflecting the most recent full year for which retail sales data were available from the BOE at the time this study was initiated. The results are presented in Exhibit 6. Overall, the City of Rancho Cordova has relative equilibrium in retail sales, with less than 1.0 percent sales leakage across all categories. However, the pattern of leakage or attraction is quite varied by retail category. Retail sales leakage is especially strong in the following: apparel, 69 percent leakage; auto dealers and auto supplies, 68 percent leakage; and "other retail sales, comprising a mix of many types of retail, 17.8 percent of leakage. In contrast, all other major categories are characterized by retail sales attraction, highest in the two categories most relevant to the Lowe's store, i.e., 48.5 percent in home furnishings and appliances and 42.0 percent in building materials. The garden sales category is also characterized by retail sales attraction, comprising 14.7 percent of all sales. Other categories of retail in Rancho Cordova with retail sales attraction include general merchandise stores, eating and drinking places, and service stations.

The retail sales attraction implications in retail sales volume are summarized in Table 3, below. These findings are juxtaposed next to the anticipated Lowe's store sales, both the total sales and the amount

estimated to be generated by primary market area residents (i.e., 85 percent as postulated above), as follows:

**Table 3**
**Rancho Cordova Sales Attraction Results**
**Compared to Anticipated Lowe's Store Sales**
**Dollars in Millions**

| Retail Category | Rancho Cordova Attraction. 2004 | Lowe's Store Sales 2008 | |
|---|---|---|---|
| | | Total Sales | Primary Market Area Sales |
| Home Furnishings and Appliances | $25.4 | $16.2 | $13.8 |
| Building Materials | $44.8 | $31.4 | $26.7 |
| Garden Supplies | $ 0.7 | $ 8.4 | $ 7.1 |
| Total (1) | $70.9 | $56.0 | $47.6 |

Source: CBRE Consulting, Exhibits 1 and 6.

These figures suggest that sales achieved at the Lowe's store could result from attracting sales away from existing home improvement retailers in Rancho Cordova, especially given Rancho Cordova's designation as the primary market area. However, the following discussion regarding primary market area growth and the associated increase in home improvement retail demand demonstrates the unlikelihood of this occurring.

**Primary Market Area Demand Implications**

While Rancho Cordova is currently characterized by retail attraction in the home improvement categories relevant to Lowe's, population growth has occurred in Rancho Cordova since 2004 and more growth is anticipated in the short-term and long-term, as Rancho Cordova plans for and experiences strong citywide growth. For example, the new homes currently approved in Rancho Cordova alone will account for an estimated 15,220 new residents in the near term (see Exhibit 5). Therefore, there will be an associated increase in demand by the time the Lowe's store opens, and additional increase in demand in the years immediately thereafter.

Population forecasts for Rancho Cordova suggest new population growth of 28,205 between 2004 and 2008, and additional growth of 19,163 between 2008 and 2010 (see Exhibit 4). Based upon the expected spending pattern of Rancho Cordova residents pursuant to the retail sales leakage analysis findings, per capita spending in 2008 dollars in the categories relevant to Lowe's will be as follows:[2]

- $558 in home furnishings;
- $1,282 in building materials; and
- $91 in garden supplies.

[2] See Exhibit 6 for an explanation of the per capita estimates.

Pursuant to these 2008 spending projections, and Rancho Cordova's forecasted population growth, new home improvement demand is forecasted presented in Exhibit 7, and summarized in Table 4 as follows:

**Table 4**
**Rancho Cordova Demand Compared to Anticipated Lowe's Store Sales**
**2004 – 2008; 2008 – 2010**
**All figures in Millions of 2008 Dollars**

| Retail Category | Lowe's Primary Market Area Sales | Rancho Cordova Demand | |
|---|---|---|---|
| | | 2004 – 2008 | 2008-2010 |
| Home Furnishings and Appliances | $13.8 | $15.7 | $10.7 |
| Building Materials | $26.7 | $36.2 | $24.6 |
| Garden Supplies | $ 7.1 | $ 2.6 | $ 1.7 |
| Total (1) | $47.6 | $54.5 | $37.0 |

Source: CBRE Consulting, Exhibits 1 and 7.

These demand findings indicate that the Lowe's store will locate in the midst of a localized market with strong demand for home improvement goods, with a cumulative total of $91.5 million in demand generated in the retail categories relevant to Lowe's between 2004 and 2010. With no new home improvement stores added to the Rancho Cordova market since 2004, it is relevant to examine demand since 2004, the year of the retail sales leakage analysis, as this comprises a component of pent-up demand.

Even if demand from just 2006 to 2010 was examined, it would still far exceed the anticipated local sales estimate for the Lowe's store. While there is an exception to this relative to the garden supplies category, there is little competition in Rancho Cordova for the type of basic garden supplies sold by Lowe's (the following section regarding competition identified no major comparable garden supply stores in Rancho Cordova). In fact, the existing Home Depot store likely presents the greatest competition to Lowe's in this regard, with these sales actually reported in the building materials category. Therefore, CBRE Consulting believes there is ample market support for existing garden supply stores as well as Lowe's.

The high level of cumulative home improvement demand will bode well for Lowe's, with Rancho Cordova new resident demand by 2010 equivalent to more than twice the anticipated store sales generated by local residents. Thus, the store can amply achieve its sales projections without risk of any diversion from existing Rancho Cordova home improvement stores, with more sales remaining for existing stores or yet additional new stores.

Moreover, population growth projected past 2010, in just the ensuing five-year period to 2015, is projected to generate yet an additional $134.4 million in sales in the retail categories relevant to Lowe's (see Exhibit 7). As referenced earlier, further demand will likely originate for the store from locations to the west along U.S Highway 50. Therefore, more than sufficient demand should exist for the Lowe's store, as well as yet additional new home improvement retailers.

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**LOWE'S STORE IMPACTS ON COMPETITIVE STORES**

Exhibit 8 depicts many of the existing home improvement retailers in the City of Rancho Cordova. This includes a total of 16 stores. There are yet additional retailers in Rancho Cordova selling home improvement goods, but Exhibit 8 includes the stores most prominently identified through business inventories maintained by Claritas and Dun & Bradstreet, validated through field research.

The existing home improvement stores in Rancho Cordova sell a variety of goods, including ceramic tile, plumbing and lighting fixtures, carpeting and flooring, hardware, paint, appliances, and a range of other building materials and supplies. As acknowledged in City documents, these stores cater to consumers and contractors throughout the region, not just Rancho Cordova.[3] Of greatest prominence are the Home Depot store and Bedrosian's Tile & Marble, located on Sunrise Boulevard. Both of these operations appear to be very popular in the marketplace judging by their observed customer volume. In addition, many other home improvement stores are located on or just off Sunrise Boulevard, making this corridor the focal point of home improvement sales in Rancho Cordova, especially north of White Rock Road. Other home improvement stores are scattered throughout Rancho Cordova, with a minor cluster near the intersection of Folsom Boulevard and Mather Field Road. This includes the Walker Cordova True Value Hardware Store, which sells a mix of appliances and traditional hardware goods.

With the exception of the Home Depot store, there are no immediate retail vacancies adjacent to the identified home improvement retailers, many of which are located in small strip centers. The Home Depot is located next to a large vacancy, the past home to a Sam's Club until its relocation to Folsom (see following discussion regarding urban decay).

There are no home improvement retailers in immediate proximity to Capital Village, the planned Lowe's store site. With few competitive outlets in the immediate vicinity of the Lowe's store to provide comparable home improvement and garden goods, as well as the significant potential for Lowe's store support from new population growth, CBRE Consulting anticipates that the Lowe's store will have little impact on existing home improvement stores in Rancho Cordova.

In addition, Lowe's is a well-established home improvement retailer with a more than 50-year history of operation in the United States. Lowe's differentiates itself from other home improvement retailers in many ways, among which include the retailer's:

- consumer, rather than contractor customer orientation;
- strong emphasis on appliance retailing, contributing to its achievement as the second largest U.S. appliance retailer after Sears;
- wide aisles with accessible product;
- wide range of products, spanning many price points for an individual product type;
- state-of-the-art inventory system ensuring product availability on demand; and
- unique, exclusive products for many product lines.

Based upon these distinct characteristics of a Lowe's store, CBRE Consulting believes sufficient support exists for existing Rancho Cordova home improvement stores as well as the planned Lowe's store.

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[3]See the following City of Rancho Cordova document:
http://www.cityofranchocordova.org/documents/agendas/city_council/2006_jan/010306/item_5.pdf, page 5.

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**CUMULATIVE IMPACTS**

This analysis also seeks to analyze the impact of the planned Lowe's store by taking into consideration other planned home improvement retail projects in the City of Rancho Cordova. At present, no other projects are as far along as the Capital Village Lowe's project. However, among the additional retail projects planned or proposed in Rancho Cordova, two may include home improvement retailers. According to Rancho Cordova's Planning representatives, these projects are as follows:

1. Westborough is proposing a regional home improvement/design center south of U.S. Highway 50 and along the west side of the proposed Rancho Cordova Parkway Interchange (east of Sunrise Boulevard and west of Hazel Avenue). Westborough has a current application with the Planning Department for an 86 acre development, of which approximately one-half would be for the home improvement/design project. The environmental document for this project has not yet been started, but Westborough has initiated the entitlement process with the City of Rancho Cordova. Construction for the project may begin in early 2010. This would result in completion no earlier than 2011, four years after the completion of the Capital Village Lowe's store.

2. The Planning Department reports there is also a possibility of a regional home improvement center in the Anatolia subdivision, which is located along the east side of Sunrise Boulevard and south of Douglas Road. There is currently no application for this project, which may total 16 to 18 acres, but the Planning Department has met with representatives from one of the major home improvement retailers. There is no fixed timeline identified yet for this potential project.

There is another major planned retail project in Rancho Cordova, but it does not currently include any identified home improvement retailers. This is the proposed Rio del Oro project, which is currently in the EIR/EIS process. This will comprise a 133-acre lifestyle/power center, with 98 acres in Phase I of development and 35 acres in Phase II. The site is along the east side of Sunrise Boulevard north of Douglas Road.

Of all these projects, only the Westborough project is defined enough within the context of environmental analysis to warrant consideration as a cumulative impact. However, the definition of this project is vague, with no current specification regarding the square footage of space devoted to home improvement goods. Moreover, at the size proposed, 43 acres, the project appears to have a much larger scope than the Capital Village Lowe's store. This would suggest a much larger market area for the project than just Rancho Cordova, even with all its anticipated growth. Thus, much of the demand for this project will likely originate from outside Rancho Cordova.

Even if a substantial amount of demand for the Westborough home improvement/design center is generated by Rancho Cordova residents, the preceding new growth demand analysis indicates substantial new demand beyond the year 2010. With a likely completion date no earlier than 2011, the Westborough project would be well-poised to absorb the tremendous new demand projected to be generated by Rancho Cordova residents in the relevant home improvement categories, estimated at $134.4 million between 2010 and 2015. Therefore, CBRE Consulting concludes that there would be no negative impact on existing Rancho Cordova retailers posed by the cumulative impacts of the planned Lowe's store and the anticipated Westborough home improvement/design center.

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## URBAN DECAY AND DETERIORATION IMPLICATIONS

### Definition of Urban Decay

For the purpose of this analysis, urban decay is defined as physical deterioration that is so prevalent and substantial it impairs the proper utilization of affected real estate or the health, safety, and welfare of the surrounding community. Physical deterioration includes, but is not limited to, abnormally high business vacancies, abandoned buildings and commercial sites, boarded doors and windows, parked trucks and long term unauthorized use of properties and parking lots, extensive gang or offensive graffiti painted on buildings, dumping of refuse or overturned dumpsters on properties, dead trees or shrubbery, and uncontrolled weed growth or homeless encampments.

### Approach to Determining Urban Decay Potential

CBRE Consulting engaged in several tasks to assess the probability of urban decay ensuing from development of the Lowe's store. These tasks revolved around assessing the potential for closed Rancho Cordova store spaces, if any, to remain vacant for a prolonged period of time or to be leased to other retailers within a reasonable marketing period.

Several commercial real estate brokers and economic development professionals active in Rancho Cordova were contacted regarding the health of the local retail market and the depth of prospective demand for retail space. Select property owners were also contacted. The purpose of these inquiries was to determine if sufficient retailer demand exists to absorb vacated space in the event Rancho Cordova retailers close due to the negative impacts of the Lowe's store, or its associated cumulative impacts.

### Retailer Demand

CBRE Consulting conducted telephone interviews with several commercial real estate brokers experienced in the Rancho Cordova market, owners of key, vacant retail properties, and economic development professionals. The overall picture this paints of the local retail market, coupled with CBRE Consulting's observations, is summarized below.

*Market Characterization.* The Rancho Cordova retail market is dominated by two retail corridors: an older corridor along Folsom Boulevard; and a newer corridor along Sunrise Boulevard. The Folsom Boulevard corridor used to be the main highway connecting areas like Rancho Cordova and points east to Sacramento. Even as far back as when U.S. Highway 50 opened, this corridor began to decline. Market participants indicate that the closure of Mather Air Force Base also had a negative effect on Folsom Boulevard. Retail spaces along Folsom Boulevard generally have low lease rates, contributing to a high occupancy rate. Moreover, the area is densely populated, with high traffic volumes on Folsom Boulevard, resulting in strong exposure for area retailers. Major retailers located along this corridor include Mervyn's, Target, and Big 5. Currently, there is only one major vacancy in the area, space previously occupied by the Wishing Well, a crafts store. This tenant relocated to Folsom in search of more exposure. This space has only been vacant for about a month.

The Folsom Boulevard corridor is not considered a prime retail location, with some existing area retailers seeking locations in more premium locations, such as Sunrise Boulevard. At present, however, local commercial real estate brokers indicate no major site alternatives exist for retailers seeking to leave Folsom Boulevard other than the Capital Village project. Consequently, some retailers, such as Target, are reinvesting in their existing Folsom Boulevard corridor sites. In addition, Big 5 built a new

store on Folsom Boulevard in the recent past. This type of reinvestment will be further supported if the City of Rancho Cordova successfully creates a redevelopment project area that would include the Folsom Boulevard corridor. In the words of the City, the creation of such a project area would help to "promote the revitalization of areas like Folsom Boulevard and Coloma Road."[4]

The independent retailer actions identified above suggest that the Folsom Boulevard corridor is experiencing a resurgence in demand. However, a long-term limitation for this area is its distance from the anticipated growth areas of Rancho Cordova. This limitation is irrespective of any potential market impacts generated by the Lowe's store. Moreover, there are few home improvement retailers in this area potentially subject to any impacts from the Lowe's store. The major exception is the Walker Cordova True Value Hardware store, which sells a mixture of appliance and traditional hardware goods.

Sunrise Boulevard is much closer to the growth areas of Rancho Cordova than Folsom Boulevard. This corridor houses several major retailers in Rancho Cordova, such as the Home Depot and Costco (technically in Sacramento County, but abutting Rancho Cordova off Sunrise Boulevard). Sunrise Boulevard's retail uses are particularly concentrated north of White Rock Road. In this area, there are two major retail vacancies; a vacant Sam's Club next to the Home Depot and a vacant Home Base further north near Highway 50. While vacant for a while, these are not typical chronic market vacancies. Both properties are owned by reputedly wealthy individuals who are able to wait out the market until they can attract the type of tenants they desire with the most beneficial lease terms.

The Sam's Club space, vacant for a couple years, is still generating income for its owner. While Wal-Mart relocated this Sam's Club to Folsom, they are still making lease payments. This reduces the motivation of the property owner to seek a new tenant. There have been inquiries about the space, such as by a general merchandise retailer and a furniture store, but no deals are imminent. Moreover, Sam's Club has a lease agreement whereby during the remainder of their lease term they must give permission for any new lease transaction. This is a limiting factor regarding prospective retenanting of the space. Moreover, taking over a short-term lease is not attractive to most retailers who might otherwise be interested in the space.

The situation is somewhat different for the vacant Home Base space. While no revenue is currently being generated by this space, the property owner has the financial wherewithal to maintain the site and let it remain vacant waiting for an optimal retail tenant. A representative of the property owner indicates there are several retailers interested in the space, with the property owner holding out for one specific, undisclosed retailer. It is anticipated that a new tenant announcement may be forthcoming for this space in the near future.

Aside from the Sam's Club and Home Base vacancies, there are no major vacancies along the Sunrise Boulevard retail corridor. This retail climate seems healthy; retail properties appear well-maintained with no visible signs of urban decay. In a market such as Rancho Cordova, characterized by strong population growth, other factors such as lack of maintenance over a prolonged period of time or effective abandonment of the property by the owner need to exist before the condition escalates to urban decay or deterioration.

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[4] See http://www.cityofranchocordova.org/html/redevelopment_area_project.htm, Frequently Asked Questions.

The commercial real estate brokers contacted for this study all spoke favorably about the Rancho Cordova retail market. They indicated that the market is strong, with an insufficient amount of product to meet demand. There are few vacancies, with overall vacancy described as five percent, inclusive of the Sam's Club and Home Base vacancies. Retailers that have been interested in expanding or locating in the market include Target, a furniture store, an entertainment venue, and other retailers that cannot be disclosed due to letters of confidentiality.

***Re-Leasing Potential.*** CBRE Consulting believes that given the strong growth anticipated for Rancho Cordova, that it would be unlikely that any retail operations would close as a result of competition from the planned Lowe's, although some stores may experience a temporary decline in sales. However, if any competing retail operations were to close, it appears that it would be possible to release or even redevelop the space without damaging the retail market in Rancho Cordova. This is especially true given the strong growth trajectory anticipated for Rancho Cordova and the existing leakages in key retail categories, including apparel and "other retail." Local brokers believe that the newest retail vacancy, the Wishing Well on Folsom Boulevard, will be filled by a gym, office, or other retail tenant.

While releasing of larger spaces over 25,000 square feet might take up to a year of marketing outreach, business negotiations, tenant improvements, and ultimately store opening (all of these steps are time-consuming regardless of location), CBRE Consulting believes it would occur in the near term for newly vacated spaces in Rancho Cordova. Opportunities for new tenants to enter a market like Rancho Cordova will help keep the market current, maintaining its ability to accommodate evolving retail requirements and meeting consumer demands. Further, market vacancies provide an opportunity for existing tenants in a market area to relocate and/or expand to better serve their customers.

**URBAN DECAY CONCLUSION**

CBRE Consulting's retail market research indicated that the retail market in Rancho Cordova is generally healthy, characterized by an estimated 5.0 percent vacancy rate. The study findings conclude that existing retailers will not likely be negatively impacted by the Lowe's store, with no store closures likely to be attributable to the operation of Lowe's. However, if any retail spaces are vacated as a result of the impact of the Lowe's store, the market findings suggest they will be successfully re-leased.

The City of Rancho Cordova is severely underserved by several types of retailers that would likely find it desirable to locate in Rancho Cordova. Moreover, re-leasing activity can be beneficial to a market area by expanding opportunities for strong retailers. Thus, CBRE Consulting concludes that the development of the Lowe's store will not contribute to urban decay in the City of Rancho Cordova, the primary market area for the planned Lowe's store.

Urban decay is also unlikely to result from the other Capital Village retail tenants, including the anticipated Chili's restaurant, drugstore, and as yet unspecified retailers. Rancho Cordova's retail leakage in apparel and other retail stores suggests that prospective Capital Village tenants in these retail categories will help meet shopping needs of Rancho Cordova residents that are currently underserved. Thus, if retailers are in these categories, they will help to retain sales in Rancho Cordova, rather than divert them from existing retailers. Hence, if no existing retailers experience negative sales impacts attributable to the other Capital Village retail tenants, no vacancies will occur, resulting in no potential to lead to urban decay. Moreover, given that Capital Village is located near the growth areas of Rancho Cordova, the planned drugstore and Chili's restaurant will be well-positioned to meet the needs of new Rancho Cordova residents.

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**PROJECTED SALES TAX REVENUES**

Retail sales at Capital Village in 2008 are estimated to total $105.6 million. These sales comprise $56.0 million attributable to the Lowe's, $9.7 million attributable to a prospective drug store, $2.1 million to a Chili's restaurant, and $30.8 million attributable to other, as yet unidentified retail tenants. All of these sales are anticipated to be taxable, except for a portion of the drug store sales. CBRE Consulting research and discussion with the BOE suggests that typically 70 percent of drug store sales are taxable. Therefore, $6.8 million comprises the estimated taxable portion of the drug store sales. Combined with all other taxable sales, this results in a Capital Village 2008 taxable sales estimate of $95.7 million.

The City of Rancho Cordova receives 1.0 percent of all taxable sales transactions in sales tax revenues. In 2008, this will comprise an estimated $957,000. This figure will increase over time with inflation and enhanced store sales.

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**CLOSING COMMENT**

CBRE Consulting appreciated working on this assignment. We enjoyed the opportunity to become familiar with the City of Rancho Cordova. If you have any questions regarding our findings or the supporting analysis, please let us know.

Sincerely,

Amy L. Herman, AICP
Managing Director

## ASSUMPTIONS AND GENERAL LIMITING CONDITIONS

CBRE Consulting has made extensive efforts to confirm the accuracy and timeliness of the information contained in this study. Such information was compiled from a variety of sources, including interviews with government officials, review of City and County documents, and other third parties deemed to be reliable. Although CBRE Consulting believes all information in this study is correct, it does not warrant the accuracy of such information and assumes no responsibility for inaccuracies in the information by third parties. We have no responsibility to update this report for events and circumstances occurring after the date of this report. Further, no guarantee is made as to the possible effect on development of present or future federal, state or local legislation, including any regarding environmental or ecological matters.

The accompanying projections and analyses are based on estimates and assumptions developed in connection with the study. In turn, these assumptions, and their relation to the projections, were developed using currently available economic data and other relevant information. It is the nature of forecasting, however, that some assumptions may not materialize, and unanticipated events and circumstances may occur. Therefore, actual results achieved during the projection period will likely vary from the projections, and some of the variations may be material to the conclusions of the analysis.

Contractual obligations do not include access to or ownership transfer of any electronic data processing files, programs or models completed directly for or as by-products of this research effort, unless explicitly so agreed as part of the contract.

This report may not be used for any purpose other than that for which it is prepared. Neither all nor any part of the contents of this study shall be disseminated to the public through publication advertising media, public relations, news media, sales media, or any other public means of communication without prior written consent and approval of CBRE Consulting.

# APPENDIX: EXHIBITS

EXHIBIT 1
ESTIMATED SALES
PROPOSED LOWE'S HOME IMPROVEMENT WAREHOUSE
RANCHO CORDOVA
2008 DOLLARS

| Store Characteristic | Lowe's Store |
|---|---|
| **Square Footage** | |
| Store | 138,431 |
| Garden Center | 29,153 |
| Total | 167,584 |
| **Projected Sales** | |
| Sales Per Square Foot (2004 $'s) (1) | $295 |
| Sales Per Square Foot (2008 $'s) (2) | $334 |
| Total Sales (2008 $'s) | $56,012,006 |
| **Allocation of Sales by Retail Category (3)** | |
| Allocation of Sales by Retail Category | |
| Home Furnishings and Appliances | $16,243,482 |
| Building Materials | 31,366,723 |
| Garden Supplies | 8,401,801 |
| Total Sales | $56,012,006 |

Notes:

(1) Based on the average sales figure derived from Lowe's Companies Inc. 2004 Form 10-K of $295 per square foot.

(2) The estimate has been inflated using California inflation, which was 3.68 percent from 2004 to 2005, and an assumed inflation rate of 3.0 percent annually for 2005-2008.

(3) Figures are a summation of relevant category sales as presented by Lowe's in Fact Sheet 1Q '05 for Investors and adjusted for increased Garden Supply Sales in California. See Exhibit 2.

Sources: Lowes Companies, Inc.,"Investor Fact Sheet, 1Q '05"; Lowes Companies, Inc. 2004 Form 10-K; U.S. Department of Labor, Bureau of Labor Statistics, Consumer Price Index; and CBRE Consulting.

P:\2006\1006020 DSL Rancho Cordova\Exhibits\[Ex1 to 7.xls]Ex1, Estimated Sales[PRD] 02-Mar-06

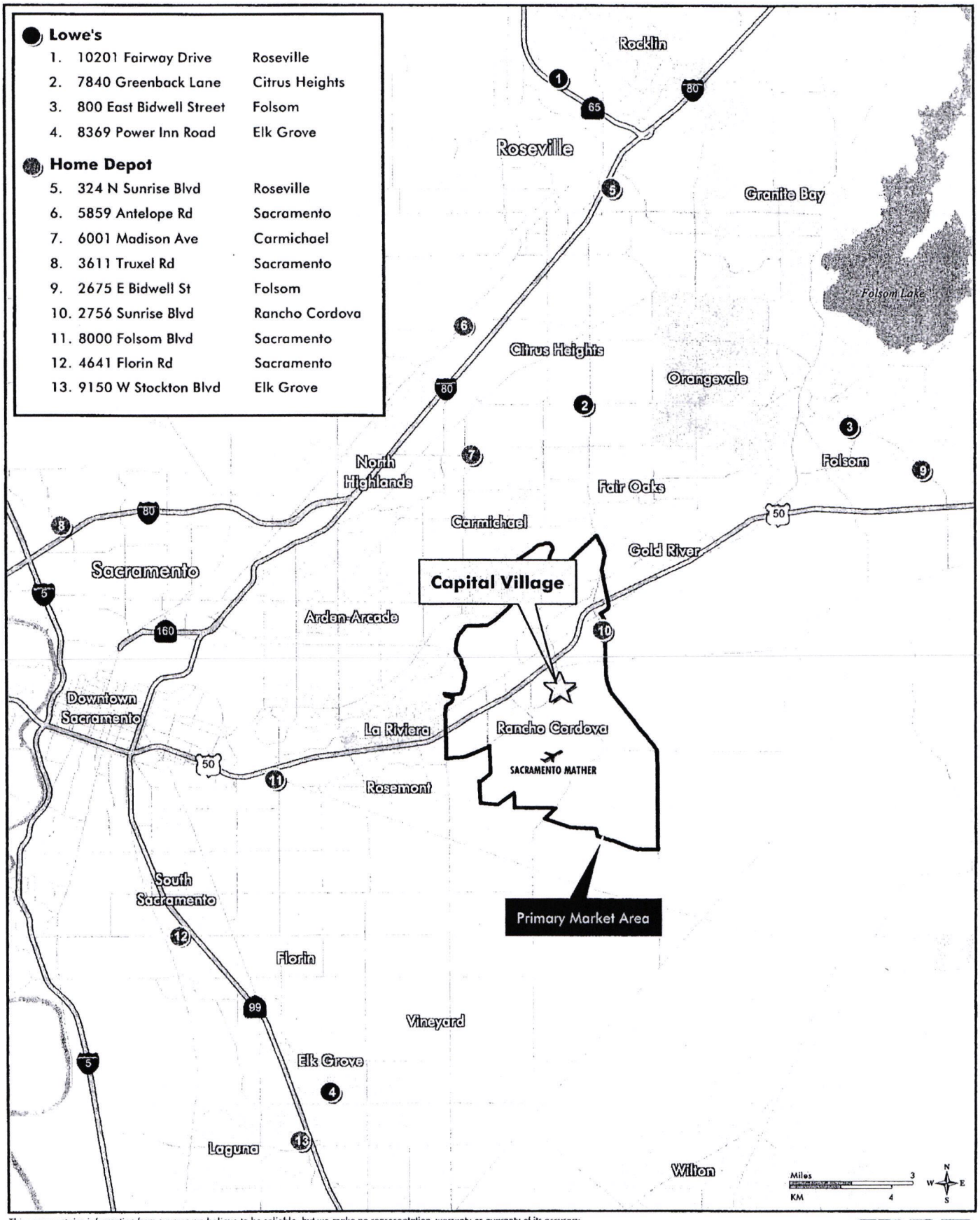
EXHIBIT 2
ESTIMATED MAJOR PRODUCT LINES AND DISTRIBUTION OF SALES
PROPOSED LOWE'S HOME IMPROVEMENT WAREHOUSE
RANCHO CORDOVA
2008

| Category (1)<br>Department | Representative<br>Products | National Average<br>Percent<br>of Sales (2) | Adjusted<br>California Percent<br>of Sales (3) |
|---|---|---|---|
| **Home Furnishings and Appliances** | | 32% | 29% |
| Flooring | Carpet, vinyl, laminate, hardwood, tile flooring, ceiling tiles | | |
| Fashion Plumbing, Cabinets | Cabinets, countertops, vanities, bath fixtures | | |
| Appliances | Small and major home appliances | | |
| **Building Materials** | | 62% | 56% |
| Lumber and Building Materials | Dimensional lumber, siding, fencing, roofing, insulation, concrete | | |
| Hardware | Fasteners, bolts | | |
| Plumbing and Electrical Supplies | Pipes, faucets, water heaters, fixtures, bulbs, ceiling fans | | |
| Paint, Glass, and Wallpaper | Paint, caulk, prep tools and supplies, wallpaper, drapery hardware | | |
| **Garden Supplies** | | 6% | 15% |
| Nursery/Outdoor Fashion | Plants, fertilizer, patio supplies | | |
| **Total** | | 100% | 100% |

Notes:
(1) As categorized by the California State Board of Equalization.
(2) Figures are a summation of relevant category sales as presented by Lowe's in Fact Sheet 1Q '05 for Investors.
(3) Adjusted for increased share of Garden Supplies sales in California indicated by Lowe's representatives. The balance of sales was distributed proportionately among Home Furnishings and Building Materials based on the relative national shares.

Sources: Lowe's, Inc., "Investor Fact Sheet, 1Q '05"; and CBRE Consulting.
P:\2006\1006020 DSL Rancho Cordova\Exhibits\[Ex1 to 7.xls]Ex1, Estimated Sales[CKG] 2-Mar-06

# Exhibit 3: Location of Lowe's and Home Depot Stores




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EXHIBIT 4
POPULATION ASSUMPTIONS
CITY OF RANCHO CORDOVA (PRIMARY MARKET AREA)
2000 - 2015 (1)

| Area | U.S. Census Est. (2) 2000 | DOF Estimate 2004 | Calculated 2005 | Calculated 2008 | Calculated 2010 | Proj. 2015 | Average Annual Growth Rate 00-05 | 05-10 | 10-15 |
|---|---|---|---|---|---|---|---|---|---|
| City of Rancho Cordova (1) | 53,065 | 54,676 | 60,668 | 82,881 | 102,044 | 171,637 | 2.71% | 10.96% | 10.96% |

Notes:
(1) As reported by the Department of Finance (DOF), and the City of Rancho Cordova. DOF provided estimates for 2004 and 2005. The City of Rancho Cordova provided the 2015 projection from their January 2006 Final Land Use Map. Intermediate years estimated by CBRE Consulting based on the average annual growth rates.
(2) The U.S. Census estimate comes from City of Rancho Cordova. The estimated was based on census tracks not the city boundaries since the city was not incorporated until 2003.

Sources: State of California, Department of Finance, "E-1 City / County Population Estimates, with Annual percent Change, January 1, 2004 and 2005", Sacramento, California, May 2005; and CBRE Consulting.

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EXHIBIT 5
NEW RESIDENTIAL DEVELOPMENT (1)
RANCHO CORDOVA (PRIMARY MARKET AREA)
FEBRUARY 2006

| Development<br>Developer | Type | Units | Status | Estimated<br>Population (2) |
|---|---|---|---|---|
| **SUNRIDGE PARK** | | | | |
| Sunridge Park<br>River West Investments | Single-Family | 801 | Approved | 2,147 |
| Sunridge Park - Phase II<br>River West Investments | Single-Family | 292 | Approved | 783 |
| Sunridge Park Village 9 and 10<br>Beazer Homes Holding Corp | Single-Family | 136 | Approved | 364 |
| Sunridge Park - Phase I<br>Sunridge Park, LLC | Single-Family | 799 | Approved | 2,141 |
| Sunridge Park Villages 7 and 8, 4, 6<br>Woodside Sunridge, Inc. | Single-Family | N/A | Approved | N/A |
| Sunridge Park - Village 3<br>Ranch 80 LLC | Single-Family | N/A | Approved | N/A |
| Sunride Park Village 2A and B<br>Sunridge Park, LLC | Single-Family | 79 | Approved | 212 |
| Sunridge Park Village 5A and B<br>Sunridge Park, LLC | Single-Family | 97 | Approved | 260 |
| Sunridge Park Villages 9 and 10<br>Beazer Homes | Single-Family | 134 | Approved | 359 |
| **TOTAL SUNRIDGE PARK** | | **2,338** | | **6,266** |
| **ANATOLIA VILLAGES** | | | | |
| Anatolia III (Villages 17-24)<br>AKT Development Corp | Single-Family | 879 | Approved | 2,356 |
| Estancia at Anatolia II<br>D.R. Horton | Single-Family | 122 | Approved | 327 |

Continued . . .

EXHIBIT 5
NEW RESIDENTIAL DEVELOPMENT (1)
RANCHO CORDOVA (PRIMARY MARKET AREA)
FEBRUARY 2006

| Development<br>Developer | Type | Units | Status | Estimated<br>Population (2) |
|---|---|---|---|---|
| Anatolia II RD-10 Site<br>AKT Development Corp | Single-Family | 90 | Approved | 241 |
| Anatolia I, Village I and 4<br>Lennar Renaissance | Single-Family | N/A | Approved | N/A |
| Anatolia I, Village 7, 11, 9, 12<br>US Home Corp | Single-Family | N/A | Approved | N/A |
| Anatolia I, V1, 3, 4, 8, and II, v 15<br>Lennar Renaissance | Single-Family | N/A | Approved | N/A |
| Anatolia II, Village 14<br>Cambridge Anatolia LLP | Multifamily | 92 | Approved | 247 |
| Anatolia Village 2<br>Morrison Homes | Single-Family | 5 | Approved | 13 |
| Anatolia I, Village 5<br>Tim Lewis Communities | Single-Family | 105 | Approved | 281 |
| Anatolia I, V6, II, V11<br>Pulte Homes | Single-Family | 79 | Approved | 212 |
| The Villas at Anatolia<br>U.S. Home Corp | Single-Family | N/A | Approved | N/A |
| Anatolia I RD-10<br>Cambridge Homes | Single-Family | 122 | Approved | 327 |
| Anatolia III (Renaissance) Villages 22, 24<br>Lennar Renaissance | Single-Family | N/A | Approved | N/A |
| Anatolia I, Anthology<br>Cambridge Homes | Single-Family | N/A | Approved | N/A |
| **TOTAL ANATOLIA VILLAGES** | | **1,494** | | **4,004** |
| **OTHER DEVELOPMENTS** | | | | |

Continued . . .

EXHIBIT 5
NEW RESIDENTIAL DEVELOPMENT (1)
RANCHO CORDOVA (PRIMARY MARKET AREA)
FEBRUARY 2006

| Development<br>Developer | Type | Units | Status | Estimated<br>Population (2) |
|---|---|---|---|---|
| Ellenwood Court Unit No. 2<br>Dunmore Communities | Single-Family | 60 | Approved | 161 |
| Ellenwood Estates<br>N/A | Single-Family | 60 | Approved | 161 |
| Ellenwood Townhouse Condominiums<br>Parkcrest Development Corp | Multifamily | 28 | Approved | 75 |
| Ellenwood Apartments<br>Parkcrest Development | Multifamily | 28 | Approved | 75 |
| Alexander Collection at Stonecreek<br>Elliott Homes | Single-Family | 196 | Approved | 525 |
| Rancho Cordova Apartments (Ashgrove Place)<br>The Spanos Corporation | Multifamily | 208 | Approved | 557 |
| Stone Creek Apartments<br>Elliott Homes | Multifamily | 288 | Approved | 772 |
| Trinity Garden Estate<br>Aras Design & Construction | Multifamily | 21 | Approved | 56 |
| Cordova City Center Project<br>The Lily Co. | Multifamily | 207 | Approved | 555 |
| Sundance<br>Mather East Limited Partnership | Single-Family | 117 | Approved | 314 |
| Capital Village<br>Beazer Homes Holding Corp | Single-Family | 600 | Approved | 1,608 |
| Summerset Condominiums<br>Gold River Ventures, LLC | Multifamily | 34 | Approved | 91 |
| OTHER TOTAL | | 1,847 | | 4,950 |

Continued . . .

EXHIBIT 5
NEW RESIDENTIAL DEVELOPMENT (1)
RANCHO CORDOVA (PRIMARY MARKET AREA)
FEBRUARY 2006

| Development Developer | Type | Units | Status | Estimated Population (2) |
|---|---|---|---|---|
| GRAND TOTAL | | 5,679 | | 15,220 |

Notes:
(1) Data is from the City of Rancho Cordova Planning Department's "Project Status Report" dated 2/20/06.
(2) Population estimate based on the U.S. Census 2000 average household size of 2.68 for Rancho Cordova CDP.

Source: City of Rancho Cordova Planning Department; and CBRE Consulting.
P:\2006\1006020 DSL Rancho Cordova\Exhibits\[Ex1 to 7.xls]Ex1, Estimated Sales[PRD] 02-Mar-06

EXHIBIT 6
CAPITAL VILLAGE ECONOMIC IMPACT ASSESSMENT
RETAIL SALES LEAKAGE ANALYSIS (1)
CITY OF RANCHO CORDOVA (PRIMARY MARKET AREA)
2004

| | PER CAPITA (2) | | | TOTAL | | | |
|---|---|---|---|---|---|---|---|
| Type of Retailer | Control Area Avg. Sales (3) | City of Rancho Cordova Spending (4) | City of Rancho Cordova Sales | City of Rancho Cordova Spending | City of Rancho Cordova Sales | Attraction/ (Leakage) | Percent Attraction/ (Leakage) |
| Apparel Stores (4) | $477 | $417 | $129 | $22,820,850 | $7,026,000 | ($15,794,850) | (69.2%) |
| General Merchandise Stores (4) (5) | $1,892 | $1,642 | $2,021 | $89,772,773 | $110,511,683 | $20,738,910 | 18.8% |
| Food Stores (6) | $2,273 | $2,139 | $2,061 | $116,972,414 | $112,690,000 | ($4,282,414) | (3.7%) |
| Eating and Drinking Places | $1,204 | $1,028 | $1,241 | $56,223,308 | $67,839,000 | $11,615,692 | 17.1% |
| Home Furnishings and Appliances | $563 | $493 | $957 | $26,934,370 | $52,333,000 | $25,398,630 | 48.5% |
| Building Materials (7) | $1,356 | $1,132 | $1,951 | $61,884,880 | $106,691,000 | $44,806,120 | 42.0% |
| Auto Dealers and Auto Supplies | $2,632 | $2,235 | $708 | $122,208,213 | $38,690,000 | ($83,518,213) | (68.3%) |
| Service Stations | $892 | $779 | $1,066 | $42,590,488 | $58,297,000 | $15,706,512 | 26.9% |
| Farm and Garden Supply Stores (8) | $93 | $78 | $92 | $4,288,290 | $5,027,000 | $738,710 | 14.7% |
| Other Retail Stores (9) | $1,964 | $1,785 | $1,467 | $97,571,383 | $80,205,000 | ($17,366,383) | (17.8%) |
| Totals | $13,345 | $11,728 | $11,693 | $641,266,970 | $639,309,683 | ($1,957,286) | (0.3%) |

Notes:
(1) All figures are expressed in constant 2004 dollars.
(2) Population figures per Department of Finance (DOF) data and SACOG. The 2004 DOF population estimate for Rancho Cordova was 54,676 while the 2004 SACOG estimate for Sacramento and Placer counties was 1,623,045.
(3) The control area is defined as the counties of Sacramento and Placer, combined.
(4) The analysis assumes average household incomes as reported by Claritas, Inc., a national provider of economic and demographic data. Average household income in Rancho Cordova was estimated at $52,317 and in Sacramento and Placer counties at $66,549 in 2004.
(5) Includes general merchandise and drug stores. Drug stores are assumed to comprise 9 percent of total general merchandise sales based on CBRE Consulting's analysis of control area averages. Taxable transactions for drug stores have been adjusted by 0.70, to account for non-taxable sales.
(6) Taxable transactions for grocery stores have been adjusted by 0.30 to account for non-taxable sales.
(7) Building materials group includes hardware stores, plumbing and electrical supplies, paint and wallpaper products, glass stores, farm implement dealers, and lumber. The sales number was provided by the City of Rancho Cordova for retail stores.
(8) Includes fuel and ice dealers.
(9) Other retail stores includes packaged liquor stores, gifts, art goods and novelties, sporting goods, florists, photographic equipment and supplies, musical instruments, stationary and books, jewelry, office and school supplies, second-hand merchandise, mobile homes/trailers and campers, boat and motorcycle dealers, and miscellaneous other retail stores. The number of sales in Building Materials was subtracted out of the Other Retail Stores category. Farm, Garden Supply and Fuel and Ice Dealers was subtracted out of the Other Retail Stores category.

Sources: State Board of Equalization (BOE) "Taxable Sales in California- 2004"; BOE custom table 3 report for the City of Rancho Cordova for 2004; State of California, Department of Finance, "E-1 City / County Population Estimates, with Annual percent Change, January 1, 2004 and 2005", Sacramento, California, May 2005; Sacramento Council of Governments' website http://www.sacog.org/demographics/projections/index.cfm; City of Rancho Cordova; Claritas, Inc.; and CBRE Consulting.

EXHIBIT 7
ESTIMATED RETAIL DEMAND ANALYSIS
RELEVANT HOME IMPROVEMENT CATEGORIES
RANCHO CORDOVA (PRIMARY MARKET AREA)
2008 DOLLARS (MILLIONS)

| Selected Retail Categories (1) | 2008 City of Rancho Cordova Per Capita Spending (2) | New Population Retail Demand (3) 2004 - 2008 | 2008 - 2010 | 2010 - 2015 |
|---|---|---|---|---|
| Home Furnishings and Appliances | $558 | $15.7 | $10.7 | $38.8 |
| Building Materials | $1,282 | $36.2 | $24.6 | $89.2 |
| Garden Supplies | $91 | $2.6 | $1.7 | $6.3 |
| TOTAL | **$1,932** | **$54.5** | **$37.0** | **$134.4** |

Notes:
(1) Includes the retail categories relevant to Lowe's.
(2) The per capita figures are derived from the per capita spending estimates presented in Exhibit 4, adjusted by the inflationary assumptions presented in Exhibit 1, footnote 2.
(3) See Exhibit 5 for population figures, reflected projected growth of 28,205 from 2004-2008, 19,163 from 2008-2010, and 74,349 from 2010-2015.

Source: CBRE Consulting.
P:\2006\1006020 DSL Rancho Cordova\Exhibits\[Ex1 to 7.xls]Ex1, Estimated Sales[PRD] 02-Mar-06

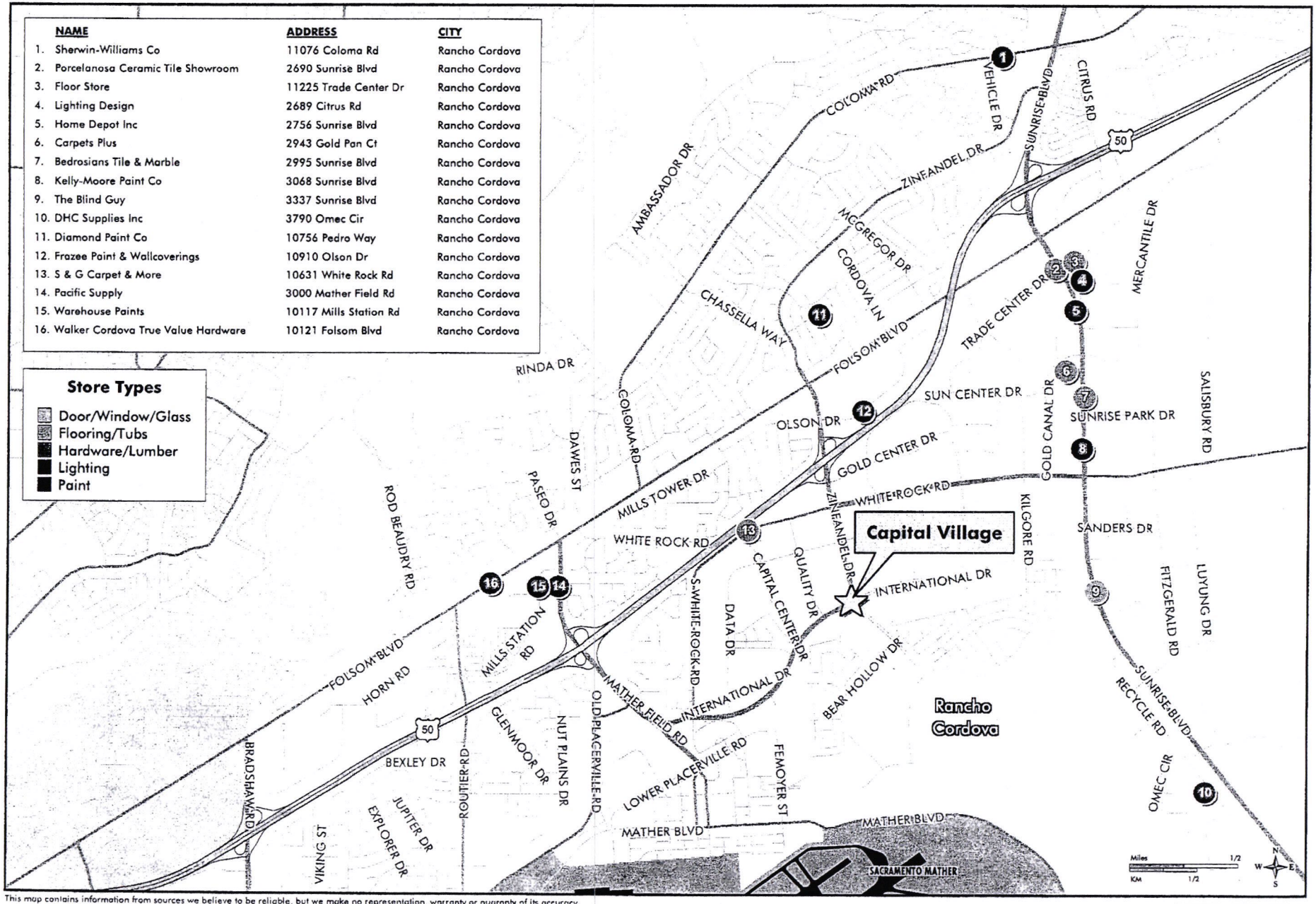
# Exhibit 8: Representative Competitive Home Improvement Stores

Rancho Cordova, CA

| | NAME | ADDRESS | CITY |
|---|---|---|---|
| 1. | Sherwin-Williams Co | 11076 Coloma Rd | Rancho Cordova |
| 2. | Porcelanosa Ceramic Tile Showroom | 2690 Sunrise Blvd | Rancho Cordova |
| 3. | Floor Store | 11225 Trade Center Dr | Rancho Cordova |
| 4. | Lighting Design | 2689 Citrus Rd | Rancho Cordova |
| 5. | Home Depot Inc | 2756 Sunrise Blvd | Rancho Cordova |
| 6. | Carpets Plus | 2943 Gold Pan Ct | Rancho Cordova |
| 7. | Bedrosians Tile & Marble | 2995 Sunrise Blvd | Rancho Cordova |
| 8. | Kelly-Moore Paint Co | 3068 Sunrise Blvd | Rancho Cordova |
| 9. | The Blind Guy | 3337 Sunrise Blvd | Rancho Cordova |
| 10. | DHC Supplies Inc | 3790 Omec Cir | Rancho Cordova |
| 11. | Diamond Paint Co | 10756 Pedro Way | Rancho Cordova |
| 12. | Frazee Paint & Wallcoverings | 10910 Olson Dr | Rancho Cordova |
| 13. | S & G Carpet & More | 10631 White Rock Rd | Rancho Cordova |
| 14. | Pacific Supply | 3000 Mather Field Rd | Rancho Cordova |
| 15. | Warehouse Paints | 10117 Mills Station Rd | Rancho Cordova |
| 16. | Walker Cordova True Value Hardware | 10121 Folsom Blvd | Rancho Cordova |

**Store Types**

- Door/Window/Glass
- Flooring/Tubs
- Hardware/Lumber
- Lighting
- Paint




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# APPENDIX F
# ORIGINAL MITIGATED NEGATIVE DECLARATION

## 1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (MND) prepared pursuant to the California Environmental Quality Act (CEQA), for the proposed Capital Village project. This MND has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 *et seq.*, and the CEQA Guidelines.

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

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

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

(1) *Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*

(2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

If revisions are adopted into the proposed project in accordance with the CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared.

## 1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b) (1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on these criteria, the City of Rancho Cordova will serve as lead agency for the proposed Capital Village project.

## 1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study and Final Mitigated Negative Declaration is to evaluate the potential environmental impacts of the proposed Capital Village project.

This document is divided into the following sections:

- **1.0 Introduction** - Provides an introduction and describes the purpose and organization of this document.

- **2.0 Project Description** - Provides a detailed description of the proposed project.

- **3.0 Environmental Setting, Impacts and Mitigation Measures** - Describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as "no impact," "less than significant," or "potentially significant unless mitigation incorporated" in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level.

  *Changes were made to the Air Quality section to address comments received during the public comment period from the Sacramento Air Quality Management District (SMAQMD). These changes are what constitute the Final Mitigated Negative Declaration.*

- **4.0 Cumulative Impacts** - Includes a discussion of cumulative impacts of this project.

- **5.0 Determination** - Provides the environmental determination for the project;

- **6.0 Report Preparation and Consultations** - Identifies staff and consultants responsible for preparation of this document, persons and agencies consulted, and references.

- **7.0 References** – List of references used to prepare the MND.

## 1.4 ASSUMPTIONS

The City of Rancho Cordova has adopted Sacramento County's General Plan by reference. All references to the County General Plan, including standards, shall be interpreted as the City's General Plan. The City is currently preparing a General Plan. This project is also subject to the Interim General Plan and vision book.

## 2.1 PROJECT LOCATION

The project site is bounded by Data and Disk Drive to the north, Prospect Park Drive on the east, Zinfandel on the west, and the Villages of Zinfandel subdivision to the south. International Drive bisects the property in an east to west direction through the southern portion of the site. Surrounding land uses around the property include business and professional office parks to the north, west and east, and residences to the south. Currently, the property is vacant and is covered by seasonal grasses and is bounded by streets on the east, west, and north sides. There are large trees on the western boundary of the site along Zinfandel Drive. Power lines are present on the property running along the southern border and run north to south through the central portion of the site. **Figures 1** and **2** show the project location and vicinity in relation to the City of Rancho Cordova. **Figure 3** shows site photos that depict site in its undeveloped state.

## 2.2 BACKGROUND

Public Resources Code Section 21083.3 limits CEQA review of certain projects to environmental effects that are "peculiar" to the parcel or to the project and which were not addressed as significant effects in a prior EIR, or which new information shows will be more significant than described in the prior EIR. The Capital Village project is a qualified project pursuant to section 21083.3, which provides in pertinent part:

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

CEQA Guidelines Section 15183 provides guidance on the criteria to be used in making a determination as to whether Section 21083.3 will apply. Specifically, Guideline Section 15183, subdivision (b), provides as follows:

> (b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those, which the agency determines, in an initial study or other analysis:
>
> (1) Are peculiar to the project or the parcel on which the project would be located, and

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

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

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

This Initial Study is devoted to discussing the basis upon which this partial exemption provided by Section 21083.3 is used for the Capital Village project.

Guideline Section 15183, subdivision (f), provides guidance as to certain categories of effects that, as a matter of law, are not considered "peculiar" to a project. This provision states in part as follows:

(f) An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate the environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect.

## 2.3 PROJECT CHARACTERISTICS

The proposed project will include a General Plan Amendment, Rezone, Development Agreement, and Tentative Subdivision Map. The Capital Village project is located on an approximately 117-acre site and would include 562 lots on 52 acres, 222 Town Homes on 14 acres, 7 acres of commercial/mixed-use with 43 live/work units, 7 acres of park uses, 2 acres of open space, and 25 acres of retail if approved. Development of the proposed project would result in the creation of 836 dwelling units (du) (See **Table 1** and **Figure 4**, Site Plan).

*Please note the Draft MND incorrectly stated 836 units. The traffic, air, and noise analysis was based on this higher unit count. Therefore, all traffic, noise, and air quality impacts are overstated by 9 units.*

TABLE 1
PROPOSED LAND USES

| Land Use | Acres | Units |
|---|---|---|
| Single Family Residential | 52.16 | 562 |
| Town homes | 14.19 | 222 |
| CMU | 6.55 | 43 |
| Retail Center | 25.25 | – |
| Parks | 7.67 | – |
| Open Space | 1.88 | – |
| Landscaped Corridors | 4.92 | – |
| Roads | 4.35 | |
| Totals | 116.96 | 827 |

## 2.4 REQUIRED PROJECT APPROVALS

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

- Caltrans
- Sacramento Metropolitan Air Quality Management District (SMAQMD)
- Central Valley Regional Water Quality Control Board (CVRWQB)
- Sacramento Metropolitan Utility District (SMUD)
- Sacramento Resource Conservation District (SRCD)
- California Department of Fish and Game (CDFG)
- U.S. Army Corps of Engineers (USACE)
- U.S. Fish and Wildlife Service (USFWS)
- County Sanitation District (CSD-1)
- Southern California Water Company (SCWC)

## 3.1 INTRODUCTION

This section provides an evaluation of the potential environmental impacts of the proposed project, including the CEQA Mandatory Findings of Significance. There are 14 specific environmental issues evaluated in this chapter. Other CEQA considerations are evaluated in Chapter 4.0. The environmental issues evaluated in this chapter include:

- Land Use Planning, Population, and Housing
- Geophysical (Earth)
- Water
- Air Quality
- Transportation/Circulation
- Biological Resources
- Energy and Mineral Resources
- Hazards
- Noise
- Public Services
- Utilities and Services Systems
- Aesthetics
- Cultural Resources
- Recreation

For each issue area, one of four conclusions is made:

- **No Impact:** No project-related impact to the environment would occur with project development.

- **Less than Significant Impact:** The proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

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

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

## INITIAL ENVIRONMENTAL STUDY

1. **Project Title:** Capital Village

2. **Lead Agency Name and Address:** City of Rancho Cordova
   3121 Gold Canal Drive
   Rancho Cordova, CA 95670

3. **Contact Person and Phone Number:** Hilary Anderson (916) 361-8384

4. **Project Location:** The project site is located within the City of Rancho Cordova. The project site is bounded by Zinfandel Drive to the west, Prospect Park Drive to the east, Disk Drive to the north and Villages of Zinfandel development to the south. International Drive running east to west bisects the project site between Zinfandel Drive and Prospect Park Drive.

5. **Project Sponsor's Name and Address:** Beazer Homes
   3721 Douglas Blvd., Suite 100
   Roseville CA, 95661

6. **General Plan Designation(s):** Industrial-Office Park.

7. **Zoning:** MP.

8. **General Plan:** The project location is within the City of Rancho Cordova, which has adopted the Sacramento County General Plan as the interim Rancho Cordova General Plan.

9. **APN Number:** 072-0680-010, 072-0680-011, 072-0680-012, 072-0680-013, 072-0680-014, 072-0680-015, 072-0680-016, 072-0680-017, 072-0680-018, 072-0680-019, 072-0680-020, 072-0680-021, 072-0680-034, 072-0680-035, 072-0680-036, 072-0680-037, 072-0680-038.

10. **Description of the Project:** The proposed project will include a General Plan Amendment, Rezone, Development Agreement, and Tentative Subdivision Map. The Capital Village project is located on an approximately 117-acre site and would include 562 lots on 52 acres, 222 Town Homes on 14 acres, 7 acres of commercial/mixed-use with 43 live/work units, 7 acres of park uses, 2 acres of open space, and 25 acres of retail. Development of the proposed project would result in the creation of 827dwelling units (du) (See **Figures 3** and **4** for project information).

11. **Surrounding Land Uses and Setting:** The project site is bounded by Data and Disk Drive to the north, Prospect Park Drive on the east, Zinfandel Drive on the west, and the Villages of Zinfandel subdivision to the south. International Drive bisects the property in an east to west direction through the southern portion of the site. Surrounding land uses around the property include business and professional office parks to the north, west and east, and residences to the south. Currently, the property is vacant and is covered by seasonal grasses and is bounded by streets on the east, west, and north sides. Power lines are present on the property running along the southern border and run north to south through the central portion of the site.

**12. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).**

1. City of Rancho Cordova
2. Caltrans
3. Sacramento County Water Agency (SCWA)
4. Sacramento Metropolitan Air Quality Management District (SMAQMD)
5. Central Valley Regional Water Quality Control Board (CVRWQCB)
6. Sacramento Metropolitan Utility District (SMUD)
7. Sacramento Resource Conservation District (SRCD)
8. U.S Army Corps of Engineers (USACE)
9. U.S. Fish and Wildlife Service (USFWS)
10. County Sanitation District (CSD-1)
11. California Department of Fish and Game (CDFG)

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project involving at least one impact that is a "Potentially Significant Impact Unless Mitigation is Incorporated" as indicated by the checklist on the following pages.

| | | |
|---|---|---|
| ☐ Aesthetics | ☒ Hazards & Hazardous Materials | ☐ Public Services |
| ☐ Agricultural Resources | ☐ Hydrology/Water Quality | ☐ Recreation |
| ☒ Air Quality | ☐ Land Use and Planning | ☒ Transportation/Traffic |
| ☒ Biological Resources | ☐ Mineral Resources | ☐ Utilities & Service Systems |
| ☒ Cultural Resources | ☒ Noise | ☒ Mandatory Findings of Significance |
| ☐ Geology and Soils | ☐ Population and Housing | |

## PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the Capital Village project, as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration. (The discussion demonstrates that there are no potentially significant impacts identified that cannot be mitigated to a less-than-significant level. Therefore, an EIR is not warranted.)

## EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.

3. A "Less than Significant Impact" applies when the proposed project would not result in a substantial and adverse change in the environment. This category also applies when the impact has been previously addressed and it has been determined that there are no new impacts created by the project. This impact level does not require mitigation measures.

4. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

5. "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact". The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

6. Preparers are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached and other sources used or individual contacts should be cited in the discussion.

7. Impacts that were originally classified as potentially significant on previous documents may now be indicated as less than significant. These particular impacts will be marked as "Less than Significant Impact" if the Specific Plan does not create any new impacts for the project area than those previously evaluated.

| | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|---|
| I. | AESTHETICS Would the project: | | | | | |
| a) | Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) | Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) | Substantially degrade the existing visual character or quality of the site and its surroundings? | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) | Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ | ☐ |

## Discussion of Impacts

a) *Less Than Significant Impact.* There are no scenic vista views available from the project site. Mid-range views consist of existing single-family residences and office buildings. Long-range views generally consist of rural/agricultural land uses, power transmission lines, industrial and aggregate operations and military/airport operations. Implementation of the project would not adversely affect views on nearby or distant scenic vistas; therefore, this impact is *less than significant.*

b) *Less Than Significant Impact.* The nearest highways are US 50 and the Jackson Highway (State Route 16), which are not designated as a state scenic highway's in the vicinity of the project site. As such, implementation of the project would not damage scenic resources views from these highways. Therefore, this impact considered *less than significant.*

c) *Less Than Significant Impact:* The proposed project is typical of the development surrounding the site. The proposed project is characterized as high-density residential development consisting of 827 new dwelling units. The density and architecture of the proposed residences would be similar to those in the surrounding area. As such, it would not necessarily be intrusive or substantially degrade the existing visual character of the site and its surroundings. Furthermore, the large existing power lines shown in **Figure 3** would be put under ground by the proposed project. Given the development proposed and planned in the vicinity of the project site, the project would have a *less than significant* impact on the visual character and quality of the site and surroundings.

d) *Less Than Significant Impact.* The project would increase the level of light and glare in an established developed area that is relatively unlit at night. Although additional light and glare would result, the impact is expected to be *less than significant.*

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| **II. AGRICULTURE RESOURCES** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: | | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use? | ☐ | ☐ | ☒ | ☐ | ☐ |

## Discussion of Impacts

a) *Less Than Significant Impact.* The Capital Village project would not convert Prime, Farmland of Statewide Importance, or Unique Farmland to non-agricultural uses. Project impacts are considered *less than significant* given that the entire site is already zoned for urban uses.

b) *Less Than Significant Impact.* The project site is not under a Williamson Act contract. Therefore, the project's conflicts and impacts with agricultural zoning, and existing Williamson Act contracts act are considered *less than significant*.

c) *Less Than Significant Impact.* See a) and b) above.

| | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|---|
| III. | AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | | |
| a) | Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) | Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☒ | ☐ | ☐ | ☐ |
| c) | Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | ☐ | ☒ | ☐ | ☐ | ☐ |
| d) | Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ | ☐ |
| e) | Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ | ☐ |

## Discussion of Impacts

a) *Less Than Significant Impact.* The project would not substantially conflict with or obstruct implementation of the Sacramento Metropolitan Air Quality Attainment Plan or the goals and objectives of the Sacramento County General Plan. Therefore, the projects impacts are *less than significant.*

b) *Potentially Significant Unless Mitigation Incorporated.* The City of Rancho Cordova is a known area of non-attainment for State and federal standards for carbon monoxide (CO), ozone, and particulate matter less than 10 microns in diameter (PM10). The Sacramento Air Quality Management District (SMAQMD) has set the threshold for NOx, an ozone precursor, at 85 pounds (lbs) per day for construction emissions. Urbemis Air Emissions modeling was conducted to calculate construction emissions produced by the proposed project (**Appendix A-1**). The project was broken down into four phases of construction to more accurately reflect construction scheduling. Construction emissions of NOx are presented below in **Table 2.**

Table 2
**Unmitigated Construction Emissions**

| Construction Phase | NOX Emissions (lbs per day) |
|---|---|
| Grading Phase 1 | 123.42 |
| Building Construction 1 | 184.82 |
| Building Construction I/II | 369.97 |
| Building Construction II/III | 345.71 |
| Building Construction III | 211.62 |
| Building Construction III/IV | 421.55 |
| Building Construction IV | 209.93 |

As shown in **Table 2**, the proposed project would be over the NOx threshold during all phases of construction. Furthermore, PM10 emissions could be significant during construction activities. This is considered a *potentially significant impact*.

Mitigation Measures

The following mitigation measures are incorporated into the proposed project to reduce PM10 emissions.

**MM 3.1a** The project applicant shall require that the contractors water all haul roads at least twice daily during construction activities. This requirement shall be included as a note in the improvement plan submittal.

*Timing/Implementation:* *During all phases of the project.*

*Enforcement/Monitoring:* *City of Rancho Cordova Planning Department in coordination with SMAQMD.*

**MM 3.1b** The project applicant shall require that the contractor limit vehicle speed for onsite construction vehicles to 15 mph when winds exceed 20 miles per hour. This requirement shall be included as a note in the improvement plan submittal.

*Timing/Implementation:* *During all phases of the project.*

*Enforcement/Monitoring:* *City of Rancho Cordova Planning Department in coordination with SMAQMD.*

**MM 3.1c** The project applicant shall require paved streets adjacent to construction sites to be washed or swept daily to remove accumulated dust. This requirement shall be included as a note in the improvement plan submittal.

*Timing/Implementation:* *During all phases of the project.*

*Enforcement/Monitoring:* *City of Rancho Cordova Planning Department in coordination with SMAQMD.*

**MM 3.1d** The project applicant shall require that, when transporting materials by truck during construction activities, two feet of freeboard shall be maintained by the contractor, and that the materials are covered. This requirement shall be included as a note in the improvement plan submittal.

*Timing/Implementation:* *During all phases of the project.*

*Enforcement/Monitoring:* *City of Rancho Cordova Planning Department in coordination with SMAQMD.*

Implementation of mitigation measures MM 3.1a through MM 3.1d would reduce PM10 impacts to less than significant. The following mitigation measures are incorporated into the proposed project to reduce NOx emissions.

**MM 3.1e** The project shall provide a plan for approval by SMAQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction

project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction;

And,

The project applicant shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

*Timing/Implementation:* *Prior to site disturbance.*

*Enforcement/Monitoring:* *City of Rancho Cordova and SMAQMD.*

**MM 3.1f** The project applicant shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

*Timing/Implementation:* *During all phases of the project.*

*Enforcement/Monitoring:* *City of Rancho Cordova and SMAQMD.*

Implementation of mitigation measures MM 3.1e and MM 3.1f would reduce project related NOx emissions.

As shown in **Table 3**, with implementation of mitigation measures 3.1e and 3.1f, the proposed project would be 42,020.70 lbs or 21.01 tons over the established NOx threshold. The SMAQMD has an established off-site mitigation fee of $13,000 per ton a project is over the NOx threshold. This results in the need for $285,741 of off-site mitigation fees to achieve a less than significant impact.

Table 3
Mitigated Construction Emissions

| Construction Phase | NOx Emissions (lbs per day) | NOx Over Threshold | Duration (days) | Total Significant NOx (lbs) |
|---|---|---|---|---|
| Grading Phase 1 | 98.74 | 13.74 | 22 | 302.19 |
| Building Construction 1 | 147.86 | 62.86 | 55 | 3457.08 |
| Building Construction I/II | 295.98 | 210.98 | 44 | 9282.94 |
| Building Construction II/III | 276.57 | 191.57 | 55 | 10536.24 |
| Building Construction III | 169.30 | 84.30 | 33 | 2781.77 |
| Building Construction III/IV | 337.24 | 252.24 | 44 | 11098.56 |
| Building Construction IV | 167.94 | 82.94 | 55 | 4561.92 |
| Total | | | | 42,020.70 |

The following mitigation measure is incorporated into the proposed project to reduce NOx emissions to less than significant.

**MM 3.1g** The project applicant shall pay an off site mitigation fee of **$285,741** to the SMAQMD to reduce construction related NOx emissions to a less than significant level.

*Timing/Implementation:* *Prior to site disturbance.*

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

Implementation of mitigation measure MM 3.1g would ensure a less than significant impact to construction related NOx emissions.

c) *Potentially Significant Unless Mitigation Incorporated.* The SMAQMD has an existing operational threshold for ROG and NOx of 65 lbs per day. Urbemis Air Emissions modeling was conducted for the proposed project to determine operational emissions (**Appendix A-2**). It was determined that the proposed project would be well over the operational thresholds established by SMAQMD. Therefore, the project applicant submitted an Operational Air Quality Mitigation Plan to the SMAQMD to reduce operational emissions (**Appendix A-3**). The SMQMD determined that implementation of the Operational Air Quality Mitigation Plan would result in an 18% reduction in operational emissions (**Appendix A-4**). The SMAQMD determined that the project would still be over the operational thresholds, and that further mitigation was needed. The SMAQMD determined that $137,036 of off-site mitigation was needed to reduce operational impacts to a less than significant level (**Appendix A-4**). The following mitigation measures have been incorporated into the project in reference to the Operational Air Quality Mitigation Plan and subsequent off-site mitigation fee.

Mitigation Measures

**MM 3.1h** The applicant shall adhere to all provisions in the Operational Air Quality Mitigation Plan to achieve the stated 18% reduction in operational emissions.

*Timing/Implementation:* *Prior to site disturbance.*

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

**MM 3.1i** The project applicant shall pay an off site mitigation fee of **$137,036** to the SMAQMD to reduce operational related emissions to a less than significant level.

*Timing/Implementation:* *Prior to site disturbance.*

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

Implementation of mitigation measures MM 3.1h and MM 3.1i would ensure a less than significant impact to operational related emissions.

d) *Less Than Significant Impact.* Construction activities associated with the proposed project are not associated with substantial pollutant concentrations. Land uses such as schools, hospitals, parks and elderly housing are considered sensitive to mobile and stationary sources of air pollution. No such uses are located within the project vicinity. Therefore, this impact is *less than significant.*

e) *Less Than Significant Impact.* The project is not expected to create objectionable odors affecting substantial numbers of people. This is considered a *less than significant* impact.

| | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|---|
| IV. | **BIOLOGICAL RESOURCES** Would the project: | | | | | |
| a) | Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☒ | ☐ | ☐ | ☐ |
| b) | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) | Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means? | ☐ | ☐ | ☐ | ☒ | ☐ |
| d) | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☒ | ☐ | ☐ |
| e) | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☒ | ☐ | ☐ |
| f) | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? | ☐ | ☐ | ☒ | ☐ | ☐ |

## Setting

A biological site visit was conducted for the project site on September 28th and 30th, 2004. Both parcels have been historically graded, filled, and physically disturbed by multiple human activities. There are numerous fine grain mining tailing piles as well as vast coverage with cobble and rock fill. Many areas of cement and asphalt have also been dumped on-site. Garbage and debris are common particularly around the edges of the parcels. There are no large trees within the site, however, there are many medium and small trees ands shrubs including willow (probably *Salix lasiolepis* – a FACW wetland indicator plant), *Ailanthus altissima*, cottonwood saplings, and ornamental trees (i.e., Chinese pistache). Wetlands may be present on site in areas containing willow and cottonwood because these species like wet areas. The site also contains ample tumble weed and star thistle. The site does not contain vernal pool or riparian habitats. Vernal pool species -Sacramento Orcutt grass (*Orcuttia viscida*), slender orcutt grass (*Orcutia tenuis*), legenere (*Legenera limosa*); vernal pool – seep/marsh species- Boggs Lake hedge-hyssop (*Gratiola heterosepala*); marsh species - Sanford's arrowhead (*Sagittaria sanfordii*); and valley foothill grassland species - Ahart's dwarf rush (*Juncus leiospermus*) would

not be expected to grow on the site due to the existing disturbed site conditions and the lack of vernal pools and wetlands.

Two elderberry shrubs (*Sambucus mexicanus or S. racemosa*) where observed on site. One shrub is located along the southern edge of the southern parcel and the second is located in the middle north area of the northern parcel, just east of the power lines. This shrub species is notable as the host species for the valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) a federally threatened species.

A burrowing owl (*Athene cunicularia*), a federal and State species of special concern, was observed along the southern border of the southern parcel along the fence line less than 100 meters west of Prospect Park Drive. This individual was perching and foraging in the area (just east of an elderberry shrub and clusters of willows). Subsequently, Cribbs and Associates conducted four surveys of the Capital Village Site to determine burrowing owl presence. Cribbs and Associates found that the extremely rocky soils on the site are not suitable habitat for burrowing mammals. They also did not find burrows, pellets, or other indications or suitable habitat for burrowing owls. Since burrowing owls are generally associated with habitats where such burrows are present, this site does not appear to be of high value to this species. Furthermore, the survey concluded that the one burrowing owl was using a cavity under a piece of plywood for shelter. When this piece of plywood was moved, the burrowing owl was not observed during future surveys. It was concluded that this one burrowing owl was a transient bird using the debris on the site for shelter.

**Discussion of Impacts**

a) *Potentially Significant Unless Mitigation Incorporated.* As noted above, surveys have determined the presence of elderberry shrubs, and the past presence of a transient burrowing owl. The project applicant proposes to avoid disturbance of the elderberry shrubs; however, construction activities would have the potential to adversely affect this habitat for the Valley Elderberry Longhorn Beetle. Furthermore, debris piles associated with construction activities would have the potential to attract future burrowing owls. Therefore, this impact is considered *potentially significant*.

Mitigation Measures

The following mitigation measures have been incorporated into the proposed project:

**MM 4.1** During construction activities, no large debris piles shall be allowed on the Capital Village Site. Debris shall be transported to the proper disposal facility in a timely manner to avoid creating shelter for transient borrowing owls.

*Timing/Implementation:* *During Construction Activities.*

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

**MM 4.2** The project proponents shall conduct (or update) determinate surveys for elderberry shrubs using protocol acceptable to the regulatory agencies with authority over these species.

- A detailed plan, which describes the specific methods to be implemented to avoid any project impacts upon special status species to a less than significant level will be required. This detailed Special Status Species

Avoidance Plan shall be prepared in consultation with the USFWS and CDFG, and shall emphasize a multi-species approach to the maximum extent possible.

- If on-site shrubs cannot be avoided, or if the City directs them to be transplanted, then a mitigation plan shall be developed and implemented in consultation with USFWS consistent with the conservation guidelines for the valley elderberry longhorn beetle, which includes one of the two following options:

- Obtain credits at an approved mitigation bank;

OR

- Implement an onsite mitigation and monitoring plan that includes transplantation of the shrub and planting of elderberry seedlings.

The mitigation plan shall be approved by the USFWS prior to acceptance by the City. Any required onsite mitigation shall be incorporated into subsequent improvement and construction plans.

*Timing/Implementation:* *Prior to site disturbance.*

*Enforcement/Monitoring:* *City of Rancho Cordova Planning Department, USFWS and CDFG.*

b) *Less Than Significant Impact.* The project site does not contain sensitive natural communities identified by local, state and federal agencies. This is considered a *less than significant* impact.

c) *No Impact.* There are no federally protected wetlands as defined by Section 404 of the Clean Water Act on the project site. Development of the site for single-family homes would have *no impact* on wetlands.

d) *Less Than Significant Impact.* Implementation of the proposed project would not interfere with the movement of any fish or wildlife species or impede the use of native wildlife nursery sites or corridors; therefore, this impact is considered *less than significant.*

e) *Less Than Significant Impact.* Development of the project site will not cause conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, the implementation of the project would not conflict with biological resources and the impact would be *less than significant.*

f) *Less Than Significant Impact.* Currently, there is not an adopted Habitat Conservation Plan (HCP) for Sacramento County; therefore, the project would not conflict with such plans and the impact would be *less than significant.*

| | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|---|
| V. | **CULTURAL RESOURCES** Would the project: | | | | | |
| a) | Cause a substantial adverse change in the significance of a historical resource as defined in ? 15064.5? | ☐ | ☐ | ☐ | ☒ | ☐ |
| b) | Cause a substantial adverse change in the significance of an archaeological resource pursuant to? 15064.5? | ☐ | ☒ | ☐ | ☐ | ☐ |
| c) | Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? | ☐ | ☒ | ☐ | ☐ | ☐ |
| d) | Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☒ | ☐ | ☐ |

## Setting

In-house cultural resources staff conducted archaeological investigations for the Capital Village site in the City of Rancho Cordova. The investigations were conducted to comply with CEQA. The archaeological investigations included: a records search at the North Central Information Center at California State University, Sacramento; a sacred lands search completed by the Native American Heritage Commission in October 2004; Native American consultation conducted in October 2004; and pedestrian surface survey of the project Area of Potential Effect (APE) conducted in September 2004 (See **Appendix B**). Archaeological investigations were adequate to identify typical prehistoric and historic resources that would likely be present in the project area. Archaeological investigations did not identify any significant cultural resources (e.g., prehistoric sites, historic sites, or isolated artifacts) within the boundaries for the proposed project and no comments, to date, have been received from the Native American community.

## Discussion of Impacts

a) *No Impact.* The site is vacant and is not known to have any historical resources or significant characteristics as defined by the criteria within the CEQA Guidelines. Therefore, the project would not impact any historical resources.

b) *Potentially Significant Unless Mitigation Incorporated.* Archaeological investigations for the project did not identify any prehistoric sites, historic sites, or unique archaeological resources. There is a possibility, however, of unanticipated and accidental archaeological discoveries during ground-disturbing project-related activities. Any unanticipated and accidental archaeological discoveries during project implementation have the potential to affect unique archaeological resources. This is considered a *potentially significant* impact because the project would implement existing policies in CEQA and the interim Rancho Cordova General Plan for the protection of cultural resources (e.g., prehistoric sites or historic sites).

Mitigation Measures

**MM 5.1** Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during reclamation activities, work shall be suspended and the City of Rancho Cordova shall be immediately notified. At that time, the City will coordinate any necessary investigation of the site with appropriate specialist, as needed. The project proponent shall be required to implement any mitigation necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

*Timing/Implementation:* *During all phases of construction activities.*

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

Implementation of Mitigation Measure MM 5.1 would ensure that the project's potential cultural, historic, paleontologic, and archeological resource impacts are *less than significant*.

c) *Potentially Significant Unless Mitigation Incorporated.* A search of the database at the University of California Museum of Paleontology did not identify any formally documented paleontological sites in the City of Rancho Cordova, but there are documented finds primarily associated with the Riverbank Formation in the east Sacramento County area. Project activities would not likely impact the Riverbank Formation, however, there is a possibility of unanticipated and accidental paleontological discoveries during ground-disturbing project-related activities. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant paleontological resources. Therefore this is considered a *potentially significant* impact. The project would implement existing policies in CEQA and the interim Rancho Cordova General Plan for the protection of paleontological resources. Refer to mitigation MM 5.1 in b) above.

d) *Less than Significant Impact.* There are no known cemeteries on the project site. However, due to the large Native American population in the area in the past, the primary concern is the disturbance of hidden or unmarked sites, such as gravesites of areas of spiritual significance, which may not contain any surface evidence of occupancy. The project is not expected to result in any new cultural resource impacts. However, mitigation would ensure a *less than significant* impact to human remains. Refer to mitigation MM 5.1 in b) above.

| VI. GEOLOGY AND SOILS Would the project: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving: | | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☒ | ☐ | ☐ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ | ☐ |
| iv) Landslides? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | ☐ | ☐ | ☒ | ☐ | ☐ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ☒ | ☐ |

## Existing Setting

A report titled "Geotechnical Report for White Rock Hightech Park- Phase II, Rancho Cordova, California," was prepared by Anderson Geotechnical Consultants, Inc. (AGC) dated March 1984. The 117-acre Capital Village Development site is included within areas studied for the 1984 report. Furthermore, ENGEO prepared a Geotechnical Report for the Capital Village site in June 2004. This 2004 geotechnical report is kept on file in the City of Rancho Cordova's Planning Department. The geotechnical report states,

> *"From a geotechnical engineering viewpoint, in our opinion, the site may be developed, as planned. The primary geotechnical concerns that could affect development on the site are compressible soil and expansive soil."*

In reference to Compressible Soil, the 2004 geotechnical report states,

> *"To address the underlying compressible soil in the residential areas, we recommend that a uniform blanket of at least 3 feet of engineered fill be constructed below each building pad."*

In reference to Expansive Soil, the 2004 geotechnical report states,

> *"To reduce the potential for damage to the planned structure, we recommend that selective grading be performed such that no clay is placed within the upper 2 feet of building pads. We also recommend that other structural improvements at the project, including concrete flatwork and paving be designed for moderate to highly expansive soil conditions."*

In conclusion, the 2004 geotechnical reports states that once the specific location and sizes of the commercial and retail buildings are known, that a geotechnical study specific to the building plan should be prepared to address specific conditions at the building location. The applicant has agreed to include these recommendations from the ENGEO report into the project design.

**Discussion of Impacts**

a)

(i) *Less Than Significant Impact.* The site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone and no known active fault exists within the site. The potential for impacts to public safety resulting from the rupture of a known earthquake fault is not considered to be an issue of significant environmental concern. Therefore, this is considered a *less than significant* impact.

(ii) *Less Than Significant Impact.* See response to a(i) above. The potential for strong seismic ground shaking is not a significant environmental concern due to the infrequent seismic activity of the area; however, any development would be required to comply with any seismic standards enforced by the UBC. This impact is considered *less than significant.*

(iii) *Less Than Significant Impact.* See response to a (i) above. The soil types of the project site do not constitute a potential impact for ground failure or liquefaction; therefore this impact is considered *less than significant.*

(iv) *Less Than Significant Impact.* The project site is characterized by flat terrain; as such, the project site has very low potential for landslides. This impact is considered *less than significant.*

b) *Less Than Significant Impact.* Grading activities associated with development of the project would remove vegetative cover and would expose soils to wind and surface water runoff. The project is subject to the Sacramento County Land Grading and Erosion Control Ordinance, which established administrative procedures, standards of review and enforcement procedures for controlling erosion, sedimentation, and disruption of existing drainage. Therefore, this impact is considered *less than significant.*

c) *Less Than Significant Impact.* The soil groups present on the project site have high percentages of clay, which expand with wetting and drying conditions. These soils present a mild geologic hazard due to high-shrink swell potential. The project is subject to standard construction requirements that mitigate this issue. Additionally, the project will include the measures identified in the ENGEO report. Therefore, this impact is considered *less than significant.*

d) *Less Than Significant Impact.* See c) above.

| | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|---|
| VII. | HAZARDS AND HAZARDOUS MATERIALS Would the project: | | | | | |
| a) | Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) | Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☒ | ☐ | ☐ | ☐ |
| c) | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ | ☐ |
| d) | Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☒ | ☐ |
| e) | For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☒ | ☐ | ☐ |
| f) | For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ | ☐ |
| g) | Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ | ☐ |
| h) | Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | ☐ | ☐ | ☒ | ☐ | ☐ |

## Existing Setting

The initial Phase I Environmental Site Assessment was prepared for the Capital Village property by ENGEO (June 21, 2004). The 2004 Phase I Site Assessment is on file in the City of Rancho Cordova's Planning Department. The Assessment identified potential hazardous impacts resulting from including but not limited to: the exposure to off-site groundwater contamination; exposure to residual agricultural chemicals; potential Kiefer Landfill impacts; exposure to toxic air emission sources; exposure to PCB's and radon; and the potential of exposure to asbestos during the construction period.

The 2004 Phase I Site Assessment concluded,

> *"The property has been affected by historic gold mining operations that used dredges to excavate and process native soil for gold recovery. Mercury amalgamation is known to*

*have been used on the dredges. It is known that some dredge tails contain detectable concentrations of mercury and that these detections are evidence of historic discharges. The October 2002 United States Environmental Protection Agency, Region 9 Preliminary Remediation Goals (PRG) show no published PRG for elemental mercury. The PRG for mercury and compounds in residential soil is 230 mg/kg and is 6.1 for methyl mercury. Dredge tails are the remnants of excavated and highly disturbed native soil. Although low, there is a potential for items that would be deemed an REC to have been buried in the dredge tails. We recommend that a limited number of surface soil samples be collected for analysis of elemental mercury and methyl mercury to assess whether mercury poses a threat to residential uses. We recommend that ENGEO be retained to evaluated debris that may be uncovered by grading of the dredge tailings."*

Subsequently, ENGEO has performed the recommended Phase II Environmental Site Assessment. ENGEO collected 25 discrete near surface soil samples in a grid pattern over the Capital Village site. These 25 discrete samples were then sent to Excelchem Environmental Labs for analysis of total mercury using EPA Test Method 7471. The Phase II Environmental Site Assessment is kept on file at the City of Rancho Cordova's planning department. The results of the Phase II ESA are as follows:

*"Based on the laboratory results for total mercury within the 3/8 inch or smaller size material within the near surface soil of the property, and previous available public studies that describe background concentrations of heavy metals in California soil, we conclude that mercury levels with the property are consistent with expected naturally occurring background levels. It is our opinion that no further sampling and analysis be done at this time."*

**Discussion of Impacts**

a) *Less Than Significant Impact.* The land uses proposed as part of the project site consist of residential and landscape corridor lots, which are not associated with the use of large amounts of hazardous materials. Therefore, implementation of the project is expected to result in *less than significant* hazardous material transportation and disposal related impacts.

b) *Potentially Significant Impact.* Construction of the project as proposed would involve the use and handling of small amounts of hazardous materials associated with naturally occurring background levels, but would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts involving hazards and hazardous materials are *potentially significant.*

Mitigation Measures

**MM 7.1a** The Capital Village project applicants shall coordinate with SMUD to ensure that all transformers, which predate 1979/1980, are sampled and analyzed as needed to determine the presence or absence of PCBs. All PCB-containing transformers shall be removed and replaced with PCB-free transformers.

*Timing/Implementation:* *Prior to issuance of building permits.*

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

**MM 7.1b** As development occurs, all debris, trash, refuse, and abandoned, discarded, and/or out-of-service items shall be removed from the Capital Village project site and disposed of or recycled off-site.

*Timing/Implementation:* *Prior to issuance of building permits.*

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

**MM 7.1c** If any underground storage tanks (UST) are discovered during construction activities, the UST shall be removed as required by the County Environmental Management Department (EMD), Hazardous Materials Division. In addition, groundwater and soil investigation for contamination and remediation in the tank vicinity shall be conducted if required by the EMD.

*Timing/Implementation:* *Prior to issuance of building permits.*

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

Implementation of Mitigation Measures MM 7.1a through 7.1c would reduce potential PCB, underground storage tanks, and/or trash and debris impacts to *less than significant*. No other significant risks of explosion or accidental release of hazardous substances are anticipated; therefore, this impact is considered *less than significant*.

c) *No Impact.* The proposed residential uses on the project site would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Therefore, impacts resulting from hazardous emissions are expected to have *no impact* on schools.

d) *No Impact.* The proposed project is not located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As a result, it would not create a significant hazard to the public or the environment and *no impact* from a hazardous materials site is expected.

e) *Less Than Significant.* The project site is located directly northeast of Mather Field Airport. The project site is located within the Comprehensive Land Use Planning (CLUP) area of the Sacramento Mather Airport. However, it is located outside of the Mather safety zone. Implementation of the project would not adversely affect operations of this facility and is not anticipated to result in safety related hazards or adverse impacts to people residing or working on the project sites. Therefore, this impact is considered *less than significant*.

f) *No Impact.* The project area is not located within the vicinity of a private airstrip. Therefore, *no impacts* are anticipated.

g) *Less Than Significant Impact.* Implementation of the proposed project would not conflict with the *Sacramento County Multi-hazard Disaster Plan, the Sacramento County Area Plan* or any other adopted emergency response or evacuation plan. Therefore, this impact is considered *less than significant*.

h) *Less Than Significant Impact.* The project site is not adjacent to wildlands and is in an area designated for urbanized land uses. Additionally, implementation of the project would not

place residences or structure where they are intermixed with wildlands. Therefore, this impact is considered *less than significant* and does not require mitigation.

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| **VIII. HYDROLOGY AND WATER QUALITY.** Would the project: | | | | | |
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation, and or environmental harm on- or off-site? | ☐ | ☐ | ☒ | ☐ | ☐ |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff during construction and after construction in a manner that would result in flooding on- or off-site? | ☐ | ☐ | ☒ | ☐ | ☐ |
| e) Potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas? | ☐ | ☐ | ☒ | ☐ | ☐ |
| f) Potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit? | ☐ | ☐ | ☒ | ☐ | ☐ |
| g) Potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies? | ☐ | ☐ | ☒ | ☐ | ☐ |
| h) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ☒ | ☐ | ☐ |
| i) Otherwise substantially degrade water quality? | ☐ | ☐ | ☒ | ☐ | ☐ |
| j) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ☒ | ☐ | ☐ |
| k) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | ☐ | ☐ | ☒ | ☐ | ☐ |
| l) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam? | ☐ | ☐ | ☒ | ☐ | ☐ |

| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| m) Inundation by seiche, tsunami or mudflow? | ☐ | ☐ | ☐ | ☒ | ☐ |

Discussion of Impacts

a) *Less Than Significant Impact.* The project would be required to meet all applicable water quality standards and waste discharge requirements as a condition of project approval. Therefore, this project's impacts would be *less than significant.*

b) *Less Than Significant Impact.* The Capital Village development was included in the Water Management Plan prepared for the Arden-Cordova Water Service District in 1994. The project would result in impervious surfaces on substantial portions of the site that are currently undeveloped. This would change the drainage of the site, decrease absorption rates and increase run-off incrementally in the area. Development of the site would incrementally add to groundwater consumption. However, the project would be required to connect to a public water system in the area. As such, project-specific and cumulative impacts of the proposed project upon the groundwater supply would be considered *less than significant.*

c) *Less Than Significant Impact.* (See discussion a above). The project would alter the existing drainage pattern of the site and area, but would not alter the course of a stream or river and would not result in substantial erosion or siltation on- or off-site. This impact is considered *less than significant.*

d) *Less Than Significant Impact.* The project would involve the construction of impervious surfaces on substantial portions of the site that are currently undeveloped. This would change the drainage of the site, decreasing absorption rates and increasing run-off incrementally in the area. On-site drainage can be piped to an on-site water detention basin and the increase in runoff could be detained in a manner that would prevent flooding. Therefore, this impact is considered *less than significant.*

e-g) *Less Than Significant impact.* See discussions a) through d) above.

h) *Less Than Significant Impact.* See discussion a) above.

i) *Less Than Significant Impact.* The project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, provided that improvements are constructed as required by the Water Resources Division. Because this project would involve a land disturbance of more than five acres, the Regional Water Quality Control Board would require a Construction Activity Storm Water General Permit. Therefore, this impact is considered *less than significant.*

j) *Less Than Significant Impact.* According to the flood hazard and insurance rate maps, the entire project site is located outside the 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; therefore, this impact is considered *less than significant.*

k) *Less Than Significant Impact.* See discussion g) above.

l) *Less Than Significant Impact.* See discussion g) above.

m) *No Impact.* The project site is not located near the Pacific Ocean, nor is it near a large water body that would be capable of creating a seiches or tsunami.

| IX. LAND USE AND PLANNING — Would the project: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|
| a) Physically divide an established community? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☒ | ☐ | ☐ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☒ | ☐ | ☐ |

## Discussion of Impacts

a) *Less Than Significant Impact.* The project site is currently undeveloped and is surrounded by office uses to the north, west and east, and residential uses to the south; as such, the project would not divide an established community. The surrounding area is developed with an established community surrounding the proposed project site. Implementation of the project would not result in any additional land use impacts; therefore, this impact is considered *less than significant.*

b) *Less Than Significant Impact.* The proposed project will change the type of uses that will ultimately be developed on the site. A General Plan Amendment and Special Planning Amendment are being requested by the project applicant to amend the existing land use. The General Plan Amendment calls for a change from Light Industrial to Townhouses, RD-10, and RD-15. Development of the Capital Village project would not result in any new or significant additional land use impacts beyond those identified. Therefore, this impact is considered *less than significant.*

c) *Less Than Significant Impact.* Currently, there is no adopted Habitat Conservation Plan (HCP) in Sacramento County; therefore, *less than significant* impacts are expected.

| | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|---|---|---|---|---|---|
| X. | **MINERAL RESOURCES** Would the project: | | | | | |
| a) | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☒ | ☐ | ☐ |
| b) | Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☒ | ☐ | ☐ |

## Discussion of Impacts

a) *Less Than Significant Impact.* The project site is not identified by the California Division of Mines and Geology or in the Sacramento County General Plan as a high quality resource area. Additionally, planned growth and development in the area will preclude the mining and recovery of potential mineral resources (such as aggregates) in the project area. Therefore, this impact is considered *less than significant.*

b) *Less Than Significant Impact.* The Sacramento County General Plan does not designate the site as located in a mineral resource zone; therefore, this impact is considered *less than significant.*

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

## Existing Setting

Bollard and Brennan conducted an Environmental Noise Assessment for the proposed project in January 2004 (See **Appendix C**). The purpose of the analysis was to evaluate noise impacts of the proposed commercial uses and off site traffic on the proposed residential uses. The analysis specifically focused on noise generated by delivery truck passages, by mechanical equipment on the roofs of the commercial uses, parking lot activities, and by traffic on International Drive, Zinfandel Drive, Disk Drive, and Prospect Park Drive. Where project-related noise levels were predicted to exceed the Sacramento County General Plan Noise Element standards, noise reduction measures were evaluated. References to the Sacramento County Noise Ordinance shall be interpreted as the City of Rancho Cordova Noise Ordinance.

## Discussion of Impacts

a) *Potentially Significant Unless Mitigated.* The Environmental Noise Assessment determined that the proposed project may expose residential land uses to noise levels that are above Sacramento County General Plan Noise Element standards. Therefore, this impact is considered *potentially significant unless mitigated.*

Mitigation Measure

**MM 11.1** The project applicant shall construct a 6-foot tall noise barrier along the rear of the primary anchor truck delivery and loading dock area within the proposed

CITY OF RANCHO CORDOVA

Attachment 2

**ORDINANCE NO. 46-2006**

**AN ORDINANCE OF THE CITY COUNCIL ADOPTING AMENDMENTS TO THE CAPITAL VILLAGE SPECIAL PLANNING AREA INCORPORATING CHANGES TO THE LOFT DISTRICT, HEIGHT LIMITS, AND PARKING REQUIREMENTS**

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

**Section 1.** Purpose and Declarations.

The purpose of this Ordinance is to amend Title II of the City of Rancho Cordova Zoning Code to amend the Capital Village Special Planning Area ("SPA"), as shown on Exhibit A attached hereto.

**WHEREAS**, the proposal is consistent with the Capital Village Mitigated Negative Declaration and therefore complies with the requirements of the California Environmental Quality Act (CEQA);

**WHEREAS**, the proposed amendments to the SPA implement goals and policies of the General Plan of the City of Rancho Cordova.

**WHEREAS**, this Ordinance adopts SPA amendments that: change standards within the Loft District to allow mixed use podium-style buildings that are compatible with adjacent development; set maximum height requirements of 150 feet for the Loft District, 60 feet for the primary retail center and 50 feet for the CMU B parcel; and sets the minimum parking at 3.5 spaces per 1,000 square feet.

**Section 2.** Effective Immediately.

Within fifteen (15) days from and after adoption, this Ordinance shall be published once in the Grapevine Independent, a newspaper of general circulation printed and published in Sacramento County and circulated in the City of Rancho Cordova, in accordance with Government Code Section 36933. This Ordinance shall take effect and be enforced thirty (30) days after its inception.

**ADOPTED, THIS** ___ day of _____, 2006, by the following vote:

**AYES:**

**NOES:**

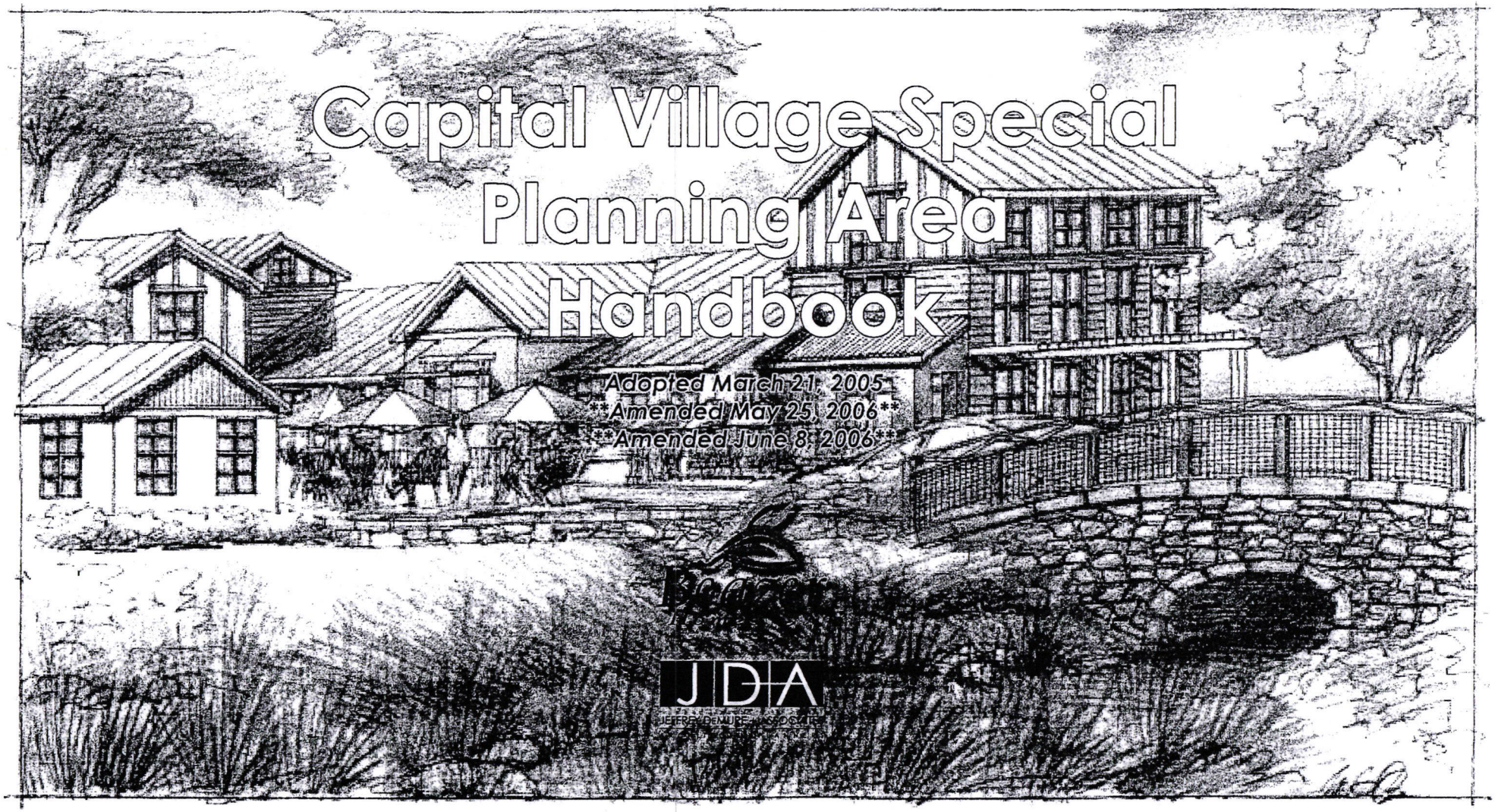
**ABSENT:**

**ABSTAIN:**

_____
Robert J. McGarvey, Mayor

**ATTEST:**

_____
Lillian E. Hare, City Clerk




Attachment 2
Exhibit A

## Project Team

***Beazer Homes***
***Residential Developer***
Jim Van Maren
3721 Douglas Boulevard
Suite 100
Roseville, California 95661
Phone: 916.773.3888

***Jeffrey DeMure + Associates***
***Residential Architects/Planners***
Jeffrey DeMure, AIA
Sean Richardson
1117 Windfield Way, Suite 110
El Dorado Hills, California 95762
Phone: 916.941.3700

***DSL, Inc.***
***Commercial Developer***
David Casty
3501 Jamboree Road, Suite 5000
Newport Beach, CA 92660
Phone: 949.509.4241

***MRO Engineers***
***Planners/Civil Engineers***
***Infrastructure and Residential Areas***
Ron Rivett
2202 Plaza Drive
Rocklin, CA 95765-4404
Phone: 916.783.3838

***The HLA Group***
***Landscape Architects***
Steve Canada, ASLA
Russ Mallard
1990 Third Street, Suite 500
Sacramento, California 95814
Phone: 916.447.7400

***RSC Engineering, Inc.***
***Civil Engineers - Commercial Areas***
Tiffany Ann Wilson, AICP
2250 Douglas Blvd., Suite 150
Roseville, CA 95661
Phone: 916.788.2884

***City of Rancho Cordova***
Paul Junker
Jeff Beiswenger, AICP
2729 Prospect Park Drive
Rancho Cordova, California 95670
Phone: 941.942.0222

## 2. Land Use

### 2.1 Residential Uses

***2.1.1 The Bungalow District***
This district includes single-family detached homes on lots of 3600 square feet (40'x90'). The average density for the Bungalow District is 8-9 DU/Acre. The Bungalow District is comprised of 151 units and accounts for 18 percent of the total housing units for Capital Village.

***2.1.2 The Cottage District***
This district includes single family detached homes on lots of 2450 square feet (35'x70'). The average density for the Cottage District is 11-12 DU/Acre. The Cottage District is comprised of 163 units and accounts for 19.5 percent of the total housing units for Capital Village.

***2.1.3 The Brownstone District***
This district includes single family detached homes on lots of 1904 square feet (28'x68'). The average density for the Brownstone District is 13-14 DU/Acre. The Brownstone District is comprised of 257 units and accounts for 31 percent of the total housing units for Capital Village.

***2.1.4 The Town Home District***
This district includes single family attached homes in six-plex building configurations. Some building configurations allows for the inclusion of "Live-Work " units that allow for the ground floor of the three story Town Homes to be used for professional home based businesses. The average density for the Town Home District is 15-16 DU/Acre. The Town Home District is comprised of 222 units and accounts for 26.5 percent of the total housing units for Capital Village.

### 2.2 Mixed Uses

***2.2.1 The Loft District***
This district includes a mixed used podium building which is conceptualized to include 3 to 5 stories of residential units over 1 to 2 stories of structured parking. Major architectural facades will face north to Data and Disk Drives, east to the Town Home District and Tower Park, and south to the Main Street retail corridor. The Loft Building will share a service drive with the 2 major retail tenants to the west, but there will be no ground level residential units facing the service drive.

### 2.3 Non-Residential Uses

***2.3.1 Commercial and Main Street District***
This district allows for a wide variety of commercial retail and service uses serving the needs of the local Rancho Cordova community as well as Capital Village. Uses may include shopping centers, including grocery stores, restaurants, home improvement stores, and department stores. Other uses include boutique uses such as executive offices, bookstores, cafes, salons, and specialty shops.

***2.3.2 Neighborhood Parks***
Parks provide active and passive recreational and contemplative spaces within the Capital Village special planning area.

***2.3.3 Open Space***
Open space provides passive landscape opportunities and view corridors for areas not usually suitable for active or passive recreation, such as water quality basins and landscape easements.

## 3.6 The Loft District


site key

### 3.6.1 *Description*

This district includes a mixed used podium building which is conceptualized to include 3 to 5 stories of residential units over 1 to 2 stories of structured parking. Major architectural facades will face north to Data and Disk Drives, east to the Town Home District and Tower Park, and south to the Main Street retail corridor. The Loft Building will share a service drive with the 2 major retail tenants to the west, but there will be no ground level residential units facing the service drive.

### 3.6.2 *Architectural Styles*

The Loft District is comprised of an urban architectural style that will be compatible with both the Town Home District to the east and the Town Center District to the west.

### 3.6.3 *Permitted Uses*

Permitted uses include:

1. Permanent Single Family dwellings.
2. Temporary Sales offices and Model Homes.
3. Home occupations as allowed in the City of Rancho Cordova Zoning Code Title II, Chapter 1.
4. Commercial Retail uses as allowed in the City of Rancho Cordova Zoning Code Title II, Chapter 25 with the following listed exceptions.

### 3.6.4 *Prohibited Uses*

1. Gun Shops
2. Funeral Home
3. Auto Rental
4. Auto Sales
5. Auto Repair
6. Tattoo Shop
7. Pawn Shop
8. Adult Entertainment
9. Rest Home, Group Care Facility
10. Additional Items to be added.

### 3.6.5 *Standards Table*

| | |
|---|---|
| Density | Up to 40 DU/Acre |

***Lot Requirements***

| | |
|---|---|
| Minimum Lot Size | no minimum |
| Minimum Lot Width | no minimum |
| Minimum Corner Lot Width | no minimum |
| Minimum Lot Depth | no minimum |
| Maximum Lot Coverage | n/a |

***Setback Requirements***

| | |
|---|---|
| Front Yard | n/a |
| Side Yard | n/a |
| Corner Side Yard | n/a |
| Alley/Rear Yard | n/a |

| | |
|---|---|
| Maximum Building Height | 90' (7 stories) |

Parking provided at 2 covered spaces per unit + .1 guest spaces per unit. Guest spaces may be uncovered.

### 3.6.6 *Design Review*

This project is subject to the City of Rancho Cordova Design Review process, but this building shall be compatible with the Town Home District and Town Center District architecture.

***Materials***
Materials reflect the style and overall impression of any building. The materials used for this project should reflect quality and lend to the impression of the overall theme. Listed below are both the encouraged and discouraged materials for this project.

***Encouraged Materials***
- Smooth stucco finishes
- "Style-appropriate" stone
- Wrought iron
- Canvas awnings
- Wood trellises
- Tile roof elements
- Wood columns and beams in key location
- Pre-cast stone trims, heads and sills
- Metal roof elements
- Decorative sheet metal gutters and downspouts, collectors if and where appropriate
- Wood shutter elements
- Individually articulated window elements
- Tilt-up construction that utilizes imaginative forming techniques to add texture and shadow to otherwise unarticulated walls

***Discouraged Materials:***
- Heavy "knock-down" or "Spanish Lace" stucco finishes
- Contrived stone veneers
- Unfinished tilt-up wall panels
- Large unbroken window walls
- Exposed concrete block walls
- Exposed aggregate walls

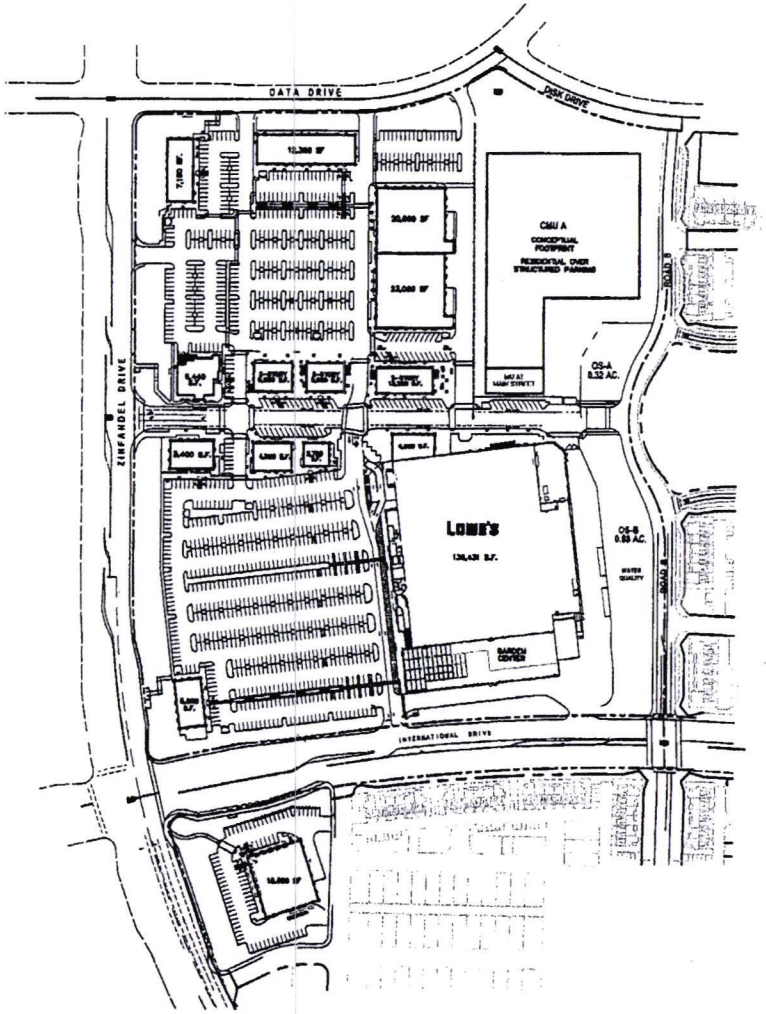
***Colors***
Colors should be consistant within the Town Center District, while giving distinction and individuality to different buildings and to different tenants within larger buildings. Bold colors are encouraged, without being garish or obtrusive. Colors should be used to bring together the materials used throughout the project. The colors should be used as a complement to stone, concrete, wood, fabrics and other materials.

***3.7.2 Permitted Uses***
- Anchor Retail
  - Chain retail/grocery stores
  - Chain hardware stores
- Main Street Retail Sales and Services
  - Specialty food retail (i.e. grocery/drug stores, coffee shops, chocolate/candy shops, pastry/desserts, bagel shops, wine shops)
  - Specialty goods retail (i.e. cooking supplies/culinary, general housewares, specialty hardware, books/ magazines, bicycle shops)
  - Personal services (i.e. hair and nail salons, shoe repair)
  - Business services (i.e. computer/office supplies, print shops)
  - Banks and financial institutions (excluding check cashing stores)
  - Neighborhood serving commercial (i.e. small pharmacies, video rental & sales, dry cleaners)
- Main Street Eating and Drinking Establishments
  - Restaurants serving alcoholic beverages or providing entertainment, provided this activity is clearly ancillary to food service
  - Chairs and tables for outdoor dining

***3.7.3 Prohibited Uses***
- Gun Shops
- Funeral Home
- Motor Vehicle Rental
- Motor Vehicle Sales
- Motor Vehicle Repair
- Tattoo Shop
- Pawn Shop
- Adult Entertainment
- Rest Home, Group Care Facility

***3.7.4 Minimum Parking Requirement***
- Minimum parking ratio for commercial center is 3.9 per 1,000 square feet.

***3.7.5 Maximum Height Requirements***
- Maximum height for the retail center is 60 feet.
- Maximum height for CMU A is 150 feet.
- Maximum height for CMU B is 50 feet due to the proximity to residential uses.



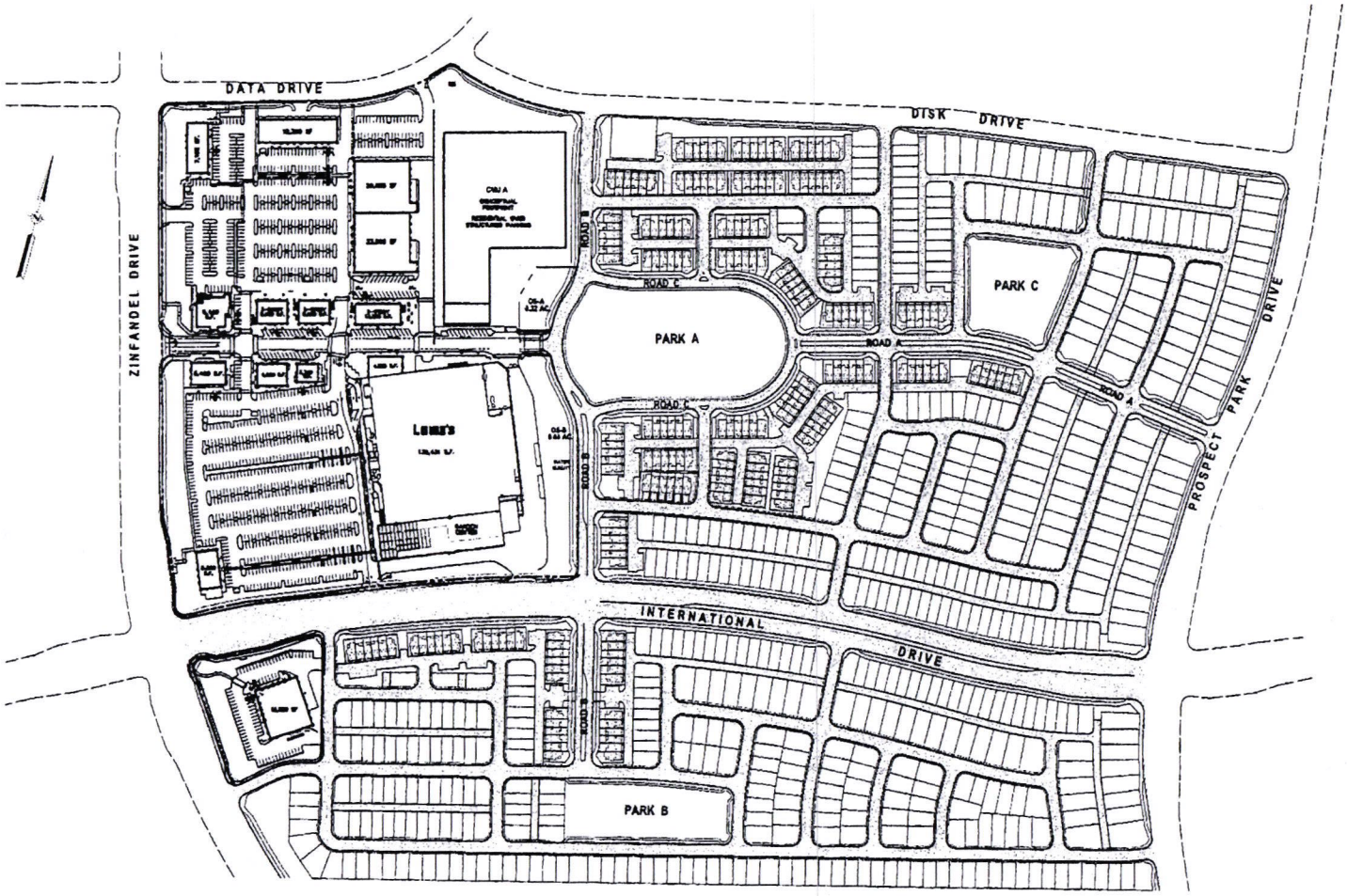

**Commercial Summary**

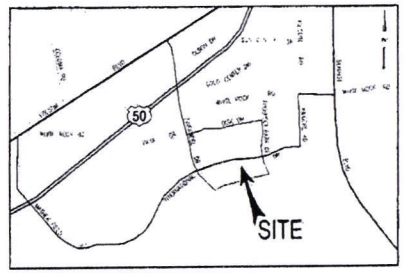
| | LAND (AC) | BUILDING (SF) | LAND/BUILDING RATIO | PARKING REQD (STALLS) | PARKING PROVIDED (STALLS) |
|---|---|---|---|---|---|
| RETAIL CENTER | 25.037 | 291,884 | 2.74 | 1,219 | 1,104 |
| CMU A 1 | 1.8371 | 24,800 | 2.23 | 111 | 203 |
| CMU B | 2.3363 | 15,580 | 5.53 | 61 | 78 |
| TOTAL | 29.2104 | 332,264 | 2.83 | 1,391 | 1,385 |

1. Includes 31 Retail Units of the 43 Live/Retail Product.
2. 3.85 spaces provided per 1000 sf of gross floor area.

Town Center Concept Site Plan (Commercial and Main Street)

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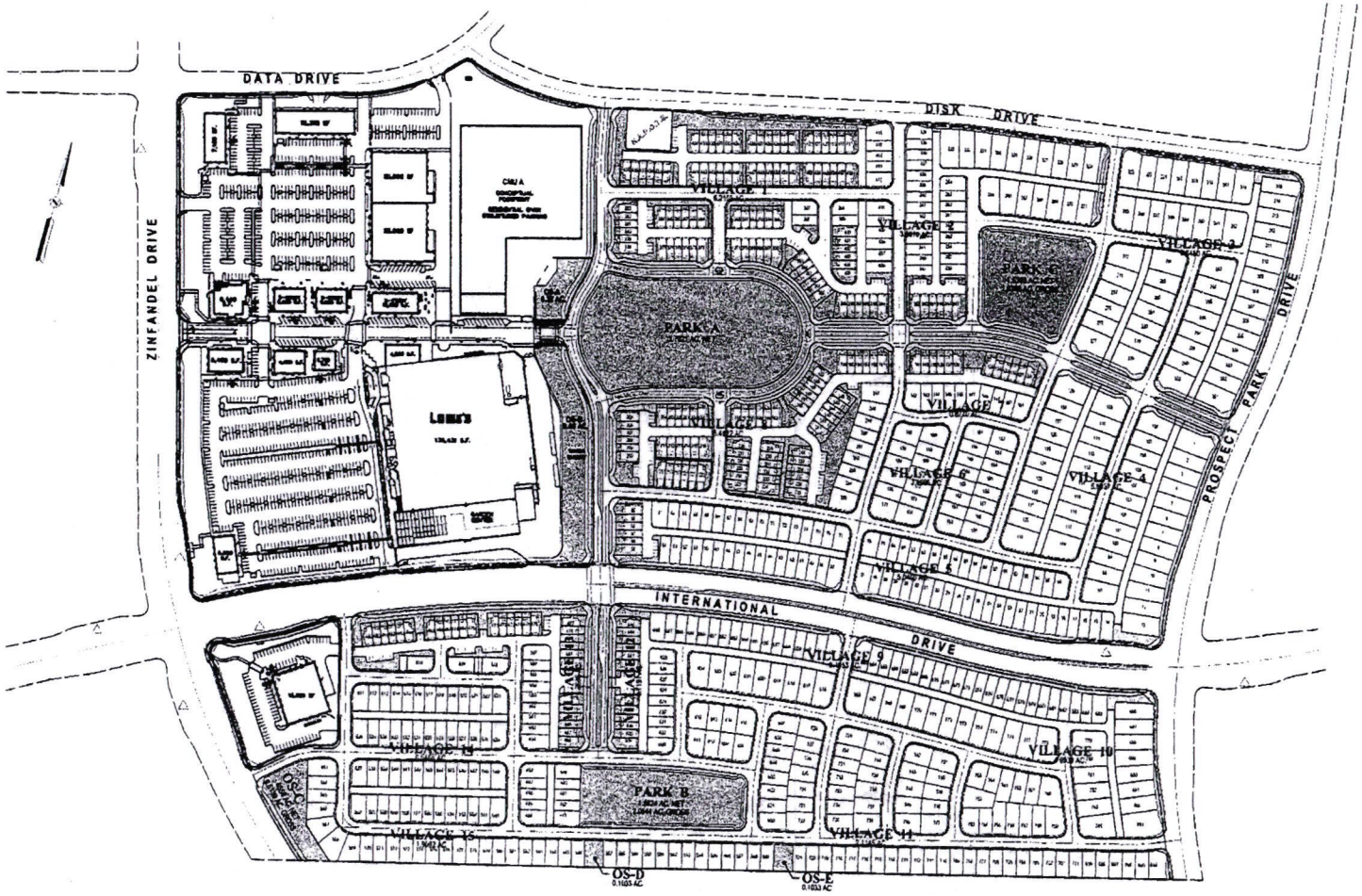

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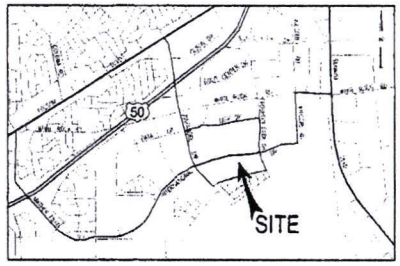
Roads, Alleys & Pavement

Sidewalks

Streets and Sidewalks Circulation Plan

**4.4 Transit**




Legend

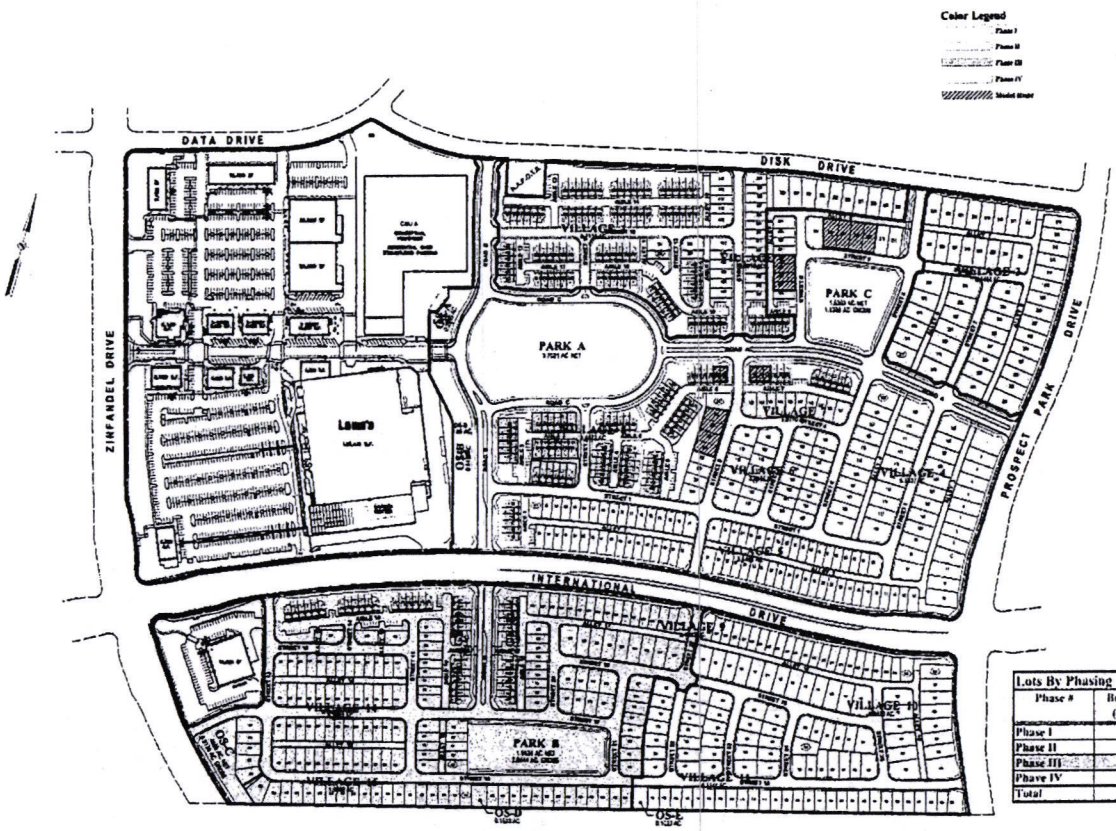
- Sidewalks
- Parks & Open Spaces
- LS Corridors
- Proposed Road Striping
- Proposed Bus Stop Location
- Existing Bus Stop Location

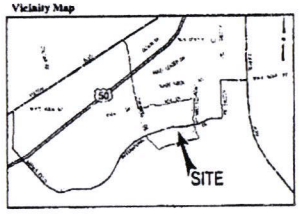
Transit and Open Space Plan

# PHASING PLAN for Beazer - CAPITAL VILLAGE

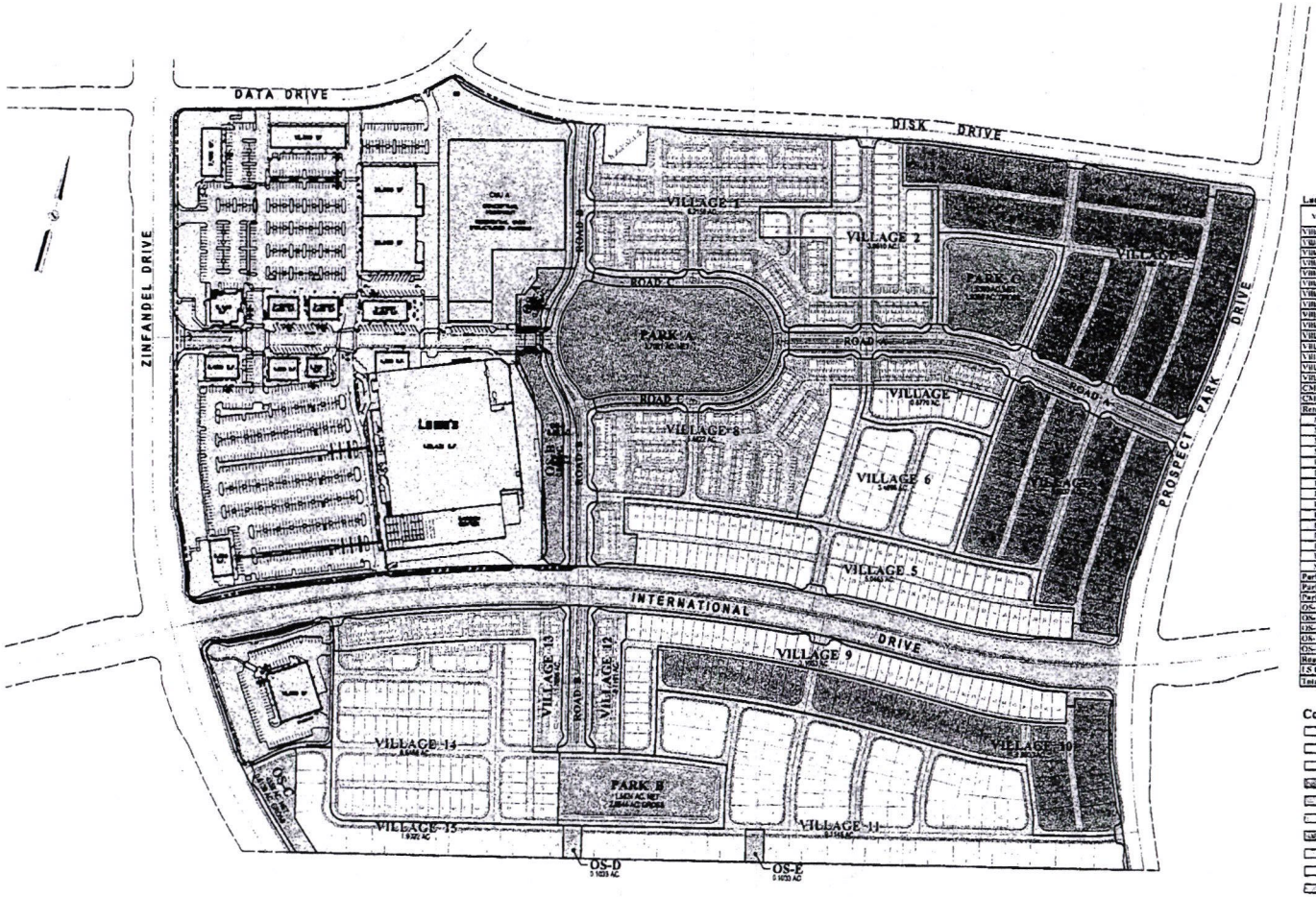
CITY OF RANCHO CORDOVA, CALIFORNIA

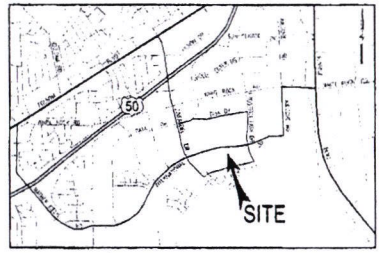
MAY 2006




| Lots By Phasing | | | | | | |
|---|---|---|---|---|---|---|
| Phase # | Bungalows (40'x90') | Cottages (35'x70') | Brownstones (28'x68') | Town Homes | Residential Totals | Retail Center |
| Phase I | 53 | 38 | 96 | 84 | 271 | - |
| Phase II | 62 | - | 29 | 96 | 187 | - |
| Phase III | 9 | 52 | 100 | 42 | 203 | 307,464 sf |
| Phase IV | 27 | 73 | 23 | 43 | 166 | - |
| Total | 151 | 163 | 248 | 265 | 827 | 307,464 sf |




Land Use Summary

| Village/Lot(s) | Use | Lot Area (acres) | Building Area (s.f.) | Town Homes | 28'x68' | 35'x70' | 40'x90' | Total Units |
|---|---|---|---|---|---|---|---|---|
| Village 1 | Town Homes | 6.2158 | - | 96 | | | | 96 |
| Village 2 | 28' x 68' Row Lot Typ. | 3.6619 | - | | 58 | | | 58 |
| Village 3 | 40' x 90' Alley Lot Typ. | 8.6465 | - | | | | 69 | 69 |
| Village 4 | 40' x 90' Alley Lot Typ. | 5.5937 | - | | | | 46 | 46 |
| Village 5 | 28' x 68' Row Lot Typ. | 5.0465 | - | | 77 | | | 77 |
| Village 6 | 35' x 70' Std. Lot Typ. | 3.4980 | - | | | 38 | | 38 |
| Village 7 | 28' x 68' Row Lot Typ. | 0.8730 | - | | 10 | | | 10 |
| Village 8 | Town Houses | 5.4852 | - | 82 | | | | 82 |
| Village 9 | 28' x 68' Row Lot Typ. | 3.1653 | - | | 49 | | | 49 |
| Village 10 | 40' x 90' Alley Lot Typ. | 4.8930 | - | | | | 36 | 36 |
| Village 11 | 35' x 70' Std. Lot Typ. | 9.1145 | - | | | 101 | | 101 |
| Village 12 | Town Homes | 0.7191 | - | 12 | | | | 12 |
| Village 13 | Town Homes | 1.7988 | - | 30 | | | | 30 |
| Village 14 | 28' x 68' Row Lot Typ. | 6.5468 | - | | 74 | | | 74 |
| Village 15 | 35' x 70' Std. Lot Typ. | 1.9692 | - | | | 24 | | 24 |
| CMU A | Mixed Use Residential | 4.2117 | - | | | | | |
| CMU B | | 23.363 | - | | | | | |
| Retail Center | | 55.2442 | - | | | | | |
| Major 1 | | | 167,564 | | | | | |
| Major 2 | | | 20,000 | | | | | |
| Major 3 | | | 23,000 | | | | | |
| Major 4 | | | 15,500 | | | | | |
| Bldg. A | | | 2,750 | | | | | |
| Bldg. B | | | 4,000 | | | | | |
| Bldg. C | | | 5,400 | | | | | |
| Bldg. D | | | 5,500 | | | | | |
| Bldg. E | | | 12,200 | | | | | |
| Bldg. F | | | 9,600 | | | | | |
| Bldg. G | | | 9,600 | | | | | |
| Bldg. H | | | 6,440 | | | | | |
| Bldg. J | | | 7,350 | | | | | |
| Bldg. K | | | 4,500 | | | | | |
| Shops 1 | | | 12,260 | | | | | |
| Park A | | 3.7021 | | | | | | |
| Park B | | 2.0544 | | | | | | |
| Park C | | 1.9336 | | | | | | |
| OS-A | Open Space | 0.2980 | | | | | | |
| OS-B | Open Space | 0.8499 | | | | | | |
| OS-C | Open Space | 0.5139 | | | | | | |
| OS-D | Open Space | 0.1033 | | | | | | |
| OS-E | Open Space | 0.1033 | | | | | | |
| Roads | A, B & C and Lettys | 13.425 | | | | | | |
| LS Corridors | | 4.9181 | | | | | | |
| Total | | 116.9[illegible] | | 222 | 268 | 163 | 151 | 804 du |

Color Legend

- Town Homes
- 28' x 68' Lots
- 35' x 70' Lots
- 40' x 90' Lots
- Open Space
- Parks
- LS Corridors
- Retail Center
- CMU's
- Roads

Development Plan

**RESOLUTION NO. 125-2006**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING A TENTATIVE PARCEL MAP, PRELIMINARY SITE PLAN AND CAPITAL VILLAGE SIGN CRITERIA FOR ASSESSOR PARCEL NUMBERS 072-068-0010, 0011, 0012, 0013, 0014 and 0038 FOR THE CAPITAL VILLAGE COMMERCIAL PROJECT NO. RC-05-193, SUBJECT TO THE FINDINGS AND CONDITIONS OF APPROVAL**

**WHEREAS**, DSL Services Company (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for a Tentative Parcel Map and Commercial Design Review; and

**WHEREAS**, the City Council is the appropriate authority to hear and take action on this project; and

**WHEREAS**, an Initial Study was prepared for this project and a Notice of Intent to Adopt a Final Supplemental Mitigated Negative Declaration was prepared and circulated according to the requirements of the California Environmental Quality Act (CEQA); and

**WHEREAS**, the City Council considered the Applicant's request at a duly published public hearing on July 5, 2006 and received a staff report and public testimony at the public hearing.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA HEREBY RESOLVES AS FOLLOWS:**

1. Approve the Tentative Parcel Map (Exhibit A), Preliminary Site Plan (Exhibit B) and Capital Village, Sign Criteria (Exhibit C) subject to the Conditions of Approval (Exhibit D), based on the following findings:

   A. California Environmental Quality Act

      Finding: The proposal will not have a significant adverse impact on the environment and a Capital Village, Final Supplemental Mitigated Negative Declaration has been prepared and completed in accordance with the California Environmental Quality Act (CEQA).

      Evidence: An Initial Environmental Study was prepared for the proposed project. On the basis of the Initial Study, it was determined that the proposed project had impacts that were not addressed as part of the Capital Village Mitigated Negative Declaration Document (May 2005) and that a Supplemental Mitigated Negative Declaration (SMND) was needed to assess the new impacts. This document was prepared and based on comments received, and the whole record, there is no substantial evidence the project would have a significant adverse impact on the environment with implementation of identified mitigation measures.

   B. General Plan and Zoning Consistency

      Finding: The site plan has been reviewed for consistency with the General Plan,

which designates the property for commercial mixed use development and identifies a local town center that will be in keeping with the "Main Street" concept. The property is located in the Downtown District.

Evidence: The proposed project is a commercial shopping center with 307,424 square feet of building area which is permitted with the commercial mixed use designation. The size and design of the project is consistent with the local town center designation and provides a Main Street as identified in the Capital Village SPA. The project is consistent with the Downtown District designation since it contributes commercial development south of Highway 50 complementing the office and residential development in this part of the City.

C. Subdivision Map Act

Finding: Section 66474 of the California Subdivision Map Act requires a City to deny approval of a tentative map, if it makes any of the following findings:

a. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
b. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
c. That the site is not physically suitable for the type of development.
d. That the site is not physically suitable for the proposed density of development.
e. That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
f. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
g. That the design of the subdivision or type of improvements will conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision.

Evidence: The above Findings #a. through #g. do not apply to the proposed Tentative Parcel Map and the City should approve the request based on the following evidence:

a. The proposed map is consistent with the General Plan and the Capital Village, Special Planning Area.
b. The design or improvements of the proposed subdivision are consistent with the General Plan that has designated the area for future urban development.
c. The site is physically suitable for the development of commercial uses as defined by the Capital Village, Special Planning Area document.
d. The site is physically suitable for the proposed density of development.
e. The project has been evaluated according to CEQA and a SMND has been prepared addressing the potential environmental impacts associated with the project. The SMND has identified upon implementation of mitigation measures no significant environmental impacts that will result and the project would not be likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

f. The design of the subdivision is not likely to cause serious public health problems and will be designed according to the design review process to ensure that public safety objectives are met.
g. No conflicts with easements acquired by the public at large, for access through or use of property within the proposed subdivision have been identified.

D. Commercial Design Review

Finding: The Preliminary Site Plan and The Capital Village, Sign Criteria document were reviewed for compliance with the City Design Guidelines. The following Design Concepts apply:

a. Design of new development with particular attention to compatibility between non-residential and adjacent residential uses/properties within the project vicinity.
b. A unified design theme for integrated developments. All buildings within an integrated development shall be designed consistent with the approved design theme.
c. Pedestrian-friendly design which incorporates pedestrian amenities and outdoor gathering places into the project design with consideration given to the climate and planned use of space.
d. A streetscape appearance that defines the pedestrian and vehicle corridor and presents an appealing and continuous theme along a sidewalk or street.
e. Design flexibility for mixed-use development that ensures compatibility of use types and promotes beneficial relationships among uses.
f. Where feasible, design streets with separated sidewalks that incorporate a planter strip between the back of curb and sidewalk.
g. Incorporate quality site design, including landscaping, signage and other elements of site design.

Evidence. The Conditions of Approval for the project require a subsequent design review process for each parcel and building in the Capital Village Commercial project. The Preliminary Site Plan and Sign Criteria document will help implement the City Design Guidelines as follows:

a. The design of the preliminary site plan is compatible with the adjacent Capital Village residential development to the east and Village of Zinfandel residential development to the south. Pedestrian connections are provided. The plan is also compatible with the surrounding office developments.
b. The site plan creates a unified design theme with Main Street as a unifying element.
c. The project provides pedestrian connections from the public sidewalk system and creates a comprehensive pedestrian network throughout the project. Pedestrian amenities and outdoor gathering places are provided along Main Street.
d. The streetscape appearance will be reviewed as part of a subsequent design review process as required by the project's conditions of approval to ensure that an appealing continuous theme is provided along streets.
e. The site plan has been carefully designed to be compatible with adjacent development by providing connections where needed or buffering and screening of potential objectionable views or noise where appropriate.

f. Separated sidewalks are provided along Data Drive and International Drive. An urban sidewalk is proposed along Zinfandel drive to be consistent with its location in the Downtown District.

g. The proposed sign criteria document is consistent with Capital Village SPA requirements for monument signs. The signs have been designed to be compatible with the residential monument signs. Signs are also within the height and size limits of the General Commercial district and therefore are not larger than other signs within the community.

**PASSED AND ADOPTED** by the City Council of the City of Rancho Cordova on this 5th day of July, 2006.

**AYES:**

**NOES:**

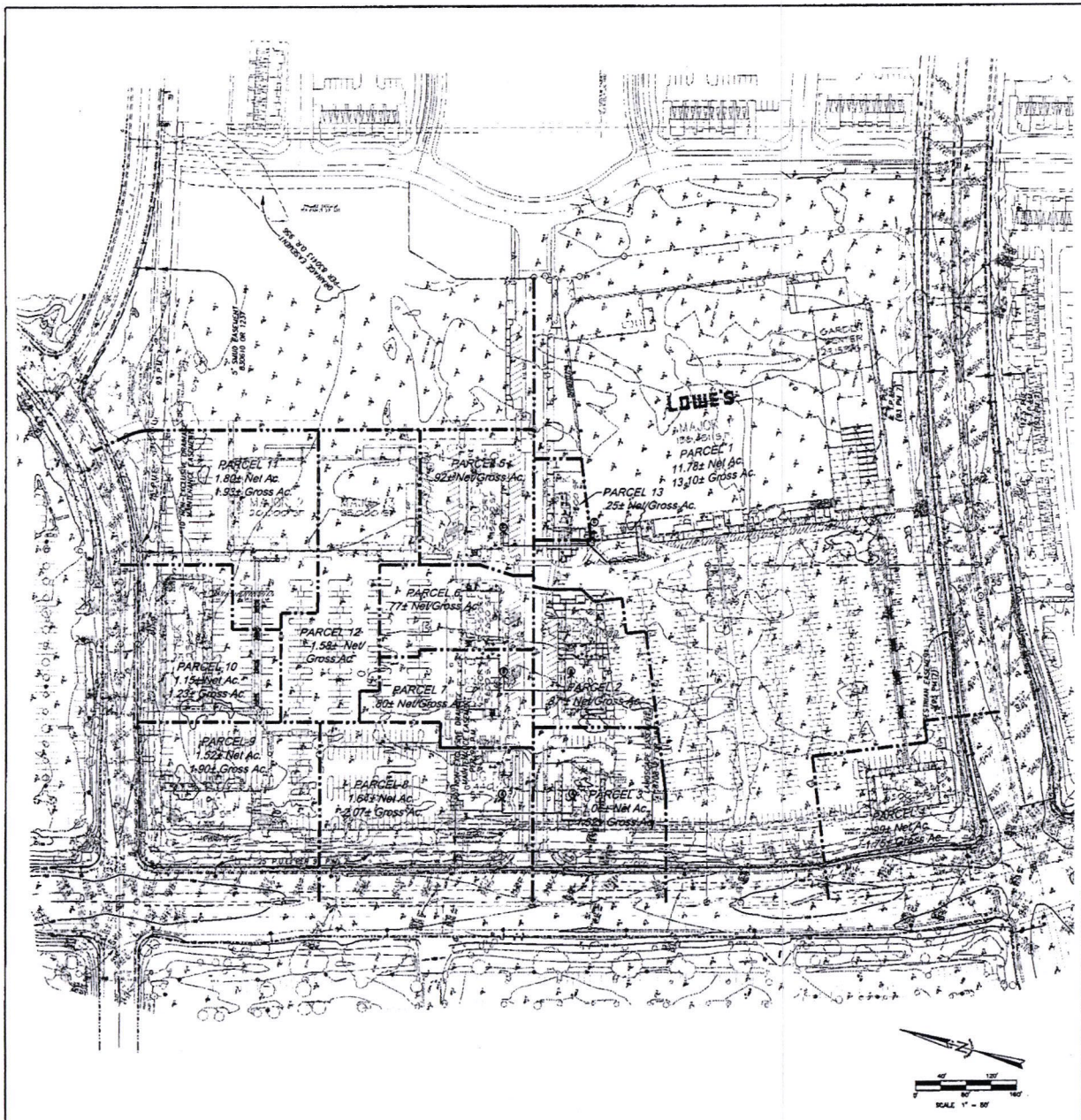
**ABSENT:**

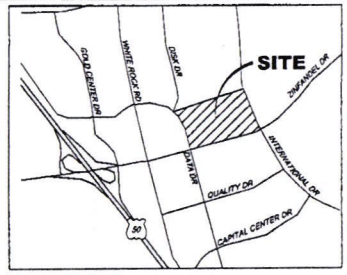
**ABSTAIN:**

_____
Robert J. McGarvey, Mayor

**ATTEST:**

_____
Lillian E. Hare, City Clerk




**Vicinity Map**
Not to Scale

Owner:
Beazer Homes
Attn: James Van Maren
3721 Douglas Blvd. Suite 100
Roseville, CA 95661
(916) 773-3888

Applicant/Developer:
DSL Service Company
Attn.: David Casty
3501 Jamboree Road North Tower Suite 500
Newport Beach, CA 92660
(949) 509-4241

Engineer:
RSC Engineering, Inc.
Attn.: Rick Chavez
2270 Douglas Blvd., Suite 205
Roseville, CA 95661
(916) 788-2884

Assessor's Parcel Number:
072-0680-010, 011, 012
and portion of 013 & 014

Acreage:
28.24 ± Acres Gross
24.88 ± Acres Net

Existing General Plan and Zoning:
Commercial & Commercial Main Street District (C-MS)

Services:
Sewer – County Sanitation District No. 1
Drainage – County of Sacramento
Water – Southern California Water Company
Gas – P.G.&E.
Electricity – SMUD
Telephone – SBC
Fire – Sacramento Metropolitan Fire District
Police – City of Rancho Cordova
Park – Cordova Recreation and Park District
School – Folsom Cordova Unified District

Land Use Summary:

| No. | Use | Bldg. Area | Gross Acreage | Net Acreage | Parking Prov. |
|---|---|---|---|---|---|
| PARCEL 1 | LOWE'S (MAJOR 1) | 138,431 | 12.85 AC. | 11.53 AC. | 500 |
| | GARDEN CENTER | 29,153 | | | 19 |
| PARCEL 2 | BLDG 'A' & 'B' | 7,550 | 0.87 AC. | 0.87 AC. | 45 |
| PARCEL 3 | BLDG 'C' | 5,400 | 1.32 AC. | 1.06 AC. | 35 |
| PARCEL 4 | BLDG 'D' | 5,500 | 1.75 AC. | .99 AC. | 36 |
| PARCEL 5 | BLDG 'E' | 13,200 | .92 AC. | .92 AC. | 39 |
| PARCEL 6 | BLDG 'F' | 9,600 | .77 AC. | .77 AC. | 39 |
| PARCEL 7 | BLDG 'G' | 9,600 | .80 AC. | .80 AC. | 32 |
| PARCEL 8 | BLDG 'H' | 6,440 | 2.07 AC. | 1.64 AC. | 84 |
| PARCEL 9 | BLDG 'J' | 7,150 | 1.90 AC. | 1.52 AC. | 70 |
| PARCEL 10 | SHOPS '1' | 12,360 | 1.23 AC. | 1.15 AC. | 44 |
| PARCEL 11 | MAJOR '2' | 20,000 | 1.93 AC. | 1.80 AC. | 77 |
| PARCEL 12 | MAJOR '3' | 23,000 | 1.58 AC. | 1.58 AC. | 84 |
| PARCEL 13 | BLDG 'K' | 4,500 | .25 AC. | .25 AC. | – |
| Total | | 291,884 | 28.24 AC. | 24.88 AC. | 1,104 |

DSL SERVICE COMPANY

| BY | DATE CITY APPROVED |
|---|---|
| | DATE |
| | DESCRIPTION |
| | 02-16-06 Revisions |
| | 05-31-06 Revisions |

REGISTERED PROFESSIONAL ENGINEER — RICHARD B. CHAVEZ — No. 29033 — Exp. 12-31-2007 — CIVIL — STATE OF CALIFORNIA

RSC ENGINEERING
2270 Douglas Blvd., Suite 205
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.780.4408

PROJECT NO. 034-001
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

# TENTATIVE PARCEL MAP
# CAPITAL VILLAGE RETAIL

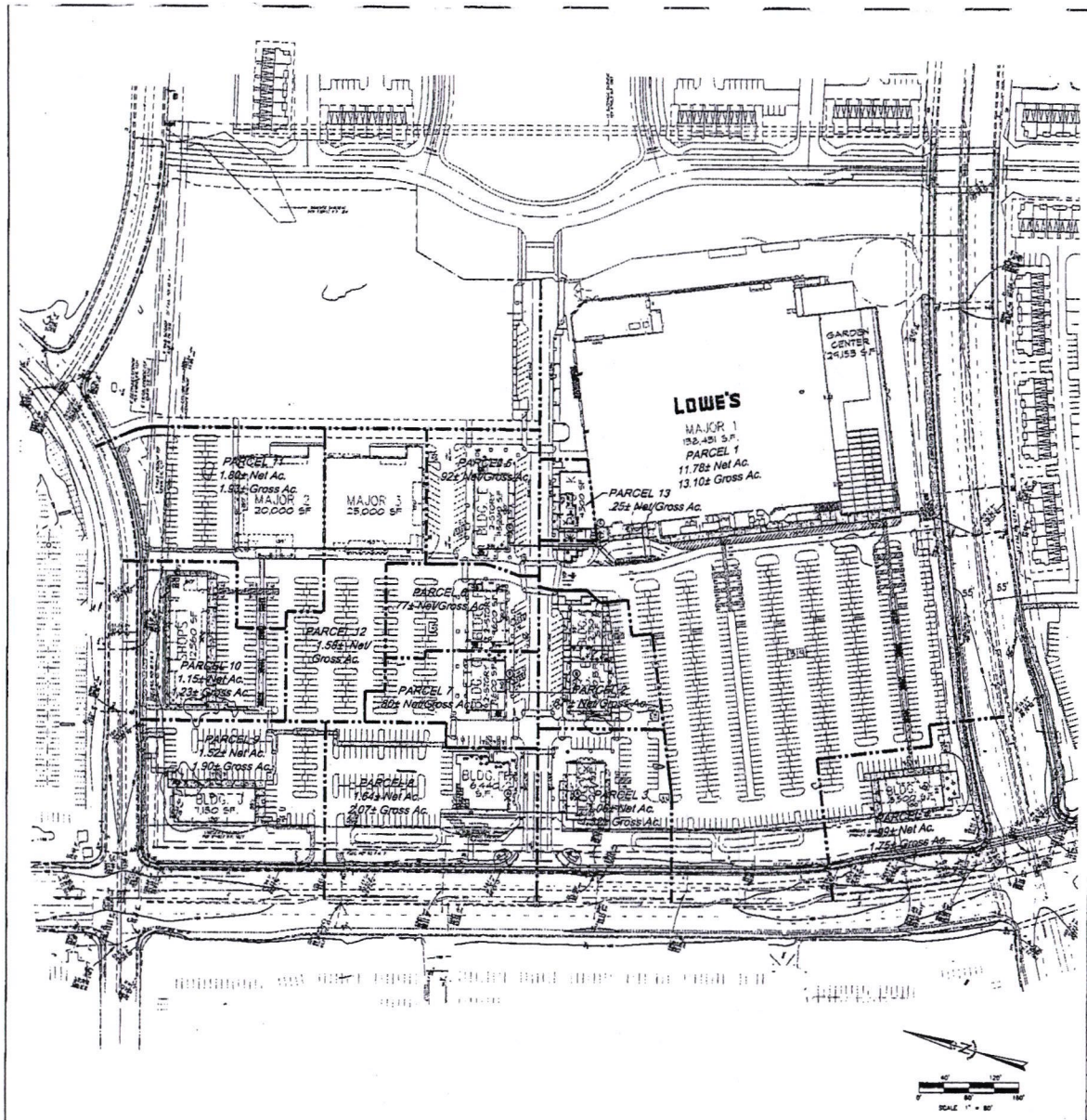
ZINFANDEL DR. & INTERNATIONAL DR.
RANCHO CORDOVA, CA

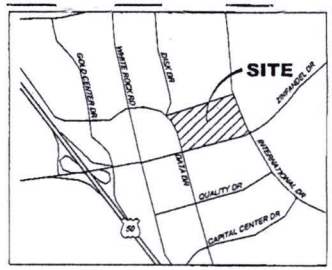
SHEET TITLE
**PM**

SHEET NO.
**1** OF 2

DATE: 11-15-05

Attachment 3
Exhibit A




**Vicinity Map**
Not to Scale

Owner:
Beazer Homes
Attn: James Van Maren
3721 Douglas Blvd. Suite 100
Roseville, CA 95661
(916) 773-3888

Applicant/Developer:
DSL Service Company
Attn.: David Casty
3501 Jamboree Road North Tower Suite 500
Newport Beach, CA 92660
(949) 509-4241

Engineer:
RSC Engineering, Inc.
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Roseville, CA 95661
(916) 788-2884

Assessor's Parcel Number:
072-0680-010, 011, 012
and portion of 013 & 014

Acreage:
28.24 ± Acres Gross
24.88 ± Acres Net

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Water – Southern California Water Company
Gas – P.G.&E.
Electricity – SMUD
Telephone – SBC
Fire – Sacramento Metropolitan Fire District
Police – City of Rancho Cordova
Park – Cordova Recreation and Park District
School – Folsom Cordova Unified District

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| PARCEL 4 | BLDG 'D' | 5,500 | 1.75 AC. | .99 AC. | 36 |
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| PARCEL 7 | BLDG 'G' | 9,600 | .80 AC. | .80 AC. | 32 |
| PARCEL 8 | BLDG 'H' | 6,440 | 2.07 AC. | 1.64 AC. | 84 |
| PARCEL 9 | BLDG 'J' | 7,150 | 1.90 AC. | 1.52 AC. | 70 |
| PARCEL 10 | SHOPS 'I' | 12,360 | 1.23 AC. | 1.15 AC. | 44 |
| PARCEL 11 | MAJOR '2' | 20,000 | 1.93 AC. | 1.80 AC. | 77 |
| PARCEL 12 | MAJOR '3' | 23,000 | 1.58 AC. | 1.58 AC. | 84 |
| PARCEL 13 | BLDG 'K' | 4,500 | .25 AC. | .25 AC. | – |
| Total | | 291,884 | 28.24 AC. | 24.88 AC. | 1,104 |

DSL SERVICE COMPANY

| NO. | BY | DESCRIPTION |
|---|---|---|
| 1 | B.K.C. | 02-16-06 Revisions |
| 2 | B.K.C. | 03-31-06 Revisions |

RSC ENGINEERING
2270 Douglas Blvd. Suite 205
Roseville, CA 95661
Ph. 916.788.2884 • Fax 916.788.4109

PROJECT NO. 034-001
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

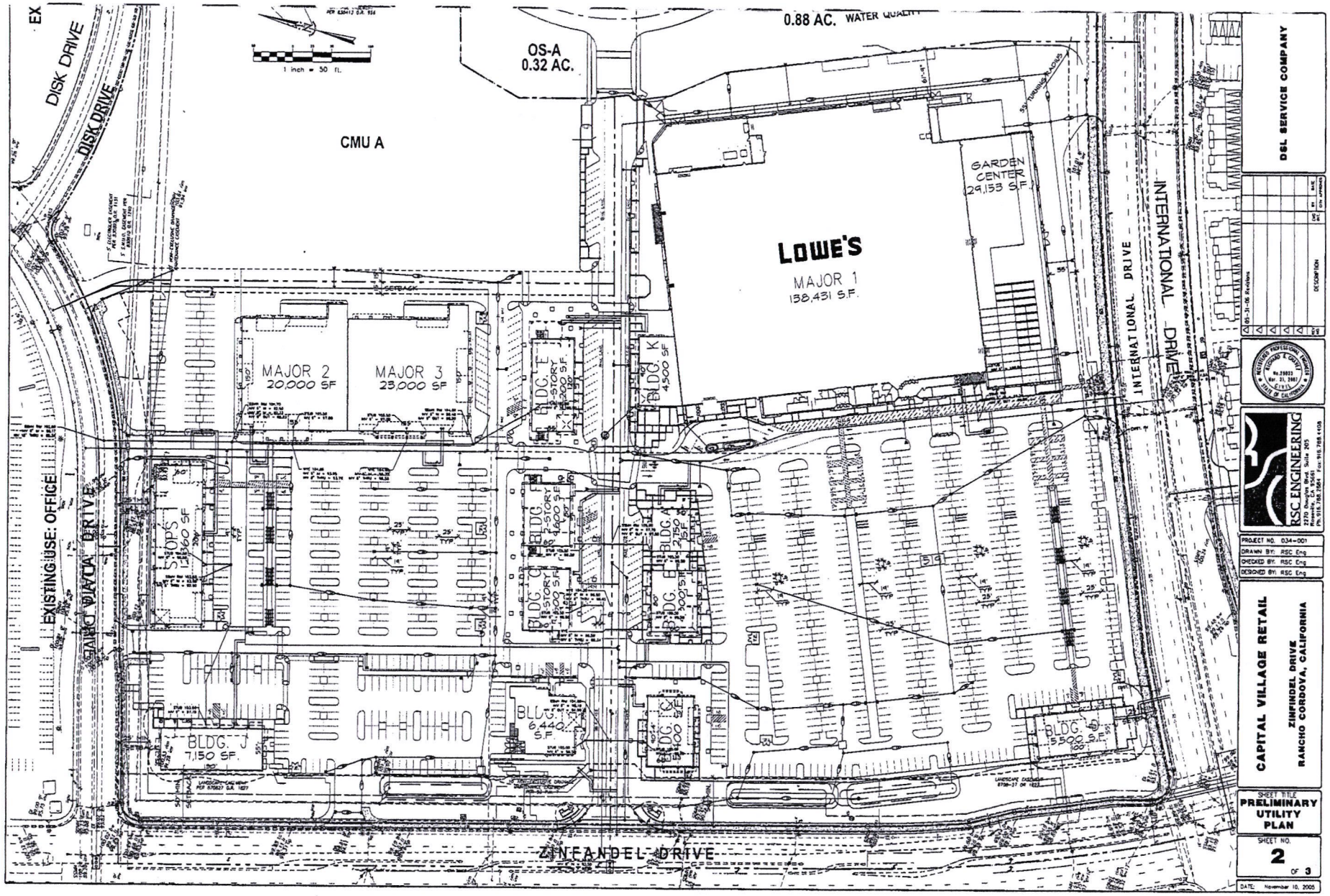
**TENTATIVE PARCEL MAP**
**CAPITAL VILLAGE RETAIL**
ZINFANDEL DR. & INTERNATIONAL DR.
RANCHO CORDOVA, CA

SHEET TITLE
**PM**

SHEET NO.
**2** OF 2

DATE: 11-15-05

DSL SERVICE COMPANY
CAPITAL VILLAGE RETAIL
ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA
RSC ENGINEERING
PRELIMINARY GRADING PLAN
SHEET NO. 1 OF 3
JUNE 2, 2006
INTERNATIONAL DRIVE
ZINFANDEL DRIVE
DATA DRIVE
DISK DRIVE
EXISTING USE: OFFICE
LOWE'S
MAJOR 1
138,481 S.F.
GARDEN CENTER
24,153 S.F.
MAJOR 2
20,000 SF
MAJOR 3
23,000 SF
SHOPS
12,360 SF
BLDG. D
15,900 S.F.
BLDG. A
2,750 S.F.
BLDG. K
4,500 SF
BLDG. C
4,600 S.F.
BLDG. E
4,600 S.F.
BLDG. F
4,600 S.F.
BLDG. G
6,440 S.F.
BLDG. H
7,150 SF
BLDG. L
4,400 S.F.
CMU A
OS-A
0.32 AC.
0.88 AC. WATER QUALITY
EARTHWORK QUANTITIES:
RAW CUT: 23,000 C.Y.
RAW FILL: 9,300 C.Y.
LOWE'S/BUILDING PAD AREAS:
OVEREXCAVATE-20" DEEP OF BUILDING PAD &
15' OVERBUILD AREA OF 170,000 S.F. &
RECOMPACT: 125,923 C.Y.
ANTICIPATING-10% SHRINKAGE IN
CUT/EXCAVATED VOLUME. THE SITE IS
BALANCED.
1 inch = 50 ft.




DSL SERVICE COMPANY

| NO. | DATE | BY | CHK APPROVED |
|---|---|---|---|
| 1 | 01-31-06 | Revisions | |

DESCRIPTION

RICHARD T. CRAIG
No. 29933
Exp. 12-31-2006
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA

RSC ENGINEERING
2270 Douglas Blvd. Suite 205
Roseville, CA 95661
Ph: 916.788.7564 Fax: 916.788.4108

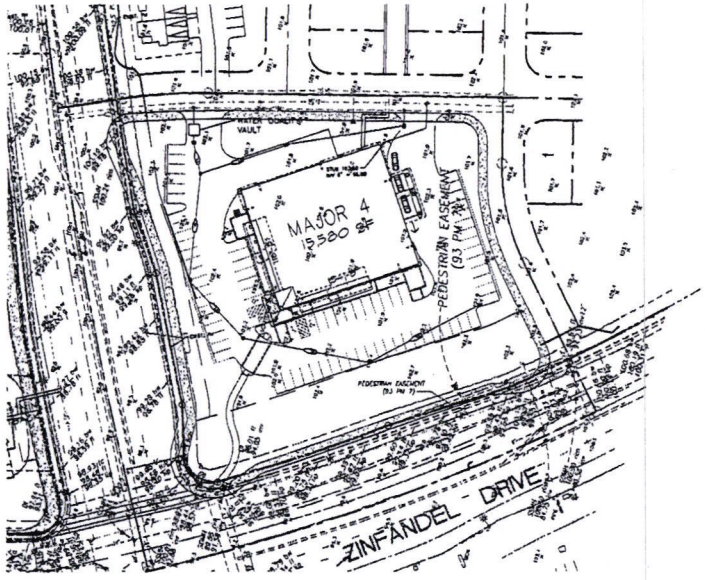
PROJECT NO. 034-001
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

CAPITAL VILLAGE RETAIL
ZINFINDEL DRIVE
RANCHO CORDOVA, CALIFORNIA

SHEET TITLE
PRELIMINARY UTILITY PLAN

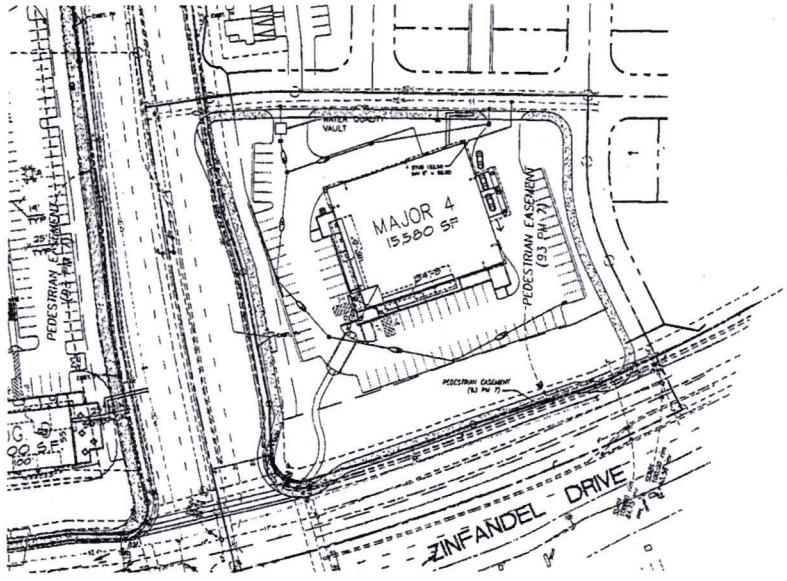
SHEET NO.
2 OF 3

DATE: November 10, 2005




## GRADING PLAN

RAW CUT: 1,400 C.Y.
CUT: (ASSUME 10% SHRINKAGE)
FILL: 350 C.Y.
NET EXPORT: 910 C.Y.




## UTILITY PLAN

1 inch = 50 ft

DSL SERVICE COMPANY

| NO. | BY | DESCRIPTION | DATE |
|---|---|---|---|
| | | | |

REGISTERED PROFESSIONAL ENGINEER
RICHARD S. CROTTY
No. 39633
Exp. 12-31-2007
CIVIL
STATE OF CALIFORNIA

RSC ENGINEERING
2270 Douglas Blvd., Suite 205
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

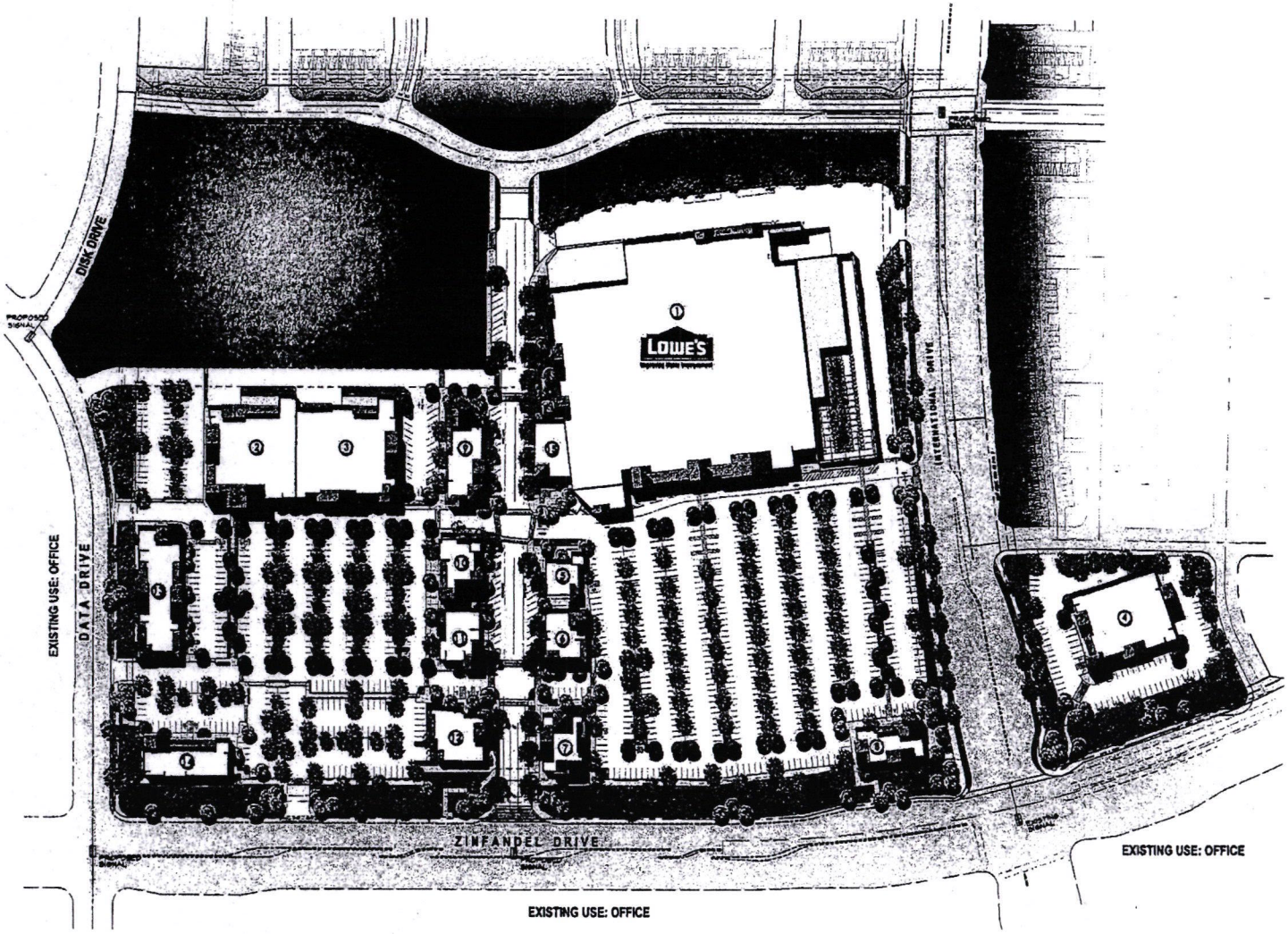
PROJECT NO. 034-001
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

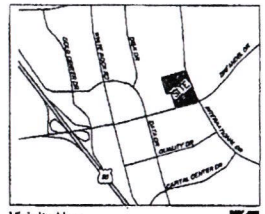
**CAPITAL VILLAGE RETAIL**
ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA

SHEET TITLE
**PRELIMINARY GRADING & UTILITY PLAN**

SHEET NO.
**3** OF **3**

DATE: November 10, 2005



Vicinity Map

| | | | |
|---|---|---|---|
| 1 | MAJOR 1 | 138,431 SF | LOWE'S |
| 2 | MAJOR 2 | 20,000 SF | |
| 3 | MAJOR 3 | 23,000 SF | |
| 4 | MAJOR 4 | 15,580 SF | |
| 5 | BLDG. A | 2,750 SF | |
| 6 | BLDG. B | 4,800 SF | |
| 7 | BLDG. C | 5,400 SF | DOWNEY SAVINGS |
| 8 | BLDG. D | 5,500 SF | |
| 9 | BLDG. E | 13,200 SF | 2 STORY |
| 10 | BLDG. F | 9,600 SF | 2 STORY |
| 11 | BLDG. G | 9,600 SF | 2 STORY |
| 12 | BLDG. H | 6,440 SF | CHILI'S |
| 13 | BLDG. I | 12,360 SF | |
| 14 | BLDG. J | 7,150 SF | |
| 15 | BLDG. K | 4,500 SF | |

North

60

# CAPITAL VILLAGE - PRELIMINARY SITE PLAN PS-35

## NEC ZINFANDEL & INTERNATIONAL
RANCHO CORDOVA, CALIFORNIA

DSL Service Company
A subsidiary of Downey Savings and Loan Association, F.A.

Nadel Architects Inc

Attachment 3
Exhibit B

# CAPITAL
## VILLAGE

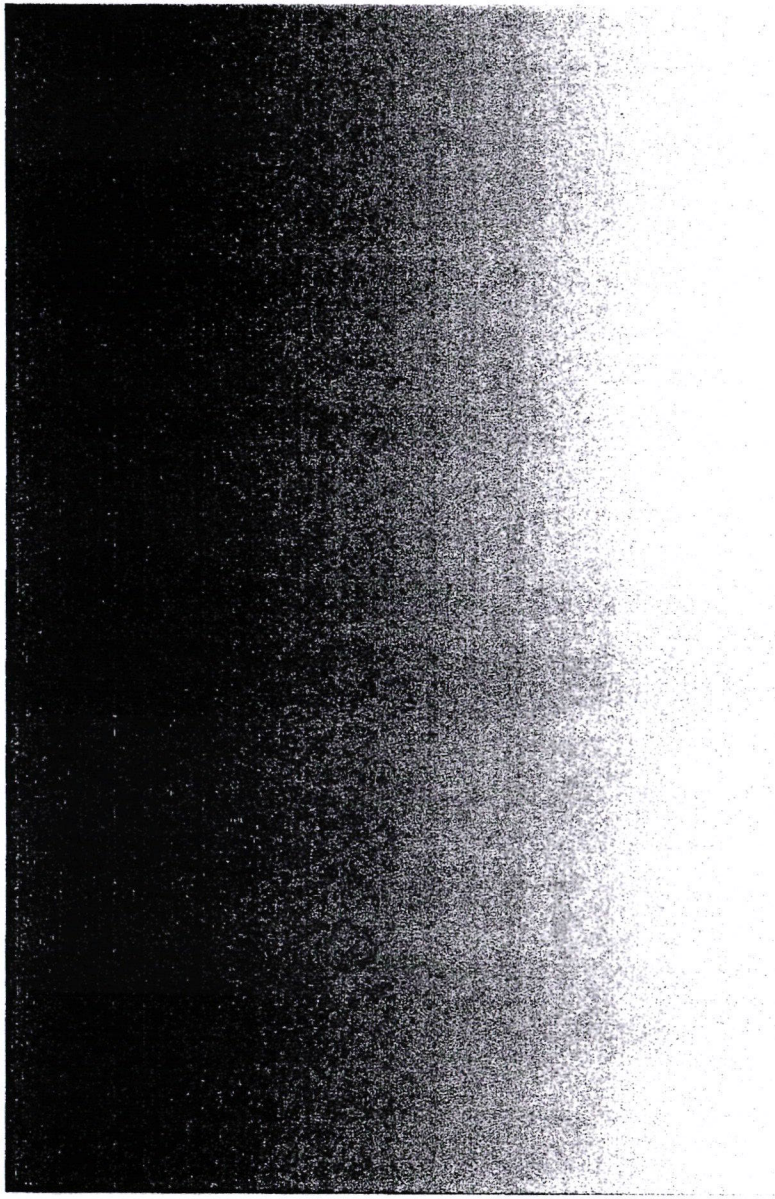


# SIGN CRITERIA

June 13th, 2006

Prepared by Architectural Design & Signs

Attachment 3
Exhibit C




**LANDLORD**

**DSL Service Company**
3501 Jamboree Road,
North Tower, Suite 500,
Newport Beach, CA 92660

**SIGN CONSULTANT**

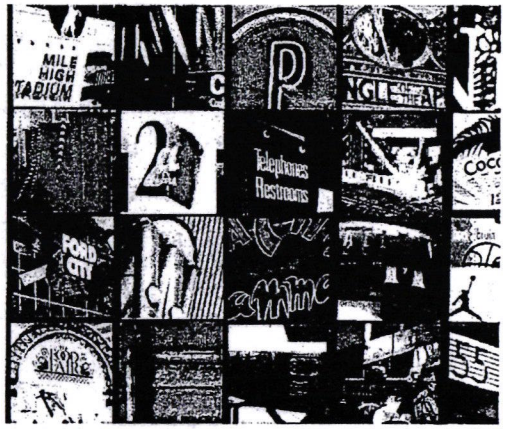
AD/S
ARCHITECTURAL DESIGN & SIGNS
Architectural Design & Signs
2950 Palisades Drive,
Corona, California 92880
Tel. 951.278.0680 Fax. 951.270.2005

**ARCHITECT**

**Nadel Architects**
3080 Bristol Street, Suite 500
Costa Mesa, California 92626
Tel. 714 540 5000


## TABLE OF CONTENTS


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| Approval Process | 6 |
| Prohibited Signs, Fabrication and installation | 7 |
| Blade Signs | 8 |
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# O B J E C T I V E

The objective of the following sign criteria is to provide standards and specifications that assure consistent quality, size, variety and placement for Tenant signs throughout this project. These criteria are also intended to stimulate creative invention and achieve the highest standard of excellence in environmental graphic communication. Such excellence is best achieved though open and frequent dialogue between Tenant, Operator, and the project's graphic design consultant. Signing at Capital Village, Rancho Cordova, California is an integral part of the center's image and appeal, so signs must be thoughtfully designed, placed and proportioned to the individual architectural facade on which they are placed. Care in the design and installation of store signs will enhance customer's appreciation.

## OVERVIEW

The overview of this criteria is to assist the Operator/Tenant and city relationship. The Operator will be responsible to:

a. Provide base building design and construction information requested by Tenant's sign design consultant.
b. Review, comment and approve tenant sign submission.

In return, the Tenant will be responsible for:

Design, fabrication, permitting and installation of signs, including any structural support and electrical service and any special installation requiring addition or modification to the shell building approved by the Landlord.

**Maintenance of the Sign.**

The tenant shall employ professional sign fabricators and installers approved by the Landlord who are well qualified in the techniques and procedures required to implement the sign design concept. The Tenant will abide by all provisions, guidelines and criteria contained within this Capital Village Sign Criteria.

Only those sign types provided for and specifically approved by the Landlord in Tenant's sign submission documents will be allowed. The Landlord may, at his discretion and at the Tenant's expense and after proper notice to Tenant, replace or remove any sign that is installed without Landlord's written consent, or that is not executed in conformance with the approved submission. Tenant shall furnish the Landlord with a copy of all sign fabrication and installation permits prior to installation.

Note: It will be the responsibility of the Tenant to satisfactorily repair and patch holes of their storefront sign area should the Tenant vacate these premises.

Graphic Examples





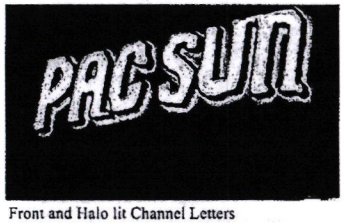

Halo Illumination






Standard Channel Letters






Front and Halo lit Channel Letters






**Mixed Media:** Halo letters on wire mesh background and exposed neon accents

## FREE STANDING SIGN TYPES

(A) **Freeway Oriented Plyon Sign (Exhibit P1)**

Copy to include the Project Identification, the Anchor Tenant and three (3) Major Tenants
The overall size of this pylon sign will be 25' - 0" high
The copy area will not exceed 200 square feet per face.

(B) **Multi-Tenant Monument Sign (Exhibit M1)**

Copy to include five (5) Pad Tenants
The overall size of this monument sign will be 14' - 0" high

(C) **Single Tenant Monument Sign (Exhibit M2)**

Copy to include one tenant
The overall size of this monument sign will be 5' - 3" high

## TENANT WALL SIGNS

Each Tenant is allowed one (1) storefront ID sign above their storefront.
However, specific suites with secondary entrance(s) and or secondary building elevations may incorporate one (1) additional identification sign per elevation, subject to Landlords approval

The size of each Tenant's sign is based on the following calculation:
Two (2) square feet per linear foot of Tenant's store frontage.
The maximum width of any tenant's storefront sign may not exceed seventy-five (75%) percent of the tenants leased storefront.

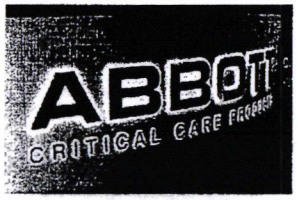
Signs may identify the business name and a generic word description of the service.
No product identity or specific service description may be displayed

For all Tenants:
(1) Tenants may be allowed an extra 15% of sign area to enhance the graphic and/or architectural balance. However, this option will be at the sole discretion of the Landlord and the City Planning Director.

(2) All Signs shall be measured by drawing a shape (rectangle or other) around each element of the individual signs. For example, measure the area of letters and area of icon and / or logo separately.

Graphic Examples






Routed Pushed Through Copy



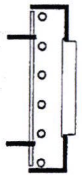


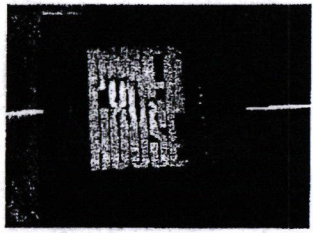
Metal Cut Out Panel with Halo Illumination






Cove lighting effect for free standing letters





A combination of routed and backed up copy out of a halo illuminated panel

## TENANT WALL SIGNS (Cont.)

### (i) Anchor Tenant (140,000 square feet)

Anchor Tenant is allowed storefront signage based on the following calculations:
Two (2) square feet per linear foot of storefront.
Maximum letter height: 8' - 0"
Secondary copy such as "Garden Center" may have a maximum letter height of 2' -6"
Maximum sign area per elevation not to exceed 400 square feet.

Note: Secondary copy will be included in the overall permitted sign area.

Note: Tenant with building elevations facing multiple exposures such as a parking lot or street, may incorporate one (1) additional sign per elevation.
The area of each sign on additional elevation(s) must be calculated using the same formula as per front elevation.

### (ii) Major Tenant (5,000 - 50,000 square feet)

Major tenant is allowed storefront signage based on the following calculations:
Two (2) square feet per linear foot of storefront
Maximum letter height: 4' - 0"
Maximum sign area per elevation not to exceed 250 square feet

Note: Tenant with building elevations facing multiple exposures such as a parking lot or street, may incorporate one (1) additional sign per elevation.
The area of each sign on additional elevation(s) must be calculated using the same formula as per front elevation.

### (iii) Pad Tenants

Pad tenant is allowed storefront signage based on the following calculations:
Two (2) square feet per linear foot of storefront
Maximum letter height: 3' - 0"
Maximum sign area per elevation not to exceed 150 square feet

Note: Tenant with building elevations facing multiple exposures such as a parking lot or street, may incorporate one (1) additional sign per elevation.
The area of each sign on additional elevation(s) must be calculated using the same formula as per front elevation.

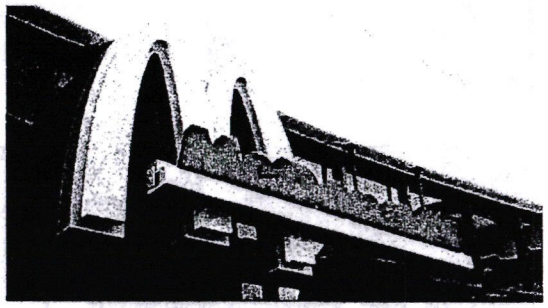
### (iv) Inline Tenants

Pad tenant is allowed storefront signage based on the following calculations:
Two (2) square feet per linear foot of storefront
Maximum letter height: 2' - 6"
Maximum sign area per elevation not to exceed 100 square feet

Note: Tenant with building elevations facing multiple exposures such as a parking lot or street, may incorporate one (1) additional sign per elevation.
The area of each sign on additional elevation(s) must be calculated using the same formula as per front elevation.



**Mixed Media:** Halo illuminated channel letters with an aluminum panel routed copy



**Mixed Media:** Halo illuminated dimensional "M" logo w/perforated aluminum face and open-faced channel letters on decorative ledge

## SIGN STYLES

There are many acceptable sign treatments, however a **Mixed Media** * three-dimensional approach combining several different fabrication and lighting techniques is preferred. Tenants are strongly encouraged to consider the specific architectural style of their facade, the overall concept of the project, the scale of the proposed sign and the critical viewing angles and sight lines when designing appropriate graphics and signs for the storefront. Note that specific locations and surrounding architectural treatments can limit the maximum sign height and length, which may differ from the general guidelines proposed above. The Landlord reserves the right to approve or reject any proposed sign on the basis of the size and placement.

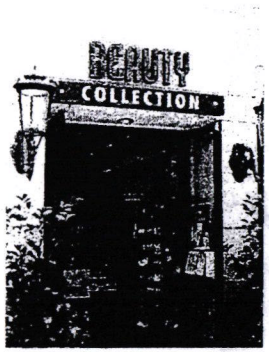
Acceptable sign styles may include:
It is the intention of this Criteria, subject to review, to permit:

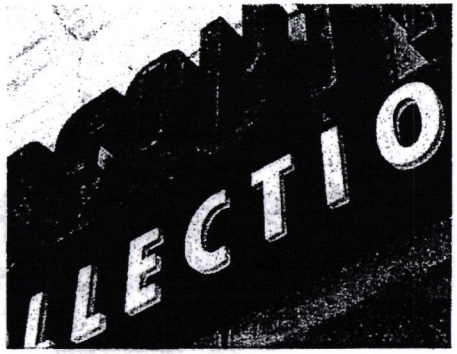
1. Creative use of standard illuminated channel letters
2. Front and halo illuminated channel letters.
3. Mixed media/dimensional signs using images, icons, logos, etc.
4. Mixed media, 3-dimensional signs painted gold, silver or copper leaf.
5. Halo illuminated letters, 3" deep minimum.
6. Dimensional geometric shapes.
7. Sandblasted; textured, and/or burnished metal-leaf faced letters, pin mounted from facade.
8. Exposed neon if used as an accent, subject to approval by the Operator.

* **Mixed Media** signs are signs employing two or more illumination and fabrication methods.

For example: Halo lit reverse channel letters with exposed neon accents.
Also, although simple rectangular cabinet signs are not allowed, mixed media signs may be composed of elements, one of which may be a panel or cabinet. However, the panel / cabinet sign should not exceed 50% of the total a sign area.

With the Landlord approval, complex shaped (i.e Polyhedron) sign cabinets which is part of a national logo, may be used alone if they incorporate dimensional elements such as push-through letters.









## TYPE STYLES & LOGOS

The use of logos and distinctive type styles is encouraged for all Tenants signs. Sign lettering may be combined with other graphics and or dimensional elements denoting the type of business. The tenant may adapt established styles, logos and/or images that are in use on similar buildings operated by the tenant in California, provided that these images are architecturally compatible and approved by the Landlord. The typeface may be arranged in one (1) or two (2) lines of copy and may consist of upper and/or lower case letters. The Tenant should identify trademark protected type and marks in their sign submission to assist the Landlord in the review process.

### LIGHTING

Tenant signs should be creatively illuminated using a variety of lighting techniques. One or more of the following are allowed:

1. Neon or fluorescent contained in letters and panel cabinets
2. Light Emitting Diodes (LED's)
3. Fiber Optics
4. Cove Lighting (Indirect Illumination)
5. Exposed neon accents
6. Incandescent light bulb

If it is determined by Landlord at any time that the primary lighting of Tenants wall sign or blade sign is too intense, the Landlord may require at Tenants expense to install a dimmer switch.

### COLORS

The following guidelines are for selecting colors of Tenants signing. The project and the individual building facade will consist of a variety of colors and materials.
The Landlord encourages the tenant to consider these colors when choosing his sign colors.
Signs may incorporate **regionally** and **nationally** recognized logo colors.
Sign colors should be selected to provide sufficient contrast against building background colors.
Sign colors should be compatible with and complement building background colors.
Sign colors should provide variety, sophistication and excitement.
Color of letter returns shall be a contrasting color to the face of the letter.
Neon accent colors should complement related signing elements.
Bright colors such as " Hot Pink " will not be allowed.







## APPROVAL PROCESS

The Landlord has engaged the services of a SIGN CONSULTANT for the entire project who will assist in the review and approval of Tenant sign submissions and insure their conformance to the project's overall SIGN CRITERIA.

At least thirty (30) days prior to the Landlords' scheduled delivery of the premises, Tenant shall provide the following information to the Landlord for review.

Note: This information is separate from sign approval submission and store design and drawing submissions, and will be used to begin the sign design process.

Store Name;
Store Logo (in color with colors identified);
Store interior materials, colors and finishes.

Allowing reasonable time for Landlord's review and Tenant's revision of submission in advance of sign fabrication, tenant shall submit for Landlord's approval, three (3) sets of complete and fully dimensioned shop drawings of the Tenants sign to the Landlord's Tenant coordinator.

Shop drawings shall include at least the following: Tenants entire building facade elevation, showing the proposed sign, in color drawing to scale of 1/4" - 1'-0".

Storefront (partial building) elevation showing the location, size, color, construction and installation details of the Tenants proposed sign. Typical "section-though" letter and/or sign panel showing the dimensioned projection of the letter or panel face and the illumination method.

Color and material samples together with a photograph (if possible) of a similar installation.

Within thirty (30) days of receipt of the sign submission, the Landlord will approve, as noted, or disapprove with comments the Tenants sign design. Tenant must respond to the Landlords comments and re-submit within fourteen calendar days, and repeat this process until all sign design, fabrication and installation issues are resolved to the Landlord's satisfaction.

Upon receipt of final sign approval from the Landlord, Tenant shall submit two sets of colored drawings of the proposed sign to the City of Rancho Cordova, CA for fabrication and installation permits. Tenants are required to provide one (1) set of the City approved drawings to the Landlord prior to commencing any installation.

## THE FOLLOWING SIGNS AND ELEMENTS ARE PROHIBITED.

1. A sign that consists of only an unadorned rectangular cabinet signs with translucent or opaque faces.
2. Temporary wall signs, pennants, banners, inflatable displays or sandwich boards, unless with specific prior approval from landlord
3. Window signs or signs blocking doors or fire escapes, unless approved by the Landlord (Note: Box signs hanging in display windows are not allowed).
4. Gold leaf treatments on windows, box signs and exposed neon window displays without Landlords written approval.
   Note: Approval is at Landlords discretion. Off the shelf signs are discouraged.
5. Exposed junction boxes, wires, plug in wires on window signs, transformers, lamps, tubing, conduits, raceways or neon crossovers of any type.
6. Signs using trim-cap retainers that do not match the color of the letter and logo returns (polished gold, silver or bronze trim caps are NOT permitted).
7. Pre-manufactured signs, such as franchise signs that have not been modified to meet these criteria.
8. Paper, cardboard, or Styrofoam signs, stickers, or decals hung around or behind storefronts. (Except those required by governmental agencies)
9. Exposed fasteners, unless decorative fasteners are essential to the sign design concept.
10. Simulated materials such as wood grained plastic laminates or wall coverings.
11. Flashing, oscillating, animated lights or other moving sign components.
12. Rooftop signs or signs projecting above roof lines or parapets.
13. Signs on mansard roofs or equipment screens.
14. Advertising or promotional signs on parked vehicles.
15. Sign company decals in full view (limit to one placement only).
16. Painted signs.
17. Portable and A-frame signs.
18. Wind-activated and balloon signs.
19. Outdoor advertising structures (billboards).

## FABRICATION

**The Tenant must insure that his sign fabricator and installer understand their responsibilities before they begin the sign fabrication.**

**The Tenants sign contractor is responsible for the following:**

1. Signs must be fabricated of durable appropriate weather resistant materials complementary to the base building materials.
2. Dissimilar metals used in sign fabrication shall be separated with non-conductive gaskets to avoid electrolysis. Additionally stainless steel fasteners shall be used to attach dissimilar metals.
3. Threaded rods or anchor bolts shall be used to mount sign letters which are held off the background panel. Angle clips attached to letter sides will NOT be permitted.
4. Colors, materials, finishes shall exactly match those submitted to and approved by the Landlord.
5. Visible welds and seams shall be ground smooth and filled with auto body compound before painting.
6. No fasteners, rivets, screws or other attachment devise shall be visible from any public vantage point.
7. Finished metal surfaces shall be free from canning and warping. All sign finishes shall be free of dust, orange peel, drips and runs and shall have a uniform surface conforming to the highest industry standards.
8. Reverse channel letters shall be pinned two (2") inches from the wall. The letter return depth shall be minimum three (3") inches and letters shall have a clear acrylic backing.
9. Double neon tube shall be used where the width of the letter stroke exceed 2-1/2 inches.
10. All Signs to be pegged a minimum of 1/2" from wall or facade onto which the letters are attached.

## INSTALLATION

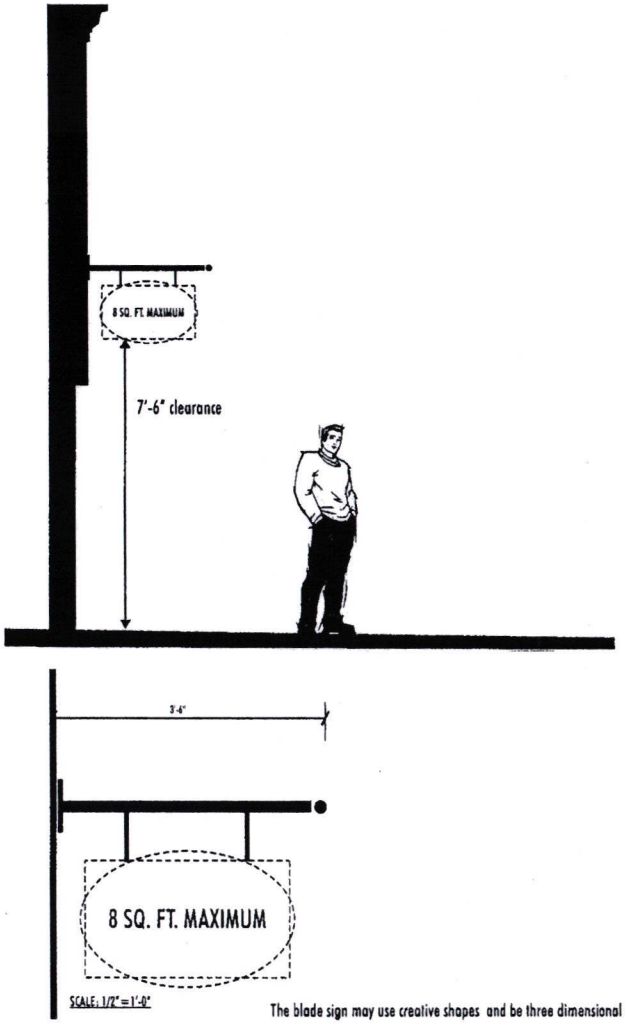
The Tenants sign installer will provide the following:

1. Provide the Landlord with an original certificate of insurance naming the Landlord as an additional insured for liability coverage in an amount required by Landlord.

2. Obtain all required sign permits from the City of Rancho Cordova, California and deliver copies to the Landlord before installing the sign/s.

3. Keep a Landlord approved set of sign drawings on site when install the sign.

4. Warrant the sign against latent defects in materials and workmanship for a minimum of one (1) year.




The blade sign may use creative shapes and be three dimensional

## Blade Signs / Under Canopy sign

Each tenant is permitted one (1) blade / under canopy sign per customer entrance. The blade sign program requires that each Tenants graphic identity be transformed into a 3-dimensional double-faced sign. The Landlord encourages the tenant to propose blade / under canopy sign design, which enrich the pedestrian environment with a creative use of color and material combined with a strong store name identification.

Additionally:

Blade / under canopy signs may be illuminated or non-illuminated. Illuminated signs must have an external light source.

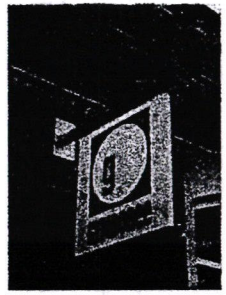
Blade / under canopy signs shall project no more than 3'-6" from the building face, and shall be no more than 2'-6" in height, with a maximum of Eight (8) square feet of area for each face. Clearance from the underside of the blade sign to be finished common area paving shall be a minimum of 7'-6".

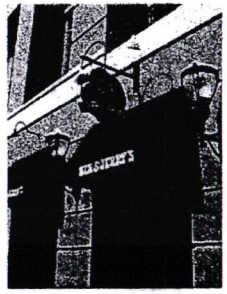
Note: The standard attachment bracket onto which the blade sign is attached will be manufactured by the Landlord's sign contractor.

Proposals for blade / under canopy sign designs will be reviewed at the time of the Tenants overall sign design submission. It is the responsibility of the tenant to ensure that his fabrication and installation contractor includes adequate support for the blade sign and all required electrical services and connections.

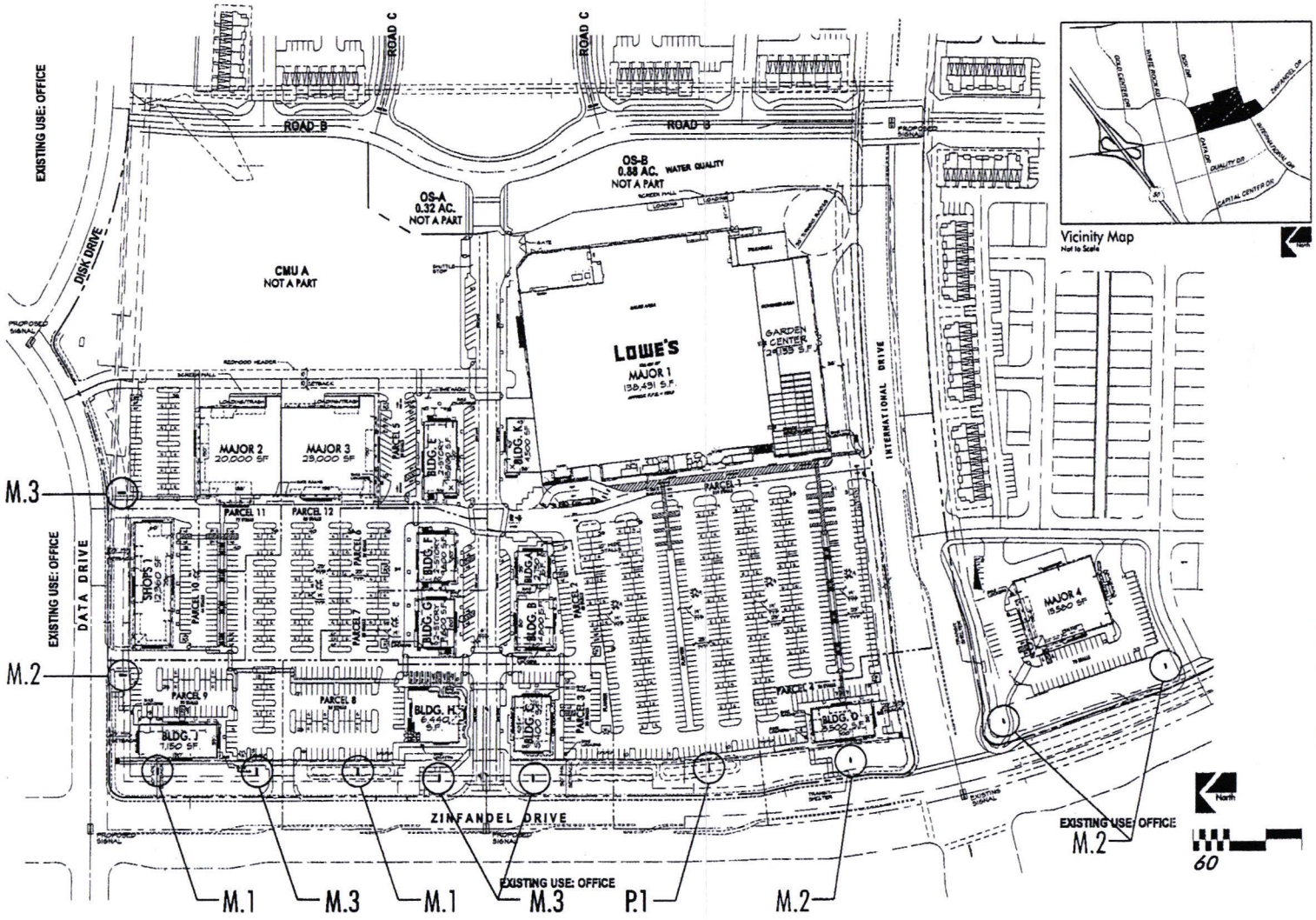
The blade sign may not be the primary store identification sign and will not be included in the calculation for the overall area permitted.

Note: Landlord is not responsible for structural backing or the dedicated primary electrical power that may be required to support the blade sign. This must be coordinated with Tenant's Improvement Contractor prior to installation.





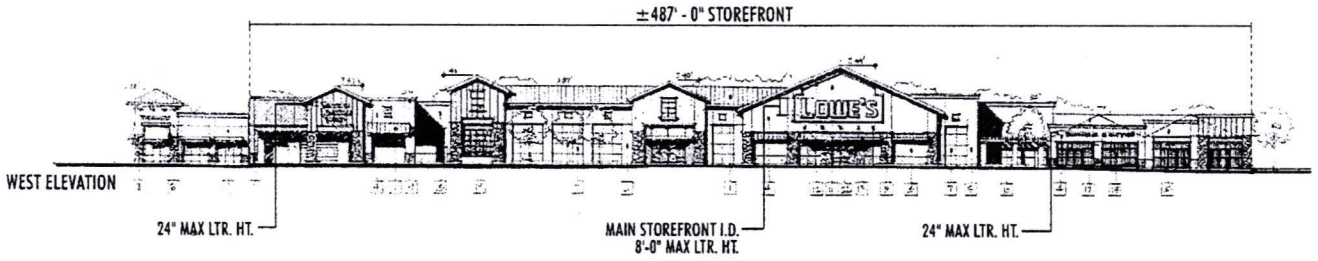


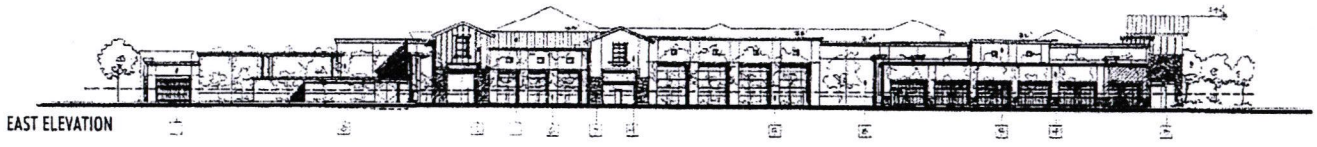


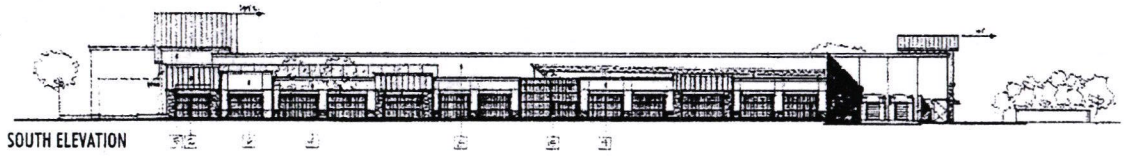

- WALL SIGNS
- **PYLON - P.1**
- **MONUMENT - M.1**
- MONUMENT - M.2
- **MONUMENT - M.3**

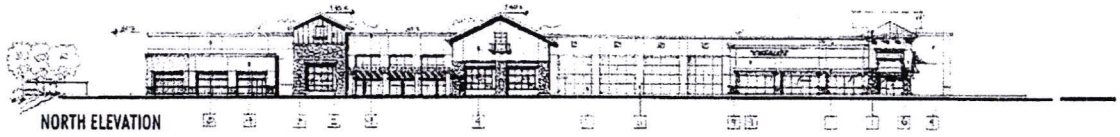
*NOTE: ALL SIGN LOCATIONS INDICATED ARE FOR REPRESENTATION PURPOSES ONLY. FINAL LOCATIONS TO BE DETERMINED BY OWNER/LANDLORD

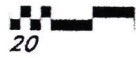
# MAJOR TENANT - 1



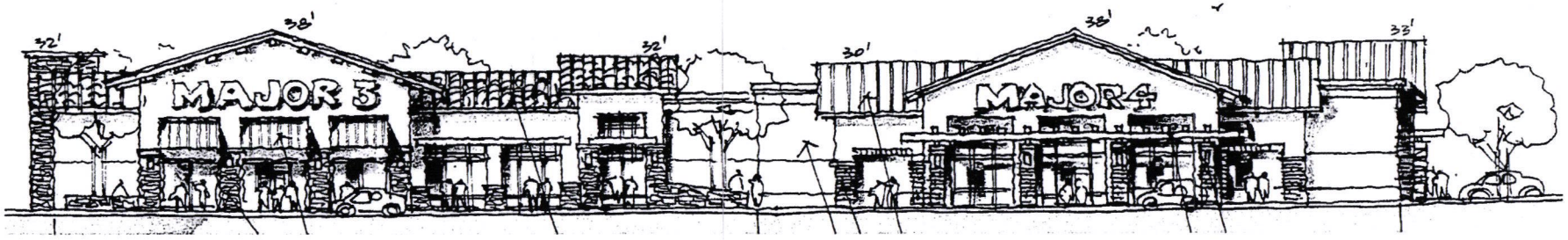



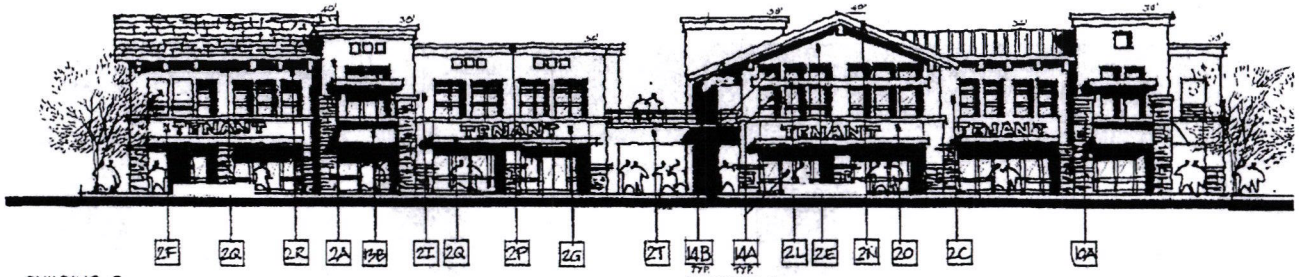

MATERIALS AND FINISH:



## MAJOR TENANT - 3 & 4

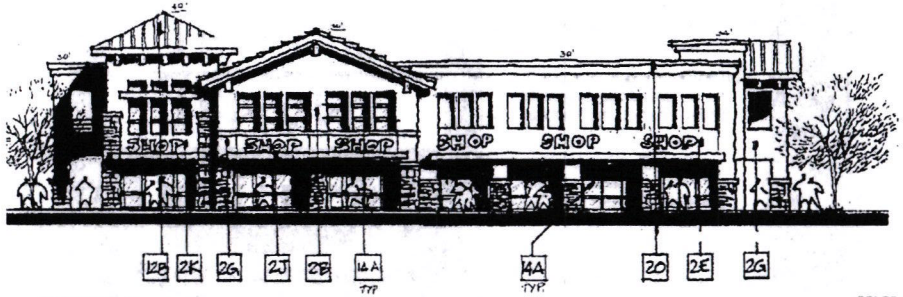


# SHOPS E, F & G

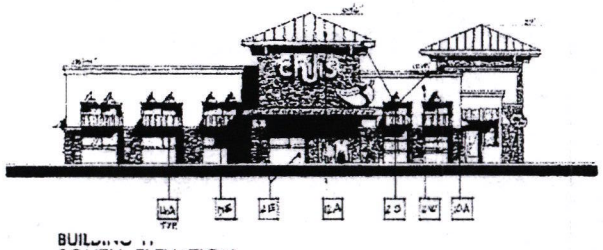



BUILDING G
SOUTH ELEVATION

BUILDING F
SOUTH ELEVATION




BUILDING E
SOUTH ELEVATION




BUILDING
SOUTH ELEVATION

COLOR & MATERIALS

CONCRETE ROOF TILE

PAINT COLORS/ PLASTER FINISH

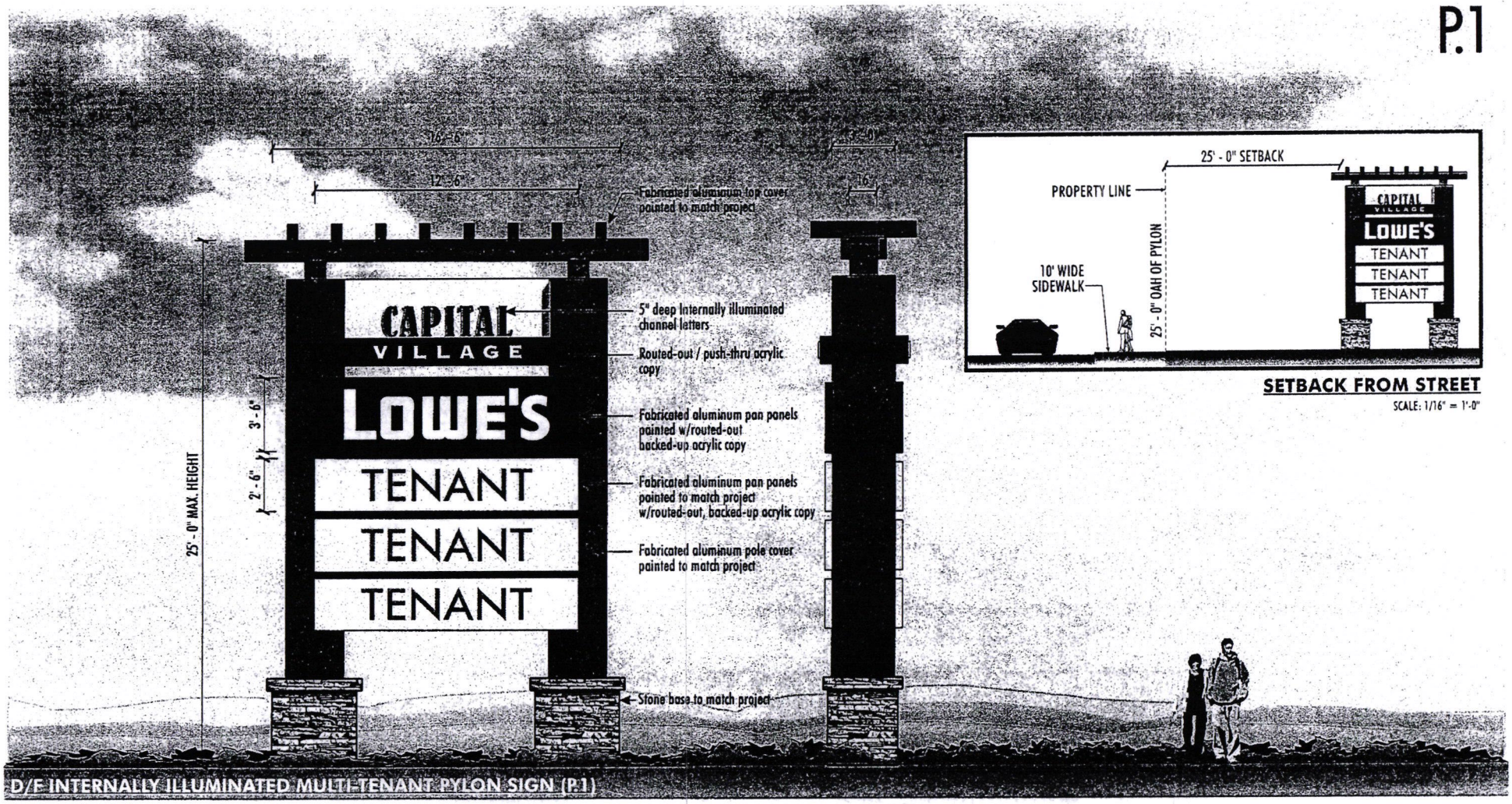
STONE VENEER

STANDING SEAM METAL ROOF

FABRIC AWNING

STOREFRONT WINDOW

# P.1



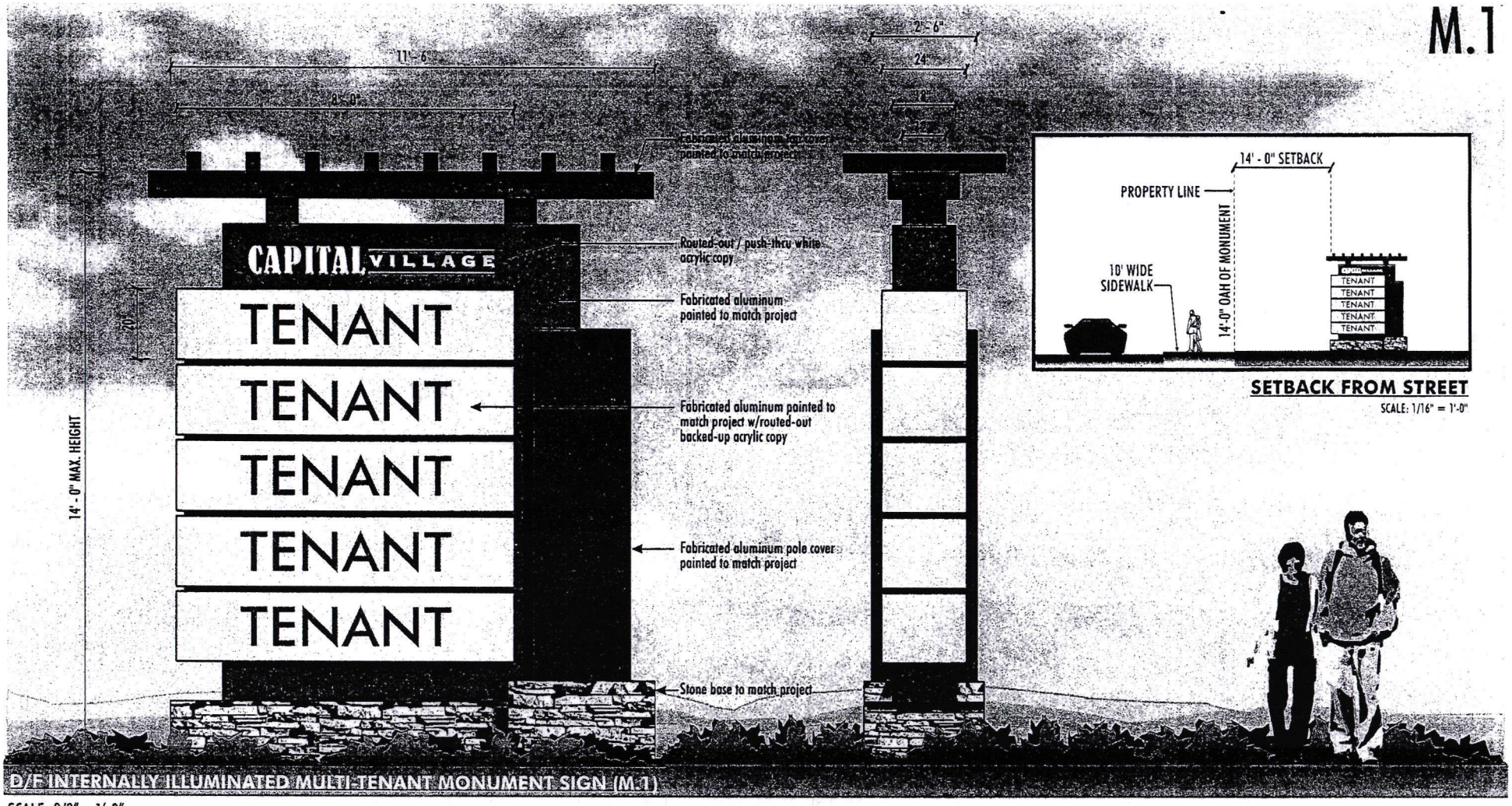

D/F INTERNALLY ILLUMINATED MULTI-TENANT PYLON SIGN (P.1)

SCALE: 3/16" = 1'-0"




SETBACK FROM STREET

SCALE: 1/16" = 1'-0"


M.1
11'-6"
8'-0"
2'-6"
24"
CAPITAL VILLAGE
TENANT
TENANT
TENANT
TENANT
TENANT
20"
14'-0" MAX. HEIGHT
Fabricated aluminum pole cover painted to match project
Routed-out / push-thru white acrylic copy
Fabricated aluminum painted to match project
Fabricated aluminum painted to match project w/routed-out backed-up acrylic copy
Fabricated aluminum pole cover painted to match project
Stone base to match project
14'-0" SETBACK
PROPERTY LINE
10' WIDE SIDEWALK
14'-0" OAH OF MONUMENT
TENANT
TENANT
TENANT
TENANT
TENANT
SETBACK FROM STREET
SCALE: 1/16" = 1'-0"
D/F INTERNALLY ILLUMINATED MULTI-TENANT MONUMENT SIGN (M.1)

SCALE: 3/8" = 1'-0"

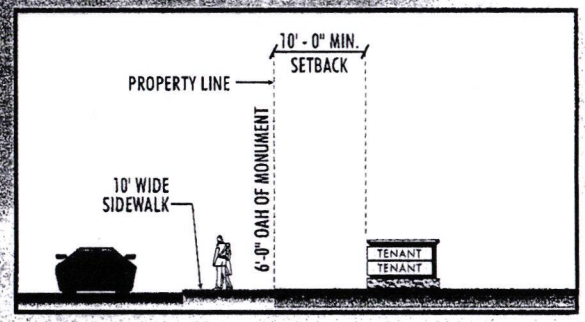
# M.2




D/F INTERNALLY ILLUMINATED SINGLE TENANT MONUMENT SIGN (M.2)

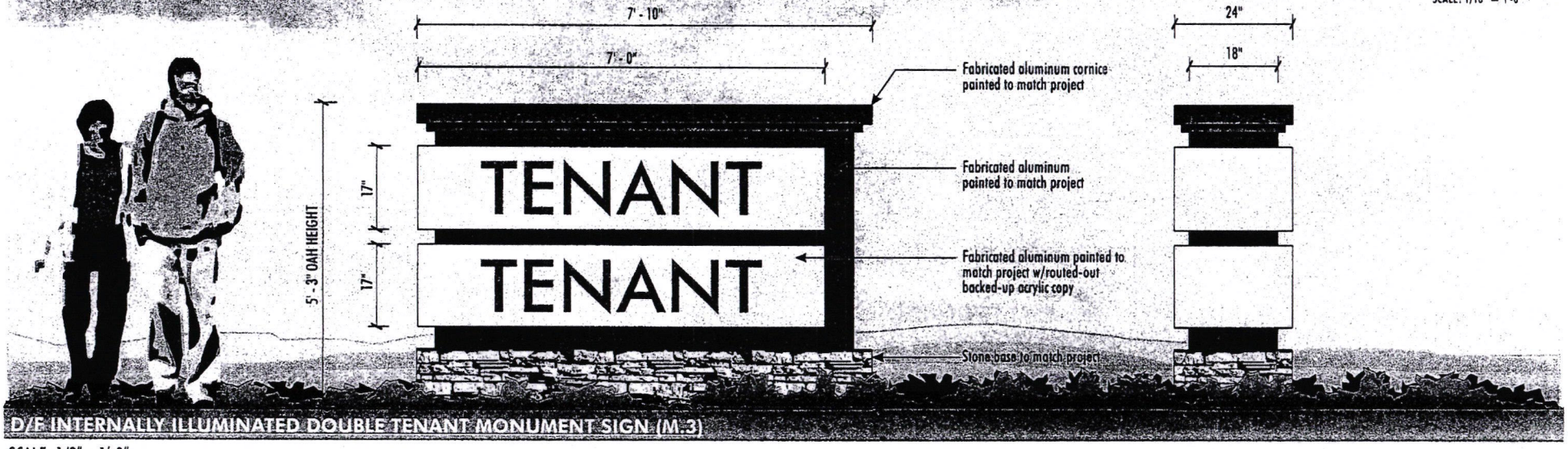
SCALE: 1/2" = 1'-0"

# M.3




**SETBACK FROM STREET**

SCALE: 1/16" = 1'-0"



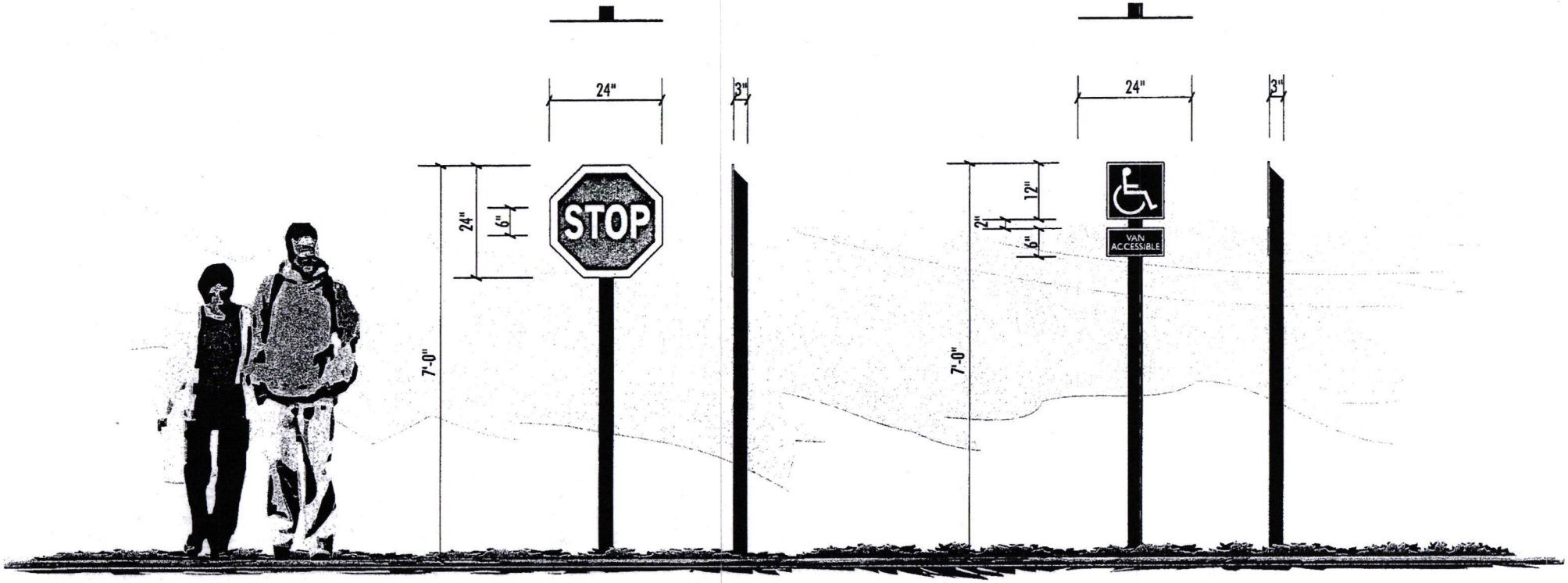

**D/F INTERNALLY ILLUMINATED DOUBLE TENANT MONUMENT SIGN (M.3)**

SCALE: 1/2" = 1'-0"

# STOP AND HANDICAP SIGNS

SPECIFICATIONS:
- 3" SQ. POST PAINT COLOR TO BE DETERMINED.
- FACE TO BE ¼" ALUMINUM PAINTED WHITE WITH RED REFLECTIVE (280-72) VINYL OVERLAY AND WHITE REFLECTIVE (280-10) VINYL COPY.

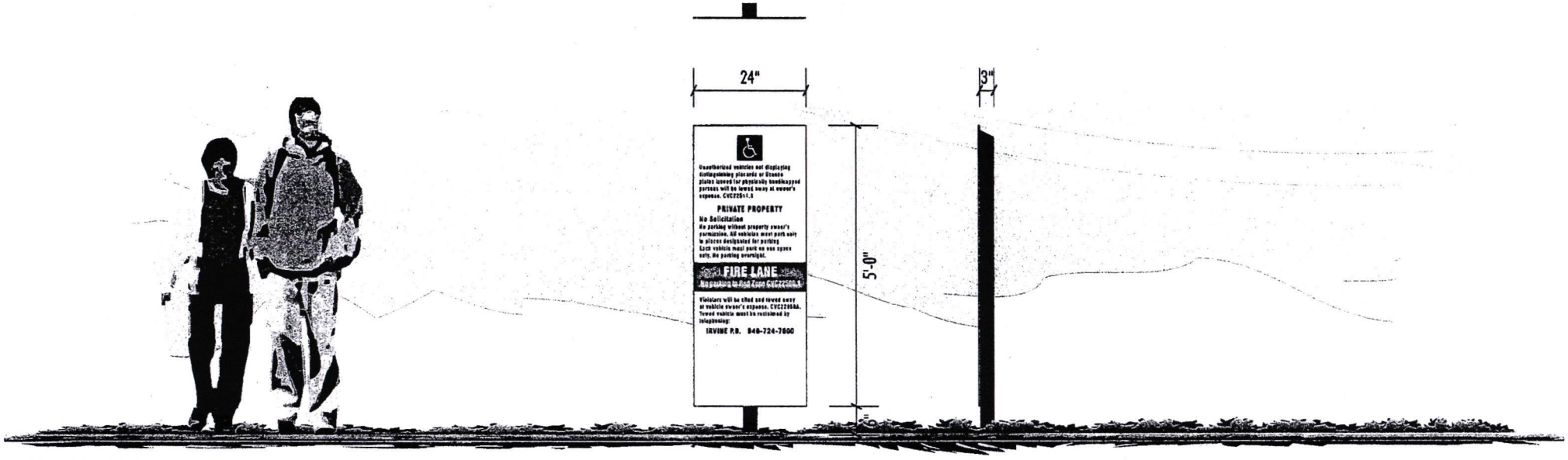
SPECIFICATIONS:
- 3" SQ. POST PAINT COLOR TO BE DETERMINED.
- FACE TO BE ¼" ALUMINUM PAINTED WHITE WITH REFLECTIVE LIGHT BLUE (280-76) WITH WHITE SHOW THRU AND WHITE BORDER.
- COPY TO BE WHITE SHOW THRU.




SCALE: 1/2"=1'-0"

# PARKING CODE ENTRY SIGNS

SPECIFICATIONS:
- 3" SQ. POST PAINT COLOR TO BE DETERMINED.
- FACE TO BE ¼" ALUMINUM PAINTED WHITE.
- COPY TO BE BLACK (220-12) VINYL.
- "HANDICAP" LOGO TO BE REFLECTIVE LIGHT BLUE (280-76) WITH WHITE SHOW THRU.
- "FIRE LANE" TO BE REFLECTIVE RED (280-72) VINYL WITH WHITE SHOW THRU COPY.




SCALE: 1/2" = 1'-0"

# BUILDING ADDRESS NUMBERS

SPECIFICATIONS:
- ½" THICK SINTRA NUMBERS.
- PAINT COLOR TO MATCH PROJECT (CONTRASTING TO BUILDING FASCIA COLOR).
- NUMBERS TO BE STUD MOUNTED TO BUILDING FASCIA.



as land planners for the Project, in excess of the District's statutory authority and in direct contravention of the police power granted to the City under the California Constitution.

A. District's June 7, 2006 Letter

Beginning at page 2 of the District's June 7 letter are comments on each air quality measure proposed in the Project's latest air quality plan. We believe that many of the District's comments are not only arbitrary but in many areas utterly capricious, without any evidentiary basis whatsoever. Our responses to items in dispute follow:

5. Project Location Within ½ Mile of Existing Class I or Class II Bike Lane

Response: Currently, there are no Class II bike lanes on International Drive and Zinfandel Drive. However, the striping plans being prepared by Wood Rodgers, the engineer for the Capital Village master developer, include striping for Class II bike lanes on both streets. Therefore, at the time of the Project's development, the Project will have Class II bike lanes adjacent to its boundaries, qualifying the Project for full credit here.

Credit: 1 point.

6. Project Provides for Pedestrian Facilities and Improvements Such as Overpasses and Wider Sidewalks.

Response: The Capital Village SPA requires 6-10 foot wide sidewalks (SPA pages 36, 38) for Data Drive, International Drive and Zinfandel Drive. The SPA does not specify a sidewalk width for Main Street. The Project proposes 6 to 24 foot wide sidewalks (see air quality plan, May 31, 2006 version, page 9; July 5, 2006 version, page 9) on Main Street (11-24 feet), Zinfandel Drive (10 feet), International Drive (10 feet), and Data Drive (6 feet). The District's comments are factually erroneous, and rather mystifying given the requirements of the City and SPA Ordinance that was supported by the District versus what the Project proposes.

Credit: 1 point.

13. Parking Reduction.

Response: Here is an obvious example of the saying in the real estate industry that "no good deed goes unpunished." In a meeting with District staff on March 29, 2006, District staff suggested a parking reduction to achieve further air quality mitigation credit. Though a parking reduction can directly undermine the commercial viability of the Project, the applicant agreed to reduce parking from what is called for in the Capital Village Special Planning Area approved by the City Council and endorsed by the District last year, yet the District now offers only partial credit. The District's change of position is without evidentiary support and is completely arbitrary.

Credit: Additional 1 point.

21. Parking Lot Design with Clearly Marked and Shaded Pedestrian Pathways.

Response: Here, the air quality plan clearly shows the marked and shaded pedestrian pathways, so the District's inability to read and digest multiple exhibits should not preclude full credit for this measure.

Credit: 0.5 point.

29. Mixed Use Development.

Response: The District has indicated that the wrong category, 29, was chosen for credit in the air quality plan, when District measure 30 should have been chosen instead. The District has chosen to denigrate the mixed-use character of the project (retail and office) and completely ignore the live/work development on parcel CMU-A, which, contrary to the District's letter, is approved under the City Council's March 2005 action approving the Capital Village SPA. Apparently, approval by the City Council and vested land use under a recorded Development Agreement is insufficient for the District.

Credit: Additional 1.5 points.

58. Contract with only Commercial Landscapers.

Response: The District's demand of immediate dismissal of a landscape contractor if proof of compliance is not shown within 5 days of notification of

violation is beyond arbitrary— it is mean-spirited and shows a lack of understanding of commercial relationships in the real world.
Credit: Additional 0.5 point.

63. Implement Clean Air Business Practices.
Response: With absolutely no discussion, the District discounts by 25 percent the use of propane fueled vehicles for Lowe's delivery trucks, a significant commitment by the Project's major anchor tenant.
Credit: Additional 0.5 point.

99. Transportation Area Tax.
Response: The District, again seeking to usurp or control the authority of the Rancho Cordova City Council, ultimately punishes the applicant for the District's unwillingness to recognize that only the Rancho Cordova City Council controls the budget of this special transit tax area.
Credit: Additional 1.5 points.

General Discussion

The final two pages of the District's June 7 letter are more of the same desire to replace City Planning staff and serve as a "super-planning" agency overseeing the land planning of properties within the City's boundaries. The California Constitution (Article 11, Section 7) and the court cases interpreting that provision make it clear that the exercise of the police power within the corporate boundaries of a city rest with the legislative body of that city, and not in agencies such as air quality districts. The City Planning Department has reviewed the Project for many months and made its recommendation for approval, after issuing the MND for the Project incorporating in total the recommended measures in the Capital Village air quality plan, which now contains 18.4 credits for a single project, slightly above the number of credits in the entire Capital Village SPA. The District has offered no evidence or even sound rationale supporting any of its conclusions.

B. District's June 26, 2006 Letter

In its latest letter sent to the City late last week, the District for the first time acknowledges that only the City has land use planning authority here, but

then goes on to re-state at pages 3 and 4 its desire to re-plan the Project, and even attempts to supplant the City Council when it comes to a finding of consistency with the General Plan that the City Council just adopted. Contrary to the District's position that the original vision for the Capital Village project is compromised by the Project before you, the Project offers a range of refinements and improvements to the concept plan in the SPA that the District has utterly failed to recognize, including the following:

1. More restaurants:
2. More plazas;
3. More gathering places;
4. Better connectivity between uses for pedestrians;
5. Trellis covered walkways;
6. Enhanced paving and hardscape.

The District's failure to take these refinements and improvements into consideration exhibits a profound absence of any rational analysis on the District's part when it comes to the Project.

The District has offered no substantive evidence— or any evidence at all, for that matter— that the Project is not an improvement over the prior conceptual plan in the SPA. The Project will be implementing its own 18+ point air quality plan. The District's claim of a shortfall in air quality mitigation credits for the original air quality plan has no actual basis in fact, given (1) the additional pedestrian amenities noted above compared to the SPA; (2) the additional 22 air quality mitigation measures in the DSL air quality plan, including a densified site, and reduced parking; and (3) the superiority of mitigation in the DSL air quality plan compared to the prior air quality plan, with a transit tax imposed by the City on the Project compared to a TMA-only measure previously supported by the District.

From both a quantitative and qualitative perspective, the DSL air quality plan greatly surpasses the prior Capital Village air quality plan.

Conclusion

We applaud the City for continuing to exercise its independent judgment relative to the entire Capital Village project, including its aggressive air quality mitigation plan, and we look forward to implementing a successful project and air quality mitigation program if the Project is approved.

Very truly yours,

SANDBERG, LO DUCA & ALAND, LLP

Marcus J. Lo Duca

Cc: Rancho Cordova City Council
Capital Village Project Team

# MEMORANDUM

**DATE:** July 5, 2006

**TO:** Honorable Mayor and Council Members

**FROM:** Cyrus Abhar, Public Works Director

**SUBJECT:** **THE PRESERVE, RC-03-052 - POLICY DISCUSSION ON THE FUNDING AND TIMING OF CONSTRUCTION OF MAJOR TRANSPORTATION IMPROVEMENTS**

## RECOMMENDATION

Consider staff's presentation on a single remaining key project issue related to the timing of roadway construction and associated obligations and provide direction to staff to finalize this issue; and

Continue the public hearing for this project to the regular City Council meeting of July 17, 2006 to consider the full project application.

## RESULT OF RECOMMENDED ACTION

Council input on this final substantive issue will allow staff to finalize the project conditions of approval and development agreement for consideration by the City Council at its meeting of July 17, 2006. Ultimately, the Council's determination on this issue may have significant implications to the timing and completion of roadway construction within Rancho Cordova.

## BACKGROUND

### A. General Transportation Setting

The roadway system is currently experiencing traffic congestion on several major corridors in the City and the community is widely expecting that transportation improvements keep pace with the new development. In the Round Table, discussed below, the development community is requesting that the City consider taking full responsibility for the design, construction and delivery of major transportation improvements regardless of the timing and pace of home construction in the City. This could put the City in a precarious position if a key transportation project is faced with a hurdle (i.e. permitting, litigation, etc.) that affects the timely delivery of the improvements. The problem could be further complicated if adequate funding is not available to fully deliver certain improvement projects. The City must also maintain the ability to monitor and adjust the pace and timing of home construction if major transportation improvements are delayed or stalled for reasons beyond the City's control.

## B. The Preserve Project

The Preserve is a key multi-use project located within the Sunrise Douglas Community Plan that has been under consideration by the City of Rancho Cordova for approximately two years. Due to its location at the center of the Community Plan area, which will ultimately include nearly 20,000 homes, The Preserve is viewed as an important project in realizing the City's visions for new development.

Throughout the project review, the applicants and staff have worked closely to craft a project that is responsive to both the market/financial needs of the developer and the City's requirements for building great communities. To that end, compromises have been made by both the applicants and the City in the interest of moving this project forward.

The Preserve had been scheduled for final City Council review on July 5, 2006, but an important outstanding issue has not been resolved and staff is requesting Council direction to allow the project approval documents to be finalized and to bring the project before the City Council for action on July 17, 2006. This issue, the timing and obligations associated with transportation improvements is significant to both The Preserve and to other pending development applications. The results of the discussion will likely have significant implications to the review of major projects such as the Rio del Oro Specific Plan, the Suncreek Specific Plan and the Westborough Specific Plan. Additionally, this issue is closely linked to the current Round Table discussions being held between the City and the development community.

## C. Traffic Conditions in Rancho Cordova

The City roadway system is currently experiencing peak period traffic congestion. With forecasted growth of 35,000 dwelling units and thousands more jobs over the next 30 years, even with new roads and road improvements, traffic conditions in this area will continue to get worse in the future. It is essential that a comprehensive transportation plan be developed to address overall mobility and transportation system performance.

The City has been working cooperatively for the last 6 months with our 50 Corridor partners including the City of Folsom, Counties of Sacramento and El Dorado and several major private landowners including GenCorp, Elliott Homes, MJM Properties, and Carpenter Ranch. The purpose of the partnership is to develop a coordinated transportation plan for eastern Sacramento County and Western El Dorado County. A tentative list of priority projects has been developed, and the Partnership is currently exploring various sources of available and potential funding for these improvements. The Partnership is expected to finalize its recommendations in the next several months and present them to the City Councils and the Boards of Supervisors. The recommendations will include a funding, phasing and implementation strategy for transportation improvements.

In the meantime, at the direction of the City Council, staff also initiated a Round Table discussion with the development community. The focus of the Round Table has been working in a cooperative spirit to find solutions to the challenges facing the City including traffic congestion.

# DISCUSSION

## A. Traffic Improvement Requirements for the Preserve

Initial Transportation conditions for The Preserve were drafted in late 2005 consistent with the concept and spirit of the Round Table discussions. The City and developers did this on the

assumption that the Round Table discussions would be successfully concluded before the Preserve was ready to be considered by the City Council.

The Round Table reflects bold cooperation by the City with the development community. The City is willing to consider taking on the primary responsibility of building critical and major road projects from the development community that is generating much of the need for these roads. The City will be obligated to deliver these road projects and will be held accountable by the community if these road projects are delayed for any reason. The residents of the City, particularly the future residents in the new development areas will also be bearing the burden of temporary increases in some traffic delays as homes are constructed prior to completion of new roads. In exchange, the developer members of the Round Table understood that they would need to agree to accept a number significant alternative obligations to build the roads that the City needs:

- Significant supplemental funding per single family unit for critical improvements that do not have full funding as a result of a $400 million shortfall in the City's Capital Improvement Program;
- Site specific thresholds directly related to or within their project boundaries;
- Fund or prepare 65% design packages; and
- Participate in and provide funding for the environmental and permitting of certain priority projects.

Under this concept and working with the developer's representatives, transportation conditions for The Preserve were written and grouped into four basic categories including:

1) Those projects for which the developer would prepare 65% engineering plans, provide funding for preparation of the environmental document and provide support for the environmental permit applications;
2) Those projects that were identified that must be completed prior to recordation of small lot maps (most of these were already pending projects);
3) Two specific projects with an internal threshold at 1600 building permits; and
4) A substantial list of regional projects which the project would pay its fair share, and other supplemental funding for which the City would take the lead in delivering.

The Preserve is the first major project to be considered by the City that is not within the Sunridge Specific Plan, which had building thresholds paired with road improvements. A substantial effort was made to develop the transportation conditions as outlined above with the understanding that the City and the developer would reach an agreement on the amount of the supplemental funding necessary to deliver the regional projects. An exact amount of the supplemental fees was not agreed upon in 2005. However, staff has now determined that the supplemental fee for The Preserve should be $12,000 per single family dwelling.

Staff has worked with the developer, but has not been able to reach agreement on a package of traffic conditions and supplemental transportation fees that staff recommends to the City Council. Instead, staff requests that the City Council consider, discuss and select between three different packages of traffic conditions and supplemental transportation fees. After receiving direction on this critical remaining issue, staff will finalize the various documents for the Preserve and place them on the agenda for the City Council to consider at its July 17, 2006 meeting.

**B. Explanations of Three Options for Transportation Conditions and Supplemental Transportation Fees.**

**1. Conditions tying the timing of construction of improvements to construction of houses in the Preserve**

Linking construction of homes to the completion of road construction assures that road capacity is adequate to serve the needs of existing and future residents. Historically, the County of Sacramento has linked road construction to specific development milestones and this practice was applied to the Sunridge Specific Plan. In addressing this issue in the Sunridge Specific Plan, the City has completed a new phasing study based upon the local community needs and the direct impacts resulting from new construction. While the development thresholds within the Sunridge Specific Plan have been modified with regard to timing of individual road projects, the list of required road improvements remain complete and the major obligations of the Sunridge Specific Plan thresholds remain intact. This alternative would retain the historic practice of applying specific development thresholds to the developers of The Preserve.

Until the Round Table is successfully concluded, the City does not have the assurance of a firm funding and implementation strategy to deliver the regional improvements that would justify departing from the traditional County approach.

Lacking a firm commitment of specific Supplemental Transportation Fees, as described in Option 2 below, this is staff's recommended option.

**2. Conditions that do not tie construction of improvements to houses, but that now set the amount of the supplemental fees.**

An alternative to Option 1 above is to remove the direct linkage between construction of road improvements and construction of houses in consideration for a commitment to pay a specific amount for supplemental transportation fees to fund the CIP shortfall and address increased traffic for residents and increased City responsibility for improvements. This option follows the Round Table concepts above. It sets the exact amount of the supplement transportation fees prior to approval of The Preserve, as had been contemplated in the Round Table. Under this scenario, the City will assume full responsibility for the delivery of major transportation improvement projects. Without the assurance of the Supplemental Fee, the City cannot proceed with confidence on agreeing to take on the responsibility for regional improvements.

This is staff's recommend Option.

**3. Conditions that do not tie construction of improvements to houses, and that defer the decision on the amount of the supplemental fees to the future.**

A third Option is to write conditions that do not tie construction of improvements to construction of houses, and that do not set a particular amount for Supplemental Transportation Fees. This approach would leave to a future decision by this or another City Council, the determination of how much the developer would pay to the City for supplemental transportation fees. The developer would agree that no small lot final maps would be recorded until the City Council determines the Supplemental Transportation Fees.

This is the applicant's preferred Option because it would allow the Supplemental Transportation Fee to be set based upon future negotiations within the Round Table discussions.

Staff opposes this approach.

If this Option is selected by the City Council, the Council must consider the unique circumstances of The Preserve. The Supplemental Fees for this project would likely vary from the Supplemental Transportation Fees established for other major project through the Round Table. In any event, it would be critical for the City Council to establish a future Supplemental Fee commensurate with the substantial risk and obligation that the City faces accepting the primary responsibility to construct roads that are needed to serve future development projects.

- 25k applications
- City asked to remove threshhold
- funding - timing - phasing
- how to keep development & infrastructure.

# MEMORANDUM

**DATE:** July 5, 2006

**TO:** Honorable Mayor and Council Members

**FROM:** Adam Lindgren, Assistant City Attorney

**SUBJECT:** **AN URGENCY ORDINANCE AMENDING TITLE 6 OF THE RANCHO CORDOVA MUNICIPAL CODE, ADDING CHAPTER 6.130 AND SECTIONS 6.130.010 TO 6.130.069, RELATING TO THE PROTECTION OF CHILDREN FROM SEXUAL OFFENDERS**

## RECOMMENDATION

Adopt Urgency Ordinance No. 47-2006 of the City of Rancho Cordova relating to the protection of children from sexual offenders.

## RESULT OF RECOMMENDED ACTION

Adoption of this Urgency Ordinance will protect children from contact and potential sexual assault by registered sex offenders.

## SUMMARY

Recently the County of Sacramento, the City of Elk Grove, and the City of Folsom have adopted ordinances that prohibit registered sex offenders from being near places frequented by children. Unless the City of Rancho Cordova takes immediate action to adopt a similar ordinance, registered sex offenders who are otherwise prohibited from visiting these places in their respective neighborhoods, may decide to go to places frequented by children in Rancho Cordova. Adoption of this Urgency Ordinance will protect children from contact and potential sexual assault by registered sex offenders. This is an urgency ordinance within the meaning of Section 36934 of the Government Code and an ordinance for the immediate preservation of the public peace, health and safety within the meaning of Section 36937(b) of the Government Code, which shall be passed immediately upon introduction, and shall take effect immediately.

Under the proposed ordinance, a sex offender would be prohibited from being on or within three hundred (300) feet of the grounds of public or private schools for children, centers or facilities that provide day care or children's services, video arcades, teen centers, public and private playgrounds and play facilities, parks, youth sports facilities, skate parks, public swimming pools and bus stops in the immediate vicinity of parks and schools. For purposes of the proposed ordinance, distances would be measured from the edge of the parcel or contiguous parcels where the identified use is located.

**AGENDA ITEM #** 24

## BACKGROUND

The Eighth Circuit Court of Appeal, in *Doe v. Miller* noted that "...there is no cure for sex offenders and that there are never any guarantees that they might not reoffend." (405 F.3d 700, 707, (8th Circuit 2005), *cert, denied* 2005 WL 3144173 (internal quotes omitted).)

The City of Rancho Cordova has a compelling interest to promote, protect and improve the health, safety and welfare of the citizens of the city by ensuring that areas surrounding locations where children regularly gather are not frequented by certain sexual offenders and sexual predators. The City may, consistent with its police powers, adopt local ordinances designed to protect the health, safety, morals, and general welfare of its residents. The proposed ordinance is consistent with this goal.

Existing California law provides an extensive scheme for regulating the placement of juvenile and adult sex offenders upon their release from jail. The State is updating a procedure for placement of registered sex offenders and violent sexual predators. However, this information was not available for this staff report.

California Penal Code, Section 3003, provides that an inmate who is released on parole shall be returned to the county of the last legal place of residence of the inmate prior to his or her incarceration, absent extraordinary circumstances. Penal Code Section 3003(g)(2) further provides that an inmate who is released on parole for the commission of lewd or lascivious acts or continuous sexual abuse of a child shall not be placed nor reside for the duration of the period of parole within one-half mile of a private or public school for kindergarteners through eighth graders.

State law regulates certain residential placements of such offenders and preempts local jurisdictions from placing limits upon the residences of these offenders. Despite such provisions and other related residential regulations, state law lacks specific regulations that would prohibit sex offenders from frequenting locations that are primarily used by or designed for use by children. These would include public or private schools for children, centers or facilities that provide day care or children's services, video arcades, teen centers, public and private playgrounds and play facilities, parks, youth sports facilities, skate parks, public swimming pools and bus stops in the immediate vicinity of parks and schools. The existing law also does not regulate such offenders after the terms of their parole, conditional release or juvenile placements or terms end.

The City of Rancho Cordova may therefore place restrictions on sex offenders as to their frequenting certain facilities designed primarily for children. This is not intended to conflict with existing state law. Rather, in harmony with state law, this ordinance provides additional protections to the public by expanding the prohibitions of sexual offenders. The purpose of this ordinance is to protect the children in our community by reducing the potential that sex offenders will come into contact with them.

## ANALYSIS

There are statutes that address where certain sexual offenders may reside in proximity to schools. However, these laws do not address whether a sexual offender may go to places frequented by children. The following are several provisions addressing residency and sexual offenders.

California Welfare and Institutions Code, Section 6600 et seq., the Sexually Violent Predators Act, provides a comprehensive and coordinated system of placements after incarceration for adults and juveniles adjudicated to be sexually violent predators. The Act generally requires at least a two-year commitment after release from incarceration to the State Department of Mental Health for treatment in a secure facility. Welfare and Institutions Code Section 6608 allows a sexually violent predator to petition for a conditional release to community outpatient treatment.

Welfare and Institutions Code Section 6608.5 requires a person who is conditionally released to be returned to the county of the last legal place of residence of the person prior to his or her incarceration, absent extraordinary circumstances. Further, Penal Code Section 3003(g)(2) declares that under certain circumstances, a person released under this section shall not be placed to reside within one quarter mile of any public or private school providing instruction in kindergarten or any grades 1 to 12.

Megan's Law is a Federal law passed in 1996 in response to the rape and murder of Megan Kanka of New Jersey. Federal law encouraged individual states to make information on sexual offenders available to residents. Megan's Law lead the California Legislature to adopt California Penal Code, Section 290 requires that individuals convicted of specific sexual offenses must register with the law enforcement agency having jurisdiction over their residence.

California's Megan's Law, signed in 1996, required the California Department of Justice to maintain a data base accessible to the general public on all "high risk" and "serious" sexual offenders. Law enforcement agencies serving populations of 200,000 or more are required to make this information available to the public. The release of information is optional for smaller departments.

The sole purpose for the disclosure of the information is so that people can protect themselves and their families from convicted sexual offenders. Megan's Law also allows for a more active release of information by law enforcement in certain circumstances.

To comply with Penal Code Section 290, sexual offenders must register with the law enforcement agency in which they live within five days of establishing residence in that jurisdiction. The offenders must also do an annual updated registration or, if they are transients, must register every sixty days. Sexual offenders who have been convicted of a felony and fail to register can be charged with a felony. Strict conditions governing accessibility to children may be placed on offenders during their probation or parole terms.

Generally, if the sexual offender is no longer on probation or parole, law enforcement has no legal authority to dictate where an offender can live, work, volunteer, or frequent, etc. For example, state law does not grant the police legal authority to tell an offender who is no longer under any probation or parole restrictions that he or she can't live next to an elementary school or a day care center or frequent areas where children normally congregate.

California courts have not yet considered the constitutionality of Distance legislation and such legislation is not without its detractors. Some experts argue that placing restrictions on a sex offender's proximity to children will reduce the temptation to

California courts have not yet considered the constitutionality of Distance legislation and such legislation is not without its detractors. Some experts argue that placing restrictions on a sex offender's proximity to children will reduce the temptation to reoffend. This argument has a common sense appeal. However, other experts contend that such restrictions may just serve to move the sex offender away from family and other support that helps the sex offender avoid reoffending. By isolating the sex offender from his or her support network, the argument goes, the possibility that the sex offender will reoffend is increased.

The proposed ordinance language was drafted with the right to travel concerns in mind and was narrowly tailored to achieve the legitimate purpose of protecting the children of our community. It does not restrict large areas or the right to travel, per se, but imposes site specific restrictions. The purpose of this ordinance is to harmonize with state law and reduce the potential risk of harm to children of our community by impacting the ability for sex offenders to be in contact with unsuspecting children.

## MOTION

"I move that the City Council adopt Urgency Ordinance No. __-2006 amending Title 6 of the Rancho Cordova Municipal Code, adding Chapter 6.130 and Sections 6.130.010 to 6.130.069, relating to the protection of children from sexual offenders."

## ATTACHMENT(S)

1. Urgency Ordinance No. 47-2006 Amending Title 6 of the Rancho Cordova Municipal Code, Adding Chapter 6.130 and Sections 6.130.010 to 6.130.069, Relating to the Protection of Children From Sexual Offenders

# CITY OF RANCHO CORDOVA

## ORDINANCE NO. 47-2006

## AN URGENCY ORDINANCE OF THE CITY COUNCIL OF RANCHO CORDOVA AMENDING TITLE 6 OF THE RANCHO CORDOVA MUNICIPAL CODE, ADDING CHAPTER 6.130 AND SECTIONS 6.130.010 TO 6.130.069, RELATING TO THE PROTECTION OF CHILDREN FROM SEXUAL OFFENDERS

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

**Section 1.** Chapter 6.130 and Sections 6.130.010 through 6.130.069 are hereby added to Title 6 of the Rancho Cordova Municipal Code to read as follows:

**"6.130. Protection of Children from Sexual Offenders**

**6.130.010 Purpose and Authority.**

The City Council of the City of Rancho Cordova desires to impose safety precautions in furtherance of the compelling goal of protecting children from contact and potential sexual assault by registered sex offenders. This is an urgency ordinance within the meaning of Section 36934 of the Government Code and an ordinance for the immediate preservation of the public peace, health and safety within the meaning of Section 36937(b) of the Government Code, which shall be passed immediately upon introduction, and shall take effect immediately.

**6.130.020 Findings.**

The City Council finds as follows:

a. Sex offenders pose a clear threat to the children residing or visiting in the community. Further, the City Council finds that there is no cure for sex offenders; there are no guarantees that they will not re-offend, and convicted sex offenders are more likely than any other type of offender to re-offend for another sexual assault.

b. It is anticipated that Rancho Cordova will be imminently chosen as a location for the placement of numerous sexual offenders on their release from incarceration, and without an ordinance such as this, children in Rancho Cordova may unnecessarily be put at increased risk.

c. In order to reduce the potential risk of harm to children in Rancho Cordova, there is a need to limit the opportunity for sex offenders to be in contact with unsuspecting children in locations that are primarily designed for use by, or are primarily used by children, namely: the grounds of public or private schools for children, centers or facilities that provide day care or children's services, video arcades, teen centers, public

and private playgrounds and play facilities, parks, youth sports facilities, skate parks and public swimming pools.

d. Currently, state law does not address the areas that sex offenders can frequent. Instead, state law only regulates where sex offenders can reside in relation to a limited number of specified areas. This ordinance is not intended to conflict with, but to supplement, state law by imposing restrictions on the locations which sex offenders may frequent in Rancho Cordova in order to ensure the safety of children.

e. For these reasons, the City Council of Rancho Cordova finds that a public emergency exists that affects the life, health and public welfare of children, resident in, and visitors to, the Rancho Cordova and that for the immediate preservation of the public peace, health, and safety an urgency exists to required the immediate adoption of this ordinance and that this ordinance should take effect immediately.

**6.130.030 Definitions.**

a. "Children" means those persons who are under the age of eighteen (18).

b. "Sex offender" means a person who has been required to register with a governmental entity as a sex offender under California Penal Code section 290.

**6.130.040 Prohibition.**

a. A sex offender is prohibited from being on or within three hundred (300) feet of the grounds of public or private schools for children, centers or facilities that provide day care or children's services, video arcades, teen centers, public and private playgrounds and play facilities, parks, youth sports facilities, skate parks, public swimming pools and bus stops in the immediate vicinity of parks and schools. For purposes of this section, distances shall be measured from the edge of the parcel or contiguous parcels where the identified use is located.

b. This prohibition does not apply to a sex offender's place of residence if regulated by state law. This prohibition does not apply to single trips by the sex offender when traveling past a location specified in this ordinance while in route to another destination. This prohibition does not apply to single trips when a sex offender who is also a parent or guardian of a child accompanies his/her child or ward to or from a location specified above.

**6.130.050 Violation.**

Any person violating this ordinance is guilty of a misdemeanor punishable by a fine up to One Thousand Dollars ($1,000.00) or by imprisonment for up to one (1) year, or both. A person is guilty of a separate offense for each and every day during which a violation occurs.

**6.130.060 No Mandatory Duty of Care.**

This ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City of Rancho Cordova or any officer or employee thereof a mandatory duty to care toward persons and property within or without the City, so as to provided a basis of civil liability for damages, except as otherwise imposed by law."

**Section 2.** Severability.

If any section, subsection, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of a court of competent jurisdiction, it shall not affect the remaining portions of this Ordinance that can be given effect without the invalid provision and, to this end, the provisions of this ordinance are severable. This City Council hereby declares that it would have adopted this ordinance irrespective of the invalidity of any particular portion thereof and intends that the invalid portions should be severed and the balance of the ordinance be enforced.

**Section 3.** Effective Immediately.

The City Council of the City of Rancho Cordova desires to impose safety precautions in furtherance of the compelling goal of protecting children from sexual assault or other harm by sexual offenders. This ordinance is therefore necessary for the immediate preservation of the public peace, health and safety and shall take effect immediately pursuant to Government Code Section 36937(b). The City Clerk of the City of Rancho Cordova shall cause this Ordinance to be posted in at least three (3) public places in the City of Rancho Cordova in accordance with Government Code Section 36933 of the State of California.

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

**AYES:**
**NOES:**
**ABSENT:**
**ABSTAIN:**

_____
Robert J. McGarvey, Mayor

**ATTEST:**

_____
Lillian E. Hare, City Clerk