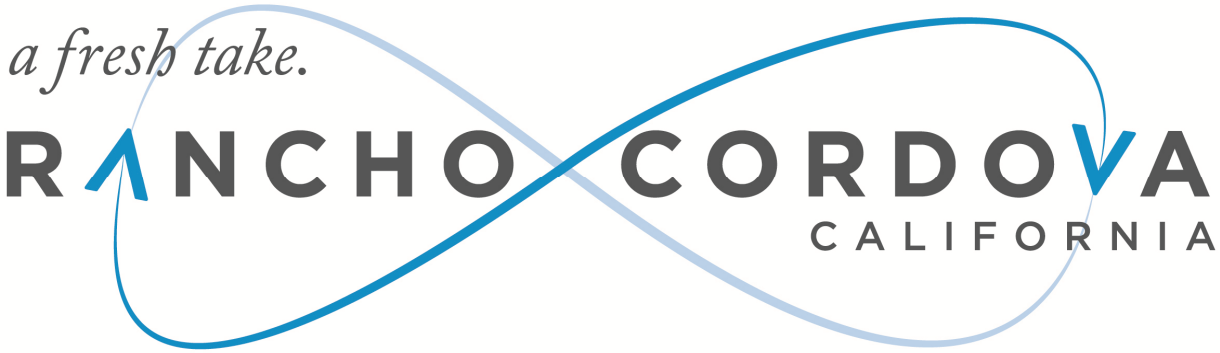
CITY OF RANCHO CORDOVA



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

Tuesday, January 19, 2016

5:30 PM – Regular Meeting

AGENDA

David Sander, Mayor

Donald Terry, Vice Mayor

Linda Budge, Council Member

Robert J. McGarvey, Council Member

Dan Skoglund, Council Member

CITY OF RANCHO CORDOVA

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

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

Capital Hilton
1001 16th Street NW, Washington, DC 20036

Tuesday, January 19, 2016

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

Mayor David Sander will participate in the meeting via teleconference from the Capital Hilton (hotel lobby area) at 1001 16th Street NW, Washington DC, 20036. This location is accessible to the public, and a copy of the agenda will be available at the teleconference location. All references in this agenda to opportunities for public comment shall also apply to any members of the public who wish to address the City Council from the teleconference location.

AGENDA

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

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

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

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

3. PLEDGE OF ALLEGIANCE

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

4. INVOCATION

A representative from Sacramento County Law Enforcement Chaplaincy will give the invocation.

5. SPECIAL CEREMONY

5.1 Swearing in of Vice Mayor Donald Terry.

6. PRESENTATIONS

6.1 10 Year Service Awards Presented by Lisa Brown, Interim Human Resources Manager and Cyrus Abhar, City Manager.

6.2 Introduce New City Employee Rupa Somavarapu, Senior Civil Engineer by Albert Stricker, Interim Public Works Director.

6.3 Introduce New City Employee Gordon Mann, City Arborist, by Steve Harriman, Operations and Maintenance Division Manager.

7. 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 Speaker Card to the City Clerk. For items on the agenda, speakers will be called up to the podium by the Mayor at the point on the agenda when the item will be heard. Speakers are encouraged to keep comments to three minutes or less and to state name and community of residence.

Under the provisions of the California Government Code, the City Council is prohibited from discussing or taking immediate action on any 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.

8. COUNCIL REPORTS

9. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

9.1 **Subject:** Meeting Minutes of December 7, 2015 Regular Meeting, Meeting Minutes of December 7, 2015 Special Meeting, Meeting Minutes of December 14, 2015 Special Meeting, and Meeting Minutes of January 5-6, 2016 Special Meeting.
Recommendation: Adopt Minutes.

9.2 **Subject:** Ordinance No. 15-2015, Amending Land Use Tables and Other Provisions of Title 23 of the Rancho Cordova Municipal Code to Require a Distance of at Least 250 Feet Between any Establishment that Serves Alcohol for On-site Consumption and an Adult Business at Which Live Nude Dancing is Performed.
Recommendation: Waive second reading and adopt Ordinance 15-2015.
Result of Recommended Action: Land Use Tables and other provisions of Title 23 of the Rancho Cordova Municipal Code will be amended to require a distance of at least 250 feet between any establishment that serves alcohol for on-site consumption and an adult business at which live nude dancing is performed.

Staff Report: Adam U. Lindgren, City Attorney and Aaron Busch, Community Development Director.
Advances Goals: 1, 2.

9.3 **Subject:** Approval of Parcel Map of Subdivision No. FM-2015-002-01, Mather Office Campus.
Recommendation: Approve Parcel Map.
Result of Recommended Action: Record parcel map creating two parcels from one existing parcel.
Staff Report: Albert Stricker, Interim Public Works Director.
Advances Goals: 1, 2.

9.4 **Subject:** Resolution Authorizing the City Manager to Execute an Amended Operating Protocols Agreement with the Sacramento Transportation Authority.
Recommendation: Adopt Resolution No. 1-2016
Result of Recommended Action: Adoption of this resolution authorizes the City Manager to execute an Amended Operating Protocols Agreement for the Sacramento Transportation Mitigation Fee Program.
Staff Report: Elizabeth Sparkman, Engineering Manager.
Advances Goal: 5.

9.5 **Subject:** Resolution Awarding Construction Contract No. 1-2016 in the Amount of $3,428,115.80 to Martin Brothers Construction for the 2016 Street Rehabilitation Project.
Recommendation: Adopt Resolution No. 2-2016.
Result of Recommended Action: Adoption of this resolution will award construction contract 1-2016 with Martin Brothers Construction for the 2016 Street Rehabilitation Project in the amount of $3,428,115.80.
Staff Report: Albert Stricker, Interim Public Works Director and Chris Boyer, Associate Civil Engineer.
Advances Goals: 1, 2, 5.

9.6 **Subject:** Resolution Approving an Employment Agreement Between the City of Rancho Cordova and City Manager Cyrus Abhar Setting the Terms of Employment, Salary and Benefits.
Recommendation: Approve Resolution 3-2016 authorizing the Mayor to execute the employment agreement with City Manager Cyrus Abhar.
Result of Recommended Action: Adoption of this resolution by the City Council will allow Cyrus Abhar to serve as City Manager under the terms and conditions set forth in the employment agreement.
Staff Report: Adam U. Lindgren, City Attorney.
Advances Goals: 1, 2, 3, 4, 5, 6.

9.7 **Subject:** Resolution of the Successor Agency to the Community Redevelopment Agency of the City of Rancho Cordova Approving the Recognized Obligation Payment Schedule (ROPS) 16-17 and Administrative Budget for the period covering July 1, 2016, through June 30, 2017.
Recommendation: Adopt Resolution No. SA-01-2016.
Result of Recommended Action: Adoption of this resolution will allow the Rancho Cordova Successor Agency to make payments on obligations listed on the Recognized Obligation Payment Schedule (ROPS) and establishes the administrative budget for the next fiscal year; to the extent funds are available.
Staff Report: Michelle Mingay, Finance Department.

Advances Goal: 5.

COUNCIL ACTING AS THE SUCCESSOR AGENCY TO THE CRA

10. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

10.1 **Subject:** Resolution Approving the Abandonment of a Public Utility Easement and a Drainage Easement Located on the Los Rios Community College Campus and Parking Lot Located at 10235 Folsom Boulevard.
Recommendation: Adopt Resolution No. 4-2016.
Result of Recommended Action: Adoption of this resolution will eliminate and abandon the public utility easement and the drainage easement.
Staff Report: Albert Stricker, Interim Public Works Director.
Advances Goal: 2.

10.2 **Subject:** White Rock Road Widening Project - Adoption of the Mitigated Negative Declaration and Approval of the Improvements to White Rock Road.
Recommendation: Staff recommends that the City Council take the following actions:

- Adopt Resolution 5-2016 Adopting the White Rock Road Widening Project Mitigated Negative Declaration consisting of:
  - Making findings that the project will not have a significant effect on the environment, and
  - Adopting the Mitigation Monitoring and Reporting Program.
- Adopt Resolution 8-2016 Approving the White Rock Road Widening Project.

Result of Recommended Action: Approval of the project would allow for the improvement and widening of White Rock Road from Sunrise Boulevard to Grant Line Road. This project reflects planned transportation improvements in the City's General Plan and will also provide transportation capacity that will serve growth in both the City and eastern Sacramento County.
Staff Report: Mark Thomas, Senior Engineer.
Advances Goals: 2, 5, 6.

11. PUBLIC HEARING ITEMS

11.1 **Subject:** Bridgeway Square Apartment Project at the Southwest Corner of Bridgeway Drive and Data/Disk Drive, Including:

- Resolution No. 146-2015 Approving an Addendum to the Capital Village Mitigated Negative Declaration, Pursuant to Requirements of the California Environmental Quality Act;
- Ordinance No. 16-2015 Adopting Amendments to Section 3.6, Regarding the Loft District, of the Capital Village Special Planning Area Handbook to Allow for High Density Residential as an Allowed Use;
- Ordinance No. 17-2015 Adopting a Second Amendment to the Development Agreement for the Capital Village Special Planning Area; and
- Resolution No. 147-2015 Approving Major Design Review and Conditions of Approval for the 199-unit, 4- to 5-Story Market Rate Apartment Complex With a 7,080-Square Foot Clubhouse and Outdoor Pool, Including a Parking Adjustment, on 5.12 acres within the Capital Village Special Planning Area.

Recommendation: Approve Resolution No. 146-2015, introduce and read by title only Ordinance No. 16-2015, introduce and read by title only Ordinance No. 17-2015, approve Resolution No. 147-2015.
Result of Recommended Action: Approval of the project would allow the applicant to submit applications for building permits and improvement plans to construct a new 199-unit, 4-5 story market rate housing complex with a clubhouse, outdoor pool area,

parking, and landscaping on an undeveloped piece of land at the southeast corner of Bridgeway Drive and Data/Disk Drive. The parking adjustment would allow for a reduction to the required amount of parking for the apartment complex.
Staff Report: Matthew Diaz, Associate Planner.
Advances Goals: 1, 2, 5, 6.

11.2 **Subject:** Zinfandel Village Design Review Amendment and Exception; Project No. DD9623 – Located at 2817, 2821, and 2863 Zinfandel Drive.
Recommendation: Adopt Resolution No. 6-2016.
Result of Recommended Action: Adoption of Resolution 6-2016 would allow for several changes at the Zinfandel Village shopping center. A portion of the north end of the main shopping center would be demolished to enhance the vehicular connection from Zinfandel Drive to the Target shopping center. The project also involves a façade improvement consisting of new windows, siding, color scheme, and modified roofline for the main façade facing Zinfandel Drive. The parking area will also be slightly reconfigured with new landscaping, new pedestrian pathway, and streetscape improvements. This is an amendment to the previous plan (DD8440) approved by the City Council on January 20, 2015.
Staff Report: Matthew Diaz, Associate Planner.
Advances Goals: 1, 2, 5, 6.

11.3 **Subject:** Ordinance No. 1-2016, Amending the Rancho Cordova Municipal Code to Enact Zoning Regulations for the Establishment of New Indoor, Private Smoking/Vape Lounges and Hookah Bars Within Commercial and Industrial Zones Only and Requiring Such Uses to Obtain a Conditional Use Permit, Install Adequate Ventilation, and be Located at Least 1,000 Feet From Residential Uses, K-12 Schools, Daycares, Libraries, Churches, Public Parks, Liquor Stores, Sexually Oriented Businesses, Bars, Nightclubs, Community Centers, and Recreation Facilities Catering to Minors; or in the Alternative, Prohibit the Use Entirely.
Recommendation: Staff recommends the City Council introduce and read by title only Ordinance 1-2016, amending the zoning code to enact regulations for smoking/vape lounges and hookah bars within the City to limit the negative impacts associated with this land use and protect the public health, safety, and welfare of residents and businesses within the City.
Result of Recommended Action: Introduction of this ordinance will result in it coming to City Council for a final reading and adoption at the next regular meeting. If adopted, the ordinance would amend the Zoning Code chapter on “Special Regulated Uses” to include smoking lounges and hookah bars, limit their location to industrial and commercial zones, and establish regulations to limit the negative impacts this use may have on other land uses, businesses, and the public health and welfare.
Staff Report: Adam U. Lindgren, City Attorney.
Advances Goals: 1, 2, 6.

12. REGULAR CALENDAR ITEMS

NONE.

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

14. CITY MANAGER’S REPORT

15. ADJOURNMENT

ADDITIONAL INFORMATION

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

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

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

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

UPCOMING MEETINGS	
Tuesday, January 26, 2016	City Council Special Meeting/Work Session (5:30 PM)
Monday, February 1, 2016	City Council Special Meeting/Study Session (4:00 PM) and Regular Meeting (5:30 PM)
Tuesday, February 16, 2016	Regular Meeting (5:30 PM)
Tuesday, February 23, 2016	City Council Special Meeting/Work Session (5:30 PM)
~~Monday, March 7, 2016~~	~~Regular Meeting – CANCELLED~~
Monday, March 21, 2016	Regular Meeting (5:30 PM)
Tuesday, March 29, 2016	City Council Special Meeting/Work Session (5:30 PM)
Monday, April 4, 2016	City Council Special Meeting/Study Session (4:00 PM) and Regular Meeting (5:30 PM)
Monday, April 18, 2016	Regular Meeting (5:30 PM)
Tuesday, April 26, 2016	City Council Special Meeting/Work Session (5:30 PM)
Monday, May 2, 2016	City Council Special Meeting/Study Session (4:00 PM) and Regular Meeting (5:30 PM)
Monday, May 16, 2016	Regular Meeting (5:30 PM)
Tuesday, May 26, 2016	City Council Special Meeting/Work Session (5:30 PM)

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

DEPARTMENTAL GENERAL TELEPHONE NUMBERS	
Building and Safety Division	(916) 851-8760
City Attorney's Office	(916) 556-1531
City Clerk's Department	(916) 851-8720
City Manager's Office	(916) 851-8800
Communications Department	(916) 851-8791
Economic Development Department	(916) 851-8780
Finance Department	(916) 851-8730
Housing Division	(916) 851-8784
Human Resources Department	(916) 851-8740
IT Department	(916) 851-8700
Neighborhood Services – Animal Services	(916) 851-8770
Parks & Recreation (Cordova Recreation & Park District)	(916) 362-1841
Planning Department	(916) 851-8750
Public Works Department	(916) 851-8710
Rancho Cordova Police Department	(916) 875-9600
Redevelopment Department	(916) 851-8780
Sac Metro Fire District	(916) 859-4300

The Rancho Cordova City Council/Successor Agency to the CRA/RCFC will be videotaped in its entirety and will be cablecast without interruption on Metro Cable 14, the Government Affairs Channel on the Comcast and SureWest Cable Systems. Closed Captioning will be available on the playback cablecast. Tune to Metro Cable Channel 14, for playback times. A VHS copy is available for check out from any library branch, a DVD copy is available from the City Clerk's Department, and a webcast of this meeting will be available for viewing via video streaming from the City's website within 48 hours of adjournment of this meeting. The City does not control scheduling of this telecast and persons interested in watching the televised meeting should confirm this schedule with Metro Cable TV, Channel 14.

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office at (916) 851-8720 at least 48 hours prior to the meeting.

CERTIFICATION OF POSTING OF AGENDA

I, Mindy Cuppy, MMC, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the Tuesday, January 19, 2016 Regular Meeting of the Rancho Cordova City Council/Successor Agency to the CRA/RCFC was posted and available for review on Thursday, January 14, 2016 at City Hall of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670 and at the Capital Hilton, 1001 16th Street NW, Washington, DC 20036. The agenda is also available on the city website at www.cityofranchocordova.org.

Signed Thursday, January 14, 2016 at Rancho Cordova, California.

Mindy Cuppy, MMC, City Clerk

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

City Hall
2729 Prospect Park Drive, Rancho Cordova

Monday, December 07, 2015

4:00 PM – Special Meeting
American River Community Room North

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

Special Meeting/Work Session to Follow the Regular Meeting

DRAFT MINUTES

1. STUDY SESSION - CALL TO ORDER/ROLL CALL

Mayor McGarvey called the special meeting to order in the American River Community Room North at 4:12 PM.

Council Members Present:	McGarvey, Sander, Terry, Budge, Skoglund
Council Members Absent:	None
Staff Members Present:	Lindgren, Cuppy, Abhar, Busch, Haven, Sparkman, Downton, Flory, Heisler, Ulm, Ibrahim

2. PUBLIC COMMENT

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

- Angel Ball
- Derald Langwell

Mayor McGarvey closed the public comment period.

3. SPECIAL MEETING ITEM

3.1 **Subject:** Community Engagement Program Overview.

ACTION: Discussion item only; no action taken.

4. ADJOURNMENT OF STUDY SESSION

Mayor McGarvey adjourned the meeting at 5:17 PM.

5. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Mayor McGarvey called the regular meeting to order in the David B. Roberts Council Chambers at 5:34 PM.

Council Members Present:	McGarvey, Sander, Terry, Budge, Skoglund
Council Members Absent:	None
Staff Members Present:	Lindgren, Cuppy, Abhar, Busch, Haven, Simpson, Sparkman, Chan, Downton, Flory, Heisler, Hadley, Delaney, Stricker, Diaz, Peek, Sosa, Stricker

6. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedules.

7. PLEDGE OF ALLEGIANCE

Cub Scout Pack 28 Bear Den performed a flag ceremony and led the pledge.

8. INVOCATION

Larry Stafford with Cordova Church of Christ gave the invocation.

9. SPECIAL CEREMONIES

9.1 Mayor David Sander was sworn in by his wife, Margaret Parsons-Sander.

AT THIS POINT: Council took a break for refreshments in the lobby in honor of the swearing in of Mayor Sander at 6:04 PM. The full council resumed at 6:29 PM.

10. PRESENTATIONS

10.1 Community Enhancement Fund Grant Check Presentations.

10.2 Update on the 2015 California Capital Airshow by Members of the Board of Directors.

10.3 Update on Rancho Cordova Travel & Tourism by Executive Director Marc Sapoznik.

10.4 Introduction of People Reaching Out Youth@Council Program by CJ Lynch, Youth Advocate Coordinator.

10.5 Introduction of new city employee Stefan Heisler, Reinvestment and Housing Opportunities Analyst by Reed Flory, Reinvestment and Housing Opportunities Manager.

11. PUBLIC COMMENT

Mayor Sander opened the public comment period. The following individuals addressed the Council:

- Anil Kondakrindi congratulated the swearing in of the mayor and vice mayor and spoke on behalf of the Sacramento Telangana Association.
- Derald Langwell requested Council to reflect on the Pearl Harbor Anniversary.

Mayor Sander closed the public comment period.

12. COUNCIL REPORTS

Council reported on events since the last meeting.

13. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

ACTION: Motion to approve by Budge second by Skoglund;
Carried by a 5:0 roll call vote.

13.1 **Subject:** Meeting Minutes of November 16, 2015 Regular Meeting.
Recommendation: Adopt Minutes.

13.2 **Subject:** 2016 City Council Meeting Calendar.
Recommendation: Adopt Resolution No. 139-2015.
Result of Recommended Action: Action on this item will confirm the 2016 Rancho Cordova City Council meeting schedule.
Staff Report: Mindy Cuppy, City Clerk.
Advances Goals: 1, 3, 5.

13.3 **Subject:** Council Member Appointments to Regional Boards, Commissions and Committees for 2016.
Recommendation: That Council confirms their 2016 commitments to serve on other agency boards, commissions, and committees.
Result of Recommended Action: The City Council will continue to serve in leadership roles throughout the region.
Staff Report: Mindy Cuppy, City Clerk.
Advances Goals: 1, 4, 5.

13.4 **Subject:** Resolution Declaring Results of the Mail Ballot Election Relating to the Imposition of the Stormwater Utility Fee on the Blue Shield Project.
Recommendation: Adopt Resolution No. 141-2015 declaring the results of the property owner vote in connection with the annual Stormwater Utility Fee.
Result of Recommended Action: Adoption of the Resolution will declare the results of the tabulation of ballots in connection with the annual Stormwater Utility Fee. If majority

approval exists, the Council may impose the annual Stormwater Utility Fee on the Zinfandel Center Project. If there is no majority approval, the Stormwater Utility Fee shall not be imposed for the project.
Staff Report: Elizabeth Sparkman, Engineering Manager.
Advances Goal: 5.

13.5 **Subject:** Resolution to Execute a First Amendment to Contract No. 124-2011 with Willdan Financial Services to increase the contract from $65,000 to $129,000 and extend the contract term to December 31, 2020.
Recommendation: Adopt Resolution No. 143-2015.
Result of Recommended Action: Adoption of this resolution will authorize the City Manager to execute a first contract amendment with Willdan Financial Services to continue to provide district administration services for placement of the annual levy for Rancho Cordova Lighting District No. 2012-1. The contract would be increased from $65,000 to $129,000 and the term extended to December 31, 2020.
Staff Report: Elizabeth Sparkman, Engineering Manager.
Advances Goal: 5.

14. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

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

ACTION: Motion to approve by Budge second by Terry;
Carried by a 5:0 roll call vote.

14.1 **Subject:** Ordinance No. 15-2015, Amending Land Use Tables and Other Provisions of Title 23 of the Rancho Cordova Municipal Code to Require a Distance of at Least 250 Feet Between any Establishment that Serves Alcohol for On-site Consumption and an Adult Business at Which Live Nude Dancing is Performed.
Recommendation: Staff recommends the City Council waive first reading and introduce by title only Ordinance 15-2015, amending land use tables and other provisions of Title 23 of the Rancho Cordova Municipal Code to require a distance of at least 250 feet between any establishment that serves alcohol for on-site consumption and an adult business at which live nude dancing is performed.
Result of Recommended Action: Introduction of this ordinance will result in it coming to council for a final reading and adoption at the next regular meeting.
Staff Report: Adam U. Lindgren, City Attorney and Aaron Busch, Community Development Director.
Advances Goals: 1, 2.

15. PUBLIC HEARING ITEMS

15.1 **Subject:** Sunridge Plaza Tentative Parcel Map.
Adopt Resolution 142-2015.
Result of Recommended Action: Adoption of Resolution 142-2015 would approve the applicant's request to subdivide an undeveloped 13.50 acre parcel into ten (10) parcels ranging from 0.17 acres to 3.39 acres. This is to allow for the sale, lease or finance of each proposed building within the approved Raley's Shopping Center (RC-03-028) on the southwest corner of Sunrise Boulevard and Douglas Road.
Staff Report: Nicholas Sosa, Assistant Planner.
Advances Goals: 1, 4, 6.

Mayor Sander opened the public hearing. There were no speakers. Mayor Sander closed the public hearing.

ACTION: Motion to approve incorporating the applicants requests by McGarvey second by Terry;
Carried by a 5:0 roll call vote.

15.2 **Subject:** Bridgeway Square Apartment Project at the Southwest Corner of Bridgeway Drive and Data/Disk Drive, Including:
- Resolution No. 146-2015 Approving an Addendum to the Capital Village Mitigated Negative Declaration, Pursuant to Requirements of the California Environmental Quality Act;
- Ordinance No. 16-2015 Adopting Amendments to Section 3.6, Regarding the Loft District, of the Capital Village Special Planning Area Handbook to Allow for High Density Residential as an Allowed Use;
- Ordinance No. 17-2015 Adopting a Second Amendment to the Development Agreement for the Capital Village Special Planning Area; and
- Resolution No. 147-2015 Approving Major Design Review and Conditions of Approval for the 199-unit, 4- to 5-Story Market Rate Apartment Complex With a 7,080-Square Foot Clubhouse and Outdoor Pool, Including a Parking Adjustment, on 5.12 acres within the Capital Village Special Planning Area.
Recommendation: Staff recommends the City Council continue the item to the January 19, 2016 City Council meeting due to an error in the public hearing notice.
Result of Recommended Action: Granting of the continuance would reschedule this item to the January 19, 2016 City Council meeting.
Staff Report: Matthew Diaz, Associate Planner.
Advances Goals: 1, 2, 5, 6.

Mayor Sander opened the public hearing. There were no speakers. Mayor Sander closed the public hearing.

ACTION: Motion to continue by Budge second by Sander;
Carried by a 5:0 roll call vote.

15.3 **Subject:** Mather Veterans Village Phase 3 Design Review.
Recommendation: Adopt Resolution 144-2015.
Result of Recommended Action: Approval of Resolution 144-2015 would allow construction of a new three story 50-unit housing project to complete Phase 3 of the Mather Veterans Village housing complex that was approved in 2013. Phase 3 construction will include 20 additional parking spaces, landscaping, and other onsite improvements. This would be the third and final phase of the Mather Veterans Village housing project. Phase 1 is currently under construction and Phase 2 is about to begin rehabilitation.
Staff Report: Matthew Diaz, Associate Planner.
Advances Goals: 1, 2, 5, 6.

Mayor Sander opened the public hearing. There were no speakers. Mayor Sander closed the public hearing.

ACTION: Motion to approve by Budge second by McGarvey;
Carried by a 5:0 roll call vote.

16. REGULAR CALENDAR ITEMS

16.1 **Subject:** Mather Veterans Village Phase 3 Adoption of Disposition and Development Agreement (DDA).
Recommendation: Approve Resolution 140-2015.
Result of Recommended Action: Adoption of this resolution will provide the City Manager authorization to execute a Disposition and Development Agreement, and related documents between the City of Rancho Cordova and Mercy Housing California, allowing the Developer, Mercy Housing California, to acquire site control of approximately 1.21 acres located at 3607 Bleckely Street for Phase 3 of the Mather Veterans Village housing development.
Staff Report: Reed Flory, Housing Division.
Advances Goals: 1, 2, 3, 5, 6.

ACTION: Motion to approve by Budge second by Terry;
Carried by a 5:0 roll call vote.

17. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

Council did not have any requests for future agenda items.

18. CITY MANAGER'S REPORT

City Manager Cyrus Abhar gave his report.

19. ADJOURNMENT

Mayor Sander adjourned the meeting at 9:28 PM, in memory with solidarity for the city of San Bernardino and their community, the victims in the Paris attack, in remembrance of Pearl Harbor, Rod Campbell, Dave Benson and Donna Morris.

20. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Mayor McGarvey called the closed session to order in the Community Board Room at 9:32 PM.

Council Members Present:	McGarvey, Sander, Terry, Budge, Skoglund
Council Members Absent:	None
Staff Members Present:	Item 21.1: Lindgren, Cook, Abhar, Haven Item 21.2: Lindgren, Cook Item 21.3: Lindgren, Cook, Abhar, Haven

21. CLOSED SESSION

21.1 CONFERENCE WITH LEGAL COUNSEL: ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to Government Code section 54956.9(d)(2) (1 potential case)

City Attorney Adam Lindgren read the report out approving settlement memorandum of understanding (MOU); that the City is pleased to announce that the City of Sacramento, the Sacramento District Attorney's Office, and Rancho Cordova have worked closely and collaboratively over the last several months with Motel 6; and the parties have reached agreement on terms of an MOU. The MOU, which allows the municipalities and the County to avoid litigation against Motel 6, requires Motel 6 to make significant operational changes and improve nuisance conditions at its properties in the County. If all terms of the MOU are met, it also requires Motel 6 to deposit $540,000 to the Sacramento County District Attorney's Office of Public Safety and Community Improvement Trust Fund, which will go toward local nonprofits that focus on human trafficking prevention, domestic violence issues, and youth intervention programs. All of the parties hope that this Agreement will create a positive community partnership and result in lasting and meaningful change in our community.

ACTION: Motion to approve by Terry second by Budge;
Carried by a 5:0 roll call vote

21.2 CONFERENCE WITH LABOR NEGOTIATORS.
Agency designated representatives: Adam Lindgren.
Unrepresented employee: City Manager.
Pursuant to Government Code Section 54957.

There was no report out on this item.

21.3 CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Initiation of litigation pursuant to paragraph (4) of subdivision 54956.9 of the Government Code (1 potential case).

There was no report out on this item.

22. OPEN SESSION - REPORT FROM CLOSED SESSION

City Attorney Adam Lindgren reported on actions taken in closed session; please see above report outs and actions from the closed session. December 07, 2015 scheduled Closed Session meetings held concurrently.

23. ADJOURNMENT

Mayor Sander adjourned the meeting at 10:46 PM.

_____
Mindy Cuppy, MMC, City Clerk

a fresh take.
RANCHO CORDOVA
CALIFORNIA

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

City Hall
2729 Prospect Park Drive, Rancho Cordova

Monday, December 07, 2015

7:00 PM – Special Meeting
Community Board Room

DRAFT MINUTES

1. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Mayor Sander called the special meeting to order in the Community Board Room at 9:32 PM.

Council Members Present: McGarvey, Sander, Terry, Budge, Skoglund

Council Members Absent: None

Staff Members Present: Lindgren, Abhar, Haven

2. PUBLIC COMMENT

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

3. CLOSED SESSION

CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: 2875 Kilgore Road.
APN: 072-0490-024.
Agency negotiators: Cyrus Abhar, Curt Haven, and Adam Lindgren.
Negotiating parties: Rancho Cordova Entertainment Center LLC.
Under negotiation: Price and terms of payment.

ACTION: Motion by Terry second by Budge directing the City Manager to prepare draft ninety (90) day contract extension for Council consideration on December 14, 2015; followed by a 5:0 roll call vote.

4. OPEN SESSION - REPORT FROM CLOSED SESSION

City Attorney Adam Lindgren reported on actions taken in closed session; please see above action from the closed session. December 07, 2015 scheduled Closed Session meetings held concurrently.

5. ADJOURNMENT

Mayor Sander adjourned the meeting at 10:46 PM.

_____
Mindy Cuppy, MMC, City Clerk

a fresh take.
RANCHO CORDOVA
CALIFORNIA

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

City Hall
2729 Prospect Park Drive, Rancho Cordova

Monday, December 14, 2015

5:30 PM – Special Meeting
Coloma Room

DRAFT MINUTES

1. SPECIAL MEETING - CALL TO ORDER/ROLL CALL

Mayor Sander called the special meeting to order in the Coloma Room at 5:38 PM.

Council Members Present: McGarvey, Sander, Terry, Skoglund

Council Members Absent: Budge

Staff Members Present: Lindgren, Cuppy, Abhar, Haven

2. PUBLIC COMMENT

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

3. SPECIAL MEETING ITEM

ACTION: Motion to approve by Terry second by McGarvey;
Followed by a 4:0 roll call vote (Budge absent).

3.1 **Subject:** A Resolution of the City Council of the City of Rancho Cordova Authorizing the City Manager to Execute the Second Amendment to the Entertainment Center Financing Agreement to Extend the Project Financing Deadline until March 31, 2016 and Remove the City's Obligation to Issue a Fee Deferral Loan of up to $775,000.
Recommendation: Approve City Council Resolution No. 145-2015.
Result of Recommended Action: Adoption of Resolution 145-2015 will authorize the City Manager to execute an amendment to the Entertainment Center Financing Agreement to extend the project financing term sheet deadline for three months to the

date of March 31, 2016, remove the City's obligation to issue a fee deferral loan of up to $775,000, and require the developer to release the City from all claims related to the Agreement.
Staff Report: Cyrus Abhar, City Manager; and Curt Haven, Economic Development Director.
Advances Goals: 1, 2, 6.

4. ADJOURNMENT

Mayor Sander adjourned the meeting at 5:43 PM.

_____
Mindy Cuppy, MMC, City Clerk

CITY OF RANCHO CORDOVA

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

Rancho Cordova Police Department
2897 Kilgore Road, Rancho Cordova

Tuesday, January 5, 2016 and Wednesday, January 6, 2016

8:30 AM – Special Meeting
Work Session – Canfield Community Room
Closed Session – Emerald Room

DRAFT MINUTES

DRAFT

1. SPECIAL MEETING - CALL TO ORDER/ROLL CALL

Mayor Sander called the special meeting to order on January 5, 2016 at 8:39 AM.

Council Members Present:	Budge, McGarvey, Skoglund, Terry and Mayor Sander
Council Members Absent:	None
Staff Members Present:	Brown, Heisler, Huber, Downton, Busch, Stricker, Norton, Hobday, Abhar, Cuppy, Delaney, Flory, Harriman, Ibrahim, Hadley, Ulm, Simpson, Goold, Leitner, Lindgren, Haven, Behrends, Cook (11:00 AM), Taylor (11:00 AM), Sotelo (11:40 AM), McCoy (1:00 PM)

Mayor Sander called the special meeting to order on January 6, 2016 at 9:15 AM.

Council Members Present:	Budge, McGarvey, Skoglund, Terry and Mayor Sander
Council Members Absent:	None

Staff Members Present: Brown, Downton, Busch, Stricker, Norton, Hobday, Abhar, Cuppy, Delaney, Flory, Harriman, Ibrahim, Hadley, Ulm, Simpson, Goold, Leitner, Lindgren, Haven, Behrends

2. PUBLIC COMMENT

The Special Meeting was an open dialogue between Council, Staff and the Community throughout the two days.

3. SPECIAL MEETING ITEM

3.1 City Council and Staff Retreat to have a comprehensive discussion of major issues, goals, and projects related to economic development, the future of Growing Strong Neighborhoods, long-term planning and vision related to the General Plan, staff priorities, regional partnerships, public safety priorities, and other topics.

ACTION: Discussion item only; no action taken.

4. ADJOURNMENT

Mayor Sander adjourned the meeting to Closed Session in the Emerald Room at 12:22 PM on January 6, 2016.

5. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Mayor Sander called the Closed Session to order at 1:14 PM.

Council Members Present: Budge, McGarvey, Skoglund, Terry and Mayor Sander

Council Members Absent: None

Staff Members Present: Abhar, Lindgren

6. CLOSED SESSION

Council adjourned to Closed Session to discuss the following item:

PUBLIC EMPLOYEE EVALUATION
Title: City Manager
Pursuant to Government Code Section 54957

7. OPEN SESSION - REPORT FROM CLOSED SESSION

City Attorney Adam Lindgren reported that there was no reportable action taken in closed session.

8. ADJOURNMENT

Mayor Sander adjourned the Special Meeting on January 5, 2016 at 7:58 PM.

Mayor Sander adjourned the Closed Session on January 6, 2016 at 4:03 PM.

_____
Mindy Cuppy, MMC, City Clerk

CITY OF RANCHO CORDOVA

ORDINANCE NO. 15-2015

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AMENDING TITLE 23, ZONING CODE, OF THE RANCHO CORDOVA MUNICIPAL CODE TO REQUIRE A DISTANCE OF 250 FEET BETWEEN ESTABLISHMENTS SERVING ALCOHOL FOR ON-SITE CONSUMPTION AND ADULT BUSINESSES AT WHICH LIVE NUDE DANCING IS PERFORMED

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

Section 1. Purpose and Declarations.

WHEREAS, at its September 29, 2014, special meeting, the City Council of the City of Rancho Cordova adopted Urgency Ordinance 25-2014, pursuant to California Government Code section 65858, which imposed a 45-day moratorium on the establishment and operation of establishments serving alcohol for on-site consumption within 500 feet of adult businesses at which live nude dancing was performed; and

WHEREAS, at its November 3, 2014, meeting, the City Council of the City of Rancho Cordova adopted Ordinance 26-2014, which extended that moratorium for an additional ten months and fifteen days in order to allow the City to continue to study and evaluate potential measures to abate or control the negative effects associated with the sale of alcohol for on-site consumption in close proximity to adult businesses featuring live nude dancing; and

WHEREAS, the Department of Alcoholic Beverage Control (**"**ABC") expressly prohibits the sale of alcohol in establishments in which live fully nude dancers perform pursuant to Administrative Rule 143.3 (C.C.R. section 143.3) which aims "to reduce the problems caused by [live nude] dancing in front of customers whose inhibitions and ability to control their impulses have been weakened by the consumption of liquor." *Dep't of Alcoholic Beverage Control v. Alcoholic Beverage Control Appeals Bd.* (2002) 99 Cal.App.4th 880, 891; and

WHEREAS, ABC'S adoption of Rule 143.3 was supported by substantial evidence that nude performances in conjunction with the on-site sale of alcohol led to not only lewd conduct "inside the business premises, but also to prostitution, indecent exposure, and sexual assault in the vicinity," which ABC recognized as secondary effects. *Dep't of Alcoholic Beverage Control,* (2002) 99 Cal. App. 4th at 888; and

WHEREAS, after studying the negative effects resulting from the operation of establishments serving alcohol for on-site consumption in close proximity to live nude adult businesses, such as prostitution, assaults, and drug transactions, the City Council has determined that it is necessary to prohibit the location of those businesses in close proximity to each other in order to protect the citizens of the City from the threats to the public health, safety and welfare posed when businesses with on-site alcohol sales and adult businesses featuring live nude dancing are located in close proximity to each other; and

WHEREAS the City considers establishments serving alcohol for on-site consumption located within 250 feet of those adult businesses to be in close proximity. Because 250 feet is an easily walkable, the distance would likely facilitate and encourage customers to consume alcohol at an establishment with on-site alcohol service in close proximity to the adult business and then visit

the adult business in an intoxicated state. This would be contrary to the intended effect of Rule 143.3 and lead to the secondary effects that Rule 143.3 is specifically intended to prevent. Location of those businesses at a further distance would be less likely to result in the those secondary effects and a required distance of 250 feet, rather than the 500 feet required by the moratorium would effectively reduce secondary effects while less severely limiting the locations at which new businesses could be located; and

WHEREAS, the purpose of this ordinance is not to affect the conduct of the businesses at which live nude dancing occurs or to regulate the sales of alcohol, but is a valid exercise of the City's zoning power and is intended to reduce the negative impacts and effects caused by alcohol being sold and consumed on the premises of establishments in close proximity to businesses featuring live nude dancing.

Section 2. Amendment of Code. The section of Table 23.313-1 of the Zoning Code, entitled "Allowed Use and Permit Requirements for Mixed-Use Districts" which appears under the heading "Retail, Service, and Office Uses" is hereby amended to read as follows:

Land Use Category	RMU	CMU	OPMU	OIMU	LIBP	VC	LTC	RTC	Specific Use Regulations
Retail, Service, and Office Uses[22]									
Adult Day Care Facility	N	AUP	AUP	AUP	AUP	AUP	AUP	AUP	
Alcoholic Beverage Sales, Off-Site[16]	N	C	C[2]	C[2]	C[2]	C	C	C	
Ambulance Service	N	L	L	P	P	N	N	N	
Animal Sales and Grooming	AUP	P	P[2]	N	N	P	P	P	
Art, Antique, Collectable	P[2]	P	P[2]	P[2]	N	P	P	P	
Artisan Shops	AUP	P	P[2]	P[2]	P[2]	P	P	P	
Artisanal and Specialty Manufacture, Display, and Sales	N	P	P	P	N	P	P	P	
Banks and Financial Services	P[2]	P	P	P	P	P	P	P	
Bars and Nightclub [23]	C[3]	C[3]	C[2, 3]	C[2, 3]	C[2, 3]	C[3]	C[3]	C[3]	
Bed and Breakfast Inns	P	P	N	N	N	N	N	N	
Brew Pub [23]	N	P	P[2]	P[2]	P[2]	P	P	P	
Building Materials Stores and Yards	N	P[4]	N	C[4]	N	N	C[4]	C[4]	
Business Support Services	AUP[2, 4, 5]	P	P	P	AUP	P[5]	P	P	
Call Centers	N	N	P	P	AUP	N	N	N	
Child Day Care Facility	AUP	AUP	AUP[2]	AUP[2]	AUP[2]	P	C	C	

Convenience Stores	L[2]	L	L[2]	L[2]	L[2]	L	L	L	
Drive-In and Drive-Through Sales and Service	N	C[20, 21]	C[6, 20, 21]	C[6, 20, 21]	C[6, 20, 21]	C[20, 21]	C[20, 21]	C[20, 21]	RCMC 23.910.030
Equipment Sales and Rental	N	N	N	P	P	N	N	N	
Furniture, Furnishings, and Appliance Stores	N	P	N	N	N	N	C	P	
Garden Center/Plant Nursery	N	P	N	AUP	N	N	C	C	
Grocery Stores/Supermarkets	AUP[2]	P	P[2]	AUP[2]	N	AUP[8]	P	P	
Home Improvement Supplies	N	P[9]	N	P	P	N	P[9]	P[9]	
Hotels and Motels	C[2]	P	P	C	N	C	P	P	
Hotels and Motels, Extended Stay	C[2]	C	C	C	N	C	C	C	
Kennels, Commercial	C[4, 2]	AUP[4]	AUP[4]	AUP[4]	AUP[4]	N	N	N	
Maintenance and Repair, Small Equipment	N	P	N	P	P	AUP	P	P	
Medical Services, General	L[2]	P	P	P	P	P	P	P	
Medical Services, Extended Care	P	C	C	C	N	N	N	N	
Medical Services, Hospitals	N	P	P	P	P	P	P	P	
Mortuaries and Funeral Homes[15]	N	P	P	P	P[15]	N	N	N	
Neighborhood Market	P[2]	P	P[2]	L[2]	N	P	P	P	
Offices, Business and Professional	P[2]	P[2]	P	P	N	P[2]	P[2]	P[2]	
Offices, Accessory	P	P	P	P	L[10]	P	P	P	
Personal Services	P[5, 2]	P	P[2]	P[2]	P[2]	P	P	P	
Residential Care Facility	L	C	C	N	N	N	N	N	
Restaurants [23]	P[2]	P	P[2]	P[2]	P[2]	P	P	P	
Retail, Accessory	P[2]	P	P[6]	P[6]	P[6]	P	P	P	
Retail, General	P[2,11]	P	N	N	N	P	P	P	
Retail, Warehouse Club	N	P	N	N	N	N	C	P	
Tasting Room, Off-Site [23]	N	P	P[2]	P[2]	P[2]	P	P	P	

Veterinary Facility	L[2]	P	P	P	L	L	P	P	

Section 3. Amendment of Code The Notes to Table 23.313-1 of the Zoning Code, entitled "Allowed Use and Permit Requirements for Mixed-Use Districts" are hereby amended to add a Note 23 to read as follows:

23. Uses which serve alcohol for on-site consumption and which have an "on-sale" license from the California Department of Alcoholic Beverage Control must be located at least 250 feet from any adult live theater at which live nude dancing is performed and which is subject to section 143.3 of the California Code of Regulations.

Section 4. Amendment of Code. The section of Table 23.316-1 of the Zoning Code, entitled "Allowed Use and Permit Requirements for General Commercial and Industrial Zoning Districts" which appears under the heading "Retail, Service, and Office Uses," is hereby amended to read as follows:

Land Use Category	GC	M-1	M-2	Specific Use Regulations
Retail, Service, and Office Use Listings				
Alcoholic Beverage Sales [10]	C[4]	C[3]	C[3]	
Ambulance Service	AUP	AUP	AUP	
Animal Sales and Grooming	P	AUP	L	
Art, Antique, Collectable	P	AUP	L	
Artisan Shops	P	AUP	L	
Artisanal and Specialty Manufacture, Display and Sales	P	AUP	AUP	
Banks and Financial Services	P	AUP	L	
Bars and Nightclubs [10]	C	C	C	
Brew Pub [10]	P	AUP	L	
Building Materials Stores and Yards	P	P[2]	P[2]	
Business Support Services	P	P[2]	P[2]	
Call Centers	L	L	L	
Child Day Care Facility	P	C	N	
Convenience Stores	P	C	C	RCMC 23.910.020
Drive-in and Drive-through Sales and Service	P	C	C	RCMC 23.910.030
Equipment Sales and Rental	P[2,8]	P[2,8]	P	
Furniture, Furnishings, and Appliance Stores	P	P[2]	AUP	
Garden Center/Plant Nursery	P	P[2]	AUP	

Grocery Stores/Supermarket	P	L	L	
Home Improvement Supplies	P[2]	P[2]	P	
Hotels and Motels	P	N	N	
Hotels and Motels, Extended Stay	P	N	N	
Kennels, Commercial	L	AUP	AUP	
Maintenance and Repair, Small Equipment	P[2]	P	P	
Medical Services, General	P	AUP	AUP	
Medical Services, Extended Care	P	N	N	
Medical Services, Hospitals	P	L	P	
Mortuaries and Funeral Homes	P	C	C	
Neighborhood Market	P	AUP	L	
Offices, Business and Professional	P	AUP	L	
Offices, Accessory	P[6]	P[6]	P[7]	
Personal Services	P	AUP	L	
Restaurants [10]	P	AUP	L	
Retail, Accessory	P[6]	P[6]	P[7]	
Retail, General	P	AUP	L	
Retail, Warehouse Club	P	AUP	L	
Tasting Room, Off-Site [10]	P	AUP	L	
Veterinary Facility	P	P[2]	P[2]	

Section 5. Amendment of Code The Notes to Table 23.316-1 of the Zoning Code, entitled "Allowed Use and Permit Requirements for General Commercial and Industrial Zoning Districts" are hereby amended to add a Note 10 to read as follows:

10. Uses which serve alcohol for on-site consumption and which have an "on-sale" license from the California Department of Alcoholic Beverage Control must be located at least 250 feet from any adult live theater at which live nude dancing is performed and which is subject to section 143.3 of the California Code of Regulations.

Section 6. Amendment of Code. Subsection C of Section 23.919.060 of the Rancho Cordova Municipal Code, entitled "Sexually Oriented Businesses" is hereby amended to read as follows:

C. Location Conditions.

1. Sexually oriented businesses are permitted subject to compliance with the following conditions:

a. Such use is more than 1,000 feet from any residential zoning district as identified in Chapter 23.310 RCMC (amended June 2012)

b. Such use is situated more than 1,000 feet from any other sexually oriented business.

c. Such use is located more than 1,000 feet from any of the following uses:

i. Single-family, duplex, or multifamily residences;

ii. Clinic, child/family guidance;

iii. Library;

iv. Public park

v. Church

vi. Citizens improvement club/community center

vii. Public or Private K-12 school

viii. Indoor or outdoor recreation facilities that are primarily designed to serve persons under the age of 18;

d. If the use is an Adult live theater at which live nude dancing is performed, and which is subject to section 143.3 of the California Code of Regulations, the use is at least 250 feet from any business which serves alcohol for on-site consumption and is required to have an "on-sale" license from the California Department of Alcoholic Beverage Control.

e. The 1,000-foot or 250-foot separation shall be measured as a radius from the primary entrance of the sexually oriented business to the property lines of the property so zoned or used.

f. No more than three such uses shall be permitted within the boundary of the planning area for a community planning advisory council established by the city council pursuant to the Rancho Cordova Municipal Code.

g. Such use is situated in either an LIBP, M-1 or M-2 land use zone.

Section 7. CEQA. Approval of the amendments in this Ordinance is exempt from further environmental review under the general rule in California Environmental Quality Act (CEQA) Guidelines section 15061(b)(3) that CEQA only applies to projects that have the potential for causing a significant effect on the environment. As a series of text amendments and additions, it can be seen with certainty that there is no possibility that this Ordinance will have a significant effect on the environment.

Section 8. Severability. If any provision of this Ordinance, or the application thereof to any person or circumstance, is held invalid, the remainder of the Ordinance, including the application of such part or provision to other persons or circumstances, shall not be affected thereby and shall continue in full force and effect. To this end, provisions of this Ordinance are severable. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph,

sentence, clause or phrase hereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases be held unconstitutional, invalid or unenforceable.

Section 9. Effective Date. Within fifteen (15) days after adoption, a Summary of this Ordinance shall be published once in the Grapevine Independent, or the Sacramento Bee, a newspaper of general circulation printed and published in Sacramento County and circulated in the City of Rancho Cordova, in accordance with Government Code section 36933. This Ordinance shall take effect and be enforced thirty (30) days after its adoption.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
David M. Sander, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

2550468.1

MEMORANDUM

DATE: January 19, 2016

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Interim Public works Director

SUBJECT: **APPROVAL OF PARCEL MAP OF SUBDIVISION NO. 2015-002-01, MATHER OFFICE CAMPUS**

RECOMMENDATION

Approval of Parcel Map of Subdivision No. FM-2015-002-01, Mather Office Campus; located on the north side of Peter A. McCuen Boulevard approximately 500 feet north of Mather Boulevard.

RESULT OF RECOMMENDED ACTION

Approval of this recommendation will result in the recording of the parcel map creating two separate parcels.

BACKGROUND

The City Council approved the tentative parcel map on July 6, 2015 with conditions. The site contains one existing parcel in the Mather Field Special Planning Area on a 15.1 net acre site. The existing parcel is being divided into two parcels with an existing building on proposed parcel one. Proposed parcel two is vacant. The final parcel map has been examined and checked for compliance with Title 22 of the City Code and the California State Map Act. A copy of the final map **(Attachment 1)** and vicinity map **(Attachment 2)** are included with this letter.

FISCAL IMPACT

There is no fiscal impact to the City.

ATTACHMENTS

1. 8 ½ X 11 Copy of Final Map.
2. Vicinity Map.

OWNER'S STATEMENT

THE UNDERSIGNED HEREBY CONSENT TO THE PREPARATION AND FILING OF THIS PARCEL MAP.

THE REAL PROPERTY DESCRIBED BELOW DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES:

RIGHTS OF WAY AND EASEMENTS FOR THE INSTALLATION AND MAINTENANCE OF A PEDESTRIAN WALKWAY, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS THAT STRIP OF LAND SHOWN HEREON AND DESIGNATED "PEDESTRIAN EASEMENT" (P.E.). THE MAINTENANCE AND REPAIR OF THE WALKWAY SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.

JPI XXIX, L.P.
A CALIFORNIA LIMITED PARTNERSHIP

BY: _____
NAME:
TITLE:

BY: _____
NAME:
TITLE:

NOTARY'S ACKNOWLEDGMENTS

A NOTARY PUBLIC OR OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____) SS

ON _____ DAY OF _____, 2015 BEFORE ME, _____ _____, PERSONALLY APPEARED _____WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

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

WITNESS MY HAND: _____

PRINTED NAME: _____

COUNTY OF: _____

MY COMMISSION EXPIRES: _____

MY COMMISSION No.: _____

BENEFICIARY'S STATEMENT

HOUSING CAPITAL COMPANY, AS BENEFICIARY UNDER DEED OF TRUST RECORDED DECEMBER 31, 2012, IN BOOK 20121231, PAGE 0087, OFFICIAL RECORDS OF SACRAMENTO COUNTY.

BY: _____
NAME:
TITLE:

NOTARY'S ACKNOWLEDGMENTS

A NOTARY PUBLIC OR OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____) SS

ON _____ DAY OF _____, 2015 BEFORE ME, _____ _____, PERSONALLY APPEARED _____WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

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

WITNESS MY HAND: _____

PRINTED NAME: _____

COUNTY OF: _____

MY COMMISSION EXPIRES: _____

MY COMMISSION No.: _____

NOTARY'S ACKNOWLEDGMENTS

A NOTARY PUBLIC OR OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____) SS

ON _____ DAY OF _____, 2015 BEFORE ME, _____ _____, PERSONALLY APPEARED _____WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

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

WITNESS MY HAND: _____

PRINTED NAME: _____

COUNTY OF: _____

MY COMMISSION EXPIRES: _____

MY COMMISSION No.: _____

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES AT THE REQUEST OF JPI XXIX, L.P. IN MARCH 2015. I HEREBY STATE THAT THIS PARCEL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP. ALL MONUMENTS SHOWN HEREON ARE OF THE CHARACTER AND OCCUPY THE POSITIONS AS INDICATED. THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

_____
DATE

_____
MICHAEL E LONG

P.L.S 6815
EXP. 09-30-16
WOOD RODGERS, INC.

PROFESSIONAL LAND SURVEYOR
MICHAEL E. LONG
EXP:09-30-16
No. 6815
STATE OF CALIFORNIA

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS PARCEL MAP AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE APPROVED TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, AND ANY APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

_____ _____
CITY ENGINEER, ALBERT STRICKER DATE
R.C.E. 64057
EXPIRATION DATE: 9/30/16

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I AM SATISFIED THAT THIS PARCEL MAP IS TECHNICALLY CORRECT.

_____ _____
LAND SURVEYOR, CYRUS E. ABHAR DATE
P.L.S. 7723
EXPIRATION DATE: 12/31/15

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA HAS APPROVED THIS PARCEL MAP AND ACCEPTS ON BEHALF OF THE PUBLIC THE EASEMENT HEREON OFFERED FOR DEDICATION.

_____ _____
DATE CITY CLERK OF THE CITY OF RANCHO CORDOVA

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2015, AT _____ ___M. IN BOOK _____ OF PARCEL MAPS, AT PAGE _____ AT THE REQUEST OF _____, TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO. _____ ON FILE IN THIS OFFICE.

_____ DOCUMENT NO.: _____
COUNTY RECORDER

BY:_____ FEE: $ _____
DEPUTY

PARCEL MAP

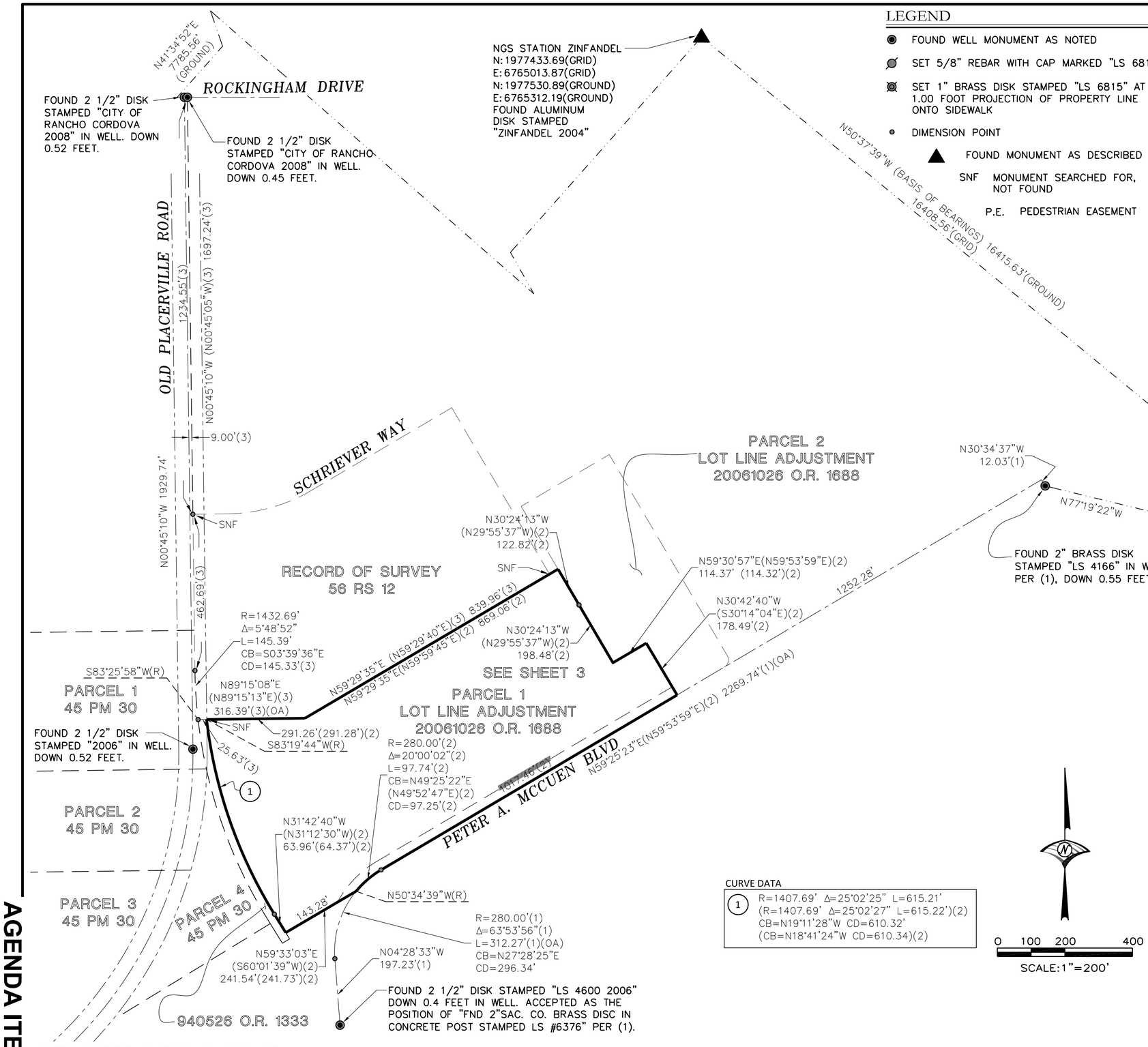
SUBDIVISION NO. FM-2015-002-01

MATHER OFFICE CAMPUS

THE PARCEL OF LAND CONVEYED IN THAT CERTAIN GRANT DEED RECORDED IN BOOK 20061026, AT PAGE 1689, BEING A PORTION OF 54 RS 2, AND A PORTION OF LOTS 62 & 67 OF NATOMAS AMERICAN RIVER SUBDIVISION NO. 4 - 15 BM 44 SACRAMENTO COUNTY OFFICIAL RECORDS.
CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

OCTOBER 2015

WOOD RODGERS
DEVELOPING • INNOVATIVE • DESIGN • SOLUTIONS
3301 C St., Bldg. 100-B Tel 916.341.7760
Sacramento, CA 95816 Fax 916.341.7767



SEE SHEET 2 FOR BASIS OF BEARINGS, LEGEND, NOTES AND REFERENCES.

LEGEND

- FOUND WELL MONUMENT AS NOTED
- SET 5/8" REBAR WITH CAP MARKED "LS 6815"
- SET 1" BRASS DISK STAMPED "LS 6815" AT 1.00 FOOT PROJECTION OF PROPERTY LINE ONTO SIDEWALK
- DIMENSION POINT
- FOUND MONUMENT AS DESCRIBED
- SNF MONUMENT SEARCHED FOR, NOT FOUND
- P.E. PEDESTRIAN EASEMENT

NOTES

1. ALL CURVES DIMENSIONED WITH RADIUS, DELTA, AND ARC LENGTH.
2. ALL DISTANCES SHOWN HEREON ARE EXPRESSED IN FEET AND DECIMALS THEREOF.
3. DUE TO ROUNDING THE SUM OF THE INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
4. TOTAL AREA FOR THIS PARCEL MAP IS 15.151± ACRES, CONSISTING OF 2 COMMERCIAL LOTS.
5. THE FOLLOWING EASEMENTS ARE NOT DISCLOSED BY RECORD INFORMATION, UNABLE TO DETERMINE EXACT LOCATION, AND ARE NOT SHOW HEREON:

A. A MAINTENANCE AND ACCESS EASEMENT IN FAVOR OF THE CITY OF RANCHO CORDOVA PER 20080401 O.R. 0518.
B. AN EASEMENT IN FAVOR OF THE COUNTY OF SACRAMENTO PER 19980916 O.R. 1104
C. AN EASEMENT IN FAVOR OF THE COUNTY OF SACRAMENTO PER 19980916 O.R. 1105

6. RECIPROCAL ACCESS BETWEEN PARCELS SHOWN HEREON SHALL BE GRANTED/RESERVED PRIOR TO THE SALE AND/OR RECONVEYANCE OF SAID PARCELS.

IMPROVEMENT REQUIREMENTS

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

STREETS:	NONE
STREET LIGHTS:	NONE
SEWER:	NONE
DRAINAGE:	NONE
WATER/HYDRANTS:	REQUIRED

REFERENCES:

(1)	COUNTY FIELD NOTES	PAGE L-1 OF SACRAMENTO COUNTY FIELD NOTES, STAMPED L-74
(2)	20061026 O.R. 1688	LOT LINE ADJUSTMENT
(3)	56 RS 12	RECORD OF SURVEY

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 2, NAD83, EPOCH DATE 2010.00. SAID BEARINGS ARE BASED LOCALLY UPON FIELD OBSERVED TIES BETWEEN NGS STATION "DOUGLAS", AND NGS STATION "ZINFANDEL". SAID BEARING IS TAKEN AS NORTH 50°37'39" WEST.

CURVE DATA

1	R=1407.69' Δ=25°02'25" L=615.21' (R=1407.69' Δ=25°02'27" L=615.22')(2) CB=N19°11'28"W CD=610.32' (CB=N18°41'24"W CD=610.34)(2)

PARCEL MAP

SUBDIVISION NO. FM-2015-002-01

MATHER OFFICE CAMPUS

THE PARCEL OF LAND CONVEYED IN THAT CERTAIN GRANT DEED RECORDED IN BOOK 20061026, AT PAGE 1689, BEING A PORTION OF 54 RS 2, AND A PORTION OF LOTS 62 & 67 OF NATOMAS AMERICAN RIVER SUBDIVISION NO. 4 - 15 BM 44 SACRAMENTO COUNTY OFFICIAL RECORDS. CITY OF RANCHO CORDOVA COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

OCTOBER 2015

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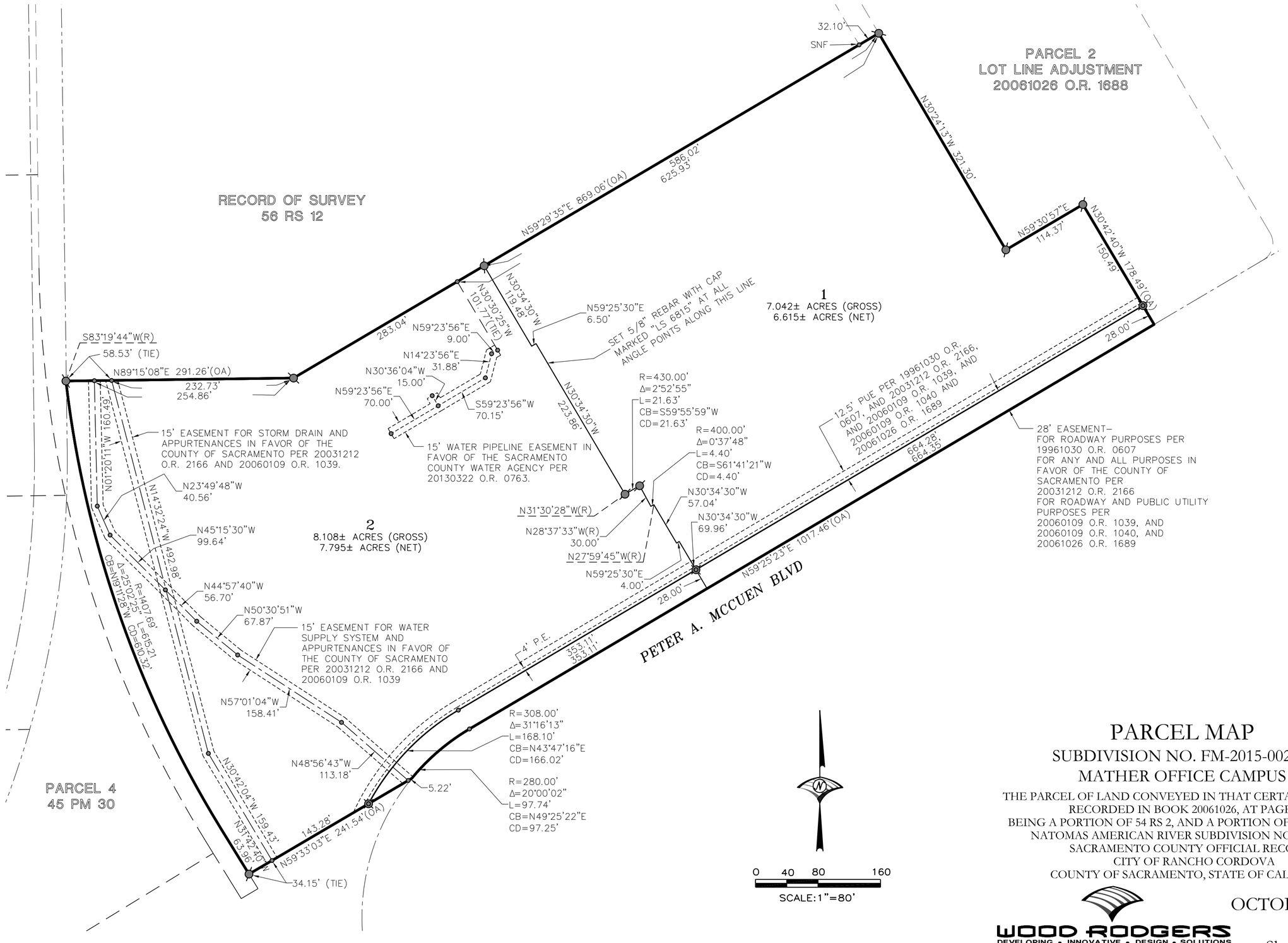

SEE SHEET 2 FOR BASIS OF BEARINGS, LEGEND, NOTES AND REFERENCES.

PARCEL MAP

SUBDIVISION NO. FM-2015-002-01

MATHER OFFICE CAMPUS

THE PARCEL OF LAND CONVEYED IN THAT CERTAIN GRANT DEED
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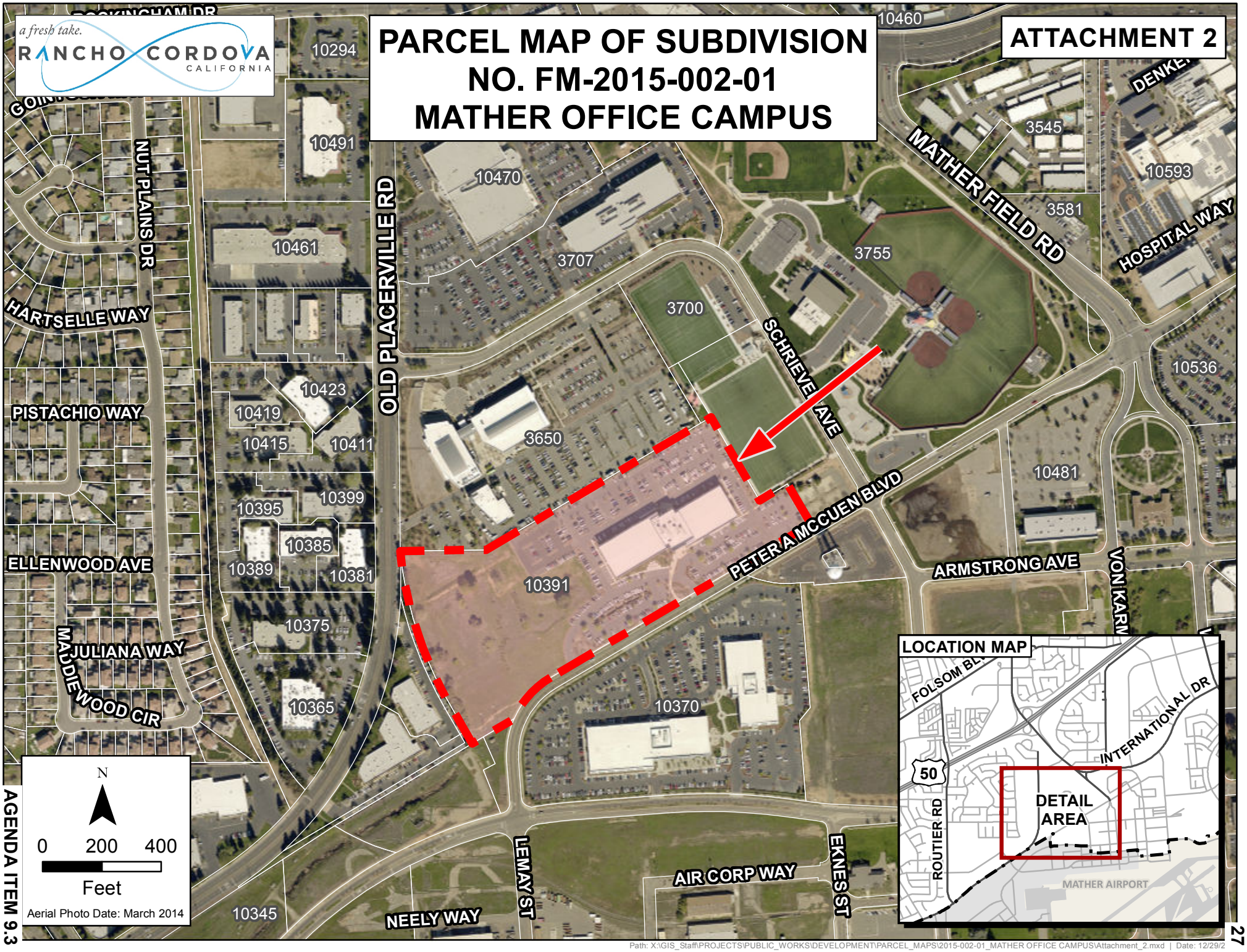

AGENDA ITEM 9.3

Path: X:\GIS_Staff\PROJECTS\PUBLIC_WORKS\DEVELOPMENT\PARCEL_MAPS\2015-002-01_MATHER OFFICE CAMPUS\Attachment_2.mxd | Date: 12/29/2

MEMORANDUM

DATE: January 19, 2016

TO: Honorable Mayor and Council Members

FROM: Elizabeth Sparkman, Senior Engineer

SUBJECT: **RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AMENDED OPERATING PROTOCOLS AGREEMENT WITH THE SACRAMENTO TRANSPORTATION AUTHORITY**

RECOMMENDATION

Adopt Resolution No. 1-2016.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will authorize the City Manager to execute an Amended Operating Protocols Agreement for the Sacramento County Transportation Mitigation Fee Program and to add a new section on re-purposing/re-use of existing buildings.

BACKGROUND

On January 5, 2009, the Council took required actions to implement the Sacramento County Transportation Mitigation Fee Program (SCTMFP), generally referred to as the Measure A Fee Program. One of those actions was the adoption of a resolution approving an Agreement on Operating Protocols for the new Measure A Fee program.

After the development of the initial Operating Protocols Agreement, the Sacramento Transportation Authority (STA) consulted with its general counsel and a working group of local agency impact fee program managers to expand the SCTMFP fee rate schedule to account for development uses that did not neatly fit into the five general land use categories set forth in the Fee Study. As a result, the Agreement on Operating Protocols was amended in August 2014 to reduce the impact fee on retail use and to include newly created fees for a variety of land uses that did not fit neatly into one of the existing land use categories.

This new amended Agreement adds a new Section 4.4 that details the process for calculating change in use fees. This is not a new requirement; but language was added to outline the process for an alternative approach to the fee calculation. Staff recommends City Council adopt Resolution No. 1-2016 authorizing the City Manager to execute the Amended Operating Protocols Agreement for the City.

ATTACHMENT

Resolution No. 1-2016 including Exhibit A .

CITY OF RANCHO CORDOVA

RESOLUTION NO. 1-2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING THE AMENDED AGREEMENT ON OPERATING PROTOCOLS FOR THE SACRAMENTO COUNTYWIDE TRANSPORTATION MITIGATION DEVELOPMENT IMPACT FEE PROGRAM

WHEREAS, the New Measure A Transportation Sales Tax approved by the County voters in 2004, called for the implementation of a Sacramento Countywide Transportation Mitigation Development Impact Fee Program, so that new development paid its fair share of the costs of the transportation improvements included in the Measure A Expenditure plan; and

WHEREAS, the City of Rancho Cordova was required to implement the Sacramento County Transportation Mitigation Fee Program SCTMFP, also referred to as the Measure A Fee, as a condition of receiving New Measure A sales tax revenues, in accordance with the provisions of AB 1600, and the fees went into effect on April 1, 2009; and

WHEREAS, Sacramento Transportation Authority (STA) staff developed an Agreement on Operating Protocols to apply to all jurisdictions in the County, regarding the obligation to impose, collect, account, and remit the Measure A development impact fees to STA; and

WHEREAS, on August 28, 2008, the STA Board adopted a resolution approving the Agreement on Operating Protocols, and the Agreement was subsequently amended by the STA Board on December 11, 2008 to add fees for special land use categories; and

WHEREAS, in August 2014, the STA Board approved updates to the SCTMFP Fee Schedule to accommodate additional land use categories, a reduced rate for Retail uses, and a "normalized" rate for land uses not specifically listed on the schedule; and

WHEREAS, the Agreement on Operating Protocols (Amended – August 2014) was executed by the City in the form of Contract No. 96-2014 which changes reflected a fee reduction for general commercial and added more categories for ease of implementation; and

WHEREAS, on August 27, 2015, the STA Board adopted a resolution to amend the SCTMFP Operating Protocols Agreements with the County and each city to accommodate "prior-use" trips in the development fee calculation.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the Council authorizes the City Manager, or his designee, to execute an Amended Operating Protocols Agreement with the STA attached as **Exhibit A**.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the _____ day of _____, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
David M. Sander, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

MEASURE A
SACRAMENTO COUNTYWIDE TRANSPORTATION MITIGATION FEE PROGRAM
AGREEMENT ON OPERATING PROTOCOLS
Amended – August 2015

This amended Agreement on Operating Protocols for the Sacramento Countywide Transportation Mitigation Fee Program (Agreement) is made by and between the Sacramento Transportation Authority (STA) and the City of Rancho Cordova (City).

RECITALS

A. Sacramento Transportation Authority Ordinance No. STA-04-01 (Ordinance) imposes a one-half of one percent retail transactions and use tax that is statutorily dedicated for transportation planning, design, construction, operation and maintenance in Sacramento County.

B. The Ordinance establishes the 30-year Sacramento Countywide Transportation Mitigation Fee Program ("SCTMFP"), to be implemented by the County and each incorporated city during the period April 1, 2009 through March 31, 2039.

C. The Ordinance provides that the County and each incorporated city must, as a condition of receiving its allocation of local street and road maintenance formula funds from the retail transactions and use tax revenues, adopt the 30-year SCTMFP Fee (Fee) for the period April 1, 2009 through March 31, 2039 in accordance with guidelines adopted by the Sacramento Transportation (STA) Governing Board.

D. The SCTMFP Fee schedule shall be uniform throughout the unincorporated and incorporated areas of the County.

E. The City of Rancho Cordova has adopted Resolution No. 161-2006 acknowledging its obligations imposed by the SCTMFP.

F. The City began implementing the SCTMFP Fee on April 1, 2009, and must remit the SCTMFP Fee revenues to the STA within 60 days of the end of each six-month period ending June 30 and December 31 of each year.

G. The STA shall reallocate the SCTMFP Fee revenues to local jurisdictions to be expended on Measure A capital projects in the impacted areas where the fees were generated in accordance with the SCTMFP and the Measure A Capital Allocation Plan.

H. STA Resolution STA-06-006 adopting the Sacramento Transportation Mitigation Fee Program (SCTMFP) Nexus Study and Setting SCTMFP Fee Rates Effective April 1, 2009 provides that protocols related to SCTMFP Fee implementation issues, including but not limited to, required dates of Fee remittances to STA and documentation to be submitted by each participating agency, shall be established by future resolution of the STA and contracts between the STA and the participating agencies.

I. This Agreement, as amended, when approved by resolution of the STA and executed by the City, shall constitute the current protocols related to SCTMFP Fee implementation issues.

J. This amended Agreement is uniform among the County and all incorporated cities.

NOW, THEREFORE, the parties agree as follows:

1.0 DEFINITIONS

1.1 "AB 1600" means the Mitigation Fee Act set forth in Government Code Sections 66001 – 60025.

1.2 "Development Project" or "Project" shall have the same meaning as provided in Government Code Section 66000(a), as such section may be amended from time to time.

1.3 "Executive Director" means the Executive Director of the Sacramento Transportation Authority.

1.4 "Expenditure Plan" means the Sacramento County Measure A Transportation Expenditure Plan 2009-2039 that was adopted as part of the Ordinance.

1.5 "Governing Board" means the Governing Board of the Sacramento Transportation Authority.

1.6 "Independent Taxpayer Oversight Committee" means the committee appointed by the STA Governing Board as required by the Ordinance to supervise Measure A fiscal and performance audits regarding the use of all sales tax funds and to provide independent review to ensure that all Measure A funds are spent in accordance with the provisions of the Ordinance.

1.7 "Industrial Use" means any Development Project that involves manufacturing, transportation, logistics, or similar uses.

1.8 "Measure A" or "the Ordinance" means Sacramento Transportation Authority Ordinance No. STA-04-01.

1.9 "Multi-Family Residential Use" means any Development Project that uses a single parcel for two or more dwelling units within one or more buildings, including duplexes, townhouses, condominiums, and apartments.

1.10 "Normalized cost per trip" means the single family residential fee rate per Section 2.1 divided by the average weekday trip generation rate for a single family residence (9.52) per the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The normalized cost per trip is $118.49, and will be adjusted annually per Section 2.2.

1.11 "Office Use" means any Development Project that involves business activities, associated with professional or administrative services, and typically consists of corporate offices, financial institutions, legal and medical offices, personal services, or similar uses.

1.12 "Participating Agencies" means the County of Sacramento, the City of Citrus Heights, the City of Elk Grove, the City of Folsom, the City of Galt, the City of Isleton, the City of Rancho Cordova, and the City of Sacramento. Each may be referred to individually as "Participating Agency."

1.13 "Retail Use" means any Development Project that involves retailing of merchandise, generally without transformation, retail food services, and rendering services incidental to the sale of merchandise at a fixed point of sale.

1.14 "Sacramento Countywide Transportation Mitigation Fee Program" or "SCTMFP" means the 30-year transportation mitigation fee program established by the Ordinance.

1.15 "SCTMFP Fee" or "Fee" means the fee imposed pursuant to the SCTMFP.

1.16 "Senior Residential Use" means any Development Project that qualifies as housing for older persons pursuant to Government Code Section 12955.9.

1.17 "Single Family Residential Use" means any Development Project that uses a single parcel for only one residential dwelling unit. "Single Family Residential Use" also includes any Development Project that involves one primary dwelling and one accessory dwelling on a single lot.

1.18 "Weekday trip generation per ITE" means a technically supportable methodology based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* to calculate the expected average weekday trip generation based on the type(s) and size of new land use set forth in the development application."

2.0 UNIFORM FEE

2.1 Uniform Fee. Effective September 21, 2014, the City shall collect the applicable uniform SCTMFP Fee, as amended, for each Development Project occurring within the City's jurisdiction. The applicable Fee for each use is as follows:

Single Family Residential:	$1,128 per unit
Senior:	$ 902 per unit
Multi Family Residential:	$ 790 per unit
Senior:	$ 677 per unit
Office Use:	$1,355 per 1,000 square feet
Retail Use:	$1,692 per 1,000 square feet
Industrial Use:	$ 902 per 1,000 square feet
Hotel/Motel	$ 654 per sleeping room
Extended Stay Hotel/Motel	$ 581 per sleeping room
Golf Course	$ 940 per acre
Movie theater	$2,148 per screen
Religious center	$1,050 per 1,000 square feet
Hospital	$1,893 per 1,000 square feet
Service station	$1,468 per fueling pump
Supermarket	$1,692 per 1,000 square feet
Warehouse/self storage	$ 282 per 1,000 square feet
Assisted Living	$ 325 per bed
Congregate Care	$ 239 per unit
Child Day Care	$ 519 per student
Private School (K-12)	$ 294 per student
Auto Repair/Body Shop	$1,692 per 1,000 square feet
Gym / Fitness Center	$1,692 per 1,000 square feet
Drive-through Car Wash	$1,692 per 1,000 square feet
All Other	*Weekday trip generation per ITE multiplied by normalized cost per trip*

2.2 Annual Adjustment. The STA shall annually adjust the SCTMFP Fee schedule to reflect change in construction costs based on the McGraw-Hill Engineering News Record (ENR) 20-City Construction Cost Index. The adjustment will take effect July 1, and STA shall notify participating agencies of the required annual adjustment at least 60 days in advance of the effective date.

2.3 Calculation of Fee for Mixed Use Projects. For Projects that include two or more different types of uses, the amount of the fee imposed on the entire Development Project shall be proportionally determined based on the relative footprint associated with the various uses.

3.0 PARTICIPATING AGENCY OBLIGATIONS PRIOR TO APRIL 1, 2009.

Prior to April 1, 2009, the City shall take all necessary steps required by applicable law, including but not limited to AB 1600, to enable implementation of the SCTMFP Fee no later than April 1, 2009. Failure to meet such legal requirements shall not exempt the City from the requirement that SCTMFP Fees be collected as a prerequisite to the City's receipt of Measure A local street and road maintenance formula funds.

4.0 COLLECTION OF SCTMFP FEES

4.1 Collection of Fees.

a. The City shall collect SCTMFP Fees at the time of issuance of a final building permit for a Development Project, or as otherwise required or permitted pursuant to Government Code Section 66007.
b. The amount of the SCTMFP Fees shall reflect the Fee schedule in effect at the time of payment.
c. SCTMFP Fees shall not be waived.

4.2 Payment by all Development Projects. Except as otherwise expressly provided by this Agreement, the SCTMFP Fee shall be payable by all Development Projects within the jurisdiction of the City for which building permits are issued on or after April 1, 2009.

4.3 Exemptions from the SCTMFP Fees. The following Development Projects shall not be subject to the SCTMFP Fee:

a. The rehabilitation or reconstruction of any lawful residential structure including an expansion of an existing dwelling unit, that does not create an additional dwelling unit.
b. The rehabilitation or reconstruction of any non-residential structure where there is no net increase in square footage. Any increase in square footage shall pay the established applicable fee rate for that portion of square footage that is new.
c. New low income housing as defined in Health and Safety Code Section 50079.5 and very low income housing as defined in Health and Safety Code Section 50105.
d. Any development project that is subject of a valid development agreement entered into pursuant to Government Code Section 65864 prior to April 1, 2009, that includes a provision exempting it from future fees or fee increases; provided, however, that if the term of such a development agreement is extended after April 1, 2009, the SCTMFP shall be imposed.
e. Any development project for which an application for a vesting tentative map authorization by Government Code Section 66498.1 was deemed complete prior to April 1, 2009.

4.4 Re-purposing/Reuse of existing buildings. Fee applicable only to net increase in ADT's over prior established use.

a. A building permit applicant may request a reduction in the otherwise applicable SCTMFP fee in accordance with the following policy: Where a new project changes the prior established use of an existing building, the SCTMFP may be applied only to the extent that the new use increases average daily trips ("ADT's") over the prior use. Determination of ADT's for the purpose of comparing previous and proposed uses shall

be by reference to trip generation rates obtained from the Institute of Traffic Engineers ("ITE").

b. Where a participating jurisdiction determines that a project qualifies for a credit pursuant to this policy, it shall determine the fee reduction by comparing the rates applicable to the prior and new uses as designated in the SCTMFP Fee Schedule and calculating the resulting offset. In the alternative, where a proposed land use is not clearly listed in the Fee Schedule, the fee shall be calculated as follows: (1) calculate the difference between previous ADT's and new ADT's at the property; (2) multiply the result by the normalized cost per trip.

c. Requests for a fee reduction pursuant to this provision shall be made to SCTMFP participating jurisdictions. Participating jurisdictions shall determine whether a project has made the required showing for a fee reduction. There shall be no right to an appeal.

d. Determinations of participating jurisdictions under this provision shall be subject to STA oversight and guidance as described herein. In semi-annual reports to the STA Executive Director, participating jurisdictions shall identify each project, if any, that has been granted a fee reduction and the amount of discounted fees. The decisions of participating jurisdictions as to fee reductions under this provision shall also be subject to audit by the STA. The STA Executive Director reserves the right to override the grant of a fee reduction by a local jurisdiction under this provision in circumstances where the above requirements are not clearly met. At the request of participating jurisdictions, the STA Executive Director may resolve questions of interpretation regarding this policy.

5.0 REMITTANCE OF FEES

The City shall remit SCTMFP Fees collected to the Authority on a semi-annual basis, within 60 days after June 30 and December 31 of each calendar year. Each remittance shall be accompanied by a report specifying the fee generating activity for the reporting period within the City's jurisdiction, including information as to all permits issued by use, square footage for non-residential projects, any exemptions granted, and such other information as may be deemed appropriate by the Executive Director. The Executive Director shall separately account for the City's SCTMFP Fees as part of the aggregate SCTMFP account and will prepare annual reports for presentation to the Independent Taxpayer Oversight Committee and the STA Governing Board.

6.0 AUDIT OF SCTMFP REVENUES

The Executive Director, in coordination with the Independent Taxpayer Oversight Committee, shall establish a program to audit the City's implementation of the SCTMFP and STA's expenditure of the SCTMFP Fees.

7.0 EXPENDITURE OF FEES

STA shall distribute SCTMFP Fees received, and any proceeds of Fee-based financing(s), to the local jurisdictions for expenditure in accordance with the Ordinance, a 5-Year capital program annually updated and approved by the STA Governing Board, applicable resolutions of the STA, Measure A allocation and expenditure contracts between the STA and local jurisdictions, and AB 1600.

8.0 ADMINISTRATION COSTS

The STA and City each shall absorb their administrative costs associated with the implementation and administration of the SCTMFP Fee and this Agreement. The City, at its discretion, may impose an additional fee on affected development to pay for administrative costs of implementing the SCTMFP.

9.0 ANNUAL REPORTS

STA shall prepare the annual reports required by Government Code Sections 66000 et seq. relating to the SCTMFP Fees. City shall provide any necessary assistance.

10.0 MISCELLANEOUS

10.1 If any one or more of the terms or provisions of this Agreement shall be adjudged invalid, unenforceable, void or voidable by a court of competent jurisdiction, each and all remaining terms and provisions of this Agreement shall not be affected thereby and shall be valid and enforceable to the fullest extent permitted by law.

10.2 Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which, together, shall constitute one and the same instrument.

SACRAMENTO TRANSPORTATION AUTHORITY

By

_____

Brian A. Williams
Executive Director

Dated: August 27, 2015

CITY OF RANCHO CORDOVA

By: _____

(Authorized Officer)

(Title)

Dated:_____

Approved as to Form:

_____

Attest:

_____

MEMORANDUM

DATE: January 19, 2016

TO: Honorable Mayor and Council Members

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

SUBJECT: **RESOLUTION AWARDING CONSTRUCTION CONTRACT NO. 1-2016 IN THE AMOUNT OF $3,428,115.80 TO MARTIN BROTHERS CONSTRUCTION FOR 2016 STREET REHABILITATION PROJECT**

RECOMMENDATION

Adopt Resolution No. 2-2016.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will award construction Contract No. 1-2016 with Martin Brothers Construction for the 2016 Street Rehabilitation Project in the amount of $3,428,115.80.

BACKGROUND

The 2016 Street Rehabilitation project will include overlay of existing pavement to improve the roads, sidewalk upgrades to achieve compliance with the Americans with Disabilities Act, storm drain upgrades to improve flood protection, and other incidental work as required. The project area is located in the White Rock/Cordova Towne neighborhood bordered by Mather Field Road, Zinfandel Drive, Folsom Boulevard and Highway 50.

Bids for this work were solicited on the City's Website, CIPList.com and the Sacramento, Placer and El Dorado County Builders Exchanges on November 20, 2015. Bids for the project were publicly opened on Thursday, December 17, 2015. A total of six bids were received and the lowest responsive base bid was $3,428,115.80.

FISCAL IMPACT

Funding for this project will consist of $900,000 in Community Enhancement Fund. The remaining balance will be funded from the Roadway Fund, Stormwater Enterprise, and Gas Tax Funds.

This project is included in the 2015/2016 budget.

ATTACHMENT

Resolution No. 2 -2016 including Exhibit 1: Contract No. 1-2016.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 2-2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AWARDING CONSTRUCTION CONTRACT NO. 1-2016 IN THE AMOUNT OF $3,428,115.80 TO MARTIN BROTHERS CONSTRUCTION FOR THE 2016 STREET REHABILITATION PROJECT

WHEREAS, the Parties wish to enter into a Construction Services Agreement dated January 19, 2016, for the purpose of providing construction services; and

WHEREAS, adoption of this resolution will award construction contract No. 1-2016 with Martin Brothers Construction in the amount of $3,428,115.80 for the 2016 Street Rehabilitation Project; and

WHEREAS, the 2016 Street Rehabilitation project will include overlay of existing pavement to improve the roads, sidewalk upgrades to achieve compliance with the Americans with Disabilities Act, storm drain upgrades to improve flood protection, and other incidental work as required. The project area is located in the White Rock/Cordova Towne neighborhood bordered by Mather Field Road, Zinfandel Drive, Folsom Boulevard and Highway 50.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute contract No. 1-2016 in the amount of $3,428,115.80 with Martin Brothers Construction, Contractor, attached as **Exhibit 1**.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the _____ day of _____, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
David M. Sander, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

EXHIBIT 1
CONTRACT NO. 01-2016

CONSTRUCTION SERVICES AGREEMENT BETWEEN THE CITY OF RANCHO CORDOVA AND MARTIN BROTHERS CONSTRUCTION FOR THE 2016 STREET REHABILITATION PROJECT

THIS AGREEMENT made and entered into between the City of Rancho Cordova ("City") and Martin Brothers Construction (Contractor") as of January 19, 2016.

W I T N E S S E T H:

WHEREAS, the City Council for the City heretofore caused plans and specifications for the 2016 Street Rehabilitation Project ("Project") to be prepared, and therefore did approve and adopt said plans and specifications; and

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

WHEREAS, the notice was published on November 20, 2015 on the CIPList.com and the City of Rancho Cordova website ("Notice"); and

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

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

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

Section 1. CONTRACT DOCUMENTS. The following documents are by this reference incorporated in and made a part of this Agreement: The County of Sacramento, Standard Construction Specifications dated January 2008; the Special Provisions; the contract drawings, all addenda; the Notice to Contractors; the Proposal; all required bonds; and all supplemental Agreements covering alterations, amendments, or extensions to the contract. The documents which describe the work to be performed are sometimes collectively referred to herein as the Plans and Specifications.

Section 2. SCOPE OF WORK. The Contractor will furnish all labor, materials, services, transportation, appliances, and mechanical workmanship required for Contract No. 01-2016, as provided for and set forth in said Plans and Specifications, or in either of them, which said Plans and Specifications are hereby referred and by such reference incorporated herein and made a part of this Agreement. All of the said work done under this Agreement shall be under the supervision of and performed to the satisfaction of the Public Works Director of the City of Rancho Cordova who shall have the right to reject any and all materials and supplies furnished by the Contractor which do not comply with the Plans and Specifications, together with the right

to require the Contractor to replace any and all work furnished by the Contractor which shall not either in workmanship or material be in strict accordance with the Plans and Specifications.

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

Section 4. **PAYMENT**. Attached hereto as Exhibit "A" and by reference made a part hereof, is the bid and proposal of Contractor. Said bid and proposal will contain, as required by the terms of said specifications, the full and complete schedule of the different items with the lump sums or unit prices as so specified. The City agrees in consideration of the work to be performed for the Project herein and subject to the terms and conditions thereof, to pay Contractor all sums of money which may become due to Contractor in accordance with the terms of the aforesaid bid and proposal, and this Agreement, to wit: three million four hundred twenty-eight thousand one hundred fifteen dollars and eighty cents ($3,428,115.80). Said sum shall be paid in accordance with Section 8 of the Standard Specifications. With respect to that portion of the above sum as is based upon the estimated quantities specified for the general scope of the work to be performed herein, actual payment will be based upon the quantities as measured upon completion. No payment made under this Agreement shall be construed to be an acceptance of defective work or improper materials.

Section 5. **PREVAILING WAGES.** Pursuant to the provisions of Articles 1 and 2 of Chapter 1, Part 7, Division II, of the Labor Code of the State of California, not less than the general prevailing rate of per diem wages, and not less than the general prevailing rate of per diem wages for holidays and overtime work, for each craft, classification or type of worker needed to execute the Project contemplated under this Agreement shall be paid to all workers, laborers and mechanics employed in the execution of said Project by Contractor, or by any subcontractor doing or contracting to do any part of said Project. The appropriate determination of the Director of the California Department of Industrial Relations is filed with, and available for inspection at 2729 Prospect Park Drive, Rancho Cordova, CA 95670, the office of the Clerk of the City. Contractor shall post, at each job site, a copy of such prevailing rate of per diem wages as determined by the Director for the California Department of Industrial Relations.

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

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

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

Section 8. **PERFORMANCE AND PAYMENT BONDS**. The Contractor shall, before beginning said work for the Project, file two bonds with the City, each made payable to the City. These bonds shall be issued by a surety company authorized to do business in the State of California, and shall be maintained during the entire life of the Agreement at the expense of the Contractor. One bond shall be in the amount of one hundred percent (100%) of the Agreement and shall guarantee the faithful performance of the Agreement. The second bond shall be the payment bond required by California Civil Code Section 3247 et seq.,, and shall be in the amount of one hundred percent (100%) of the Agreement. Any alterations made in the

specifications which are a part of this Agreement or in any provision of this Agreement shall not operate to release any surety from liability on any bond required hereunder and the consent to make such alterations is hereby given, and any surety on said bonds hereby waives the provisions of California Civil Code Sections 2819 and 2845.

Section 9. INDEMNIFICATION.

9.1 Contractor's Performance. To the fullest extent permitted by law, Contractor shall indemnify, defend and hold harmless City, its governing Board, officers, directors, agents, employees and volunteers from and against any and all claims, demands, actions, losses, liabilities, damages, and all costs incidental thereto, including cost of defense, settlement, arbitration, and reasonable attorneys' fees arising out of, pertaining to, or resulting from the acts or omissions of anyone else directly or indirectly acting on behalf of the Contractor, or for which the Contractor is legally liable under law, regardless of whether caused in part by a party indemnified hereunder.

9.2 No Limitation of Liability for Indemnification. The indemnities set forth in this Section shall not be limited by the insurance requirements set forth in the Contract.

Section 10. MISCELLANEOUS PROVISIONS.

10.1 This Agreement shall bind and inure to the heirs, devisees, assignees, and successors in interest of Contractor and to the successors in interest of Contractor in the same manner as if such parties had been expressly named herein. All times stated herein or in the contract documents are of the essence hereof. As used in this instrument the singular includes the plural, and the masculine includes the feminine and the neuter. This Agreement may create a possessory interest subject to property taxation, and Contractor may be subject to the payment of property taxes levied on such interest.

10.2 Contract Administration. This Agreement shall be administered by Chris Boyer, Associate Engineer ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

10.3 Notices. Any written notice to Consultant shall be sent to:

Felipe Martin, President
Martin Brothers Construction
801 Folsom Blvd Suite 260
Sacramento, CA 95826

Any written notice to City shall be sent to:

Chris Boyer, Associate Civil Engineer
City of Rancho Cordova
Department of Public Works
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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

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

CITY OF RANCHO CORDOVA:	CONTRACTOR:
Cyrus Abhar, City Manager	**Felipe Martin, President**
Date	Date

Attest:

Mindy Cuppy, City Clerk

Date

Approved as to Form:

Adam U. Lindgren, City Attorney

Date

MEMORANDUM

DATE: January 19, 2016

TO: Honorable Mayor and Council Members

FROM: Adam U. Lindgren, City Attorney

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING A CITY MANAGER EMPLOYMENT BETWEEN THE CITY AND CYRUS ABHAR FOR SERVICE AS CITY MANAGER AND SETTING THE TERMS AND CONDITIONS OF EMPLOYMENT, INCLUDING SALARY AND BENEFITS**

RECOMMENDATION

Adopt Resolution 3-2016, approving the Employment Agreement with City Manager, Cyrus Abhar, setting the terms, conditions, and salary for his employment.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution 3-2016 will authorize the Mayor to execute the Employment Agreement ("Agreement") with City Manager, Cyrus Abhar, establishing terms and conditions of his employment.

BACKGROUND

Following the resignation of the prior City Manager, Brian Nakamura, the City Council appointed Cyrus Abhar to the position of Interim City Manager at a special meeting on June 30, 2015. On November 2, 2015, the City Council unanimously voted to appoint Mr. Abhar to the position of City Manager. Since that time, the City Council and Mr. Abhar have cooperatively engaged in negotiations regarding the terms and conditions of his employment. The holiday season, along with the need for Council direction at the recent City Staff and Council retreat, delayed this process somewhat. The Resolution before the City Council approves the Agreement, which establishes the terms and conditions of employment agreed upon by Mr. Abhar and the City Council.

Mr. Abhar has been employed with the City since 2004 as its Public Works Director and additionally as the City's Chief Building Official since May 2010. Most recently he served as the Acting Assistant City Manager and Interim City Manager.

In August 2015, the City Council approved Resolution 94-2015 setting Mr. Abhar's monthly salary at $17,466.00 per month, which represents "Step B1" on the current City Manager salary scale adopted by the Council. This was an eight percent (8%) increase over Mr. Abhar's prior salary, which represented compensation for his role as Public Works Director/Chief Building Official, Acting Assistant City Manager, and a ten percent (10%) additional amount for his role as traffic engineer and Land Surveyor. The $17,466.00 monthly salary was nine percent (9%) less than the $19,298.00 monthly salary received by the prior City Manager.

This Agreement establishes Mr. Abhar's salary at "Step D1," or $19,298.00 per month ($231,576.00 annually). This amount is equal to the salary received by the prior City Manager. If approved, the salary increase will be retroactive to November 3, 2015, the date of Mr. Abhar's appointment to the position. The Agreement also calls for an annual cost of living increase of up to two and one half percent (2.5%), possible performance incentive pay of up to five percent (5%) of the base salary, and a potential salary increase. The annual performance incentive pay and salary increase require City Council approval and a finding that Mr. Abhar has displayed exceptional performance and succeeded in achieving the specific objectives previously established by the City Council.

ATTACHMENT

Resolution No. 3-2016.

2590928.1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 3-2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING A CITY MANAGER EMPLOYMENT AGREEMENT BETWEEN THE CITY AND CYRUS ABHAR FOR SERVICE AS CITY MANAGER AND SETTING THE TERMS OF EMPLOYMENT, INCLUDING SALARY AND BENEFITS

WHEREAS, the City Council appointed Cyrus Abhar to serve as Interim City Manager at its June 30, 2015 special meeting and also approved the terms of employment for this position, with the exception of compensation; and

WHEREAS, the City Council appointed Cyrus Abhar to serve as City Manager at its November 2, 2015 regular meeting; and

WHEREAS, the City Council now desires to approve an employment agreement with Cyrus Abhar to set the terms and conditions of employment.

NOW THEREFORE, the City Council of the City of Rancho Cordova hereby resolves that the Employment Agreement between the City and Cyrus Abhar setting the terms, conditions, and compensation for employment, attached hereto as **Exhibit A**, is approved and Mayor David Sander is hereby authorized to execute said agreement.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this _____ day of _____ 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
David M. Sander, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

2591394.1

EXHIBIT A

EMPLOYMENT AGREEMENT WITH CITY MANAGER AND CITY OF RANCHO CORDOVA

This Employment Agreement ("Agreement") is entered into this ____ day of _____, 2016 by and between the City of Rancho Cordova, California and Cyrus Abhar, an individual.

WHEREAS, the City of Rancho Cordova, hereinafter referred to as "City," requires the services of a City Manager; and

WHEREAS, Cyrus Abhar, hereinafter referred to as "City Manager," agrees to provide the necessary skills and expertise of a City Manager beginning November 3, 2015; and

WHEREAS, for the purposes of this Agreement, the Rancho Cordova City Council will be hereinafter referred to as the "City Council"; and

WHEREAS, the parties acknowledge that the City Manager is a member of the International City/County Management Association ("ICMA") and desire that the City Manager be subject to the ICMA Code of Ethics.

NOW, THEREFORE, in consideration of the mutual covenants and conditions, the parties agree as follows:

I. COMMITMENTS & UNDERSTANDINGS

A. Duties & Authority

The City Manager shall be the Chief Executive Officer of the City, and shall be responsible to the City Council for the proper administration of all affairs of the City.

The City Manager shall administer and enforce the vision and policies established by the City Council and promulgate rules and regulations as necessary to implement City Council policies.

The City Manager shall perform all legally permissible and proper duties and functions as the City Council shall from time to time assign. In the course of his duties, the City Manager will conform to the ICMA Code of Ethics.

1. The City Manager shall have the power and shall be required to:

(a) Generally attend City Council meetings. The City Manager shall not be excluded from any City Council meeting, unless excused by the City Council in order for the Council to conduct his performance evaluation or to receive legal advice on matters on which the City Manager has a conflict of interest.

The City Manager shall be seated at the City Council dais or with the City Council at all City Council meetings which he attends and may take part in the discussion of all matters before the City Council.

(b) Review all documents prior to agendizing for any special and/or regular meetings of the City Council. The City Manager may make recommendations to the City Council concerning the endorsement of or opposition to any proposed agenda items.

If, in the opinion of the City Manager and the Mayor, an item is inappropriate for consideration or is inadequately prepared, it shall not be agendized, but returned immediately to the person who submitted it with the reason for rejection.

(c) Appoint, transfer, evaluate, discipline, and dismiss all department heads, including the City Clerk and City Treasurer, who shall serve at the pleasure of the City Manager, except as otherwise specifically required by law, City Council policy, and further excluding the City Attorney, who is appointed by the City Council. Further, all legal services agreements require the approval of the City Attorney following general consultation with the City Manager.

(d) Control, order, and give directions to all heads of departments and subordinate officers, employees, contractors, subcontractors, volunteers and other service providers or agents of the City. This includes the power to set aside any action taken by a department head and may supersede him or her in the functions of his or her office, except as expressly prohibited by state law, federal law or City contract.

(e) Provide management training and develop leadership qualities among department heads and staff as necessary to build a City management team that can plan for and meet future challenges.

(f) Conduct research in administrative practices so as to bring about greater efficiency and economy in City government. Develop and recommend to the City Council long-range plans and policies to improve City operations and to prepare for future City growth and development.

(g) Coordinate the work of all appointive City officers, departments, and institutions in such matters, which are the concern and responsibility of the City Council. He may

undertake any study or investigation he believes is necessary or desirable, and shall make any study or investigation the City Council directs. He shall implement changes that he believes will result in greater efficiency and economy in the administration of City affairs. To enable the City Manager to carry out such responsibilities, he may require reasonable and appropriate reports from any officer, department head, or institution head.

(h) Recommend to the City Council from time to time, adoption of such measures as may be deemed necessary or expedient for the health, safety, or welfare of the community or for the improvement of administrative services.

(i) Consolidate or combine offices, positions, departments, or units under his jurisdiction. The City Manager may be the head of one or more departments.

(j) Exercise control of City government in extreme emergencies when there is not sufficient opportunity for the City Council to act. In such an instance the City Manager or Mayor shall have the authority to hire necessary extra personnel, purchase necessary supplies and equipment, and take other actions necessary to meet such emergencies.

(k) The City Manager may perform other functions which may not be formally described in the City of Rancho Cordova Municipal Code, but which are important to the City Council. These may include business development activities with special regional governments, volunteer agencies, Chambers of Commerce, or local service club leadership activities.

2. Disability or inability to perform

In the event the City Manager becomes mentally or physically incapable of performing his functions and duties with reasonable accommodation and it reasonably appears such incapability will last for more than three (3) months, the City Council may terminate employment of the City Manager; however in such instance, the City Manager shall be entitled to severance pay as provided herein.

B. City Manager Commitments

1. Objectives, Specific Tasks, and Work Plans

The City Manager shall customize his administration of the affairs of the City government to match the vision and objectives established for the office and the policy decisions adopted by a majority of the City

Council. This includes the vision for the community established by the City Council, City goals, and the adopted City budget.

The City Manager agrees to accomplish specific tasks as specified and described by the City Council from time to time in a timely and professional manner. Such specific tasks shall be discussed with the City Manager and then adopted by motion by the City Council as frequently as the City Council may choose. Such specific tasks and work plans shall then be considered a part of this Agreement. This shall include an annual list of specific and measurable objectives established by the City Council and City Manager and approved by the City Council, as more specifically described in Section I.E.1 below.

2. Hours of Work

The City Manager is an exempt employee who does not accrue compensatory time off, but is expected to engage in those hours of work which are necessary to fulfill the obligations of his position. The City Manager does not have set hours of work as he is expected to be available at all times.

It is recognized that the City Manager must devote a great deal of his time outside "normal office hours" to the business of the City, and to that end the City Manager's schedule of work each day and week shall vary in accordance with the work required to be performed. The City Manager shall spend sufficient hours on site to perform his duties.

The City Manager shall not spend more than sixteen (16) hours per month (chargeable to the Universal Leave Program, (ULP), if the hours are during "normal office hours") in teaching, consulting, speaking, or other non-City connected business for which compensation is paid, without the expressed prior consent of the City Council.

C. City Commitments

1. The City shall provide the City Manager with the compensation, incentives and benefits specified in this Agreement.

2. The City shall provide the City Manager with a private office, secretary, staff, office equipment, supplies and all other facilities and services adequate for the performance of his duties.

3. The City shall pay for or provide the City Manager reimbursement of actual and reasonable business expenses. The City shall provide the City Manager a City credit card to charge appropriate and lawful business expenses.

4. The City agrees to budget for and pay the professional dues and subscriptions on behalf of the City Manager which are necessary for the City Manager's continuation and full participation in national, regional, state, or local associations and organizations necessary and desirable for the good of the City, and for the City Manager's continued professional participation and advancement.

5. The City agrees to budget for and pay the travel and subsistence expenses of the City Manager, to pursue official and other functions for the City and meetings and occasions to continue the professional development of the City Manager, including, but not limited to, national, regional, state, and local conferences, and governmental groups and committees upon which the City Manager serves as a member.

6. The City also agrees to pay as provided for in the annual budget for the travel and subsistence expenses of the City Manager for short courses, institutes and seminars that are necessary for the good of the City.

7. The City recognizes the desirability of representation in and before local civic and other organizations, and the City Manager is authorized to become a member of civic clubs or organizations, for which the City shall pay membership dues.

8. The City shall provide a computer, laptop computer for travel and home use, high-speed internet access, cellular phone, pager, electronic calendar, fax, copy machine and similar devices to the City Manager at the City's expense.

D. City Council Commitments

1. The City Council endeavors to establish the vision for the community and set overarching City policy to guide the City Manager and staff, including the adoption of the City budget.

2. The City Council recognizes that to meet the challenges facing the City they must exercise decisive policy leadership. As one step in carrying out this leadership responsibility, the City Council commits to spending time each year to work with the City Manager and staff on setting goals and priorities for the City government, and to work on issues that may be inhibiting the maximal achievement of City goals.

2. Except for the purpose of inquiry, the City Council and its members shall deal with the administrative service solely through the City Manager, and neither the City Council nor any member thereof shall give orders or instructions to any department head or subordinate of

the City Manager either publicly or privately. Neither the City Council nor any individual member thereof shall interfere with the execution of the powers and duties of the City Manager.

3. The City Council agrees none of its individual members will order the appointment or removal of any person to any office or employment.

4. The City Council agrees none of its members will publicly censure or criticize City staff and will instead relay any criticism of a City staff member privately through the City Manager.

E. Mutual Commitments

1. Performance Evaluation

Annual performance evaluations are an important way for the City Council and the City Manager to ensure effective communications about expectations and performance.

The City Council recognizes that for the City Manager to respond to their needs and to grow in the performance of his job, he needs to know how the City Council Members think he is performing.

To assure the City Manager gets this feedback, the City Council commits to conduct an evaluation of the City Manager's performance at least once each year, generally in November or December. The City Council and the City Manager agree that performance evaluations, for the purpose of mid-course corrections, may occur quarterly or several times during each calendar year. The City Council may use an outside facilitator to assist them in conducting this evaluation.

The annual review and evaluation shall be in accordance with specific criteria developed jointly by the City Council and the City Manager. Such criteria shall be in the form of up to five specific significant and measurable objectives, which are more specifically described in the following paragraph. Such criteria may be added to or deleted as the City Council may from time to time determine in consultation with the City Manager.

The City Council and the City Manager shall define such goals and performance objectives which they determine necessary for the proper operation of the City for the attainment of the City Council's policy objectives. The City Council and the City Manager shall further annually establish a relative priority among those various goals and objectives, which shall be reduced to writing and adopted by the Council in the form of up to five specific significant and measurable objectives that it wants the City Manager to strive to achieve in coming

years. Following the City Manager's annual performance evaluation, the City Council shall adopt in open session specific objectives for the coming year. The City Manager shall be evaluated based on his success in achieving these defined objectives, and decisions regarding the City Manager's compensation shall depend in significant part on his achievement of these adopted objectives. The City Manager's first annual performance evaluation will be in December 2016 or January 2017 for his 2016 performance, and annually thereafter, typically in December of each year.

Additionally, every three years the performance evaluation will include a detailed review of the terms of this Agreement related to compensation and a salary survey of comparable jurisdictions' City manager compensation packages.

2. City Manager's Mandate

Rancho Cordova is an innovator and leader in a new era and attitude of City government. Financial constraints and uncertainty are driving new thinking about the role and operation of government. The City must be financially strong, yet the City must not be an undue burden on taxpayers. The City cannot provide for every citizen service request; however, the City will not ignore legitimate community needs. The City must develop an identity and independence, and yet not contribute to the expensive and senseless duplication of services in the surrounding region. In short, the successful future of the City government demands that the City Manager be aggressive, innovative, collaborative, and willing to take risks. The City and City Manager's mutual responsibility is to help shape a Rancho Cordova City government capable of meeting those challenges.

The City Manager and the City Council agree that the mandate for this position is to:

(a) Provide excellent, not mediocre, government services that are:

- Efficient
- Effective
- Well-respected
- Entrepreneurial

(b) Not only manage the City, but to fundamentally build how it works by contributing policy recommendations and innovative ideas to its City Council and community.

(c) Continue to positively change how citizens, businesses, and employees "experience" Rancho Cordova City government by establishing quality interactions between employees, the citizens, businesses, partnership agencies, and the City Council, and by building a positive culture in City government.

(d) Create community and citizen pride in City government.

(e) Build a modern government by:

- Developing the capacity for intelligent change;
- Determining the benchmark agencies by which we can inform and measure our progress;
- Creating a City government that has never existed before in California; and
- Continuing to be a benchmark for other City governments to emulate.

II. REMUNERATION

The City agrees to provide the following compensation to the City Manager during the term of this Agreement:

A. Compensation & Required Employer Costs

1. Base Salary

The City Manager shall be paid a monthly salary of Nineteen Thousand Two Hundred Ninety-Eight Dollars ($19,298.00), which amount is Step D1 of Range 527 of Step D-1 in the Salary Range Table as adopted by City of Rancho Cordova Resolution 63-2013. This constitutes "Base Salary." This salary increase shall be retroactive to November 3, 2015, the first day following the City Council's announcement of the appointment of the City Manager.

Following the annual review of the performance of the City Manager by the City Council, and adoption of specific goals and objectives, as provided herein (Section I.E.1, above), the City Manager shall receive an annual compensation cost of living increase at a rate of 2.5% of his salary, or at the rate of the Consumer Price Index (for All Urban Consumers for the San Francisco-Oakland-San Jose, California region as published by the U.S. Department of Labor, Bureau of Labor Statistics), whichever rate is greater. Additionally, following the annual performance review, at the discretion of the City Council, the City

Manager will be eligible to receive an additional salary increase, and will be eligible to receive a performance incentive payment in an amount less than or equal to five percent (5%) of Base Salary. The City Manager may receive this performance incentive payment only if the City Council determines that he has produced exceptional results for the organization, which go above and beyond the expectations of his job obligations, as demonstrated by the accomplishment of the specific significant and measurable objectives (up to five total) adopted for him by the City Council in his preceding performance evaluation. The City Manager may be considered for a performance incentive payment based upon his 2015 annual performance evaluation to be conducted in January 2016 or as soon as thereafter, if so desired by City Council, and each annual performance evaluation thereafter. Incentive payments do not increase Base Salary, but, subject to PERS, will be reported by the City to PERS as "bonus pay for performance." Incentive payments shall be payable in the pay period immediately following the performance evaluation.

The City Manager shall be paid at the same intervals and in the same manner as regular City employees. Any incentive payment to the City Manager will be paid in the payroll cycle following its approval by the City Council.

The City shall not at any time during the term of this Agreement reduce the base salary, compensation or other financial benefits of City Manager, unless as part of a general City management salary reduction, and then in no greater percentage than the average reduction of all department heads. If such a non-uniform reduction occurs, the City Manager may deem such action to be a termination without cause and shall be eligible for severance compensation under the terms provided herein in Section IV.C.1, below.

2. Additional Employer Costs paid on behalf of City Manager

(a) PERS (an actuarially-determined variable percentage each year)

(b) Medicare (1.45% of all wages)

(c) Unemployment Compensation

(d) Worker's Compensation

(e) The cost to defend and indemnify the City Manager to the full extent of the law as provided by the California Government Claims Act.

3. One Time Moving Allowance

The City Manager may receive a moving allowance of up to ten thousand dollars ($10,000.00), payable for the reimbursement of moving expenses upon presentation to the City Attorney of any contract, receipt, or other indicia of establishing residence in the City of Rancho Cordova (such as a purchase and sale agreement, lease, driver's license with a City address, etc.). This moving allowance shall be available until December 31, 2016 and shall be used as reimbursement for moving expenses upon the showing of contracts and/or receipts to the City Attorney.

B. Basic Benefits

1. Holidays

The City Manager will receive twelve (12) paid holidays each calendar year but no less than all official City holidays.

2. Leave Allowance

The City may provide several leave benefits to its employees, including sick, vacation, administrative, compensatory time, personal, military, family, bereavement and funeral leave. In lieu of those leave programs, the City Manager shall receive only Universal Leave, which must be used for vacation, administrative leave, sickness, disability, or for the critical illness or death of an immediate family member.

At the outset of employment, the City Manager shall be provided with the same Universal Leave allowance balance he possessed in his prior position as Interim City Manager. Thereafter, the City Manager shall accrue Universal Leave at the same rate and in the same manner at which it is accrued and banked by department heads, beginning immediately upon the effective date of this Agreement. The maximum accrual of his Universal Leave time shall be 400 hours.

3. Automobile

The City Manager shall not be provided a monthly auto allowance and chooses to use his own vehicle for City-related business and/or functions during, before and after normal work hours. By the City Manager making his personal automobile available for use, he is not precluded from using City vehicles for City business during, before, and after the normal workday on occasion, when appropriate.

4. Benefits that Accrue to Other Employees

Unless otherwise specified herein, all benefit provisions adopted by

the City as they apply to City employees shall apply to the City Manager as well.

III. INCOME SECURITY

A. Pensions

1. **Retirement Plans.** The City shall participate in PERS. The contribution rate for all employees in the local miscellaneous category is set by the Rancho Cordova City contract with PERS.

   The contributions made by the City and the City Manager to PERS shall be consistent with the contribution levels of and on behalf of the City's department heads.

   Survivors Continuance

   The City shall provide a Section 21548 benefit (Pre-Retirement Optional Settlement 2 Death Benefit), an optional benefit provision with PERS, which protects spouses if an employee dies prior to retirement.

   Deferred Compensation

   (a) 457 Plan

   The City will make at least one qualified 457 Plan available to its employees, including the City Manager. The Cafeteria Plan funds not utilized by the City Manager for medical benefits may be applied toward the 457 Plan subject to IRS limits. Amounts contributed under this section shall be to the benefit of the City Manager in accordance with the Deferred Compensation Plan participation agreement.

   (b) 401(a) Plan

   The City has established a Section 401(a) Plan with ICMA Retirement Corporation for the benefit of the City employees. Any performance incentive pay awarded under the terms hereof may be put into an Internal Revenue Code Section 401 (a) defined contribution plan established for the City employees, or taken as pay, at the City Manager's option upon hire. Any election to the 401(a) Plan is an irrevocable election..

B. Insurances

1. Cafeteria Plan

The City Manager shall receive a Cafeteria Plan contribution in the same amount as other employees for medical, dental and vision insurances. If the City Manager can provide proof of health coverage from other sources, he shall be eligible for any cash-in-lieu or other program the City provides its department heads.

2. Disability Insurance

SDI (State Disability Insurance) pays for injuries incurred off the job. The SDI tax is calculated up to the SDI taxable wage limit and withheld from the City Manager wages.

The City agrees to pay the premiums for the City Manager to be covered by the City's long-term disability insurance plan.

3. Life Insurance

Term Life insurance in the amount of $500,000 will be provided by the City. $150,000 in life insurance coverage will be provided by the general carrier selected by the City to provide this benefit to department heads. The remainder will be provided by a separate carrier as determined by the City Manager.

The City Manager shall be the owner of the life insurance policy, shall have full and complete discretion in selecting the policy and may substitute other policies if he so chooses, and shall have sole authority to designate the beneficiary for the death benefits under the policy.

IV. SEPARATION

A. At-Will Employment

The City Manager is an at-will employee, and works exclusively at the pleasure and sole discretion of the City Council. As an at-will employee, the City Manager may be terminated at any time, with or without cause. Nothing in this Agreement, nor in any City policy, rule, procedure or ordinance shall modify the City Manager's status as an at-will employee, or limit the City's ability to treat the City Manager as an at-will employee.

B. Resignation/Retirement

City Manager may resign at any time and agrees to give the City at least forty-five (45) days advance written notice of the effective date of his

resignation, unless the parties otherwise agree in writing. If the City Manager retires from full time public service with Rancho Cordova, he will provide six (6) months advance notice. His actual retirement date will be mutually established.

C. Termination & Removal

The City Council may remove the City Manager at any time, with or without cause, by a majority vote of its total members. Notice of termination shall be provided to the City Manager in writing.

The City Manager shall not be removed during the first ninety (90) days following any change in membership of the City Council, except upon four-fifths vote of the City Council.

Given the at-will nature of the position of the City Manager, an important element of this Agreement pertains to termination. It is in both the City's interest and that of the City Manager that separation of the City Manager be done in a businesslike manner.

1. Severance Pay

(a) The City Manager shall only be entitled to severance pay in the event the City Manager is terminated without cause as defined herein. The City Manager shall not be entitled to any severance pay in the event the City Manager is terminated for cause; or resigns, retires or otherwise voluntarily separates from City employment.

(b) In the event the City terminates the City Manager's employment without cause, during a period when the City Manager is willing and able to perform his duties under this Agreement, the City Manager shall be entitled to severance pay of a lump sum payment equal to nine (9) months base salary plus an amount equivalent to nine (9) months aggregate medical insurance benefit allowance.

(c) General Release Required. Payment of any severance pay as noted in subsections (a) and (b), above, shall be conditioned upon the City Manager signing a waiver and general release agreement forever releasing and waiving any and all claims in a form acceptable to the City. The City Manager shall receive the severance payment in a lump sum payment minus all applicable deductions fifteen (15) business days after execution of the waiver and release agreement. The City Manager shall not receive any severance payments if such a waiver and release agreement is not executed by the parties.(

(d) The City Manager shall receive payment for all accrued unused vacation at the time of his separation from employment.

(e) If the City Manager is terminated "for cause," the City shall not owe any severance under this Agreement. A termination "for cause" may include, but shall not be limited to, the following:

(i) Violation of administrative policies and procedures;

(ii) Failure to properly perform assigned duties;

(iii) Theft of City property;

(iv) Insubordination;

(v) Conviction of a felony or misdemeanor relating to the City Manager's fitness to perform assigned duties;

(vi) Unauthorized absence from employment;

(vii) Failure to maintain satisfactory working relationships with other employees or the public;

(viii) Improper use of City funds;

(ix) Unauthorized use of City property;

(x) Willful misconduct or malfeasance;

(xi) Any act of moral turpitude or dishonesty; and

(xii) Other significant or repeated failure of good behavior either during or outside of employment such that the City Manager's conduct causes scandal or severe discredit to the City, or damage to the reputation of the City.

(f) No severance payment shall be made if the City Manager is terminated due to conviction of a felony, conviction of a misdemeanor involving moral turpitude or the entry of a plea of nolo contendre or a plea bargain to either such crime or crimes.

(g) In the event the City Manager is convicted of a crime that involves abuse of his position or office pursuant to Government Code section 53243.4, he must fully reimburse the City for specified costs under Government Code section 53243, *et seq.*, including but not limited to paid leave. If the City provided

legal defense counsel for City Manager regarding a charge of abuse of office or position, City Manager must fully reimburse the City for the costs of that counsel if City Manager is convicted of a crime involving the abuse of office or position.

D. Payment for Unused Leave Balance

On separation from City employment, the City Manager shall be paid for all unused accumulated Universal Leave Program universal time off (UTO) accruals and/or he may apply Catastrophic Leave that has accumulated from unused UTO hours that accrued over the universal leave cap to PERS service credit if retiring upon separation, to the extent permitted by law. Accumulated UTO leave shall be paid at the City Manager's monthly base salary rate as of the effective date of separation.

In the event the City Manager dies while employed by the City under this Agreement, the City Manager's beneficiaries, or those entitled to his estate, shall be entitled to his earned salary and any in-lieu payments for accrued benefits, including compensation for the value of all accrued leave.

V. MISCELLANEOUS PROVISIONS

A. Term of Agreement

This Agreement shall commence _____, 2016 and continue in full force and effect for an indefinite term until such time as either party terminates the Agreement under the provisions set forth in the section entitled "SEPARATION."

Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of the City Council to terminate the services of the City Manager at any time, subject only to the terms of this Agreement.

B. Provisions that Survive Separation

The provisions of this Agreement which pertain to Longevity, Separation and Indemnification shall survive the termination hereof.

C. Amendments

This Agreement may be amended at any time by mutual agreement of the City and the City Manager. Any amendments are to be negotiated, in writing, and are not binding unless and until formally adopted by the City Council.

D. Conflict of Interest

Because of the duties and role of the City Manager on behalf of the City of Rancho Cordova and its citizenry, the City Manager shall not, during the term of this Agreement, individually, as a partner, joint venturer, officer or shareholder, invest or participate in any business venture conducting business in the corporate limits of Rancho Cordova, except for stock ownership in any company whose capital stock is publicly held and regularly traded, without the prior approval of the City Council. For and during the term of this Agreement, the City Manager further agrees, except for a personal residence or residential property acquired or held for future use as his personal residence, not to invest in any other real estate or real property improvements within the corporate limits of Rancho Cordova, without prior consent of the City Council.

The City Manager shall not engage in any business or transaction or have a financial or other personal interest or association, direct or indirect, which is in conflict with the proper discharge of official duties or would tend to impair independence of judgment or action in the performance of official duties. Personal as distinguished from financial interest includes an interest arising from blood or marriage relationships or close business, personal, or political associations. This section shall not serve to prohibit independent acts or other forms of enterprise during those hours not covered by active City employment, providing such acts do not constitute a conflict of interest as defined herein.

The City Manager shall also be subject to the conflict of interest provisions of the California Government Code and any conflict of interest code applicable to his City employment.

The City Manager is responsible for submitting to the City Clerk the appropriate Conflict of Interest Statements at the time of appointment, annually thereafter, and at the time of separation from the position.

E. Indemnification

In accordance with and subject to California's Government Claims Act, the City shall defend and indemnify the City Manager against and for all losses sustained by the City Manager in direct consequences of the discharge of his duties on the City's behalf for the period of his employment.

City shall defend, hold harmless and indemnify the City Manager against any tort, professional liability claim or demand or other legal action, whether groundless or otherwise, arising out of an alleged act or omission occurring in the performance of his duties as the City Manager. The City will compromise and settle any such claim or suit and pay the amount of any settlement or judgment rendered thereon, as appropriate and determined by the City

Council.

In the event the City Manager is sued for damages arising out of the performance of his duties, the City shall provide defense counsel for the City Manager in such suit and indemnify him from any judgment rendered against him; provided that such indemnity shall not extend to any judgment for damages arising out of any willful wrongdoing. Said indemnification shall extend beyond termination of employment and the otherwise expiration of this Agreement to provide protection for any such acts undertaken or committed in his capacity as City Manager, regardless of whether the notice of filing of a lawsuit occurs during or following employment with the City.

F. Severability

If any clause, sentence, part, section, or portion of this Agreement is found by a court of competent jurisdiction to be illegal or unenforceable, such clause, sentence, part, section, or portion so found shall be regarded as though it were not part of this Agreement and the remaining parts of this Agreement shall be fully binding and enforceable by the parties hereto.

G. Notice in the Event of Breach

In the event either party to this Agreement believes that the other party has violated this Agreement, the party alleging breach shall notify the other party in writing at least fourteen (14) days prior to filing any suit relating thereto.

H. Attorney's Fees

If either of the parties hereto brings any action or proceeding against the other, including but not limited to, an action to enforce or to declare the termination, cancellation or revision of the Agreement, the prevailing party in such action or proceedings shall be entitled to receive from the other party all reasonable attorney's fees and costs, incurred in connection therewith.

In the event either party shall initiate any suit, action, or appeal on any matter related to this Agreement, then the court before whom such suit, action, or appeal is taken shall award to the prevailing party such attorney's fees as the court shall deem reasonable, and such award and all allowable costs of the event may be either added to or deducted from the balance due under this contract or be a separate obligation as appropriate.

I. Laws Affecting Title

In addition to those laws affecting a City Manager, the City Manager shall have the same powers, rights and responsibilities as a City Administrative Officer, Administrator, CAO, and/or City Administrator as those terms are used in local, state or federal laws unless clearly inconsistent herewith.

J. Jurisdiction and Venue

This Agreement shall be construed in accordance with the laws of the State of California and the parties hereto agree that venue shall be in Sacramento, California.

K. Entire Agreement

This Agreement represents the entire Agreement of the parties, and no representations have been made or relied upon except as set forth herein. This Agreement may be amended or modified only by written, fully executed agreement of the parties.

L. Notice

Any notice, amendments, or additions to this Agreement, including change of address of either party during the term of this Agreement, which City Manager or City shall be required, or may desire, to make shall be in writing and shall be sent by prepaid first class mail or hand-delivered to the respective parties as follows:

Mayor, City Council
City of Rancho Cordova
2729 Prospect Drive
Rancho Cordova, CA 95670

Cyrus Abhar
XXXXXXX
XXXXXX, CA 9XXXX

IN WITNESS THEREOF, THE PARTIES HERETO HAVE SET THEIR HANDS AND SEALS THIS ____DAY OF _____, 2016.

Mayor

City of Rancho Cordova

_____ _____

[NAME] [NAME]

APPROVED AS TO FORM: ATTEST:

EXHIBIT A

_____	_____
Adam Lindgren	[NAME]
City Attorney	

841.1004 2591554.1

SUCCESSOR AGENCY TO THE FORMER

Community Redevelopment Agency

OF THE CITY OF RANCHO CORDOVA

MEMORANDUM

DATE: January 19, 2016

TO: Rancho Cordova Successor Agency Director and Members

FROM: Michelle Mingay, Sr. Finance Analyst

SUBJECT: **A RESOLUTION OF THE RANCHO CORDOVA SUCCESSOR AGENCY APPROVING A RECOGNIZED OBLIGATION PAYMENT SCHEDULE (ROPS 16-17) AND ADMINISTRATIVE BUDGET FOR JULY 2016 THROUGH JUNE 2017**

RECOMMENDATION

Adopt Resolution No SA-01-2016 Approving a Recognized Obligation Payment Schedule (the "ROPS 16-17") and Administrative Budget for July 1, 2016 through June 30, 2017.

RESULT OF RECOMMENDED ACTION

Approval of this resolution will allow the Rancho Cordova Successor Agency to make payments on obligations listed on ROPS 16-17 and establishes the administrative budget for the next fiscal year; to the extent funds are available.

ADVANCES GOAL: 5.

BACKGROUND

Assembly Bill 1x 26 (Stats. 2011, chap.5) added a new Part 1.85 to Division 24 of the California Health and Safety Code (Health and Safety Code Section 34170 *et seq.)*, which was subsequently modified by the California Supreme Court in *California Redevelopment Association v. Matosantos* (2011) 53 Cal.4th 231 and by Assembly Bill 1484 (Stats. 2012, chap. 26, effective June 27, 2012) (the "Dissolution Act"), and in accordance therewith, all redevelopment agencies in the State of California, including the Community Redevelopment Agency of the City of Rancho Cordova (the "Redevelopment Agency"), were dissolved effective February 1, 2012. Also on this date, all assets, properties, contracts, leases, books and records, building, and equipment of the former Redevelopment Agency were transferred to the Rancho Cordova Successor Agency (the "Successor Agency").

The Successor Agency is required by Section 34177(l) of the Dissolution Act to adopt a Recognized Obligation Payment Schedule ("ROPS") for each six-month fiscal period. The

ROPS functions as the Successor Agency's claim for property tax revenue, and general authorization, to pay enforceable obligations. It lists the outstanding obligations of the former Redevelopment Agency, the obligation amount that will be due during the six-month reporting period along with the funding source for each obligation. The Successor Agency can only pay, and will only be allocated property tax revenue by the County Auditor-Controller (the "County AC") for payments of obligations listed on the ROPS; to the extent property tax revenue is available.

Senate Bill 107, approved in September 2015, made certain adjustments to the Dissolution Act procedure for the ROPS submission. Commencing with the ROPS covering the period from July 1, 2016, to June 30, 2017, and for each period from July 1 to June 30 thereafter, a successor agency shall submit an Oversight Board approved ROPS to the Department of Finance by February 1, 2016, and each February 1 thereafter.

ROPS 16-17 is attached to the resolution submitted for approval on the template provided by the DOF and includes all of the items from previous ROPS with the following exceptions:

- Loan balances that were denied during ROPS 13/14A and the Due Diligence reviews were previously added to the loan amounts due on line 28. Because these amounts reflect loans within the first two years of the former Redevelopment Agency's existence, they should be reflected separately on the ROPS.

In accordance with Dissolution Act requirements, the Successor Agency will submit the adopted ROPS 16-17 to the Oversight Board for review and approval, at their January board meeting. At the same time the ROPS 16-17 is submitted to the Oversight Board, a copy will also be provided to the county administrative officer, the County AC, and the DOF for review. Following the Oversight Board's approval of ROPS 16-17, the Successor Agency will submit a certified copy of the ROPS electronically to the DOF to complete the Dissolution Act reporting requirements and start the 45 day review period.

It is important for the reporting process to be completed by the February deadline to avoid significant penalties which have been added to §34177(m) (2) of the Dissolution Act. Those penalties include a civil penalty of $10,000 per day for each day the ROPS is not submitted to the DOF and a 25% reduction to the maximum administrative cost allowance.

ATTACHMENT

Resolution No. SA-01-2016 with Exhibits.

RESOLUTION NO SA-01-2016

A RESOLUTION OF THE RANCHO CORDOVA SUCCESSOR AGENCY TO THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF RANCHO CORDOVA APPROVING A RECOGNIZED OBLIGATION PAYMENT SCHEDULE (ROPS 16-17) AND ADMINISTRATIVE BUDGET FOR JULY 2016 THROUGH JUNE 2017

WHEREAS, pursuant to Assembly Bill 1X 26 (Stats. 2011, chap. 5), a new Part 1.85 was added to Division 24 of the California Health and Safety Code (Health and Safety Code Section 34170 *et. seq*.), which was subsequently modified by the California Supreme Court in *California Redevelopment Association v. Matosantos* (2011) 53 Cal.4th 231 and by Assembly Bill 1484 (Stats. 2012, chap. 26, effective June 27, 2012) (the "Dissolution Act"), and in accordance therewith, all redevelopment agencies in the State of California, including the Community Redevelopment Agency of the City of Rancho Cordova (the "Redevelopment Agency"), were dissolved effective February 1, 2012; and

WHEREAS, pursuant to the Dissolution Act, the City of Rancho Cordova became the successor agency (the "Successor Agency") to the former Redevelopment Agency and, by operation of law under Section 34175(b) of the Dissolution Act, all assets, properties, contracts, leases, books and records, building, and equipment of the former Redevelopment Agency (the "redevelopment assets") were transferred to the Successor Agency, on February 1, 2012; and

WHEREAS, section 34177(o) (1) of the Dissolution Act states that commencing with the ROPS covering the period from July 1, 2016, to June 30, 2017, and for each period from July 1 to June 30 thereafter, a successor agency shall submit an Oversight Board approved ROPS to the Department of Finance by February 1, 2016, and each February 1 thereafter; and

WHEREAS, the Successor Agency has prepared a ROPS for the July 1, 2016 through June 30, 2017, period ("ROPS 16-17"), attached hereto as (**Exhibit A)**; and

WHEREAS, the Successor Agency has prepared the administrative budget (**Exhibit B)**, which estimates the cost for the Successor Agency to comply with the requirements associated with winding down the affairs of the agency.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE BOARD MEMBERS OF THE SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF RANCHO CORDOVA that:

1. The Successor Agency hereby approves the ROPS 16-17 for the period July 1, 2016 through June 30, 2017, attached hereto as Exhibit A.

2. The Successor Agency hereby approves the Administrative Budget for the period, July 1, 2016 through June 30, 2017 attached hereto as Exhibit B.

2. The Successor Agency Secretary is hereby directed to transmit the ROPS 16-17 to the Oversight Board for approval before transmitting the ROPS 16-17 to the Sacramento County Auditor-Controller, State Department of Finance, and the State Controller.

PASSED AND ADOPTED by the Board Members of the Rancho Cordova Successor Agency on the ____ day of _____, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
David M. Sander, Chairperson

ATTEST:

_____
Mindy Cuppy, Agency Secretary

Recognized Obligation Payment Schedule (ROPS 16-17) - Summary

Filed for the July 1, 2016 through June 30, 2017 Period

Successor Agency: **Rancho Cordova**

County: Sacramento

	Current Period Requested Funding for Enforceable Obligations (ROPS Detail)	16-17A Total	16-17B Total	ROPS 16-17 Total
A	**Enforceable Obligations Funded with Non-Redevelopment Property Tax Trust Fund (RPTTF) Funding Sources (B+C+D):**	**$ 387,377**	**$ 2,500**	**$ 389,877**
B	Bond Proceeds Funding	-	-	-
C	Reserve Balance Funding	387,377	2,500	389,877
D	Other Funding	-	-	-
E	**Enforceable Obligations Funded with RPTTF Funding (F+G):**	**$ 143,928**	**$ 125,000**	**$ 268,928**
F	Non-Administrative Costs	18,928	-	18,928
G	Administrative Costs	125,000	125,000	250,000
H	**Current Period Enforceable Obligations (A+E):**	**$ 531,305**	**$ 127,500**	**$ 658,805**

Certification of Oversight Board Chairman:
Pursuant to Section 34177 (o) of the Health and Safety code, I hereby certify that the above is a true and accurate Recognized Obligation Payment Schedule for the above named successor agency.

Name Title

/s/

Signature Date

Rancho Cordova Recognized Obligation Payment Schedule (ROPS 16-17) - ROPS Detail

July 1, 2016 through June 30, 2017

(Report Amounts in Whole Dollars)

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
											16-17A						16-17B					
											Non-Redevelopment Property Tax Trust Fund (Non-RPTTF)			RPTTF			Non-Redevelopment Property Tax Trust Fund (Non-RPTTF)			RPTTF		
Item #	Project Name/Debt Obligation	Obligation Type	Contract/Agreement Execution Date	Contract/Agreement Termination Date	Payee	Description/Project Scope	Project Area	Total Outstanding Debt or Obligation	Retired	ROPS 16-17 Total	Bond Proceeds	Reserve Balance	Other Funds	Non-Admin	Admin	16-17A Total	Bond Proceeds	Reserve Balance	Other Funds	Non-Admin	Admin	16-17B Total
								$ 13,809,137		$ 658,805	$ -	$ 387,377	$ -	$ 18,928	$ 125,000	$ 531,305	$ -	$ 2,500	$ -	$ -	$ 125,000	$ 127,500
14	Mills Station Crossing/Property	Property Maintenance	1/1/2014	6/30/2016	Terra Care Associates	Monthly property/landscape		15,000	N	$ 5,000		2,500				$ 2,500		2,500				$ 2,500
15	Statutory Payment	Miscellaneous	2/1/2011	8/6/2036	City of Rancho Cordova as the Successor Housing Agency	Low/Moderate Housing Replacement Obligation (est.)			N													
16	Administrative Allowance	Admin Costs	2/1/2011	6/30/2035	City of Rancho Cordova	Staff Cost to wind down former redevelopment agency activities (est.)		4,625,000	N	$ 250,000					125,000	$ 125,000				-	125,000	$ 125,000
23	Direct Levies	Property Maintenance	7/1/2015	12/31/2015	Sacramento County	Direct levies due for Successor Agency Property (est.)		100,000	N	$ 500		500				$ 500						$ -
28	Reimbursement Agreement (reauthorized by Oversight Board)	City/County Loans After 6/27/11	9/9/2013	8/6/2036	City of Rancho Cordova	Loan Repayment pursuant to AB 1484 §34191.4 (b). Total Obligation amount represents outstanding balance at June 30, 2015; amounts will be updated each ROPS period to reflect accrued interest and/or		8,983,562	N	317,730		317,730				317,730						
30	Reimbursement Agreement First two years	City/County Loan (Prior 06/28/11), Other	6/30/2005	8/6/2036	City of Rancho Cordova	Loan for first two years		85,575	N	$ 85,575		66,647		18,928		$ 85,575						$ -
31									N	$ -						$ -						$ -
32									N	$ -						$ -						$ -
33									N	$ -						$ -						$ -
34									N	$ -						$ -						$ -
35									N	$ -						$ -						$ -
36									N	$ -						$ -						$ -
37									N	$ -						$ -						$ -
38									N	$ -						$ -						$ -
39									N	$ -						$ -						$ -
40									N	$ -						$ -						$ -
41									N	$ -						$ -						$ -
42									N	$ -						$ -						$ -
43									N	$ -						$ -						$ -
44									N	$ -						$ -						$ -
45									N	$ -						$ -						$ -
46									N	$ -						$ -						$ -
47									N	$ -						$ -						$ -
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75									N	$ -						$ -						$ -
76									N	$ -						$ -						$ -
77									N	$ -						$ -						$ -
78									N	$ -						$ -						$ -
79									N	$ -						$ -						$ -

Rancho Cordova Recognized Obligation Payment Schedule (ROPS 16-17) - ROPS Detail

July 1, 2016 through June 30, 2017

(Report Amounts in Whole Dollars)

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
											16-17A						16-17B					
											Non-Redevelopment Property Tax Trust Fund (Non-RPTTF)			RPTTF			Non-Redevelopment Property Tax Trust Fund (Non-RPTTF)			RPTTF		
Item #	Project Name/Debt Obligation	Obligation Type	Contract/Agreement Execution Date	Contract/Agreement Termination Date	Payee	Description/Project Scope	Project Area	Total Outstanding Debt or Obligation	Retired	ROPS 16-17 Total	Bond Proceeds	Reserve Balance	Other Funds	Non-Admin	Admin	16-17A Total	Bond Proceeds	Reserve Balance	Other Funds	Non-Admin	Admin	16-17B Total
101									N	$ -						$ -						$ -
102									N	$ -						$ -						$ -
103									N	$ -						$ -						$ -
104									N	$ -						$ -						$ -
105									N	$ -						$ -						$ -

Rancho Cordova Recognized Obligation Payment Schedule (ROPS 16-17) - Report of Cash Balances
(Report Amounts in Whole Dollars)

Pursuant to Health and Safety Code section 34177 (l), Redevelopment Property Tax Trust Fund (RPTTF) may be listed as a source of payment on the ROPS, but only to the extent no other funding source is available or when payment from property tax revenues is required by an enforceable obligation. For tips on how to complete the Report of Cash Balances Form, see CASH BALANCE TIPS SHEET

A	B	C	D	E	F	G	H	I
		Fund Sources						
		Bond Proceeds		Reserve Balance		Other	RPTTF	
	Cash Balance Information by ROPS Period	Bonds issued on or before 12/31/10	Bonds issued on or after 01/01/11	Prior ROPS period balances and DDR RPTTF balances retained	Prior ROPS RPTTF distributed as reserve for future period(s)	Rent, grants, interest, etc.	Non-Admin and Admin	Comments
ROPS 15-16A Actuals (07/01/15 - 12/31/15)								
1	**Beginning Available Cash Balance (Actual 07/01/15)**			608,799			-	
2	**Revenue/Income (Actual 12/31/15)** RPTTF amounts should tie to the ROPS 15-16A distribution from the County Auditor-Controller during June 2015			770				
3	**Expenditures for ROPS 15-16A Enforceable Obligations (Actual 12/31/15)**			94,692				
4	**Retention of Available Cash Balance (Actual 12/31/15)** RPTTF amount retained should only include the amounts distributed as reserve for future period(s)							
5	**ROPS 15-16A RPTTF Balances Remaining**	No entry required						
6	**Ending Actual Available Cash Balance** **C to G = (1 + 2 - 3 - 4), H = (1 + 2 - 3 - 4 - 5)**	$ -	$ -	$ 514,877	$ -	$ -	$ -	
ROPS 15-16B Estimate (01/01/16 - 06/30/16)								
7	**Beginning Available Cash Balance (Actual 01/01/16)** **(C, D, E, G = 4 + 6, F = H4 + F4 + F6, and H = 5 + 6)**	$ -	$ -	$ 514,877	$ -	$ -	$ -	
8	**Revenue/Income (Estimate 06/30/16)** RPTTF amounts should tie to the ROPS 15-16B distribution from the County Auditor-Controller during January 2016			-				
9	**Expenditures for ROPS 15-16B Enforceable Obligations (Estimate 06/30/16)**			127,500				
10	**Retention of Available Cash Balance (Estimate 06/30/16)** RPTTF amount retained should only include the amounts distributed as reserve for future period(s)			387,377				
11	**Ending Estimated Available Cash Balance (7 + 8 - 9 -10)**	$ -	$ -	$ -	$ -	$ -	$ -	

Rancho Cordova Recognized Obligation Payment Schedule (ROPS 16-17) - Notes July 1, 2016 through June 30, 2017

Item #	Notes/Comments
5	Total outstanding is unknown. It will remain on the ROPS until property is sold.
23	Total outstanding is unknown. It will remain on the ROPS until property is sold.
28	Item should not be denied this time around. Loan was approved by DOF as an EO on September 9,2013 and the loan was previously approved for payment on the ROPS 15-16A. The city listed the loan again on the ROPS 15-16B in the event the pending legislation allowed for additonal payments. Revised calculation based off maximum 3% recalculated to origination.
29	The loans from the first two years were originally recorded on lines one and two. They were retired in 13/14 B after the 13/14 A review deined future payments based on the fact that the loans were approved in full in the prior period. Then a timing issue occurs: The 13/14A letter was dated April 13, 2013 the OFA DDR MC letter is dated April 6, 2013. In the MC letter, transfers of 369,5353 were denied becuase DOF asserted the payments were not made to an EO. The EO's are in fact loans for the first two year. Both amounts were included as part as the overall balance of number 28 and part of these payments were denined in the DDR but then later approved on the ROPS and the OB action. The city is sparating the two for clarification purposes.

EXHIBIT B

Successor Agency to the former Rancho Cordova Redevelopment Agency
Proposed Administrative Budget
For the period between:

	July 1, 2015 - June 30, 2016
Successor Agency Staffing	
Administrative Cost - Salaries and Benefits	210,000
Prof. & Contractual Services	
General Counsel	20,000
Consultants - Other	20,000
Total Prof. & Contractual Services	$ 40,000
TOTAL ADMINISTRATIVE COST	$ 250,000

MEMORANDUM

DATE: January 19, 2016

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Interim Public Works Director

SUBJECT: **RESOLUTION APPROVING THE ABANDONMENT OF A PUBLIC UTILITY EASEMENT AND A DRAINAGE EASEMENT LOCATED ON THE LOS RIOS COMMUNITY COLLEGE CAMPUS AND PARKING LOT LOCATED AT 10235 FOLSOM BOULEVARD**

RECOMMENDATION

Adopt Resolution No. 4-2016.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will abandon and eliminate a public utility easement and a drainage easement located on the Los Rios Community College campus and parking lot.

BACKGROUND

Prior to the construction of the Los Rios Community College building three public utility easements and a drainage easement were granted to the City. Utilities were relocated to the new easements and the right-of-way. The easements proposed for abandonment with this resolution are no longer needed and are located within the footprint of the building. All affected utility companies have provided written letters of no objection to the abandonment of these easements.

FISCAL IMPACT

There is no fiscal impact to the City's General Fund.

ATTACHMENT

Resolution No. 4-2016, including Exhibit A and Exhibit B.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 4-2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA TO VACATE A PUBLIC UTILITY EASEMENT AND A DRAINAGE EASEMENT PURSUANT TO THE PROVISIONS OF CHAPTER 3, PART 3 OF PUBLIC STREETS, HIGHWAYS, AND SERVICE EASEMENTS VACATION LAW COMMENCING AT SECTION 8320 OF THE CALIFORNIA STREETS AND HIGHWAYS CODE

WHEREAS, a hearing date was scheduled for a proposed resolution to vacate two public utility easements and an easement for drainage purposes; and

WHEREAS, a notice of the hearing has been posted at City Hall at least two weeks in advance of the hearing; and

WHEREAS, at least two weeks before the hearing date, a minimum of three notices of vacation were conspicuously posted along the easements to be vacated and not more than 300 feet apart; and

WHEREAS, the hearing described above has been conducted and this Council, having heard and considered all oral, documentary, and other evidence presented; and

WHEREAS, the existing public utility easement and a drainage easement is located within the footprint of an existing building; and

WHEREAS, the drainage and utilities have been relocated to newly granted easements and within the public right of way and are no longer needed; and

WHEREAS, The Department of Public Works recommends this abandonment be approved.

NOW, THEREFORE BE IT HEREBY RESOLVED THE CITY COUNCIL OF RANCHO CORDOVA, that the following described easement for drainage recorded in Book 5323 Official Records, Page 590 and subsequently granted to the City of Rancho Cordova in Book 20150122 Official Records, Page 957 is hereby vacated; and, the following described public utility easements shown and dedicated on the Plat of Cordova Meadows recorded in Book 42 of Maps, Map No. 32.

See attached Exhibit "A" and "B"

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the _____ day of _____, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
David M. Sander, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

EXHIBIT "A"
EASEMENT ABANDONMENT DESCRIPTION

That certain easement situate in the City of Rancho Cordova, County of Sacramento, State of California described as follows:

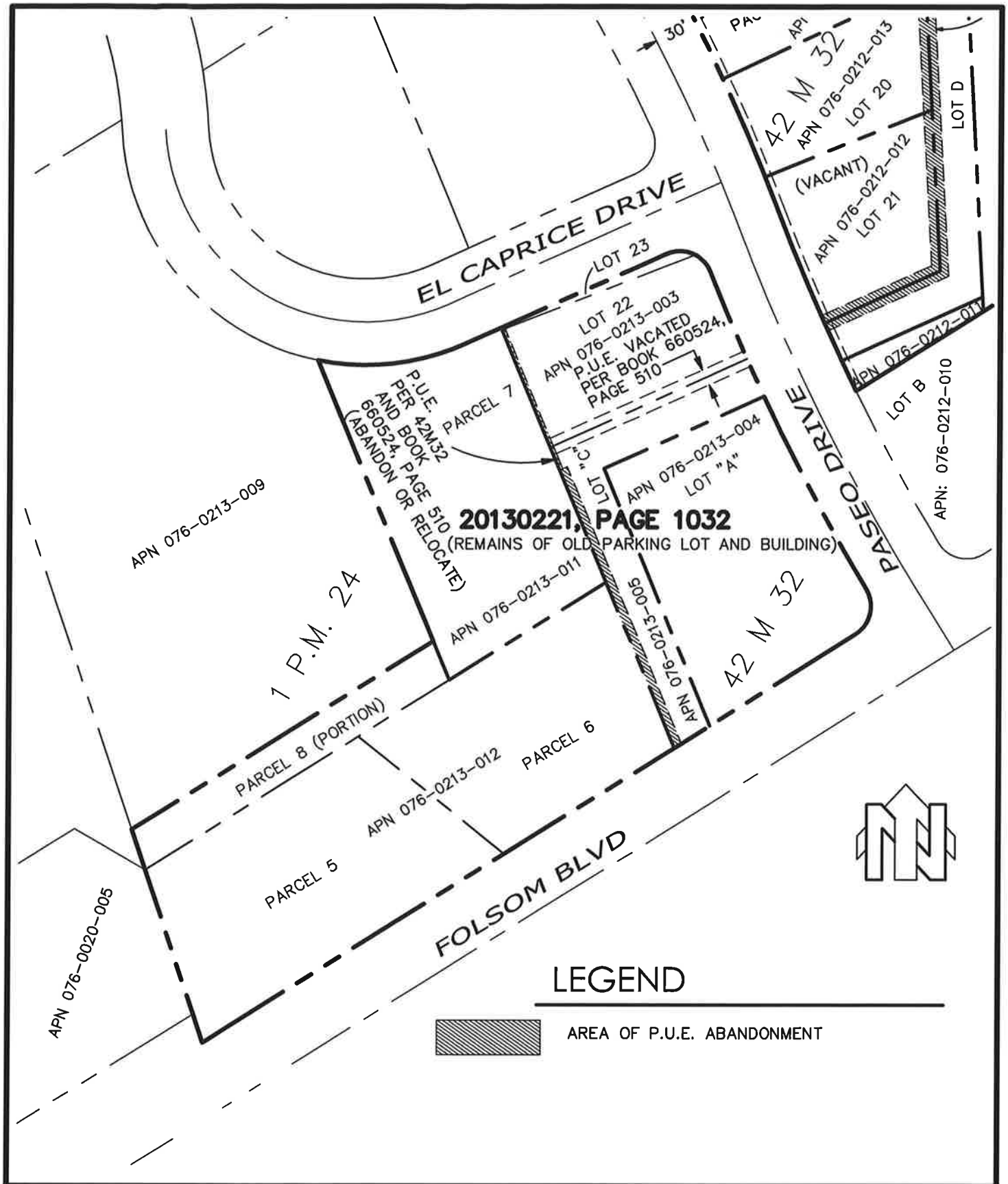
Being that certain Public Utility Easement, the centerline of which being located on the lot line between Lots 18, 19, 20, 21 and Lot "D" and that certain Public Utility Easement lying with Lots 22, 23, and Lot "C" as said Lots and easements are shown on that plat of "Cordova Meadows" filed for record in Book 42 of maps, Map No. 32, Sacramento County Recorder's Office, said easements are shown on the plat attached hereto and by this reference made a part thereof.

Mark R. Herrick

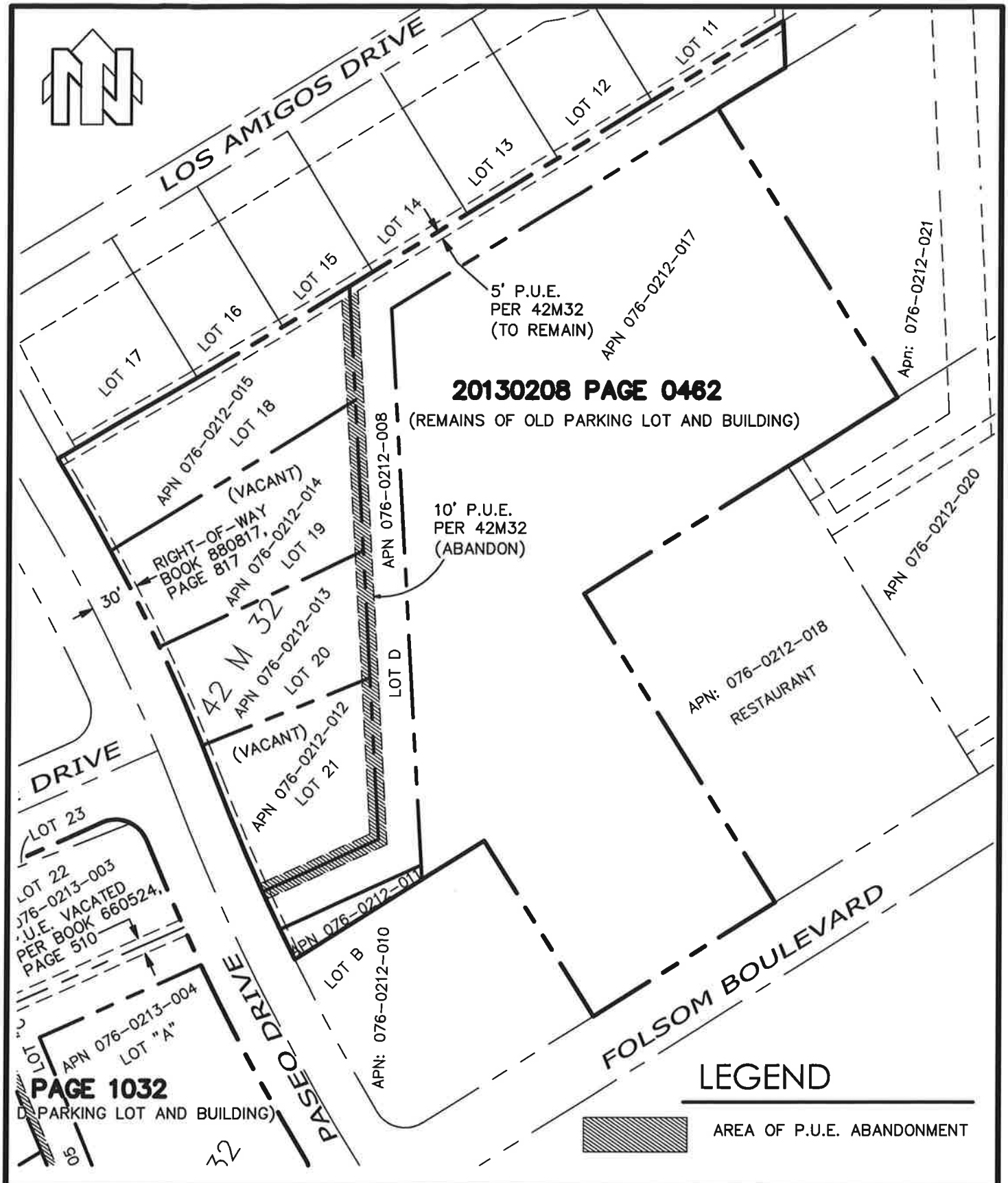
NorthStar Engineering
Mark R. Herrick, PLS 8323



7-3-2014
Date



NorthStar ENGINEERING 111 Mission Ranch BLVD, STE 100 Chico, California 95926 Phone: (530) 893-1600 Fax: (530) 893-2113 www.northstareng.com	PREPARED FOR: LOS RIOS COMMUNITY COLLEGE	JOB TITLE: **EXHIBIT A** **PLAT SHOWING PROPOSED UTILITY EASEMENT ABANDONMENT LOCATIONS**	SCALE: 1" = 80' JOB NO.: 13-030 DATE: 1-29-2014 DRAWN BY: MH CHECKED BY: MLM SHEET NO.: 2 OF 3



NorthStar ENGINEERING
111 Mission Ranch BLVD, STE 100
Chico, California 95926
Phone: (530) 893-1600 Fax: (530) 893-2113
www.northstareng.com

PREPARED FOR:
LOS RIOS COMMUNITY COLLEGE

JOB TITLE:
EXHIBIT A
PLAT SHOWING PROPOSED UTILITY EASEMENT ABANDONMENT LOCATIONS

SCALE:	1" = 80'
JOB NO.:	13-030
DATE:	10-8-2013
DRAWN BY:	MH
CHECKED BY:	MLM
SHEET NO.:	3 OF 3

EXHIBIT "B"

DRAINAGE EASEMENT ABANDONMENT DESCRIPTION

That certain easement situate in the City of Rancho Cordova, County of Sacramento, State of California recorded in Book 5323 Official Records, Page 590 and subsequently granted to the City of Rancho Cordova in Book 20150122 Official Records, Page 957 described as follows:

All of Lot C, as shown on the plat of Cordova Meadows, recorded in book 42 of Maps, Page No. 32.

Excepting therefrom that portion described as follows:

Beginning at the most Westerly corner of said Lot C; thence from said point of beginning, along the Westerly line of said Lot C, South 22° 25' 40" East 15.01 feet; thence parallel with the Northwesterly line of said lot, North 65° 39' 10" East 105.66 feet; thence North 24° 20' 50" West 10.00 feet; thence parallel with the Northwesterly line of said Lot C, North 65° 39' 10" East 25.03 feet to the Westerly line of Paseo Drive and the Easterly line of said Lot C, thence along the Easterly line of said Lot C and the Westerly line of said Paseo Drive on an arc of a curve to the left on a radius of 1326.75 feet; said arc being subtended by a chord bearing North 24° 42' 44" West 5.00 feet to the most Northerly corner of said Lot C; thence along the Northwesterly line of said Lot C, South 65° 39' 10" West 130.13 feet to the point of beginning.

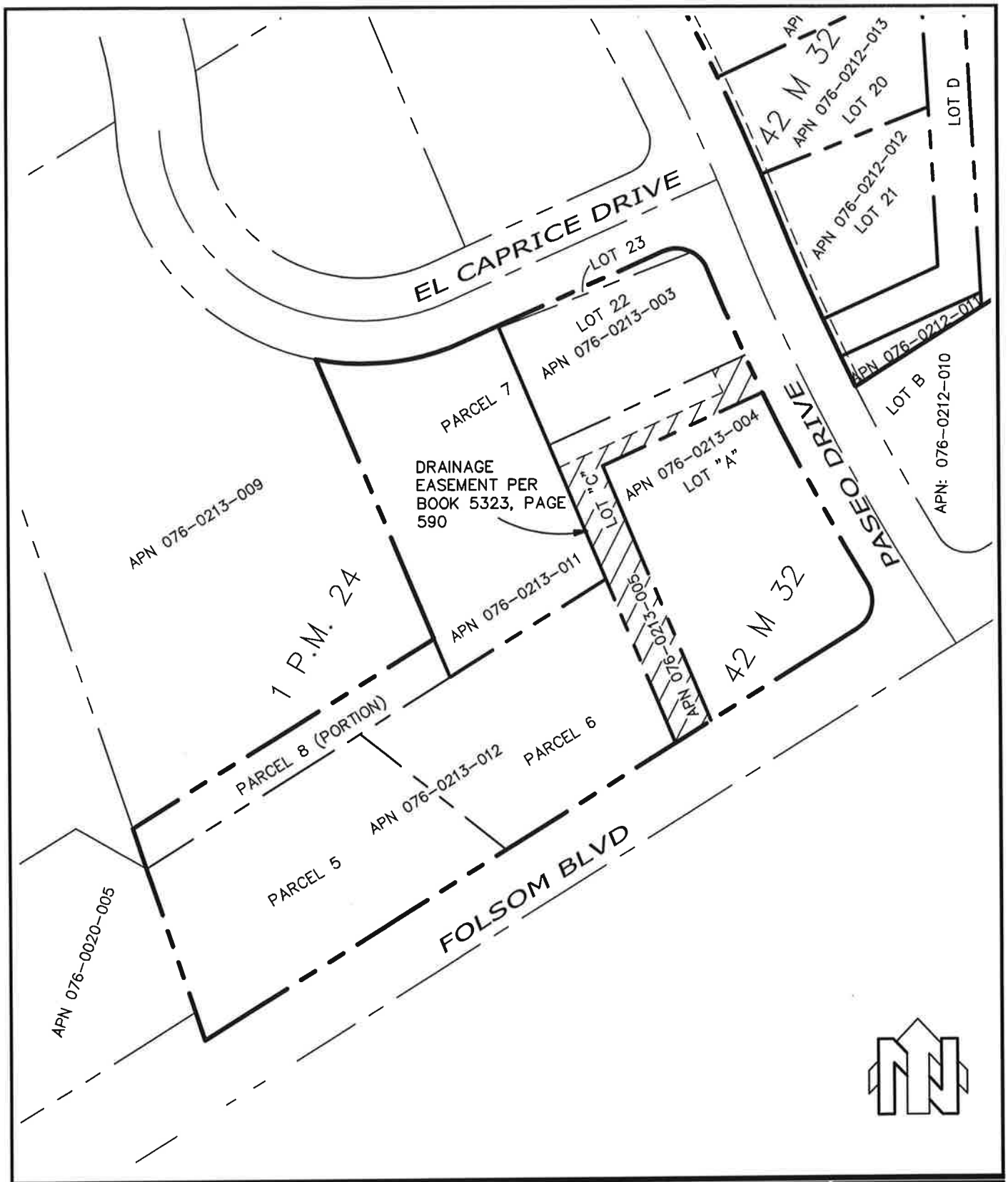
Cyrus Abhar 12-31-2015

Cyrus E. Abhar, PLS 7723 Dated

Expiration date 12-31-2017

LICENSED LAND SURVEYOR
CYRUS E. ABHAR
No. 7723
Exp. 12-31-17
STATE OF CALIFORNIA

"INSERT PLAT SHOWING PROPOSED DRAINAGE EASEMENT ABANDONMENT LOCATION"



	PREPARED FOR: LOS RIOS COMMUNITY COLLEGE	JOB TITLE: **EXHIBIT B** **PLAT SHOWING PROPOSED DRAINAGE EASEMENT ABANDONMENT LOCATION**	SCALE: 1" = 80' JOB NO.: 13-030 DATE: 1/4/2016 DRAWN BY: MH CHECKED BY: MLM SHEET NO.: 2 OF 2

MEMORANDUM

DATE: January 19, 2016

TO: Honorable Mayor and Council Members

FROM: Mark Thomas, Senior Engineer

SUBJECT: **WHITE ROCK ROAD WIDENING PROJECT – ADOPTION OF MITIGATED NEGATIVE DECLARATION AND APPROVAL OF THE IMPROVEMENTS TO WHITE ROCK ROAD**

RECOMMENDATION

Staff recommends that the City Council take the following actions:

- Adopt Resolution 5-2016 Adopting the White Rock Road Widening Project Mitigated Negative Declaration consisting of:
  - Making findings that the project will not have a significant effect on the environment, and
  - Adopting the Mitigation Monitoring and Reporting Program.

- Adopt Resolution 8-2016 Approving the White Rock Road Widening Project.

RESULT OF RECOMMENDED ACTION

Approval of the project would allow for the improvement and widening of White Rock Road from Sunrise Boulevard to Grant Line Road. This project reflects planned transportation improvements in the City's General Plan and will also provide transportation capacity that will serve growth in both the City and eastern Sacramento County.

BACKGROUND

The 50 Corridor Mobility Partnership (Partnership) is a cooperative effort by the County of Sacramento, City of Rancho Cordova, City of Folsom, County of El Dorado, Caltrans, Sacramento Area Council of Governments (SACOG), Sacramento Regional Transit, and several major private landowners. In 2006, the Partnership prepared a Phase One Report that provided information and recommendations regarding future transportation infrastructure along and near US 50 in eastern Sacramento County and western El Dorado County. The report found that widening White Rock Road from Sunrise Boulevard in the City of Rancho Cordova to Silva Valley Parkway in El Dorado Hills (El Dorado County) was a critical improvement identified as a near-term priority project. In May 2009, the Highway 50 Corridor System Management Plan (CSMP), written by Caltrans and accepted by SACOG and the El Dorado Transportation Commission, was developed to plan and manage transportation improvements associated with US 50 across modes and jurisdictional boundaries. The CSMP outlines a foundation to support integrated corridor management of all travel modes and infrastructure to provide mobility in the most efficient and effective manner possible. The CSMP lists widening White Rock Road from Sunrise Boulevard to Silva Valley Parkway to four lanes as a key Capital Project.

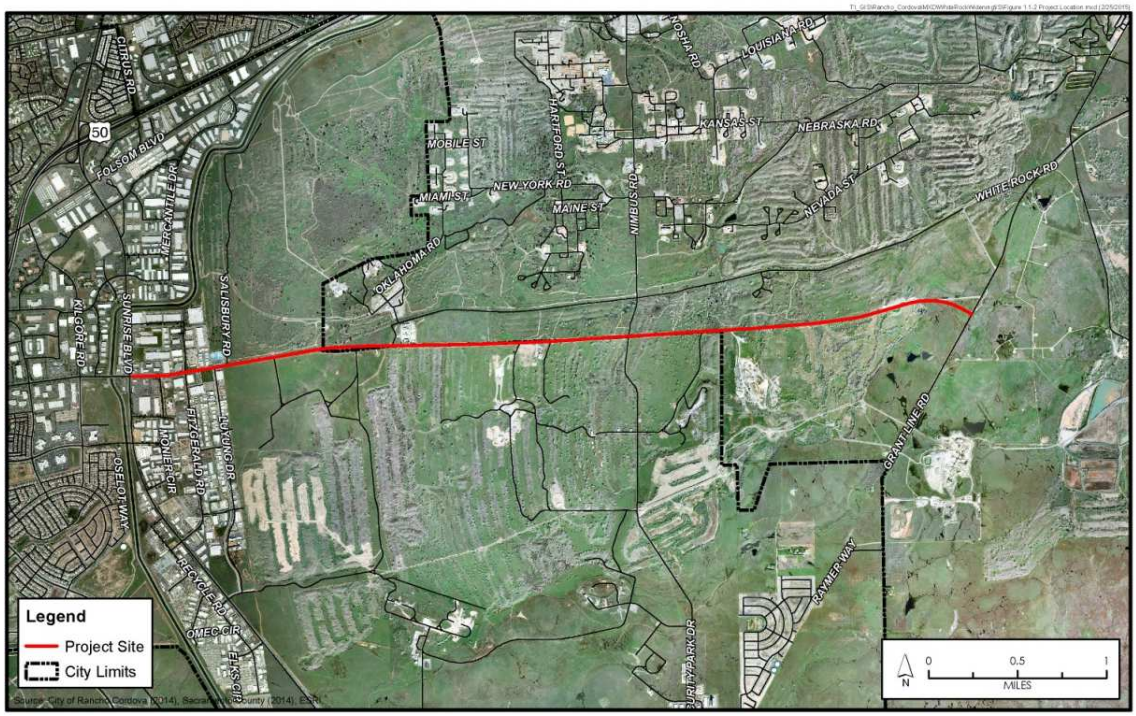
Recognizing the congestion problem on US 50, the Partnership recommended that in addition to finding funding for auxiliary lanes and truck climbing lanes on US 50, the most effective way to reduce traffic congestion on US 50 would be to improve parallel capacity. The key improvement identified by the Partnership was to widen and improve the alignment of White Rock Road from the El Dorado County line to Sunrise Boulevard. The Partnership concluded that this improvement would relieve congestion on this roadway but would also provide an arterial connection for commuters between El Dorado County, Folsom, and Rancho Cordova that would divert traffic from congested portions of US 50. Sacramento County has recently completed a widening of White Rock Road from the eastern limit of Sacramento County at Prairie City Road to Grant Line Road. In the spring of 2015, the Capital Southeast Connector Joint Powers Authority entered into the environmental phase for the widening of White Rock Road from Prairie City Road to the El Dorado County line. This leaves the portion of White Rock Road from Grant Line Road to Sunrise Boulevard as the remaining piece of the key White Rock Road corridor improvement.

City's General Plan Circulation Element designates White Rock Road as a major arterial that will provide a key east-west connection in the City. Major development projects in the project area include the approved Rio del Oro Specific Plan and the Westborough Planning Area.

Upon certification of the environmental document, staff would proceed with final design. Project phasing will be determined based on available funding and in coordination with funding partners including Caltrans and the County of Sacramento.

PROJECT IMPROVEMENTS

The project would widen and construct improvements to White Rock Road from Sunrise Boulevard to Grant Line Road. Improvements to the existing six-lane portion of White Rock Road from Sunrise Boulevard to Luyung Drive include restriping and additional pavement for the addition of a second westbound through lane on the east leg of the Fitzgerald Road/Sunrise Park Drive intersection with White Rock Road. White Rock Road will be reconstructed and widened from two lanes to four lanes from Luyung Drive to Grant Line Road. The proposed build alternative of the project includes a four-lane configuration (two 12-foot-wide lanes in each direction) with a 14-foot-wide median, two 6-foot-wide bike lanes, and two 3-foot-wide shoulders. Frontage improvements are not a part of this project. Frontage sidewalk and landscaping could be constructed with future development.



The existing storm drainage facilities in the roadway between Sunrise Boulevard and Luyung Drive will remain. Between Luyung Drive and Grant Line Road, the drainage facilities will continue to consist mostly of roadside ditches.

FISCAL IMPACT

The proposed project will have no impact on the City's General Fund. The project will be financed through the City's Development Impact Fee Program and Federal Grants.

ENVIRONMENTAL REVIEW

The project is subject to environmental review under the California Environmental Quality Act (CEQA) and federal environmental review under the National Environmental Policy Act (NEPA) associated with use of federal funds and approval of a wetland permitting under Section 404 of the Clean Water Act. The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is the lead agency under the National Environmental Policy Act (NEPA). The City of Rancho Cordova is the lead agency under the California Environmental Quality Act (CEQA).

The City and Caltrans prepared an Initial Study with a Mitigated Negative Declaration/Environmental Assessment (IS/MND/EA) to evaluate the potential environmental effects associated with the project. The draft IS/MND/EA concluded that significant environmental impacts associated with the project would be avoided with the implementation of mitigation measures that will be adopted as part of project approval.

The draft IS/MND/EA was circulated for public review from October 29, 2015 to December 1, 2015. A public meeting to receive comments on the project was held at City Hall on December 1, 2015.

A total of nine (9) comment letters were received on the project and its environmental review, which identified the following items and concerns. The City has reviewed these comments and provided responses in the final IS/MND/EA (see Appendix I of the final IS/MND/EA). None of these comments trigger the need to reconsider the adoption of the mitigated negative declaration.

- Coordination on utility relocations along White Rock Road with Sacramento Municipal Utility District (SMUD).
- Clarifications on the roadway design and the traffic analysis as well as request for coordination of project implementation with Capital SouthEast Connector JPA.
- Ensure that hazardous material sites and facilities along White Rock Road are handled in an appropriate manner during project constructions.
- Requests that the project design include pedestrian facilities.
- Questions and clarifications on the air quality and greenhouse gas analysis for the project.
- Identification of water quality regulations and permits that may apply to the project.

ATTACHMENTS

1. Resolution 5-2016 Adopting the White Rock Road Widening Project Mitigated Negative Declaration including Exhibit A Mitigation Monitoring and Reporting Program.

2. Resolution 8-2016 Approving the White Rock Road Widening Project.

3. Final Mitigated Negative Declaration.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 5-2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA ADOPTING THE MITIGATED NEGATIVE DECLARATION, ENVIRONMENTAL FINDINGS AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE WHITE ROCK ROAD WIDENING PROJECT

WHEREAS, plans for the widening of White Rock Road between Sunrise Boulevard and Grant Line Road have been included in long-range planning efforts associated with Rancho Cordova General Plan and the 50 Corridor Mobility Partnership. This improvement would relieve congestion on this roadway but would also provide a connection for commuters between El Dorado County, Folsom, and Rancho Cordova that would divert traffic from congested portions of US 50 as well as serve planned and approved development in the Rancho Cordova area; and

WHEREAS, the project will build operational improvements and restriping between Sunrise Boulevard and Luyung Drive, including pavement widening on the east leg of the Fitzgerald Road/Sunrise Park intersection, and widening from 2 to 4 lanes between Luyung Drive and Grant Line Road; and

WHEREAS, the Project is subject to City, County of Sacramento, and state environmental review requirements, as well as federal environmental review requirements, because the City proposes use of federal funds and requires approval action from the Federal Highway Administration. An Initial Study with a Mitigated Negative Declaration/Environmental Assessment (IS/MND/EA) was prepared for the Project for purposes of compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City is the Project proponent under CEQA and Caltrans is the lead agency under NEPA; and

WHEREAS, the Draft IS/MND/EA was circulated for public review from October 29, 2015 to December 1, 2015. A public meeting to receive comments on the project was held at City Hall on December 1, 2015. A total of nine comment letters were received on the project and its environmental review. The City has reviewed these comments and provided responses in the Final IS/MND/EA. None of these comments trigger the need to reconsider the adoption of the mitigated negative declaration; and

WHEREAS, on January 19, 2016, the City Council held a public meeting on the Project IS/MND/EA; and

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does hereby make the following findings:

A. Finding: The City Council considered the Mitigated Negative Declaration and comments received during the public review process.

B. Finding: The City Council finds based on the whole of the record before it that there is no substantial evidence that the Project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the City Council's independent judgment and analysis.

ATTACHMENT 1

BE IT FURTHER RESOLVED by the City Council of the City of Rancho Cordova that

1. The City Council adopts the Final Mitigated Negative Declaration.

2. The City Council adopts the Project Mitigation Monitoring and Reporting Program, attached hereto as **Exhibit A**.

3. The location and custodian of the documents that constitute the record of proceedings for the Project is the City of Rancho Cordova, Public Works Department, 2729 Prospect Park Drive, Rancho Cordova, CA 95670.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____ 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
David m. Sander, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

EXHIBIT A

CITY OF RANCHO CORDOVA

WHITE ROCK ROAD WIDENING PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

Prepared by:

City of Rancho Cordova
Development Services-Planning
2729 Prospect Park Drive
Rancho Cordova, CA 95670

JANUARY 2016

COMPLIANCE CHECKLIST

The California Environmental Quality Act (CEQA) Guidelines, Section 15091(d), requires public agencies, as part of the adoption of an Environmental Impact Report (EIR), to adopt a reporting and monitoring program to ensure that changes made to the project as conditions of project approval to mitigate or avoid significant environmental effects are implemented.

The Mitigation Monitoring and Reporting Program (MMRP) contained herein is intended to satisfy the requirements of CEQA as they relate to the White Rock Road Widening Project in the City of Rancho Cordova. The MMRP is intended to be used by City staff, project contractors, and mitigation monitoring personnel during implementation of the project.

The MMRP will provide for monitoring of construction activities as necessary in-the-field identification and resolution of environmental concerns, and reporting to City staff. The MMRP will consist of the components described below.

Table 1 contains a compliance-monitoring checklist that provides a synopsis of all adopted mitigation measures, identification of agencies responsible for implementing and monitoring compliance with the mitigation measures, and the timing of implementation.

FIELD MONITORING OF MITIGATION MEASURE IMPLEMENTATION

During construction of the project facilities, the City of Rancho Cordova's designated construction inspector, in cooperation with City of Rancho Cordova Planning Department staff, will be responsible for monitoring the implementation of mitigation measures. The inspector will report to the City of Rancho Cordova Department of Public Works, and will be thoroughly familiar with all plans and requirements of the project. In addition, the inspector will be familiar with construction contract requirements, construction schedules, standard construction practices, and mitigation techniques. Aided by **Table 1**, the inspector will typically be responsible for the following activities:

1) On-site, day-to-day monitoring of construction activities.

2) Reviewing construction plans to ensure conformance with adopted mitigation measures.

3) Ensuring contractor knowledge of and compliance with all appropriate conditions of project approval.

4) Evaluating the adequacy of construction impact mitigation measures, and proposing improvements to the contractors and City staff.

5) Requiring correction of activities that violate project mitigation measures, or that represent unsafe or dangerous conditions. The inspector shall have the ability and authority to secure compliance with the conditions or standards through the City of Rancho Cordova Public Works Department, if necessary.

6) Acting in the role of contact for property owners or any other affected persons who wish to register observations of violations of project mitigation measures, or unsafe or dangerous conditions. Upon receiving any complaints, the inspector shall immediately contact the construction representative. The inspector shall be responsible for verifying any such observations and for developing any necessary corrective actions in

consultation with the construction representative and the City of Rancho Cordova Public Works Department.

7) Maintaining prompt and regular communication with City staff.

8) Obtaining assistance as necessary from technical experts, such as archaeologists and wildlife biologists, to develop site-specific procedures for implementing the mitigation measures adopted by the City for the project. For example, it may be necessary at times for a wildlife biologist to work in the field with the inspector and construction contractor to explicitly identify and mark areas to be avoided during construction.

9) Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
Utilities/Emergency Services			
Emergency Services During construction, emergency access on public roadways shall be available at all times to maintain emergency vehicle access through the area. At no time during the construction period will the entire width of a public roadway be closed to emergency vehicle traffic. Prior to the start of construction, a Traffic Management Plan shall be developed that would reduce delays and obstructions caused by construction detours to the greatest extent possible. The plan developers shall coordinate with emergency service providers (i.e., fire and police) during plan development to ensure that traffic control measures proposed in the plan would meet the needs of the service providers. These detours shall be provided to all emergency services entities that service the area prior to their implementation to avoid impacts to emergency response times.	City of Rancho Cordova	Prior to and during project construction	
Traffic			
Construction Measures A Transportation Management Plan (TMP) would be prepared that would be in place throughout construction. The TMP would be made available to the public and to each jurisdiction within the study area. The TMP would be designed to minimize project-related traffic delay and accidents by adopting traditional traffic mitigation strategies through a combination of public and motorist information, demand management, incident management, system management, alternative route strategies, and construction strategies. The TMP would include detour signage, public transportation information, construction timing, and other useful construction information for residents and motorists.	City of Rancho Cordova	Prior to project construction	
Visual/Aesthetic Resources			
To minimize construction related impacts, all areas disturbed or used for staging of vehicles and equipment shall be hydroseeded and restored to their preconstruction condition upon completion of the project. This can best be accomplished by loosening and recontouring the area's soil before applying erosion control (hydroseed).	City of Rancho Cordova	Following project construction	

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
The removal of established vegetation, including trees, shall be minimized and shall be avoided where feasible. The areas where trees are present should be protected to reduce damage to the trees' root systems. Where it is possible to save and preserve existing trees (of significant size and maturity), care and caution should be implemented during the construction phase. Environmentally sensitive area fencing shall be installed to demarcate areas where vegetation is being preserved.	City of Rancho Cordova	Prior to and during construction	
All disturbed areas during each construction season shall utilize best management practices (BMP) which will include temporary erosion control consisting of a native seed mix at the end of each construction season.	City of Rancho Cordova	During construction	
Contour grading and slope rounding shall be utilized on all cut and fill slopes in order to help restore the environment in a manner that will blend with the surrounding natural landscape.	City of Rancho Cordova	During construction	
Cultural Resources			
If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery shall be discontinued and diverted until a qualified archaeologist can assess the nature and significance of the find.	City of Rancho Cordova	During construction	
If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains and the County Coroner shall be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most Likely Descendant. At this time, the person who discovered the remains will contact the City's Environmental Monitoring staff so that they and the City cultural resources staff may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.	City of Rancho Cordova	During construction	
Water Quality and Storm Water Runoff			
Construction	City of Rancho Cordova	Prior to project construction	

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
Discharges should not cause or contribute to violations of water quality standards that would cause or create a condition of nuisance, pollution, or water quality impairment in receiving waters. The RWQCB requires that compliance with water quality standards be addressed through the effective implementation of best management practices (BMPs) to reduce pollutants in storm water and to protect the beneficial uses of receiving waters that may be impacted as the result of construction operations.			
Erosion controls should always be the first line of defense to keep soil from being mobilized in wind and water during construction. Examples include stabilized construction entrances, mulch, three-step hydroseeding, spray-on soil stabilizers, and anchored blankets. Sediment controls are the second line of defense; they help to filter sediment out of runoff before it reaches the storm drains and local waterways. Examples include rock bags to protect storm drain inlets, staked or weighted straw wattles/fiber rolls, and silt fences.	City of Rancho Cordova	Prior to project construction	
In addition to erosion and sediment controls, the project must have BMPs in place to keep other construction-related wastes and pollutants out of the storm drains. Such practices include but are not limited to filtering water from dewatering operations, providing proper washout areas for concrete trucks and stucco/paint contractors, containing wastes, managing portable toilets properly, and dry sweeping instead of washing down dirty pavement.	City of Rancho Cordova	Prior to project construction	
It is the City's responsibility to verify that the proposed BMPs for the project are appropriate for the unique site conditions, including topography, soil type, and anticipated volumes of water entering and leaving the site during the construction phase. In particular, the City should check for the presence of colloidal clay soils on the site. Experience has shown that these soils do not settle out with conventional sedimentation and filtration BMPs. The project applicant may wish to conduct settling column tests in addition to other soils testing on the site to ascertain whether conventional BMPs will work for the project.	City of Rancho Cordova	Prior to project construction	
If sediment-laden or otherwise polluted runoff discharges from the construction site are found to impact the County's storm drain system and/or waters of the state, the property owner will be subject to enforcement action and possible fines by the RWQCB.	City of Rancho Cordova	Prior to project construction	

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
Operational The City is required to develop, implement, and maintain effective BMPs, including source control BMPs and treatment control measures, at which time the project is concluded, in order to reduce pollutants in storm water.	City of Rancho Cordova	Prior to project construction	
Hazardous Waste/Materials			
A Phase 2 Assessment for hazardous wastes and materials will be conducted before the project is constructed. As part of the Phase 2 Assessment, it is recommended that soil samples be collected in the vicinity of the sites listed below. All other sites identified in the section above either are too far from the project or no environmental concerns are present at the sites: • GEM of Rancho Cordova (formerly Waste Management) (Figure 2.2-4a) • Browning Ferris Industries, Inc. (Figure 2.2-4a) • Inactive Rancho Cordova Test Site – GET F Sprayfield (Figure 2.2-4a) • Inactive Rancho Cordova Test Site – Site 74 (Figure 2.2-4b) • White Rock Road Landfill – South (Figure 2.2-4c) • White Rock Road Landfill – North (Figure 2.2-4d)	City of Rancho Cordova	Prior to project construction	
Because of the shallow nature of the expected excavation activities proposed for the project, It is recommend that soil samples are collected in shallow soil only. It is also recommended that soil samples are collected from shallow soil borings at each location. Soil samples from each boring should be collected at approximately 2 and 5 feet below grade. Additional deeper soil samples may be warranted based on site conditions.	City of Rancho Cordova	Prior to project construction	
The Sampling and Analysis Plan (SAP) was developed to evaluate the specific environmental hazards known to exist in soil in the surrounding vicinity adjacent to identified RECs. However, environmental hazards associated with particular RECs vary greatly over the span of the project. Therefore, to characterize environmental hazards present at proposed soil boring locations, each soil boring has been assigned an analytical suite based on its proximity to each REC (Figures 2.2-4a to 2.2-4d). The table below presents the SAP.	City of Rancho Cordova	Prior to project construction	

TABLE 1
MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT

<table>
<tr><th>Mitigation Measures</th><th>Responsible Party</th><th>Timing</th><th>Verification (Date and Initials)</th></tr>
<tr><td>
<table>
<tr><th>SITE NAME</th><th>SOIL BORINGS</th><th>PROPOSED ANALYTES</th></tr>
<tr><td>GEM/Waste Management</td><td>SB-1 through SB-4</td><td>PCB</td></tr>
<tr><td>GET F Sprayfield</td><td>SB-3 through SB-6</td><td>Perchlorate</td></tr>
<tr><td>Browning Ferris Industries, Inc.</td><td>SB-7 and SB-8</td><td>CAM-17, Chloride</td></tr>
<tr><td>Site 74</td><td>SB-9 through SB-17</td><td>Dioxins/Furans and CAM-17</td></tr>
<tr><td>White Rock Road Landfill – South</td><td>SB-18 through SB-26</td><td>CAM-17, PAH, and Hydrocarbons</td></tr>
<tr><td>White Rock Road Landfill – North</td><td>SB-27 through SB-41</td><td>CAM-17, PAH, and Hydrocarbons</td></tr>
</table>
</td><td></td><td></td><td></td></tr>
<tr><td><u>Human Health Risk Assessment</u>

It is recommended that a site specific Tier 2 Human Health Risk Assessment (HHRA) be performed using the RISC- 5 software. A Tier 2 assessment is a semi-qualitative assessment.The Tier 2 HHRA should be performed using field and analytical results for residual petroleum constituents at the site. The RISC-5 model should be run for the scenarios of dermal contact to subsurface workers through soil. The RISC-5 model should use a commercial receptor scenario, a one-in-a-million cancer risk level, and a hazard quotient of less than one for the site.</td><td>City of Rancho Cordova</td><td>Prior to and during project construction</td><td></td></tr>
</table>

AGENDA ITEM 10.2
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TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
Site-Specific Health and Safety Plan It is recommended that a site-specific Health and Safety Plan (HASP) be prepared and retained on-site during all field activities. All work should be conducted according to the HASP. The HASP should contain information on the properties of the hazardous materials known to be on-site. This information is equivalent to that contained in Material Safety Data Sheets.	City of Rancho Cordova	During project construction	
Unknown Contamination If any previously unknown hazardous contamination is revealed during project construction, the procedures outlined in the Caltrans Unknown Hazards Procedures shall be followed.	City of Rancho Cordova	During project construction	
Utility Relocation For the relocation of utilities, proper coordination with utility owners shall occur and the Underground Service Alert shall be contacted at least two full working days before beginning construction.	City of Rancho Cordova	During project construction	
Air Quality			
Construction of the proposed project would be required to comply with Caltrans' Standard Specifications, Section 14-9 (Air Quality). Caltrans' specifications pertaining to dust control and dust palliative requirements are a required part of construction contracts and should effectively reduce and control emission impacts during construction. These requirements include daily watering of areas disturbed by construction activities. In addition, the California Health and Safety Code requires the contractor to prevent visible dust from leaving the construction site. Most of the construction impacts to air quality are short term in duration and, therefore, will not result in long-term adverse conditions. Implementation of the following measures, some of which may also be required for other purposes such as stormwater pollution control, will reduce any air quality impacts resulting from construction activities: 1. The construction contractor shall comply with Caltrans' Standard Specifications in Section 14 (2010). • Section 14-9.02 (Air Pollution Control) specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local	City of Rancho Cordova	Prior to and during construction	

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
ordinances. • Section 14-9.03 (Dust Control) is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18. 2. Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emission or at the right of way line depending on local regulations. 3. Spread soil binder on any unpaved roads used for construction purposes, and all project construction parking areas. 4. Wash off trucks as they leave the right-of-way as necessary to control fugitive dust emissions. 5. Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities. 6. Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly. 7. Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic. 8. Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emission of dust (particulate matter) during transportation. 9. Promptly and regularly remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter.			

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
10. Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues and may need to use controls such as dampened straw. 11. Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations Title 17, Section 93114. 12. Route and schedule construction traffic to avoid peak travel times as much as possible, to reduce congestion and related air quality impacts caused by idling vehicles along local roads.			
In addition to the above Caltrans' Standard Specifications, the following "Enhanced Exhaust Control Practices," as recommended by SMAQMD, shall also be included to further reduce construction-generated emissions: **<u>Enhanced Exhaust Control Practices</u>** 1. The project representative shall submit to the lead agency and 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 model year, and projected hours of use for each piece of equipment. • The project representative shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. • This information shall be submitted at least four business days prior to the use of subject heavy-duty off-road equipment. • The inventory shall be updated and submitted monthly throughout the duration of	City of Rancho Cordova	Prior to and during construction	

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. 2. The project representative shall provide a plan for approval by the lead agency and SMAQMD demonstrating that the heavy-duty off-road vehicles (50 horsepower or more) 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 California ARB fleet average, or reductions sufficient to demonstrate compliance with the SMAQMD's maximum allowable mass emissions threshold of 85 lbs/day of NOx. • This plan shall be submitted in conjunction with the equipment inventory. • Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, the payment of mitigation fees to the SMAQMD, and/or other options as they become available. 3. The project representative 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. • Non-compliant equipment will be documented and a summary provided to the lead agency and SMAQMD monthly. • A visual survey of all in-operation equipment shall be made at least weekly. • 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			

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
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. 4. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation shall supersede other SMAQMD, state, or federal rules or regulations. In lieu of implementing all or a portion of the above Enhanced Exhaust Control Practices, a refined emissions modeling analysis can be performed, once more detailed construction information becomes available. The refined analysis will be conducted in accordance with applicable SMAQMD-recommended methodologies and guidance. Emissions-reduction measures will be included sufficient to demonstrate compliance with the SMAQMD's maximum allowable mass emissions threshold of 85 lbs/day of NOx. The refined analysis will be reviewed and endorsed by the SMAQMD and the City prior to initiating construction. Based on a preliminary analysis of the preferred alternative, the use of solar/battery-powered signal boards and newer heavy-duty off-road equipment would likely be sufficient to reduce construction-generated emissions to below the SMAQMD's maximum allowable mass emissions threshold of 85 lbs/day of NOx. As noted above, Caltrans' Standard Specifications, Section 14, specifically requires compliance with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the Contract, including air pollution control rules, regulations, ordinances, and statutes provided in Government Code § 11017 (Pub Cont Code § 10231).			
Noise			
The following measures will be implemented to reduce the project's potential noise effects during construction: • Noise-generating construction activities occurring in the proximity of noise-sensitive land uses (e.g., residential uses) shall be limited to between the hours of 7:00 a.m. to 7:00 p.m. on weekdays, and between the hours of 8:00 a.m. to 6:00 p.m. on weekends.	City of Rancho Cordova	During project construction	

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
• The following mandatory noise abatement measures will be implemented as required by Caltrans Standard Specifications Section 14-8.02: • Per Section 14-8.02 (Noise Control), do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m. • Each internal combustion engine, used for any purpose on the job, or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler. • As directed by the Caltrans' resident engineer, the contractor shall implement appropriate additional noise abatement measure including, but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, or installing acoustic barriers around stationary construction noise sources.			
Biological Resources			
Natural Communities During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	During project design	
Soil stabilization and sediment control best management practices (BMPs) shall be implemented to ensure that contamination of sediment and other pollutants does not occur. Waste management and material pollution control BMPs shall also be implemented to minimize the potential for pollutant spills or releases from construction equipment.	City of Rancho Cordova	During project construction	
In addition, standard staging area practices for sediment-tracking reduction shall also be implemented where necessary and may include vehicle washing and street sweeping.	City of Rancho Cordova	During project construction	
Wetlands and Other Waters Mitigation set forth to compensate for impacts to aquatic features is included in the Vernal Pool Crustacean discussion in Section 2.3.5. Mitigation for all aquatic features was determined based on whether or not a	City of Rancho Cordova	Prior to or during project construction	

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
feature was considered vernal pool crustacean habitat.			
Plant Species A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of each tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each tree. Removing limbs that make up the dripline does not change the protected area.	City of Rancho Cordova	Prior to or during project construction	
Protective fencing shall be installed at the driplines of the protected trees prior to the start of any construction work (including grading or placement of vehicles on-site) in order to avoid damage to the trees and their root systems. This fencing may be installed around the outermost dripline of clusters of trees proposed for protection, rather than individual trees. Fencing shall be shown on all project plans.	City of Rancho Cordova	Prior to or during project construction	
No vehicles, construction equipment, mobile home/office, supplies, materials, or facilities shall be driven, parked, stockpiled, or located within the driplines of protected trees. A laminated sign indicating such shall be attached to fencing surrounding trees on-site.	City of Rancho Cordova	During project construction	
No grading (grade cuts or fills) shall be allowed within the driplines of protected trees.	City of Rancho Cordova	Prior to project construction	
Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of any protected tree.	City of Rancho Cordova	Prior to and during construction	
No trenching shall be allowed within the driplines of protected trees. If it is absolutely necessary to install underground utilities within the dripline of a protected tree, the utility line shall be bored and jacked under the supervision of a certified arborist.	City of Rancho Cordova	During project construction	
The construction of impervious surfaces within the driplines of protected trees shall be stringently minimized. When it is absolutely necessary, a piped aeration system shall be installed under the supervision of a certified arborist. Wherever possible, pervious concrete shall be used as an alternative to traditional concrete when it is required under tree driplines.	City of Rancho Cordova	During project construction	
No sprinkler or irrigation system shall be installed in such a manner that sprays water or requires trenching within the driplines of protected trees. An aboveground drip irrigation system is recommended.	City of Rancho Cordova	During project construction	

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
Landscaping beneath protected trees may include non-plant materials such as bark mulch or wood chips. The only plant species that shall be planted within the driplines of protected trees are those that are tolerant of the natural environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.	City of Rancho Cordova	During project construction	
Any protected trees on the site that require pruning shall be pruned by a certified arborist prior to the start of construction work. All pruning shall be in accordance with the American National Standards Institute A300 pruning standards and International Society of Arboriculture's tree-pruning guidelines.	City of Rancho Cordova	During project construction	
No signs, ropes, cables (except those which may be installed by an arborist to provide limb support), or any other items shall be attached to the protected trees.	City of Rancho Cordova	Prior to and during construction	
The removal of 573 inches dbh of native oak trees shall be compensated by planting native oak trees—either valley oak, blue oak, or interior live oak—in numbers sufficient to replace the dbh inches lost. Dbh inches shall be replaced based on the ratios below, at locations authorized by the City of Rancho Cordova. Equivalent compensation based on the following ratio is required: • one D-pot seedling (40 cubic inches or larger) = 1 inch dbh • one 15-gallon tree = 1 inch dbh • one 24-inch box tree = 2 inches dbh • one 36-inch box tree = 3 inches dbh	City of Rancho Cordova	Prior to project construction	
Prior to the start of construction, a Replacement Oak Tree Planting Plan shall be prepared by a certified arborist or licensed landscape architect and shall be submitted to the City of Rancho Cordova for approval. The Replacement Oak Tree Planting Plan(s) shall include the following minimum elements: • Species, size, and locations of all replacement plantings. • Method of irrigation. • A tree-planting detail, including the 10-foot-deep boring hole to provide for adequate drainage. • Planting, irrigation, and maintenance schedules. • Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a three-year establishment period, and to replace any of the replacement oak trees which do not survive during that period.	City of Rancho Cordova	Prior to or during project construction	

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
No replacement tree shall be planted within 15 feet of the driplines of existing oak trees or landmark-size trees that are retained on-site or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement oak trees shall be 20 feet on center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate spacing). Generally unacceptable locations are utility easements, sewers, storm drains, under overhead utility lines, private yards of single-family lots (including front yards), and roadway medians.	City of Rancho Cordova	Prior to or during project construction	
Animal Species (Western Spadefoot) Prior to the start of construction activities that would disturb western spadefoot habitat, a biological monitor shall survey for the presence of adult western spadefoot. If adult western spadefoot are present, they shall be relocated prior to disturbance of habitat, if feasible. This relocation shall be done in consultation with the CDFW.	City of Rancho Cordova	Prior to and during project construction	
During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	Prior to project construction	
Additional impacts from habitat disturbance will be avoided by installing protective silt fencing between the aquatic habitats and the construction area limits to prevent accidental disturbance during construction and to protect water quality within the aquatic habitats during construction.	City of Rancho Cordova	Prior to project construction	
Standard BMPs will be implemented during and after construction to protect water quality in sensitive habitat areas during construction.	City of Rancho Cordova	Prior to project construction	
A WEAP shall be implemented to educate construction workers about the presence of western spadefoot habitat in and near the project area and to instruct them on proper avoidance.	City of Rancho Cordova	During and after project construction	
Mitigation set forth to compensate for impacts to listed vernal pool crustacean habitat (i.e., seasonal wetlands and vernal pools) will also compensate for the western spadefoot, as they share similar habitats.	City of Rancho Cordova	Prior to project construction	
Animal Species (Western Burrowing Owl) If clearing and construction activities will occur during the nesting period for burrowing owls (February 1–	City of Rancho Cordova	Prior to project construction	

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
August 31), a qualified biologist shall conduct focused surveys for burrowing owls on and adjacent to the project site. Surveys shall be conducted in accordance with the CDFW's Staff Report on Burrowing Owl Mitigation (2012). Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season.			
If no burrowing owls are detected, no further mitigation is required. If active burrowing owls are detected, the City of Rancho Cordova will implement the avoidance, minimization, and mitigation methodologies outlined in CDFW's 2012 Staff Report prior to initiating project-related activities that may impact burrowing owls.	City of Rancho Cordova	Prior to project construction	
During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	Prior to project construction	
A WEAP shall be implemented to educate construction workers about the presence of western burrowing owl habitat in and near the project area and to instruct them on proper avoidance.	City of Rancho Cordova	Prior to project construction	
Animal Species (American Badger) A preconstruction survey of the project area and a 100-foot buffer adjacent to the project area shall be conducted for the presence of the badger dens and signs of badger occupancy. The survey shall be completed no more than seven days prior to the initiation of vegetation removal and ground-disturbing activities. If no dens are observed, a second survey shall be conducted within 24 hours of vegetation removal and ground-disturbing activities to ensure that no badgers have entered the area since the first survey. Preconstruction surveys shall be repeated as necessary if vegetation removal and ground-disturbing activities are delayed or postponed for more than 30 days.	City of Rancho Cordova	Prior to project construction	
During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	Prior to project construction	
A WEAP shall be implemented to educate construction workers about the presence of American badger habitat in and near the project area and to instruct them on proper avoidance.	City of Rancho Cordova	Prior to project construction	
Animal Species (Raptors and Migratory Birds) During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	Prior to project construction	

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
To prevent impacts to MBTA-protected birds and their nests, removal of trees will be limited to only those necessary to construct the proposed project.	City of Rancho Cordova	During project design	
If construction or tree removal is proposed during the breeding/nesting season for MBTA-protected birds and raptors (typically January 15 through August 15), a focused survey for active nests within and in the vicinity of (no less than 250 feet outside project boundaries, where possible) the project site shall be conducted by a qualified biologist. Two surveys will be conducted, at least one week apart, with the second survey occurring no more than two days prior to tree removal or other construction activities. If no active nests are found, tree removal or construction activities may proceed.	City of Rancho Cordova	During project design	
If an active nest is located during pre-construction surveys, the USFWS and/or CDFW (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or the biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100 feet around an active raptor nest) or alteration of the construction schedule.	City of Rancho Cordova	During project design	
No action is necessary if no active nests are found or if construction will occur during the non-breeding season (generally August 16 through January 14).	City of Rancho Cordova	During project design	
Threatened and Endangered Species (Vernal Pool Crustaceans) During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	During project design	
Soil stabilization and sediment control BMPs shall be implemented to ensure contamination of sediment and other pollutants does not occur. Waste management and material pollution control BMPs shall also be implemented to minimize the potential for pollutant spill or releases from construction equipment.	City of Rancho Cordova	During project design	
In addition, standard staging area practices for sediment-tracking reduction should also be implemented where necessary, and may include vehicle-washing and street-sweeping.	City of Rancho Cordova	During project design	
In addition to the proposed avoidance and minimization measures, the following compensatory mitigation is proposed:	City of Rancho Cordova	Prior to project construction	
Prior to groundbreaking, the applicants shall purchase fairy shrimp and tadpole shrimp habitat credits at a	City of Rancho Cordova	Prior to project	

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
3:1 ratio for direct impacts (0.615 x 3 = 1.845 acres), 2:1 ratio for indirect impacts (1.068 x 2 = 2.136 acres), and 1:1 ratio for direct impacts to non-habitat (0.010 acre) at a USFWS approved conservation bank(s) that has a service area that covers the proposed project. The credits purchased may be in a combination of creation and preservation credits; however, no more than 0.625 acre of creation credits may be purchased for the minimization of the total direct impacts. The credits may be purchased in no more than two phases, with each applicant purchasing the total required for their portion of the proposed project. The proposed mitigation strategy is in accordance with the USFWS's *Corps of Engineers Vernal Pool Programmatic Consultation* (1996).		construction	
Threatened and Endangered Species (Valley Elderberry Longhorn Beetle) During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	During project design	
Impacts from accidental disturbance during construction will be avoided by installing protective fencing between the shrubs identified for preservation and the construction area limits to prevent accidental disturbance during construction. Pursuant to the USFWS (1999) VELB conservation guidelines, elderberry shrub areas that will not be disturbed within a 100-foot buffer zone from the edge of project construction will be fenced and designated as avoidance areas during project construction. Fencing will be set back a minimum of 20 feet from the dripline of each elderberry shrub not within the construction footprint.	City of Rancho Cordova	During project design	
Water trucks shall be used to water areas of exposed dirt to control dust from the project site.	City of Rancho Cordova	During project design	
Signs shall be erected along the edge of elderberry avoidance areas noticing construction crews that the area is VELB habitat and must not be disturbed. These signs shall remain for the duration of construction.	City of Rancho Cordova	Prior to and during project construction	
A Worker Environmental Awareness Program (WEAP) shall be implemented to educate construction workers about the presence of VELB habitat in and near the project area and to instruct them on proper avoidance.	City of Rancho Cordova	Prior to project construction	
A comprehensive plan for avoidance, on-site mitigation, off-site mitigation, or other compensation will be developed in cooperation with relevant state and federal agencies.	City of Rancho Cordova	Prior to project construction	
Elderberry plants must be transplanted if they cannot be avoided by the proposed project. All elderberry	City of Rancho Cordova	Prior to project	

TABLE 1
MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT

Mitigation Measures	Responsible Party	Timing	Verification (Date and Initials)
plants with one or more stems measuring 1.0 inch or greater in diameter at ground level must be transplanted to a USFWS-approved conservation area. At the USFWS's discretion, a plant that is unlikely to survive transplantation because of poor condition or location, or a plant that would be extremely difficult to move because of access problems, may be exempted from transplantation. In cases where transplantation is not possible, the minimization ratios in Table 2.3-4 may be increased to offset the additional habitat loss. Trimming of elderberry plants (e.g., pruning along roadways, bike paths, or trails) with one or more stems 1.0 inch or greater in diameter at ground level may result in take of VELB. Therefore, trimming is subject to appropriate minimization measures as outlined in the Table below. All transplanting or trimming shall occur in accordance with procedures outlined in the 1999 USFWS VELB guidelines and shall be protected and monitored according to the guidelines. **Compensation Ratios for Elderberry Shrubs Affected by the Project**		construction	

Riparian	Elderberry Stem Size	Exit Holes	Number of Stems	Seedling Ratio	Number of Replacement Elderberries	Associated Native Ratio	Number of Associated Seedlings
No	>1" and <3"	No	198	1:1	198	1:1	198
No	>3" and <5"	No	184	2:1	368	1:1	368
No	>5"	No	67	3:1	201	1:1	201
No	>1" and <3"	Yes	0	2:1	0	2:1	0

TABLE 1
MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT

Mitigation Measures	Responsible Party	Timing	Verification (Date and Initials)
<table><tr><td>No</td><td>>3" and <5"</td><td>Yes</td><td>1</td><td>4:1</td><td>4</td><td>2:1</td><td>8</td></tr><tr><td>No</td><td>>5"</td><td>Yes</td><td>1</td><td>6:1</td><td>6</td><td>2:1</td><td>12</td></tr><tr><td colspan="3">Total Stems Affected</td><td>451</td><td colspan="4"></td></tr><tr><td colspan="5">Total Replacement Plantings</td><td>777</td><td colspan="2">787</td></tr><tr><td colspan="6">Conservation Credits Proposed for Planting (total replacement plantings/10)</td><td colspan="2">157</td></tr></table>			
Each elderberry stem measuring 1.0 inch or greater in diameter at ground level that is adversely affected (i.e., transplanted or destroyed) must be replaced, in a USFWS-approved conservation area, with elderberry seedlings or cuttings at a ratio ranging from 1:1 to 8:1 (new plantings to affected stems). Compensation ratios are listed and explained in Table 2.3-4. Stock of either seedlings or cuttings should be obtained from local sources. Cuttings may be obtained from the plants to be transplanted if the project site is in the vicinity of the conservation area. If the USFWS determines that the elderberry plants on the proposed project site are unsuitable candidates for transplanting, the USFWS may allow the applicant to plant seedlings or cuttings at higher than the stated ratios in Table 2.3-5 for each elderberry plant that cannot be transplanted.	City of Rancho Cordova	Prior to project construction	
A mix of native plants associated with the elderberry plants at the project site or similar sites will be planted at ratios ranging from 1:1 to 2:1 (native tree/plant species to each elderberry seedling or cutting [see Table 2.3-4]). These native plantings must be monitored with the same survival criteria used for the elderberry.	City of Rancho Cordova	After project construction completion	
<u>Threatened and Endangered Species (Swainson's Hawk)</u> During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	During project design	
To avoid impacts to nesting habitat, the removal of potential nest trees will be limited to only those necessary to construct the proposed project.	City of Rancho Cordova	Prior to and during project	

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM—WHITE ROCK ROAD WIDENING PROJECT			
Mitigation Measures	**Responsible Party**	**Timing**	**Verification (Date and Initials)**
		construction	
For trees that must be removed to construct the proposed project, the City of Rancho Cordova will target the removal of trees to occur outside the nesting season between September 1 and March 1. If trees cannot be removed outside the nesting season, preconstruction surveys will be conducted prior to tree removal to verify the absence of active raptor nests within 500 feet of construction activities. Two surveys will be conducted, at least one week apart, with the second survey occurring no more than two days prior to tree removal.	City of Rancho Cordova	During Construction	
If no active nests are found, tree removal may proceed. If active nests are found, the CDFW shall be notified, and the tree shall not be removed until the nest is no longer active, as determined by a CDFW-approved biologist. No construction activities shall take place within a 500-foot radius of the active nest (or another distance determined appropriate during consultation with the CDFW).	City of Rancho Cordova	Prior to and during project construction	
Measures to minimize impacts to Swainson's hawk foraging habitat include restoration of foraging habitat temporarily disturbed by project construction activities. After construction is completed, all temporarily disturbed areas will be stabilized with hydroseed and replanted with a mixture of native and non-native plants (as deemed appropriate by a CDFW-approved biologist).	City of Rancho Cordova	During and after project construction	
To compensate for the permanent loss of 2.47 acres of potential foraging habitat, it is anticipated that the City of Rancho Cordova will purchase mitigation credits from a CDFW-approved Swainson's Hawk Mitigation Fund at a 1:1 ratio, or at another appropriate ratio as determined by the CDFW based on the project's distance from known hawk nests.	City of Rancho Cordova	Prior to project construction	
Invasive Plants In compliance with the Executive Order on Invasive Species, EO 13112, and subsequent guidance from the FHWA, the landscaping and erosion control included in the project will not use species listed as invasive. The order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.	City of Rancho Cordova	Prior to completion of project construction	

AGENDA ITEM 10.2
116

ATTACHMENT 2

CITY OF RANCHO CORDOVA

RESOLUTION NO. 8-2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING THE WHITE ROCK ROAD WIDENING PROJECT

WHEREAS, plans for the widening of White Rock Road between Sunrise Boulevard and Grant Line Road have been included in long-range planning efforts associated with Rancho Cordova General Plan and the 50 Corridor Mobility Partnership. This improvement would relieve congestion on this roadway but would also provide a connection for commuters between El Dorado County, Folsom, and Rancho Cordova that would divert traffic from congested portions of US 50 as well as serve planned and approved development in the Rancho Cordova area; and

WHEREAS, the project will build operational improvements and restriping between Sunrise Boulevard and Luyung Drive, including pavement widening on the east leg of the Fitzgerald Road/Sunrise Park intersection, and widening from 2 to 4 lanes between Luyung Drive and Grant Line Road; and

WHEREAS, the Project is subject to City, County of Sacramento, and state environmental review requirements, as well as federal environmental review requirements, because the City proposes use of federal funds and requires approval action from the Federal Highway Administration. An Initial Study with a Mitigated Negative Declaration/Environmental Assessment (IS/MND/EA) was prepared for the Project for purposes of compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City is the Project proponent under CEQA and Caltrans is the lead agency under NEPA; and

WHEREAS, the Draft IS/MND/EA was circulated for public review from October 29, 2015 to December 1, 2015. A public meeting to receive comments on the project was held at City Hall on December 1, 2015. A total of nine comment letters were received on the project and its environmental review. The City has reviewed these comments and provided responses in the Final IS/MND/EA. None of these comments trigger the need to reconsider the adoption of the mitigated negative declaration; and

WHEREAS, on January 19, 2016, the City Council held a public meeting on the Project; and

WHEREAS, prior to approval of the Project, the City Council adopted Resolution 5-2016 and made required environmental findings and adopted the Project Final Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does hereby resolves as follows:

A. The following recitals are true and correct and made a part of this resolution.

B. Having reviewed the Final Mitigated Negative Declaration and other relevant materials in the record as a whole, the City Council hereby approves the White Rock Road Widening Project.

ATTACHMENT 2

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____ 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
David m. Sander, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

White Rock Road Widening Project

SACRAMENTO COUNTY, CALIFORNIA
CALTRANS DISTRICT 3
STPLCM-5482(013)

Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact and Section 4(f) Evaluation



Prepared by the
State of California Department of Transportation
and the City of Rancho Cordova

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

January 2016

General Information about This Document

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Kelly McNally, Environmental Planning, 703 B Street, Marysville, CA 95901; (530) 741-4134 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

FHWA Highway ID No. STPLCM-5482(013) SCH# 2015102083

Widen White Rock Road from Sunrise Boulevard to Grant Line Road

INITIAL STUDY with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact and Section 4(f) Evaluation

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C) and 49 USC 303

THE STATE OF CALIFORNIA
Department of Transportation
and the
City of Rancho Cordova

Responsible Agencies: California Transportation Commission and Sacramento County

_____
Date of Approval

_____
John Webb
North Region Environmental Office Chief - South
California Department of Transportation
NEPA Lead Agency

01/13/2016
Date of Approval

Albert Stricker
Interim Director of Public Works
City of Rancho Cordova
CEQA Lead Agency

The following persons may be contacted for additional information concerning this document:

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2729 Prospect Park Drive, Suite 220
Rancho Cordova, CA 95670
(916) 231-3373

FINDING OF NO SIGNIFICANT IMPACT (TO BE PREPARED BY CALTRANS)

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SCH: 2015102083

MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The City of Rancho Cordova (City), in cooperation with the California Department of Transportation (Caltrans), proposes to widen a 4.4-mile segment of White Rock Road. Generally, this segment is located at the eastern limits of the city, along the border with Sacramento County, and south of US 50. The project vicinity is shown in **Figure 1.1-1**, Regional Vicinity. The project location is shown in **Figure 1.1-2**, Project Location.

The City and Caltrans propose to widen and construct improvements to White Rock Road from Sunrise Boulevard to Grant Line Road. Improvements to the existing six-lane portion of White Rock Road from Sunrise Boulevard to Luyung Drive include restriping and additional pavement for the addition of a second westbound through lane on the east leg of the Fitzgerald Road/Sunrise Park Drive intersection with White Rock Road. White Rock Road will be reconstructed and widened from two lanes to four lanes from Luyung Drive to Grant Line Road. The proposed build alternative includes a four-lane configuration (two 12-foot-wide lanes in each direction) with a 14-foot-wide median, two 6-foot-wide bike lanes, and two 3-foot-wide shoulders.

Determination

The City has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on agriculture and forest resources, land use and planning, mineral resources, population and housing, and recreation.

In addition, the proposed project would have less than significant effects to visual/aesthetics, geology and soils, public services, and utilities and service systems.

With the following mitigation measures incorporated, the proposed project would have less than significant effects to water quality and storm water runoff, hazardous waste and materials, air quality, noise, and biological resources:

- Hydroseed and restore disturbed areas used for staging to preconstruction conditions.
- Best management practices (BMPs) shall be utilized during construction, including temporary erosion control consisting of a native seed mix.
- Utilize contour grading and slope rounding on all cut and fill slopes.
- The project applicant is required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP).

- BMPs will be developed and implemented to reduce pollutants in storm water, including source control BMPs and treatment control measures.

- Soil stabilization, sediment control, waste management, and material pollution control BMPs shall be implemented.

- Standard staging area practices for sediment-tracking reduction shall be implemented where necessary.

- A Phase II investigation and a Tier 2 Human Health Risk Assessment shall be performed, and a site-specific Health and Safety Plan shall be prepared. If dewatering becomes necessary, special provisions shall be implemented for capturing, storing, and legally disposing of contaminated groundwater.

- If any previously unknown hazardous contamination is revealed during project construction, the procedures outlined in the Caltrans Unknown Hazards Procedures shall be followed.

- The proposed project would comply with the requirements of Caltrans' Standard Specifications, Section 14-9 "Air Quality."

- Enhanced Exhaust Control Practices recommended by the SMAQMD shall be implemented, and a refined emissions modeling analysis can be performed once more detailed construction information becomes available.

- Noise-generating construction activities occurring in the proximity of noise-sensitive land uses (e.g., residential uses) shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and between the hours of 8:00 a.m. and 6:00 p.m. on weekends.

- Noise abatement measures will be implemented as required by Caltrans' Standard Specifications Section 14-8.02 "Noise Control."

- Minimize the removal of and avoid where feasible established vegetation, protect areas where trees are present, and install environmentally sensitive area (ESA) fencing where vegetation is being preserved.The size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.

- For every acre of seasonal wetland permanently affected by the project, the City shall replace the affected seasonal wetland acreage at a 2:1 ratio (2 acre for every 1 acre of impact), or another approved ratio as determined by the United States Fish and Wildlife Service (USFWS), through the dedication of seasonal wetland credit(s) within an approved mitigation bank or through the payment of in-lieu fees to an approved conservation bank.

- Prior to groundbreaking, the City shall purchase fairy shrimp and tadpole shrimp habitat credits at a 3:1 ratio for direct impacts (0.615 x 3 = 1.845 acres), 2:1 ratio for indirect impacts (1.068 x 2 = 2.136 acres), and 1:1 ratio for direct impacts to non-habitat (0.010 acre) at a USFWS-approved conservation bank(s) that has a service area that covers the proposed project. The credits purchased may be in a combination of creation and preservation credits; however, no more than 0.625 acre of creation credits may be purchased for the minimization of the total direct impacts. The credits may be purchased in no more than two phases, with each applicant purchasing the total required for their portion of the proposed project.

- A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of each tree.

- Protective fencing shall be installed at the driplines of protected trees.

- No vehicles, construction equipment, mobile home/office, supplies, materials, or facilities shall be driven, parked, stockpiled, or located within the driplines of protected trees.

- No grading (grade cuts or fills) shall be allowed within the driplines of protected trees.

- Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of any protected tree.

- No trenching shall be allowed within the driplines of protected trees.

- Minimize the construction of impervious surfaces within the driplines of protected trees.

- No sprinkler or irrigation system shall be installed that sprays water or requires trenching within the driplines of protected trees.

- Landscaping beneath protected trees may include non-plant materials such as bark.

- Any protected trees that require pruning shall be pruned by a certified arborist.

- No signs, ropes, cables (except those installed by an arborist to provide limb support), or any other items shall be attached to the protected trees.

- The removal of a total of 573 inches dbh of native oak trees shall be compensated for by planting native oak trees.

- A Replacement Oak Tree Planting Plan will be prepared.

- The minimum spacing for replacement oak trees shall be 20 feet on center.

- Biological surveys will be conducted for the western spadefoot, western burrowing owls, and raptors and migratory birds.

- Protective silt fencing will be installed between aquatic habitats and construction area.

- Standard BMPs will be implemented during and after construction to protect water quality in sensitive habitat areas during construction.

- A Worker Environmental Awareness Program (WEAP) shall be implemented for the presence of western spadefoot habitat, western burrowing owl habitat, American badger habitat, and valley elderberry longhorn beetles.

- To prevent impacts to Migratory Bird Treaty Act (MBTA) - protected birds and their nests, removal of trees will be limited to only those necessary to construct the proposed project.

- A comprehensive plan for avoidance, on-site mitigation, off-site mitigation, or other compensation will be developed in cooperation with relevant state and federal agencies.

- Protective fencing will be installed between elderberry shrubs identified for preservation and the construction area limits.

- Water trucks shall be used to water areas of exposed dirt to control dust.

- Signs shall be erected along the edge of elderberry avoidance areas.

- The City will target the removal of trees to occur outside the nesting season between September 1 and March 1.

- Measures to minimize impacts to Swainson's hawk foraging habitat will be implemented.

- To compensate for the permanent loss of 2.47 acres of potential foraging habitat, it is anticipated that the City will purchase mitigation credits from a California Department of Fish and Wildlife (CDFW) - approved Swainson's Hawk Mitigation Fund at a 1:1 ratio, or at another appropriate ratio as determined by the CDFW based on the project's distance from known hawk nests.

- The proposed project will comply with the Executive Order on Invasive Species, EO 13112, and subsequent guidance from the Federal Highway Administration (FHWA).



Albert Stricker
Interim Director of Public Works
City of Rancho Cordova

01/13/2016
Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) is the lead agency under the National Environmental Policy Act (NEPA). The City of Rancho Cordova (City) is the lead agency under the California Environmental Quality Act (CEQA).

The City and Caltrans propose to widen and construct improvements to White Rock Road from Sunrise Boulevard to Grant Line Road. Improvements to the existing six-lane portion of White Rock Road from Sunrise Boulevard to Luyung Drive include restriping and additional pavement for the addition of a second westbound through lane on the east leg of the Fitzgerald Road/Sunrise Park Drive intersection with White Rock Road. White Rock Road will be reconstructed and widened from two lanes to four lanes from Luyung Drive to Grant Line Road. The project vicinity is shown in **Figure 1.1-1**, Regional Vicinity. The project location is shown in **Figure 1.1-2**, Project Location.

The project is included in the 2014/15 to 2018/19 Federal Statewide Transportation Improvement Program (FSTIP) and is proposed for funding from local developer fees, the Regional Surface Transportation Program, and Congestion Mitigation and Air Quality (CMAQ) funds; CMAQ funds will be used only for the new bicycle facilities. The project is also included in the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy 2035 (MTP/SCS).

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the proposed White Rock Road Widening Project is to address congestion issues in Rancho Cordova and Sacramento County that have been identified in multiple local and regional transportation plans. The purpose of the proposed project is to:

- Relieve Future Congestion and Meet Future Transportation Demand. Relieve forecasted traffic congestion and reduce traffic delays on White Rock Road and United States Highway (US 50), thereby improving traffic flow and reducing vehicle emissions along the corridor.

- Improve Bicycle Safety. Add bicycle facilities and improve bicycle connectivity within the proposed project area in accordance with the City's Bicycle Master Plan (March 2011).

- Help Achieve the Goals of Regional and Local Transportation Plans. This includes supporting the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Community Strategy 2035 (MTP/SCS) by completing a key element of the regional transportation network used to meet the SCS performance targets; improve the parallel capacity of US 50 consistent with the Highway 50 Corridor System Management Plan.

1.2.2 Need

The eastern portion of Sacramento County served by White Rock Road, including the cities of Rancho Cordova and Folsom, has a large amount of vacant land already planned and approved for development and a number of active development projects (see **Figure 1.1-3** and **Table 1.2-1**).

Table 1.2-1
Development in Project Area

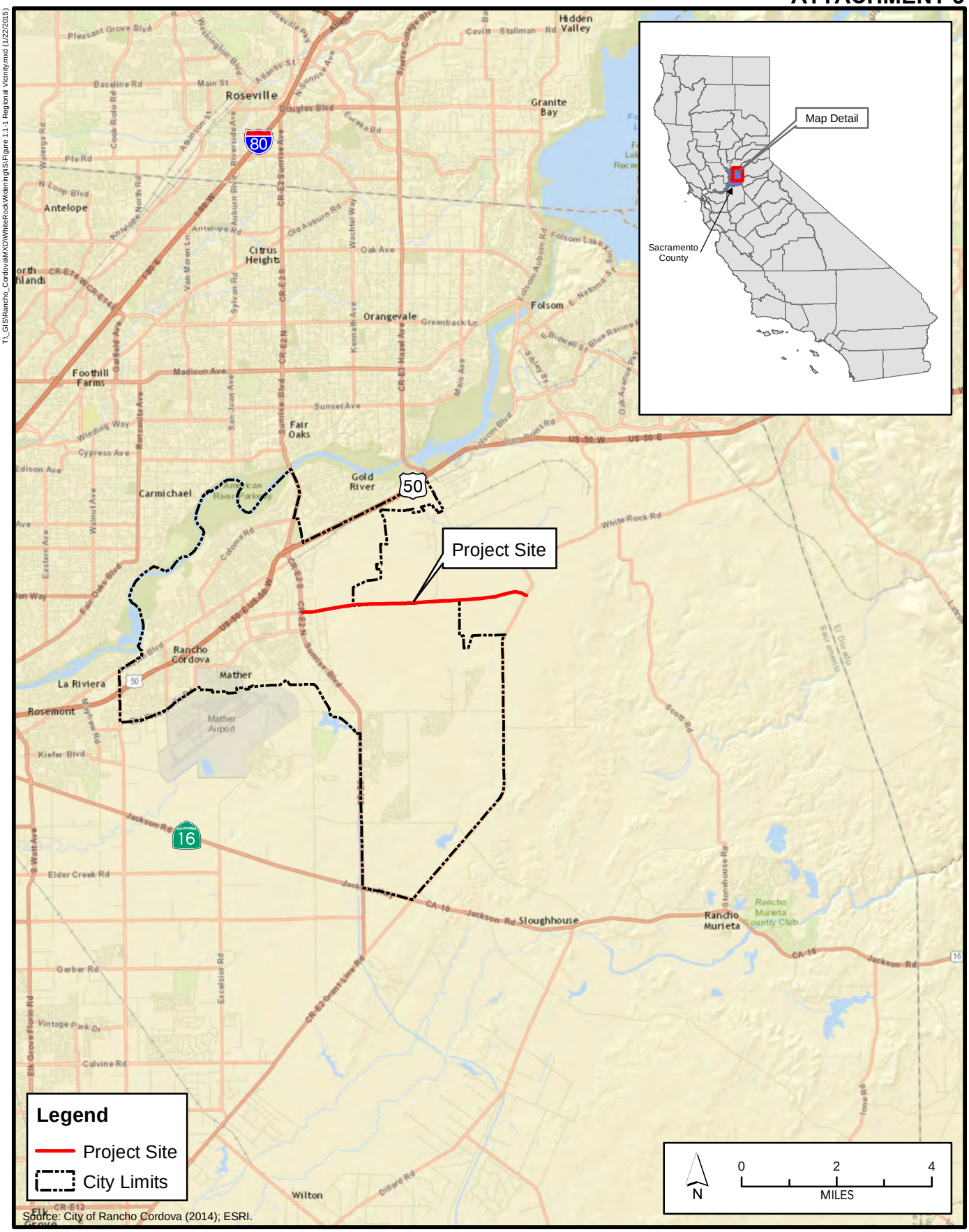
Development	Dwelling Units	Commercial/Office	Location
Rio Del Oro	11,601	521 acres	Immediately south of White Rock Road
Easton Place at Easton	1,500	213 acres	North of White Rock Road, south of US 50
Westborough at Easton	5,100	None proposed	North of White Rock Road, south of US 50
Glenborough at Easton	3,390	None proposed	North of White Rock Road, south of US 50
North Douglas I	666	None proposed	South of White Rock Road, just north of Douglas Road
North Douglas II	153	None proposed	South of White Rock Road, immediately north of the North Douglas I project
Folsom South of US 50	10,212	487 acres	South of US 50, north of White Rock Road, generally east of Prairie City Road, west of the Sacramento/El Dorado County line
Heritage Falls	960	None proposed	South of White Rock Road, north of Douglas Road, and west of Grant Line Road
Total	33,582	1,221	

Planned growth in Rancho Cordova and surrounding developing areas will create the need to relieve future traffic congestion and improve circulation in the area.

Construction of planned development projects (see **Table 1.2-1**) in the area will degrade level of service (LOS) along the entire length of White Rock Road from Sunrise Boulevard to Grant Line Road.

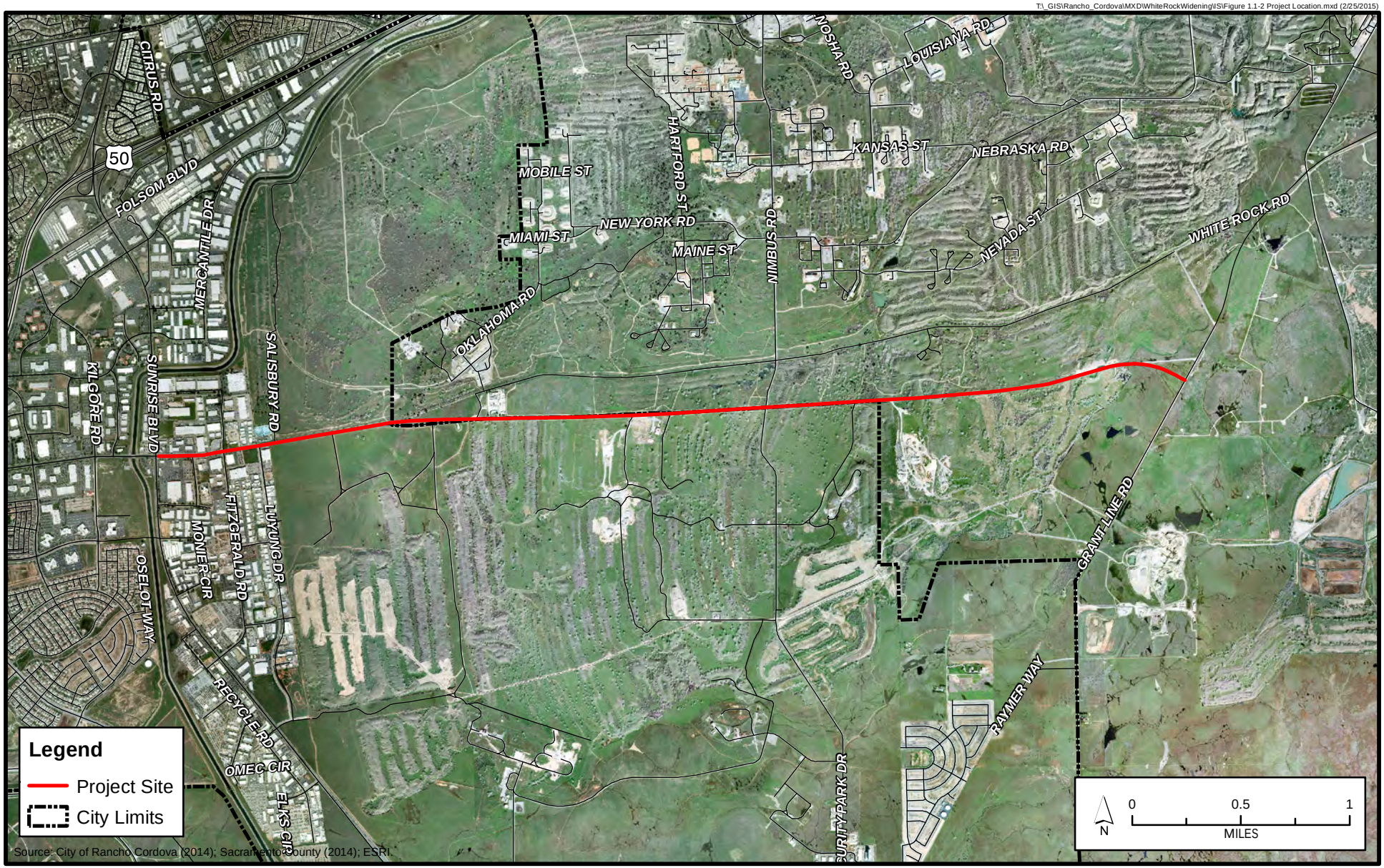
Traffic analysis completed in April 2014 showed that without any improvements to White Rock Road in the project area, future traffic conditions would be severely degraded (see **Table 1.2-2**). Volume to capacity (v/c) is a measure of traffic density at a given location or within a given segment. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience substantial queues and delays. As the v/c ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur. Once the demand exceeds the capacity (a v/c ratio greater than 1.0), traffic flow is unstable and excessive delay and queuing is expected. As **Table 1.2-2** shows, in the future no build condition, White Rock Road segments in the proposed project area would all have v/c ratios above 1.0 and the segment from Sunrise Boulevard to Rancho Cordova Parkway would have a ratio of 2.45. Like the v/c ratio, level of service is an indicator of traffic flow and delay. **Table 1.2-2** shows LOS F in the future no build condition for all segments of White Rock Road in the project area[1]. This means that vehicles would be subject to substantial delays in travel associated with severe congestion. Existing levels of service for the project segment of White Rock Road are currently LOS C to LOS D during the peak hour.

[1] The City seeks to maintain operations on all roadways and intersections at Level of Service D or better at all times, including peak travel times, unless maintaining this Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project.



City of Rancho Cordova
Planning Department

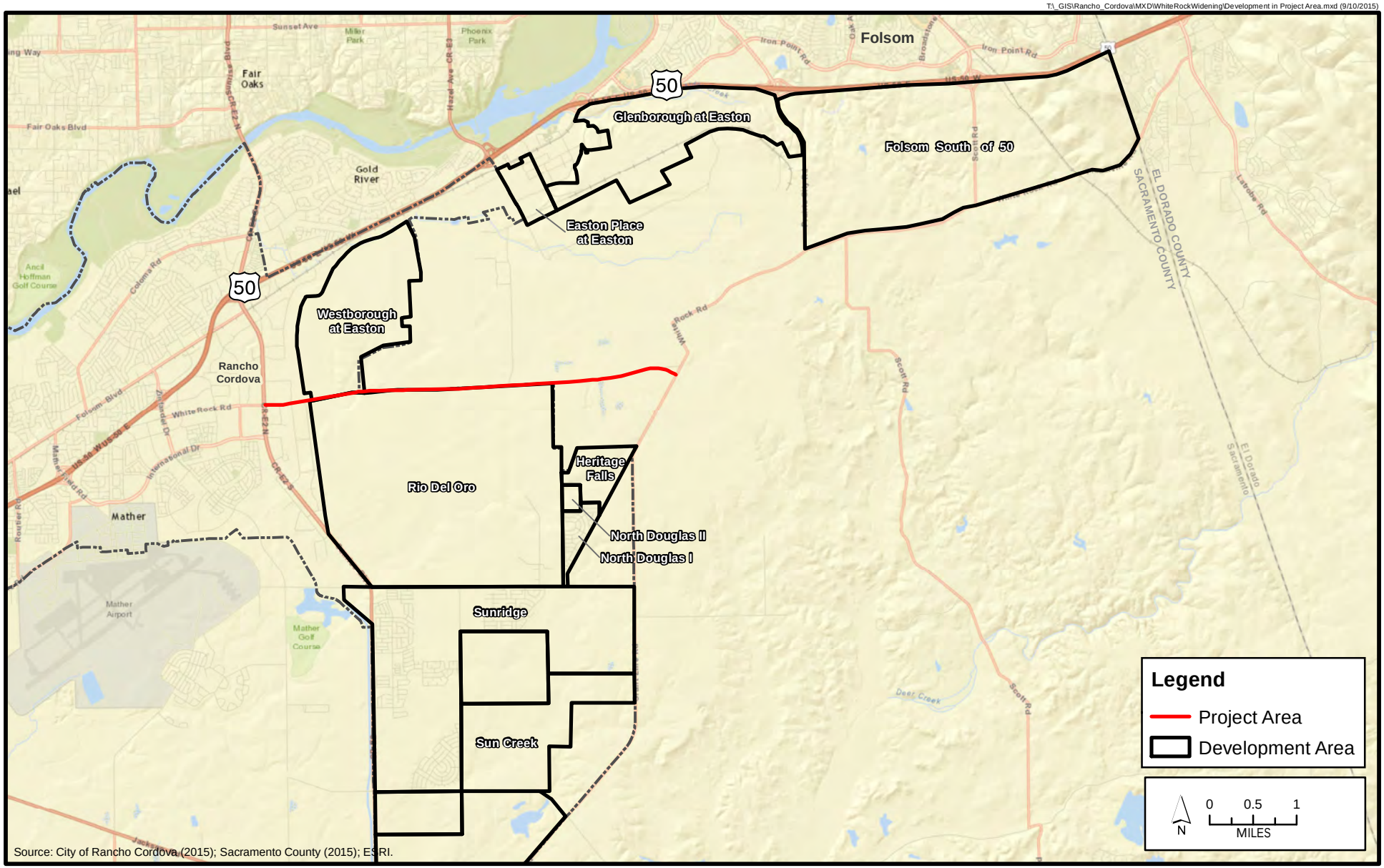
Figure 1.1-1
Regional Vicinity



City of Rancho Cordova
Planning Department

Figure 1.1-2
Project Location

ATTACHMENT 3



City of Rancho Cordova
Planning Department

Figure 1.1-3

Development in Project Area

ATTACHMENT 3

Table 1.2-2
Future No Build Traffic Volumes and Level of Service (2030)

Roadway	From	To	Volumes	Volume-to-Capacity Ratio (v/c)	Level of Service (LOS)
White Rock Road	Sunrise Boulevard	Rancho Cordova Parkway	44,100	2.45	**F**
	Rancho Cordova Parkway	International Drive	22,2008	1.31	**F**
	International Drive	Villagio Drive	25,100	1.48	**F**
	Villagio Drive	Grant Line Road	25,600	1.51	**F**

Source: DKS Associates, Traffic Supplemental Analysis, April 2014

The existing roadway from Luyung Drive to Grant Line Road also has 10-foot-wide travel lanes that do not meet the current design standard of 12-foot-wide travel lanes.

Improve Bicycle Safety

No bicycle facilities exist in the majority of the project area; despite the lack of formal bicycle facilities in the project area, some cyclists do use White Rock Road in the project area. The County of Sacramento 2010 Bikeway Master Plan includes Class II bikeways along both sides of White Rock Road in the project area and also bikeways along both sides of Grant Line Road, Prairie City Road, and Scott Road. There is a need to support key bikeway connections on White Rock Road to fulfill the regional goals of the Bikeway Master Plan.

Help Achieve the Goals of Regional and Local Transportation Plans

The proposed widening of White Rock Road, including the segment from Sunrise Boulevard to Grant Line Road, is included as a key component of several regional and local transportation plans and is an integral part of the overall regional and local transportation network. The proposed project would help achieve the goals of the following transportation plans:

Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy 2035

The SACOG MTP/SCS is a long-range planning document identifying and programming roadway improvements throughout the Sacramento region. The MTP/SCS centers on the following guiding principles: smart land use, environmental quality and sustainability, financial stewardship, economic vitality, access and mobility, and equity and choice. The MTP/SCS balances the need for increased transportation options while reducing congestion, greenhouse gas emissions, and distances traveled between jobs and housing on a regional level. Compared to the prior 2008 MTP, the current MTP/SCS decreases roadway capacity investments by 30 percent. As part of the MTP/SCS, thoughtful effort was focused on right-sizing roadway investments for maximum cost-effectiveness while still achieving strong performance benefits of the SCS.[2] While many roadway projects listed in the 2008 MTP were de-listed for construction as part of the current MTP/SCS, the four-lane White Rock Road widening is still listed for construction, indicating its critical importance to the overall regional transportation network.

The current SACOG MTP/SCS lists White Rock Road from Sunrise Boulevard to Luyung Drive construct improvements and from Luyung Drive to Grant Line Road as being widened and reconstructed from two to four lanes, expected to be complete by 2020.

[2] See Sacramento Area Council of Governments (SACOG) *Metropolitan Transportation Plan/Sustainable Community Strategy 2035 (MTP/SCS)*, Chapter 4, Road, Highway, and Bridge Capital and Operations Investments, p. 63.

Sacramento Area Council of Governments Metropolitan Transportation Improvement Program

The project is also included in the 2015/2018 Metropolitan Transportation Improvement Program (MTIP) as the City's listing includes the environmental component for the entire project from Sunrise Boulevard to Grant Line Road and the engineering, right of way and construction component for the widening of White Rock Road from two lanes to four lanes with construction of a Class II bikeway from Sunrise Boulevard to the eastern City limit. The County's listing covers the engineering, right of way, and construction for widening of White Rock Road from two lanes to four lanes from the City of Rancho Cordova limit to Grant Line Road.

50 Corridor Mobility Partnership Phase One Report (November 2006) and Highway 50 Corridor System Management Plan (May 2009)

The 50 Corridor Mobility Partnership (Partnership) is a cooperative effort by the County of Sacramento, City of Rancho Cordova, City of Folsom, County of El Dorado, Caltrans, SACOG, Sacramento Regional Transit, and several major private landowners. In 2006, the Partnership prepared a Phase One Report that provided information and recommendations regarding future transportation infrastructure along and near US 50 in eastern Sacramento County and western El Dorado County. The report found that widening White Rock Road from Sunrise Boulevard in the City of Rancho Cordova to Silva Valley Parkway in El Dorado Hills (El Dorado County) was a critical improvement identified as a near-term priority project. In May 2009, the Highway 50 Corridor System Management Plan (CSMP), written by Caltrans and accepted by SACOG and the El Dorado Transportation Commission, was developed to plan and manage transportation improvements associated with US 50 across modes and jurisdictional boundaries. The CSMP outlines a foundation to support integrated corridor management of all travel modes and infrastructure to provide mobility in the most efficient and effective manner possible[3]. The CSMP lists widening White Rock Road from Sunrise Boulevard to Silva Valley Parkway to four lanes as a key Capital Project.

US 50 between Sunrise Boulevard in Sacramento County and the El Dorado County line currently experiences traffic congestion during peak periods. Traffic demand is expected to increase significantly on US 50 over the next 20 years as development occurs in eastern Sacramento County and western El Dorado County. US 50 already has high-occupancy vehicle (HOV) lanes, and the addition of mixed-flow lanes on this freeway will not be allowed. The only identified mainline improvements on this segment of US 50 are auxiliary lanes and truck climbing lanes[4]. These are shown in the 2035 MTP/SCS as planned improvements but some are not yet fully funded.

Recognizing the congestion problem on US 50, the Partnership recommended that in addition to finding funding for auxiliary lanes and truck climbing lanes on US 50, the most effective way to reduce traffic congestion on US 50 would be to improve parallel capacity. The key improvement identified by the Partnership was to widen and improve the alignment of White Rock Road from the El Dorado County line to Sunrise Boulevard. The Partnership concluded that this improvement would relieve congestion on this roadway but would also provide a high speed connection for commuters between El Dorado County, Folsom, and Rancho Cordova that would divert traffic from congested portions of US 50. Sacramento County has recently completed a

[3] The CSMP did not program projects; it was a pre-programming document so it discussed White Rock Road in its entirety. During programming that occurred "outside" of the CSMP, the widening of the White Rock Road corridor was separated into a series of projects each with logical termini and independent utility and each with its own separate NEPA/CEQA processing and funding.

[4] These auxiliary lanes and truck climbing lanes are in multiple locations within the US 50 corridor; each is programmed separately. They are not part of the proposed project.

widening of White Rock Road from the eastern limit of Sacramento County at Prairie City Road to Grant Line Road. In the spring of 2015, the Capital Southeast Connector Joint Powers Authority entered into the environmental phase for the widening of White Rock Road from Prairie City Road to the El Dorado County line. This leaves the portion of White Rock Road from Grant Line Road to Sunrise Boulevard as the remaining piece of the key White Rock Road corridor improvement.

Relieving congestion on US 50 is a key reason that the widening of White Rock Road remains one of the roadway capacity improvement projects programmed for construction in SACOG's current MTP/SCS.

1.2.3 Logical Termini and Independent Utility

Federal Highway Administration (FHWA) regulations [23 Code of Federal Regulations [CFR] 771.11(f)] require that projects have ending points that are logical. This proposed project to widen White Rock Road has logical endpoints because the project begins at Sunrise Boulevard, a major north–south arterial in the city, and ends at Grant Line Road, where Sacramento County is recently finished construction on an expansion of White Rock Road from Grant Line Road west to the El Dorado County line. The proposed project between Sunrise Boulevard and Grant Line Road would complete what would otherwise be a "gap" in the future capacity of White Rock Road. As previously stated, the SACOG MTP/SCS anticipates that the widening of White Rock Road from Sunrise Boulevard to Grant Line Road will be complete by 2020. Filling in the gap does not restrict the consideration of any other reasonably foreseeable transportation projects because the proposed project would be the missing piece of the already otherwise constructed White Rock Road corridor widening efforts.

Another requirement of the FHWA regulations is that the proposed project have independent utility—meaning that it does not need any other transportation improvements to be made in order for it to function. Given that widening of White Rock Road has already occurred beyond each terminus of the proposed project, the proposed project is not dependent on any other transportation projects in order to function. In addition, as shown in **Table 1.2-1**, several developments are anticipated to be constructed in the immediate project area. The widening of White Rock Road would serve those future developments. The proposed project has both a localized and a regionalized need. Therefore, the proposed project does not depend on further transportation improvements to, or adjacent to, White Rock Road in order to have usefulness and to achieve local and regional benefits.

1.3 Project Description

This section describes the proposed project and the design alternatives that were developed by an interdisciplinary project development team to achieve the project's purpose and need while avoiding or minimizing environmental impacts.

The project is located in Sacramento County in Rancho Cordova and extends along White Rock Road from Sunrise Boulevard to Grant Line Road, a distance of approximately 4.4 miles. Currently, White Rock Road is a six-lane facility from Sunrise Boulevard to Luyung Drive and a two-lane facility east of Luyung Drive to Grant Line Road. The lane widths along this portion of White Rock Road are 10 feet wide with 2-foot wide shoulders and no median. There are no designated bicycle lanes along this portion of White Rock Road. The purpose of the proposed project is to relieve future congestion associated with planned development in the project area, improve bicycle safety, and help achieve the goals of regional and local transportation plans.

1.4 Alternatives

The alternatives are the build alternative and the no build alternative.

1.4.1 Build Alternative

The City and Caltrans propose to widen and construct improvements to White Rock Road from Sunrise Boulevard to Grant Line Road. Improvements to the existing six-lane portion of White Rock Road from Sunrise Boulevard to Luyung Drive include restriping and additional pavement for the addition of a second westbound through lane on the east leg of the Fitzgerald Road/Sunrise Park Drive intersection with White Rock Road. White Rock Road will be reconstructed and widened from two lanes to four lanes from Luyung Drive to Grant Line Road. The proposed build alternative of the project includes a four-lane configuration (two 12-foot-wide lanes in each direction) with a 14-foot-wide median, two 6-foot-wide bike lanes, and two 3-foot-wide shoulders. **Figures 1.4-1a-1.4-1t** illustrate the proposed roadway right of way.

The majority of the cut/fill work will be done outside the existing roadway footprint at a depth of only a few feet; however, a maximum excavation of 20 feet may be necessary at the ultimate edge of the shoulder at some locations along the roadway where the terrain is significantly higher or lower than the existing road. The proposed project will disturb a total of 40.8 acres and would move 131,600 cubic yards of soil of which 101,400 cubic yards would be on Aerojet property. During construction, the project improvements will be built in one lane of the roadway while maintaining traffic flow in the other lane. Once complete, improvements will then be constructed in the opposite lane while maintaining traffic in the newly constructed lane.

The existing storm drainage facilities in the roadway between Sunrise Boulevard and Luyung Drive will remain. Between Luyung Drive and Grant Line Road, the drainage facilities will continue to consist mostly of roadside ditches. Drainage improvements along the roadway will be completed in accordance with the design standards set forth in the Improvement Standards adopted by the City and Sacramento County.

The proposed project will require right-of-way acquisition from one parcel, which is currently owned by Aerojet, (APN 072-0370-104) as shown in **Figure 1.4-2**; however, the portion of land to be acquired is currently vacant; no residences or businesses will be displaced. The entire list of right-of-way impacts can be found in **Table 2.1-3**. It should be noted that multiple public utility easements and slope easements will be required for utility relocations and cut and fill slopes. Detailed information regarding landowners, size of easements, and work required in each easement is also provided in Section 2.1.3, “Community Impacts.”

1.4.2 No Build Alternative

The purpose of describing and analyzing a no build alternative is to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the proposed project. Under the no build alternative, White Rock Road would not be widened. Although existing traffic operations on White Rock Road are generally acceptable, improvements to the roadway are needed to accommodate already planned and approved development in the area that is forecast to degrade White Rock Road segments to an unacceptable level of service (LOS F). In addition, the no build alternative is inconsistent with local, regional, and system planning.

T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1a
Build Alternativ

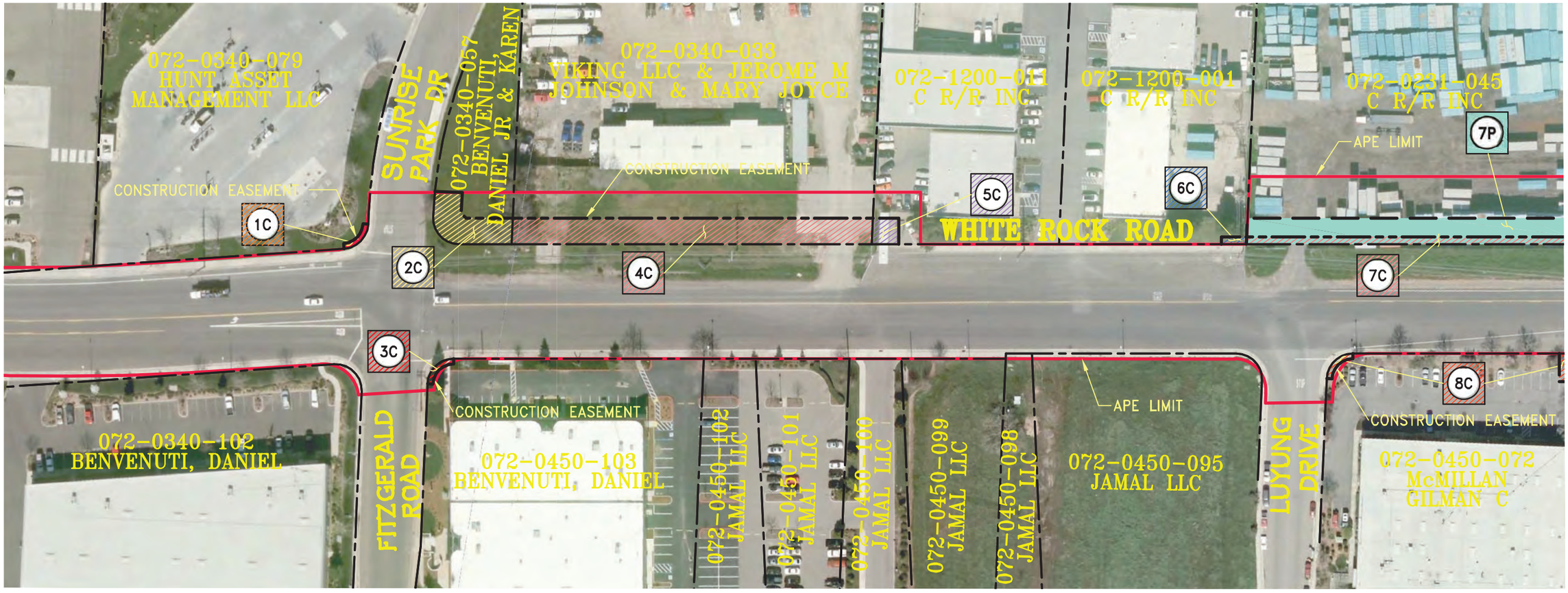
T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



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Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1b
Build Alternativ

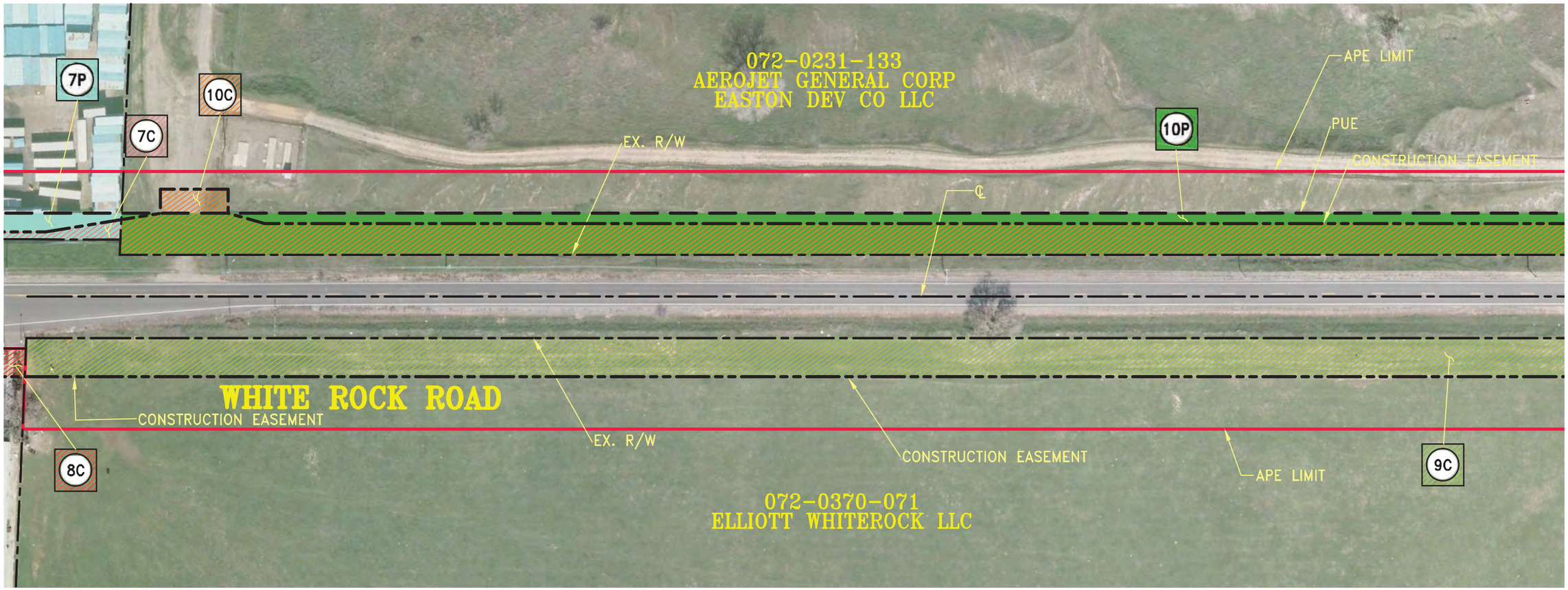
T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



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Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1c
Build Alternativ

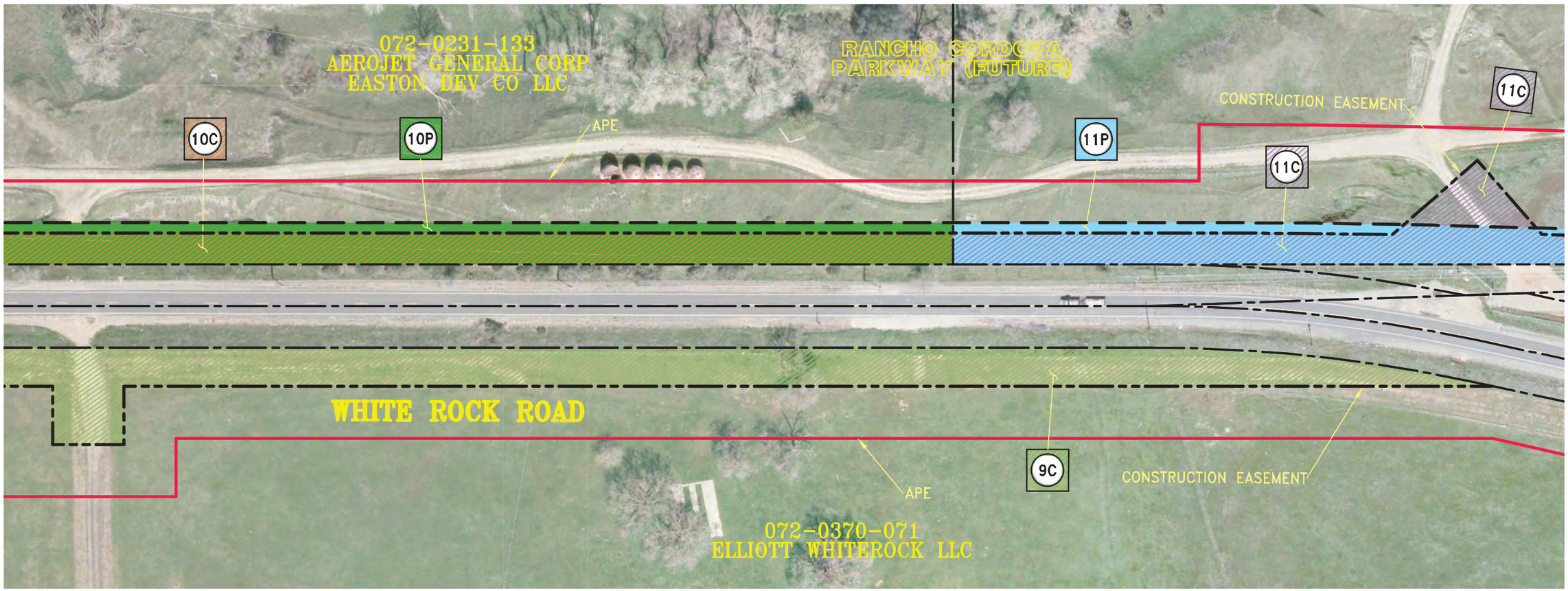
T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



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Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1d
Build Alternativ

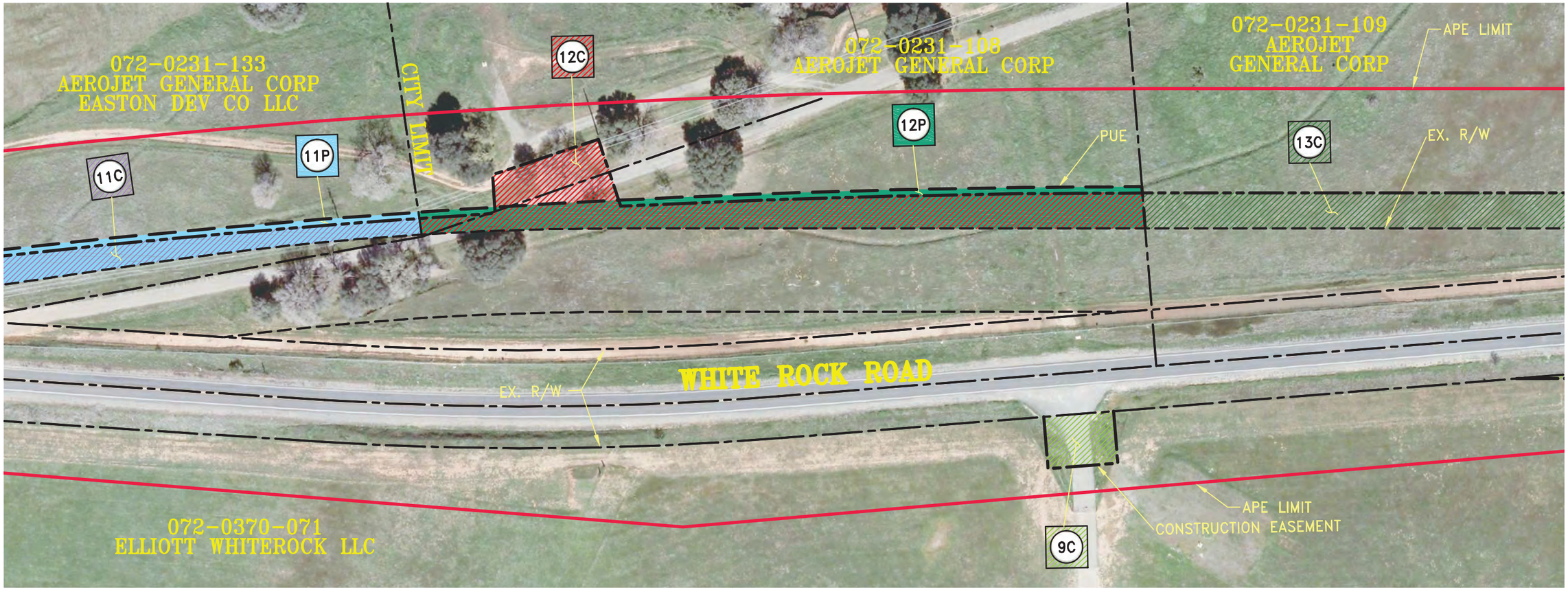
T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



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Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1e
Build Alternativ

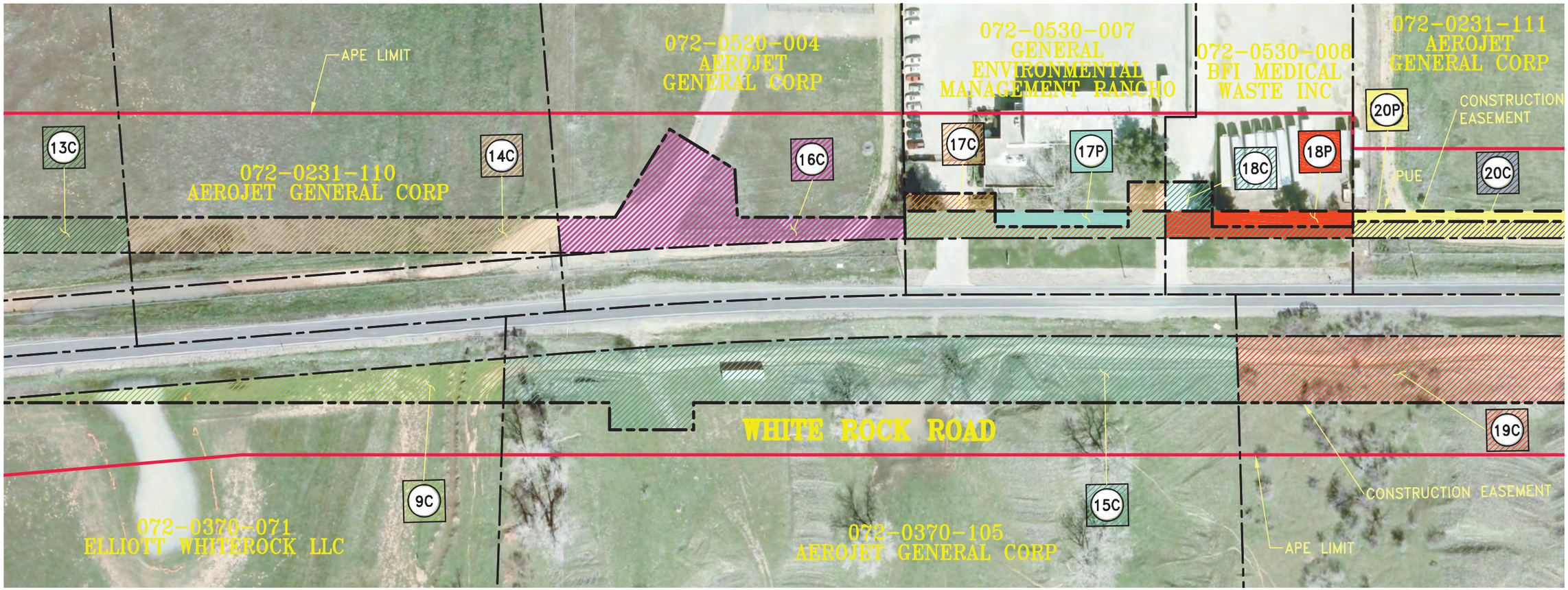
T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

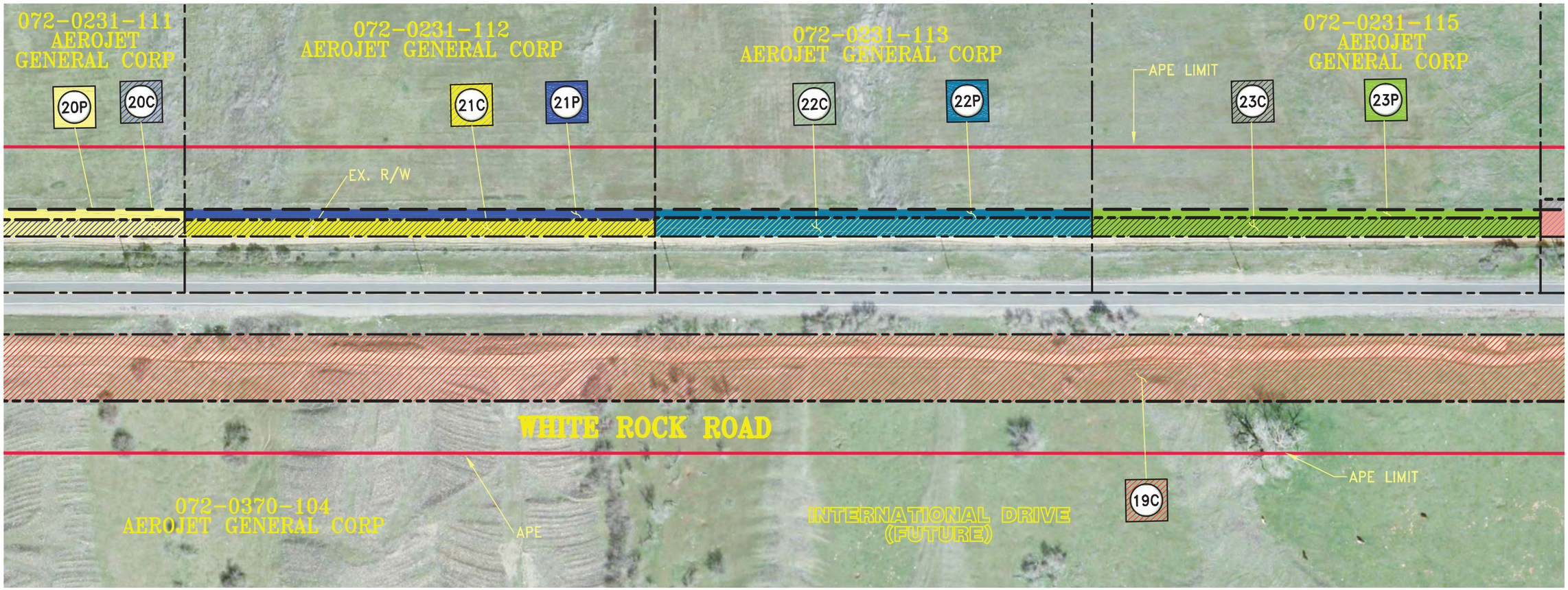
T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1g
Build Alternativ

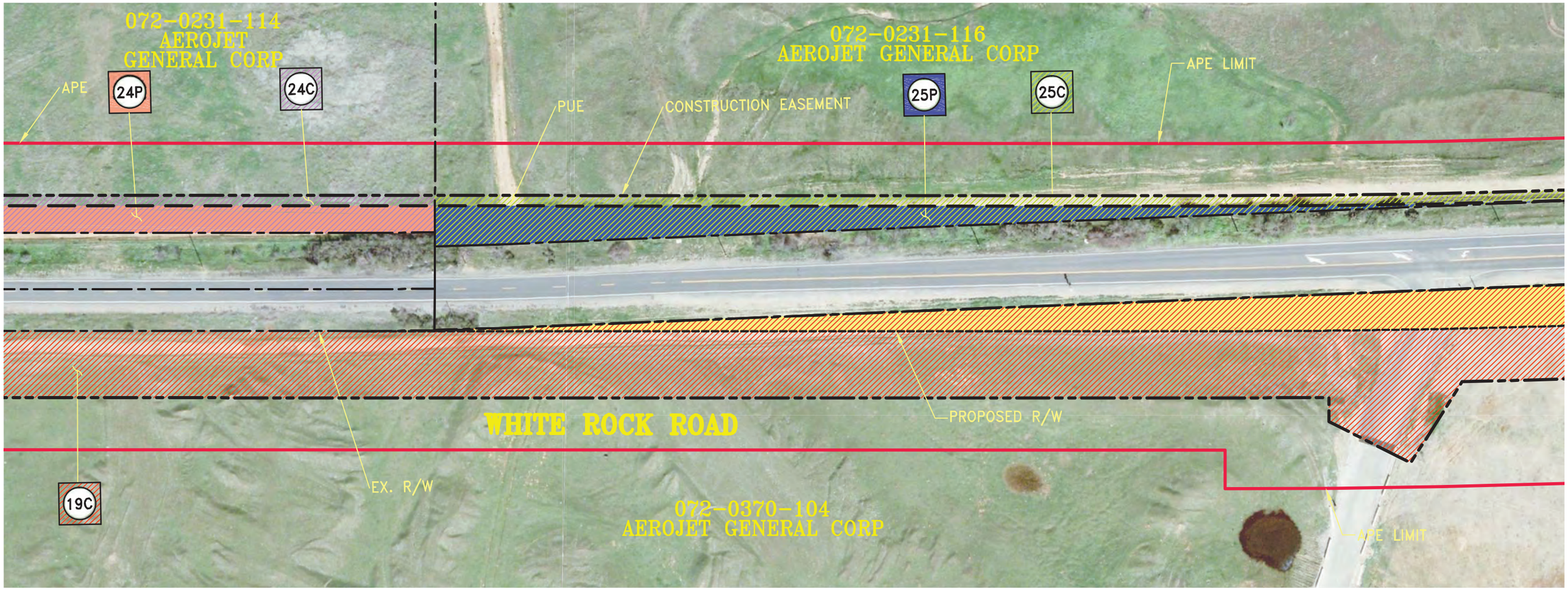
T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1h
Build Alternativ

T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

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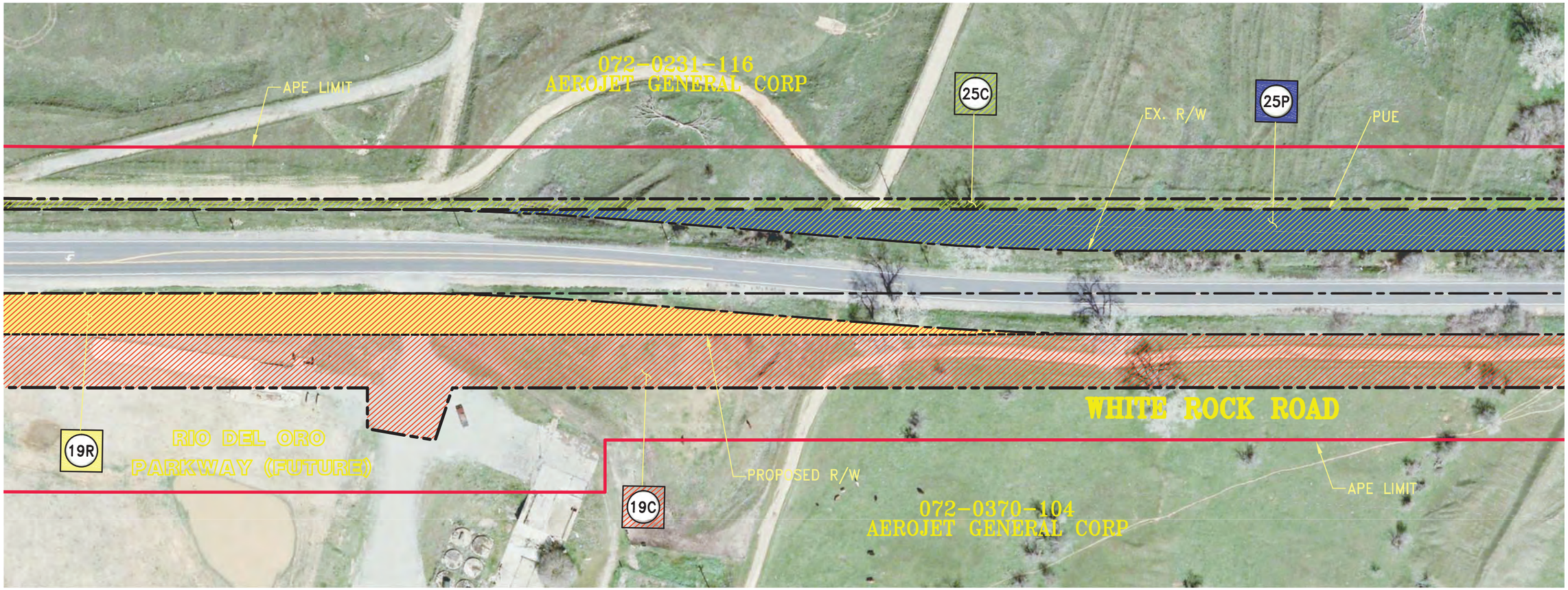
SCALE: 1" = 100'



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Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1i
Build Alternativ

T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

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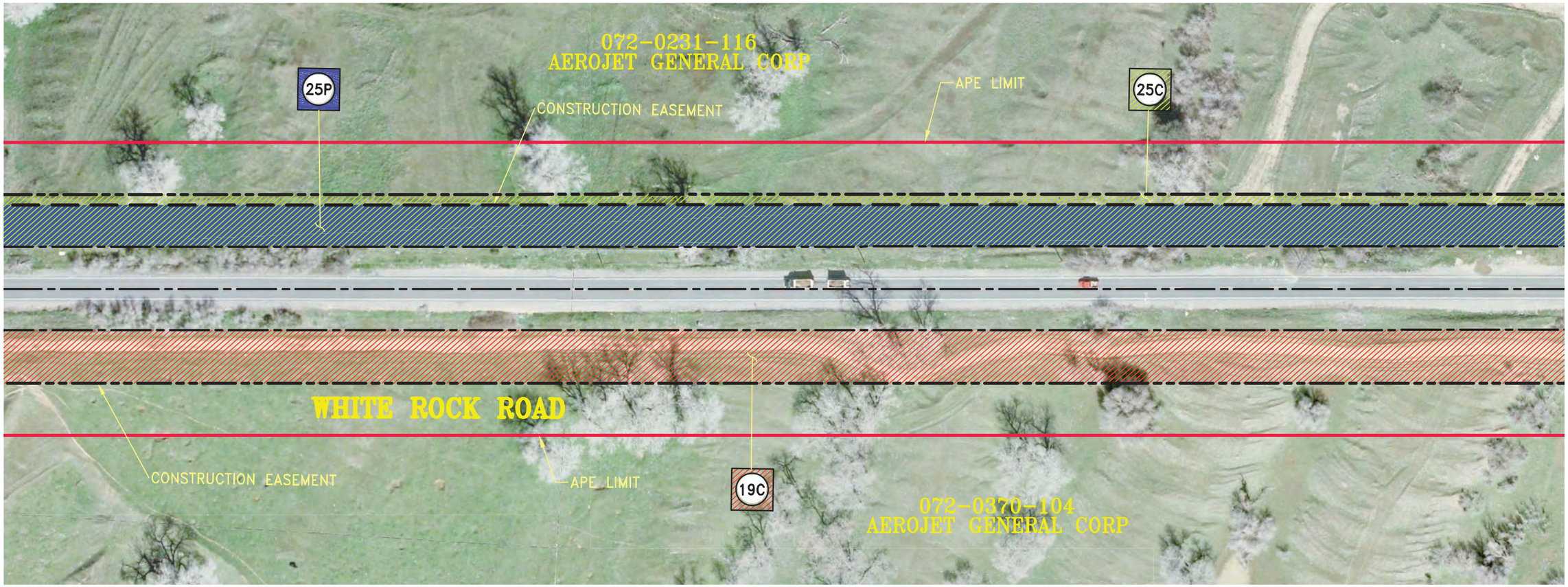
SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

ATTACHMENT 3

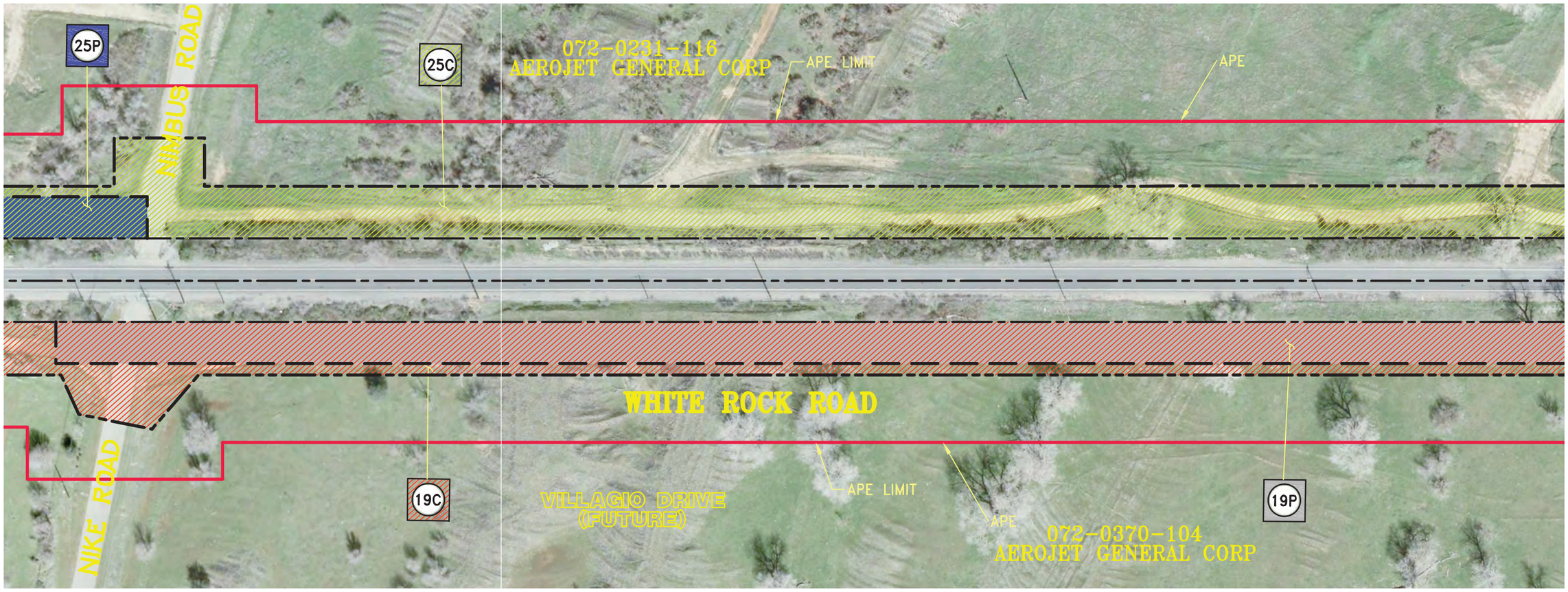
T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



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Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1k
Build Alternativ

T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

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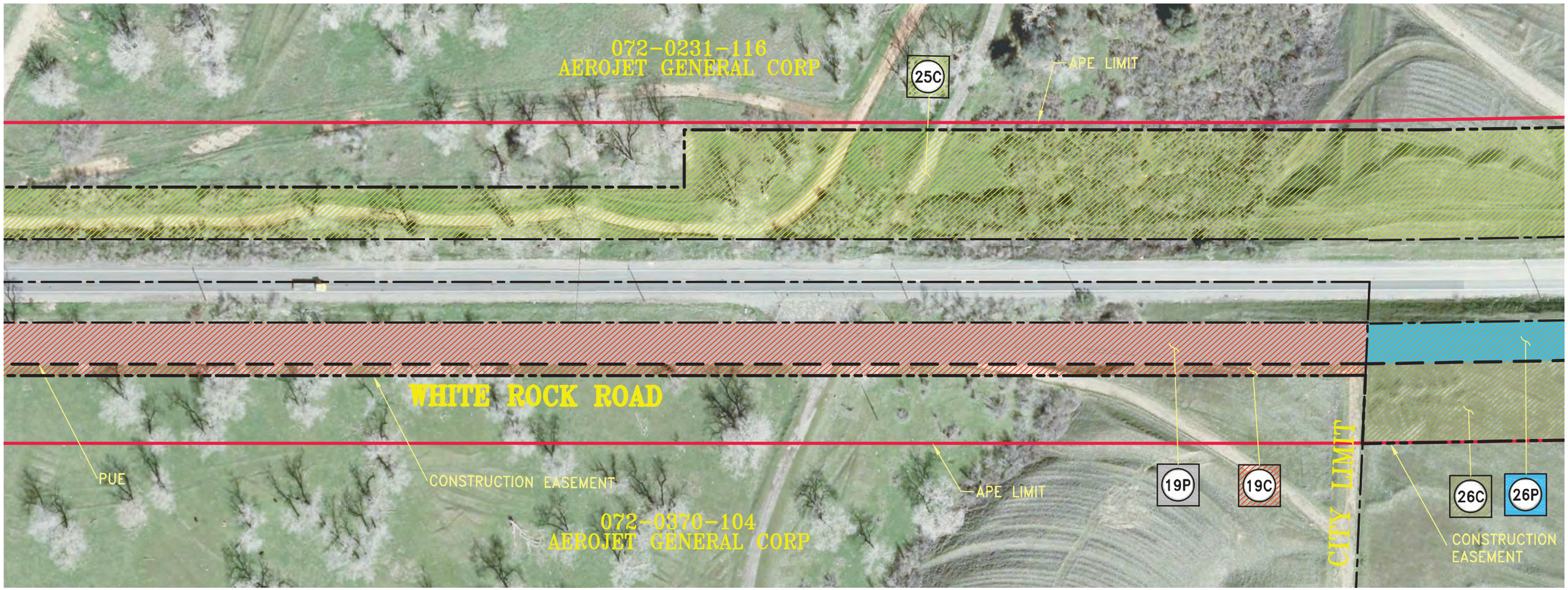
SCALE: 1" = 100'



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Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1l
Build Alternativ

T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
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- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

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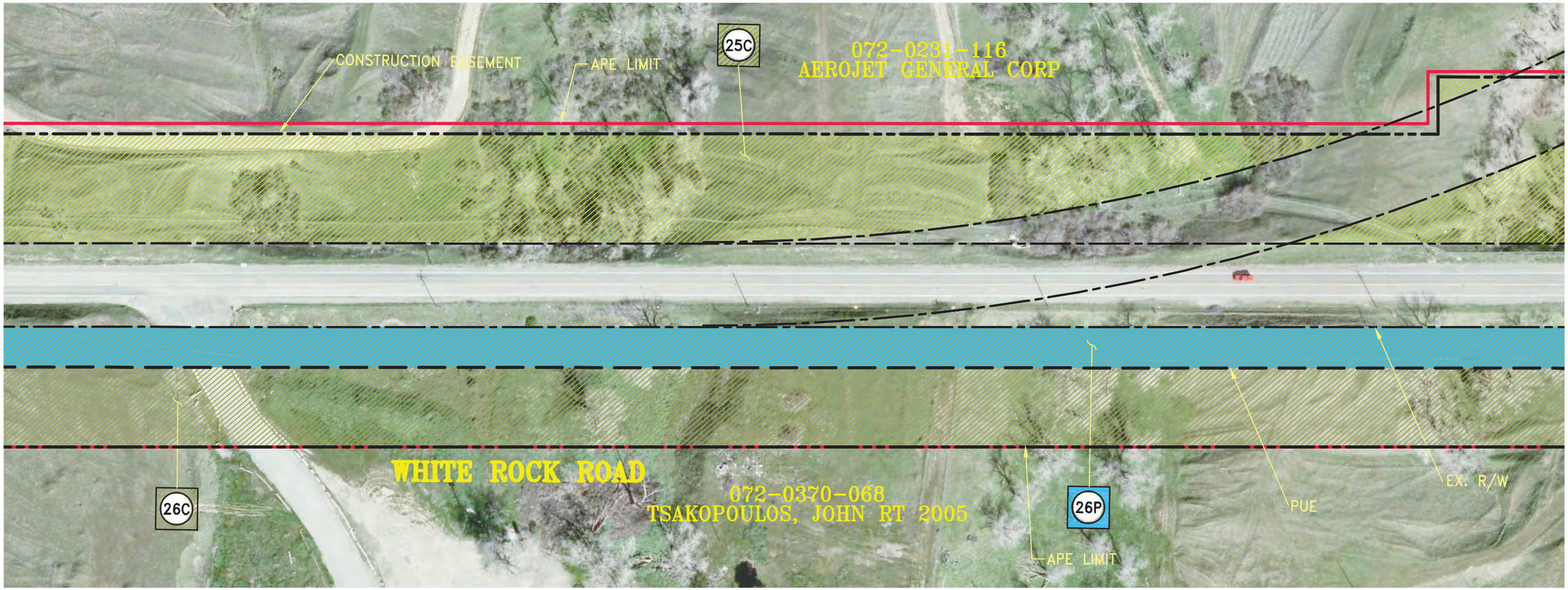
SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

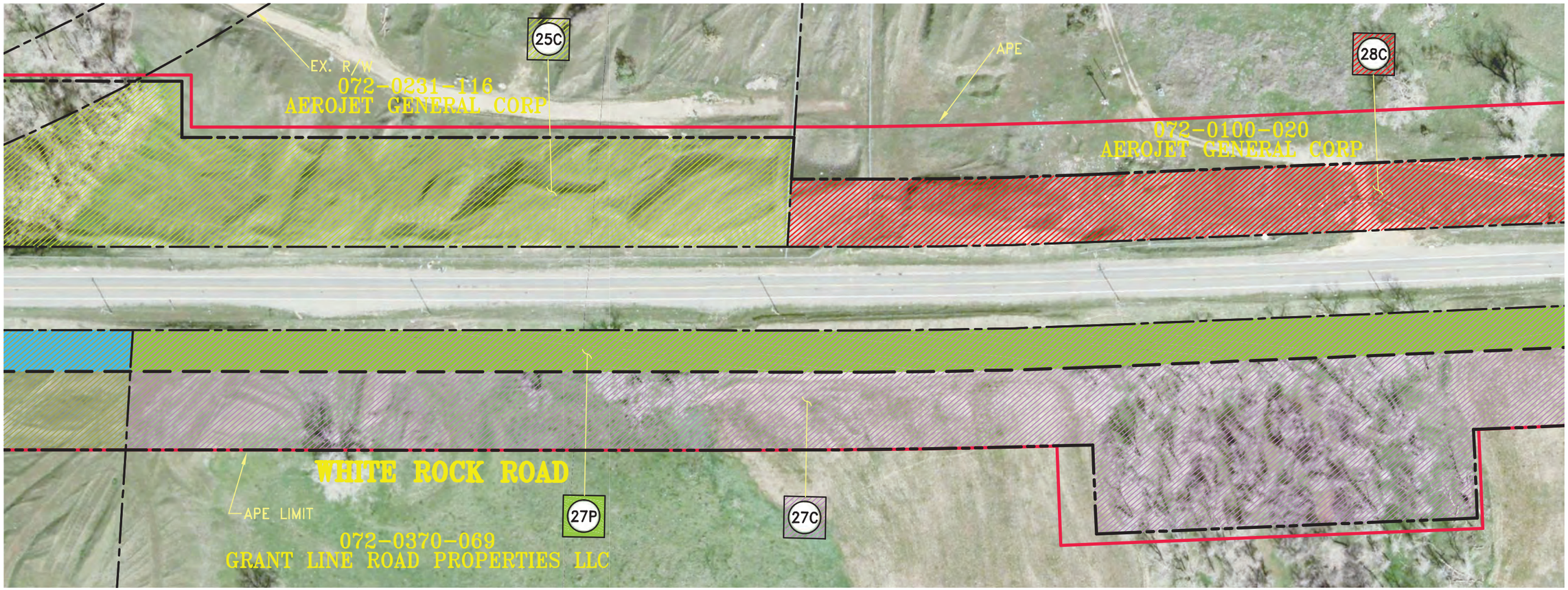
City of Rancho Cordova
Planning Department

Figure 1.4-1m
Build Alternativ

T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)



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SCALE: 1" = 100'

Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1n
Build Alternativ

T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
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- PUBLIC UTILITY EASEMENT (PUE)
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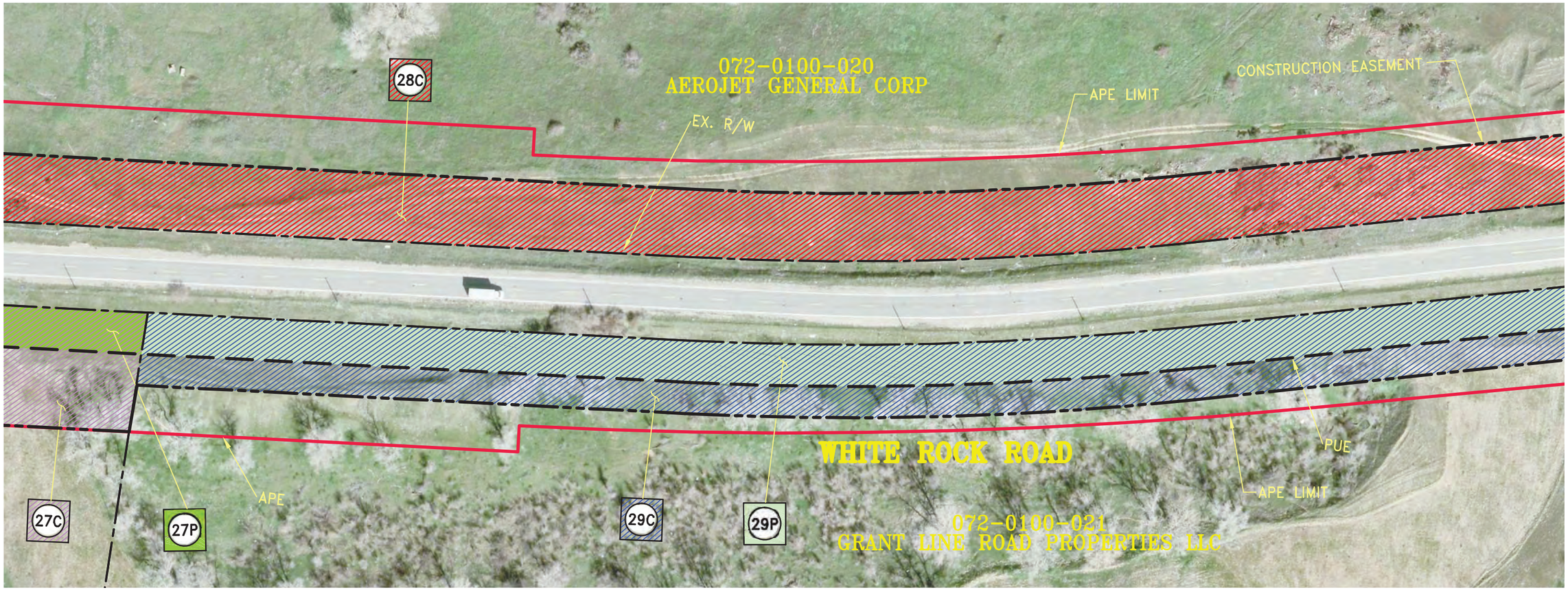
SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1o
Build Alternativ

T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1p
Build Alternativ

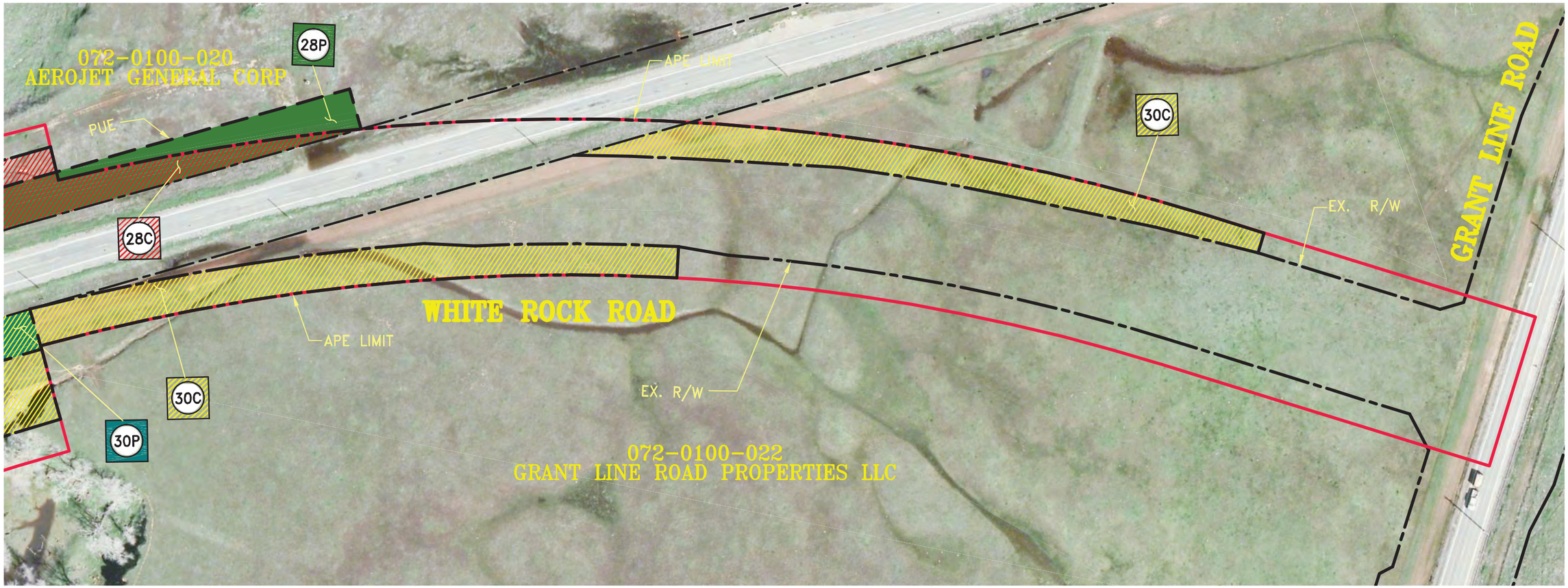
T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

	APN #	OWNER	PUE REQUIREMENTS	SLOPE/TCE REQUIREMENTS	R/W TAKE
1C	072-0340-079	HUNT ASSET MANAGEMENT LLC		163 SF	
2C	072-0340-033	BENVENUTI, DANIEL, JR & KAREN		2,442 SF	
3C	072-0450-103	BENVENUTI, DANIEL		172 SF	
4C	072-0340-033	VIKING LLC & JEROME M JOHNSON MARY JOICE		8,649 SF	
5C	072-1200-011	C R/R INC		639 SF	
6C	072-1200-001	C R/R INC		168 SF	
7C	072-0231-045	C R/R INC		3,359 SF	
7P	072-0231-045	C R/R INC	10,444 SF		
8C	072-0450-072	MCMILLAN GILMAN C		854 SF	
9C	072-0370-071	ELLIOTT WHITEROCK LLC		121,942 SF	
10C	072-0231-133	AEROJET GENERAL CORP EASTON DEV CO LLC		71,557 SF	
10P	072-0231-133	AEROJET GENERAL CORP EASTON DEV CO LLC	91,965 SF		
11C	072-0231-135	AEROJET GENERAL CORP		30,656 SF	
11P	072-0231-135	AEROJET GENERAL CORP	33,543 SF		
12C	072-0231-108	AEROJET GENERAL CORP		24,160 SF	
12P	072-0231-108	AEROJET GENERAL CORP	22,482 SF		
13C	072-0231-109	AEROJET GENERAL CORP		17,805 SF	
14C	072-0231-110	AEROJET GENERAL CORP		14,053 SF	
15C	072-0370-105	AEROJET GENERAL CORP		43,757 SF	
16C	072,0520-004	AEROJET GENERAL CORP		15,130 SF	

Source: Wood Rodgers

T:_CSIWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

	APN #	OWNER	PUE REQUIREMENTS	SLOPE/TCE REQUIREMENTS	R/W TAKE
17C	072-0530-007	GENERAL ENVIRONMENTAL MANAGEMENT RANCHO			
17P	072-0530-007	GENERAL ENVIRONMENTAL MANAGEMENT RANCHO			
18C	072-0530-008	BFI MEDICAL WASTE INC.			
18P	072-0530-008	BFI MEDICAL WASTE INC.	4,680 SF		
19C	072-0370-104	AEROJET GENERAL CORP		572,900 SF	
19P	072-0370-104	AEROJET GENERAL CORP	110,305 SF		
19R	072-0370-104	AEROJET GENERAL CORP			53,017 SF
20C	072-0231-111	AEROJET GENERAL CORP		6,081 SF	
20P	072-0231-111	AEROJET GENERAL CORP	9,882 SF		
21C	072-0231-122	AEROJET GENERAL CORP		7,218 SF	
21P	072-0231-122	AEROJET GENERAL CORP	11,729 SF		
22C	072-0231-113	AEROJET GENERAL CORP		7,218 SF	
22P	072-0231-113	AEROJET GENERAL CORP	11,729 SF		
23C	072-0231-111	AEROJET GENERAL CORP		7,741 SF	
23P	072-0231-111	AEROJET GENERAL CORP	11,181 SF		
24C	072-0231-112	AEROJET GENERAL CORP		15,814 SF	
24P	072-0231-112	AEROJET GENERAL CORP	11,417 SF		
25C	072-0231-116	AEROJET GENERAL CORP		562,375 SF	
25P	072-0231-116	AEROJET GENERAL CORP	115,782 SF		
26C	072-0370-068	TSAKOPOULOS, JOHN RT 2005		208,900 SF	

Source: Wood Rodgers

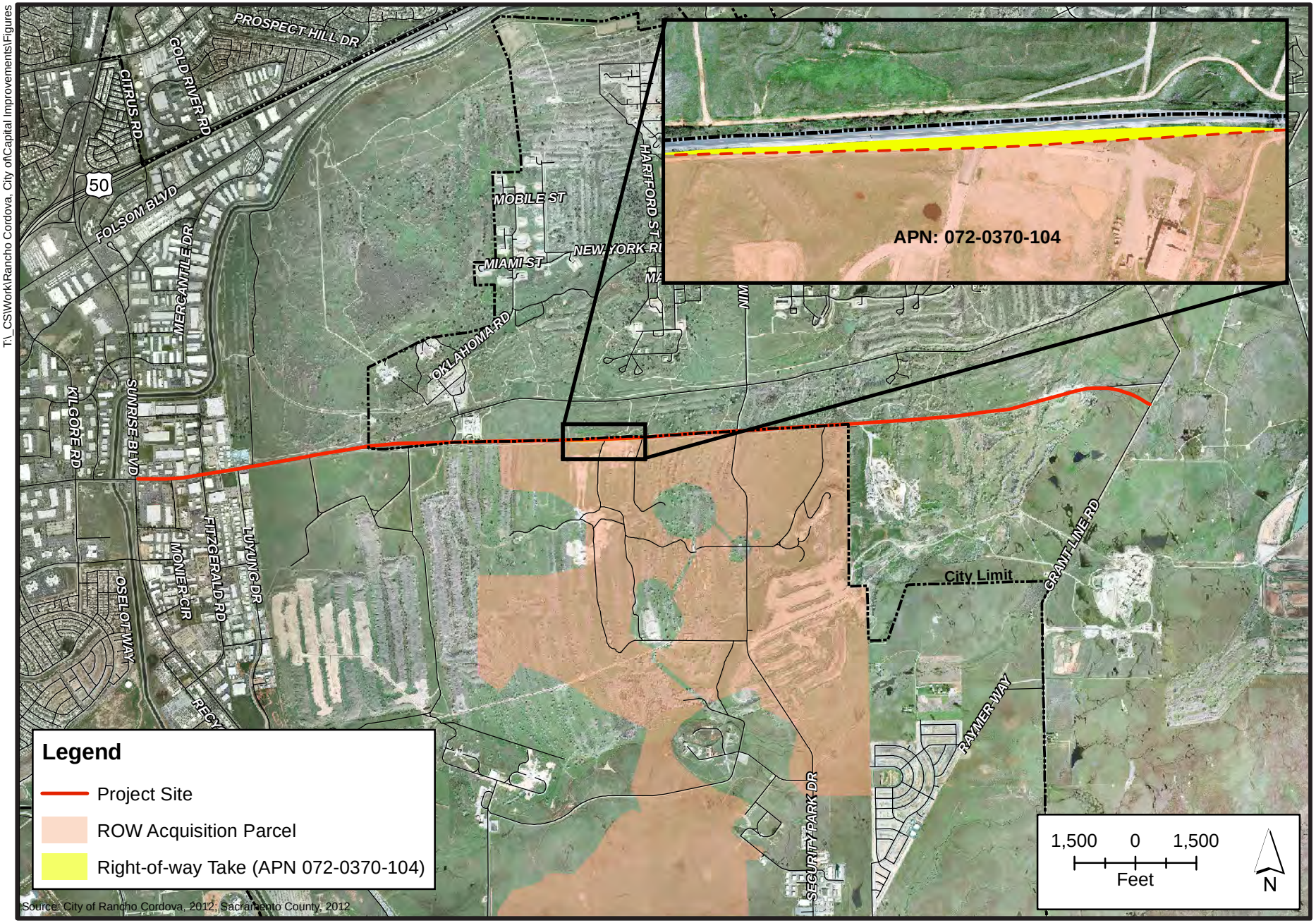
T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

	APN #	OWNER	PUE REQUIREMENTS	SLOPE/TCE REQUIREMENTS	R/W TAKE
26P	072-0370-068	TSAKOPOULOS, JOHN RT 2005	70,920 SF		
27C	072-0370-069	GRANT LINE ROAD PROPERTIES LLC		205,645 SF	
27P	072-0370-069	GRANT LINE ROAD PROPERTIES LLC	60,600 SF		
28C	072-0100-020	AEROJET GENERAL CORP		254,210 SF	
28P	072-0100-020	AEROJET GENERAL CORP	22,400 SF		
29C	072-0100-021	GRANT LINE ROAD PROPERTIES LLC		103,450 SF	
29P	072-0100-021	GRANT LINE ROAD PROPERTIES LLC	59,120 SF		
30C	072-0100-022	GRANT LINE ROAD PROPERTIES LLC		139,660 SF	
30P	072-0100-022	GRANT LINE ROAD PROPERTIES LLC	55,900 SF		

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1t
Build Alternativ



City of Rancho Cordova
Planning Department

Figure 1.4-2
Project Right of Way Acquisition

ATTACHMENT 3

1.4.3 Identification of the Preferred Alternative

Following circulation of the IS/EA, the Build Alternative was identified as the preferred alternative. The Build Alternative was identified as the preferred alternative based on the following:

- The Build Alternative would meet the purpose and need by relieving future congestion and helping achieve the goals of regional and local transportation plans (see Section 2.1.5). It would also improve bicycle safety by adding bicycle lanes along the length of White Rock Road throughout the project limits. The No Build Alternative would not meet the purpose and need and would not address future congestion along this segment of White Rock Road. The No Build would result in LOS F along the portion of White Rock Road from Sunrise Boulevard to Grant Line Road. It would also fail to build bicycle facilities that would improve bicycle safety in the project area.

- The Build Alternative would result in minimal environmental impacts (see Mitigated Negative Declaration and FONSI) while producing benefits for the transportation network and traveling public

1.4.4 Alternatives Considered but Eliminated from Further Discussion Prior to Draft Environmental Document

CEQA requires an environmental document to identify any alternatives that were considered by the lead agency, but which were eliminated as infeasible during the planning process, and briefly explain the reasons for the lead agency's determination.

Eliminated Build Alternatives

Widening of White Rock Road from two lanes to four lanes from Sunrise Boulevard to Grant Line Road and beyond has been identified as a necessary improvement in the MTP/SCS 2035, SACOG's 2015/2018 MTIP, the City of Rancho Cordova's General Plan, and environmental analyses prepared for approved development projects in the area, as well as in numerous regional transportation studies. These documents and studies analyzed a wide variety of alternatives to alleviate congestion in the project area and found that widening of White Rock Road was critical to improving regional transportation. As such, the City did not consider any additional build alternatives during the planning process for the proposed project. However, multiple design variations were considered during project design. Since these variations were minor shifts in the alignment, they did not alleviate congestion or address the purpose and need of the project any better than the proposed build alternative; they also did not lessen the intensity of any potential environmental impacts. In terms of hazardous materials, minor shifts in the alignment would result in the acquisition of additional property from federal Superfund sites, potentially worsening a significant impact.

Transportation System Management/Transportation Demand Management Alternatives

Transportation system management (TSM) strategies increase the efficiency of existing facilities; they are actions that increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Examples of TSM strategies include ramp metering, auxiliary lanes, turning lanes, reversible lanes, and traffic signal coordination. TSM also encourages ridesharing programs and automobile, public and private transit, and bicycle and pedestrian improvements as elements of a unified urban transportation system. Modal alternatives integrate multiple forms of transportation modes, such as pedestrian, bicycle, automobile, rail, and mass transit.

Transportation demand management (TDM) focuses on regional means of reducing the number of vehicle trips and vehicle miles traveled (VMT) as well as increasing vehicle occupancy. TDM facilitates higher vehicle occupancy or reduces traffic congestion by expanding the traveler's transportation options in terms of travel method, travel time, travel route, travel costs, and the quality and convenience of the travel experience. A typical activity would be the provision of contract funds to regional agencies that are actively promoting ridesharing, maintaining rideshare databases, and providing limited rideshare services to employers and individuals.

TSM and TDM alternatives have been eliminated as stand-alone alternatives because they are not considered feasible and would fail to meet the purpose and need of the project. The proposed project incorporates strategies of the TSM and TDM alternatives such as enhanced bicycle and pedestrian facilities. In addition, the Rio Del Oro development (planned south of the proposed project segment) will participate in capital improvements for transit service, including bus shelters and turn-outs.

1.5 Permits and Approvals Needed

The permits, reviews, and approvals listed in Table 1.5-1 would be required for project construction.

Table 1.5-1
Permits, Reviews, and Approvals

Agency	Permit/Approval	Status
U.S. Fish and Wildlife Service (USFWS)	Section 7 Consultation for Threatened and Endangered Species	A Biological Opinion issued by the USFWS on January 26, 2015.
State Historic Preservation Office (SHPO)	Section 106 consultation	SHPO concurrence was received on the Historic Property Survey Report on April 16, 2015. SHPO concurred with the FOE (No Adverse Effect) July 28, 2015.
Department of Toxic Substances Control/Regional Water Quality Control Board/USEPA	Approvals may be needed for work on contaminated properties within project area	Coordination is ongoing.

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

Coastal Zone – The project area is not within the coastal zone.

Wild and Scenic Rivers – There are no rivers within or adjacent to the proposed project site.

Parks and Recreational Facilities – There are no parks or recreational facilities within the limits of the proposed project. The Prairie City State Vehicular Recreation Area is located approximately 0.75 miles east of the project site at 13300 White Rock Road. The project would not directly or indirectly affect this or any other park or recreational facility.

Farmland – The proposed project will not impact farmland. Although farmland is present adjacent to the project alignment (southeast of White Rock Road), no right-of-way acquisitions will be required from this property and no indirect effects to farmland are anticipated.

Timberlands – No timberlands are present within or adjacent to the proposed project site.

Community Character and Cohesion –Land uses from Sunrise Boulevard to Luyung Drive are predominantly industrial. The land from Luyung Drive to Grant Line Road is mostly undeveloped, with a few commercial buildings. Future land uses include the planned communities of Rio Del Oro and Westborough. The proposed project would not increase or decrease public access, would not divide an established community or neighborhood, would not separate a community from community facilities, would not substantially influence unplanned growth in the surrounding area, would not substantially change adjacent residents' quality of life, would not increase urbanization or isolation of the surrounding community, and would not affect a community with high levels of cohesion. As such, effects to community character and cohesion are not anticipated as a result of this project.

Environmental Justice – As discussed above, the proposed project area is largely undeveloped, with no distinct areas of residential population. No low-income or minority populations are present in the project area. No minority or low-income populations that would be adversely affected by the proposed project have been identified, as determined above. Therefore, this project is not subject to the provisions of Executive Order 12898.

Hydrology and Floodplain – The project area floodplain is identified as Zone X. Zone X delineates the 500-year floodplain. Typically, such areas have a 1 percent annual chance of flooding in a 500-year period. There are no federal 100-year flood zones, state-regulated floodways, or local flood hazard areas in the project area.

Geology/Soils/Seismic/Topography – The topography at the project site is relatively flat. The elevation ranges from approximately 120 feet to 280 feet above mean sea level between Sunrise Boulevard and Grant Line Road. Slopes in Rancho Cordova generally range from 0 percent to 8 percent. Soils in the project site consist mostly of dredge tailings and include Xerorthents, dredge tailings; Red Bluff-Redding complex; Red Bluff-Xerorthents, dredge tailings; Redding gravelly loam; Xerarents-Urban land-San Joaquin complex; Natomas loam; and Natomas-Xerorthents, dredge tailings complex. Based on the characteristics of the soil types, depth to groundwater, and topography of the project area, and because the area in which the project site is located is not known to be susceptible to landslides, lateral spreading, subsidence, liquefaction, or collapse, effects related to geology, soils, seismic activity, and topography are not anticipated as a result of the proposed project.

Paleontology – The 2006 Rancho Cordova General Plan, which includes the proposed project area, states "A search of the University of California Museum of Paleontology (UCMP) collections database did not identify any evidence of significant paleontological resources in the Rancho Cordova Planning Area. The area does not appear sensitive for the presence of paleontological resources."

2.1 Human Environment

2.1.1 LAND USE

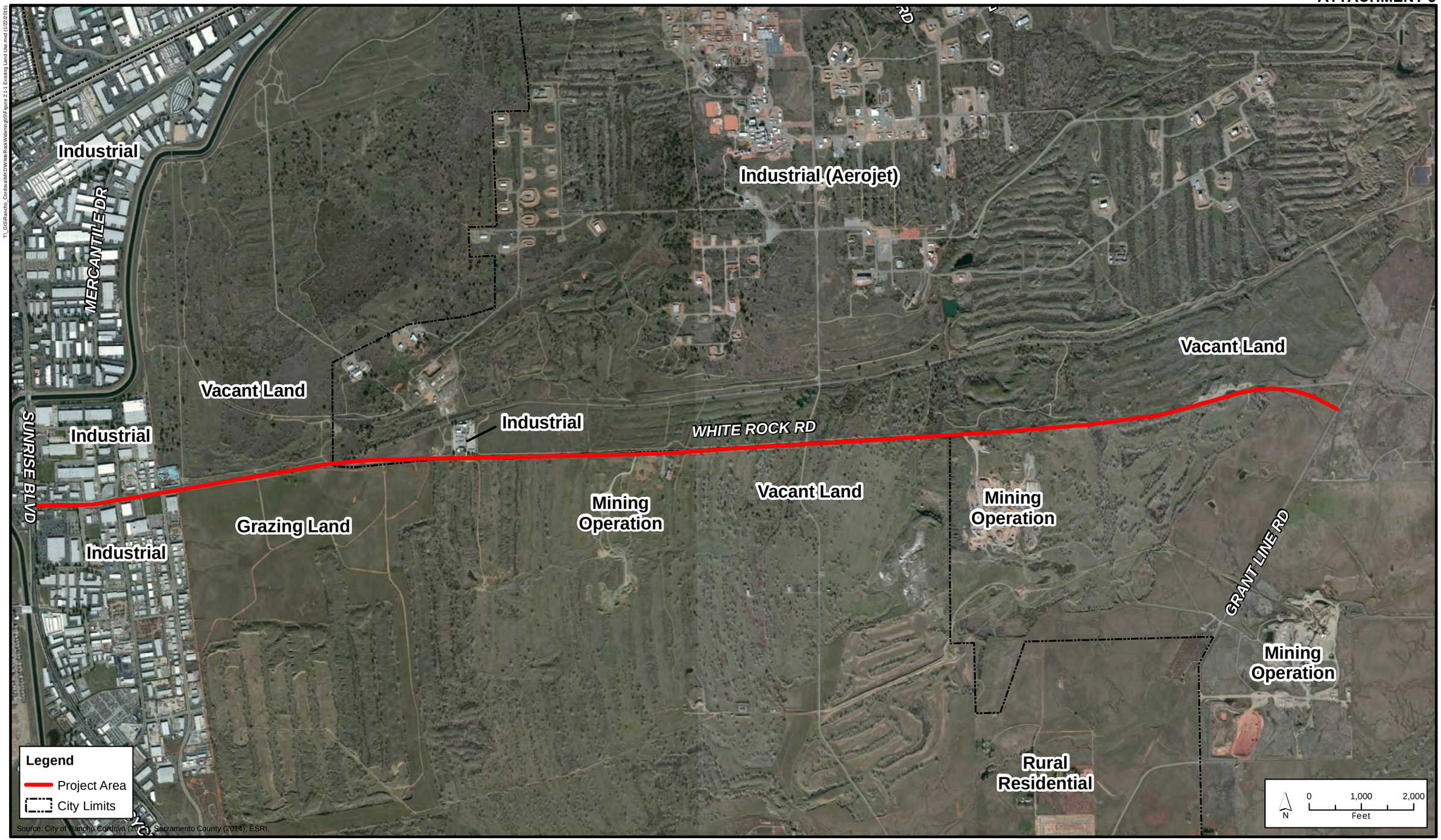
Land use topics such as coastal zones, wild and scenic rivers, and parks and recreational facilities are not described in the following section. As discussed previously, no impacts to these issue areas are expected to occur.

2.1.1.1 Existing and Future Land Use

White Rock Road extends from International Drive in Rancho Cordova to El Dorado County. The proposed project will widen White Rock Road from Sunrise Boulevard in Rancho Cordova to Grant Line Road in unincorporated Sacramento County. The majority of the area adjacent to the project site is vacant land owned by Aerojet, although intermittent industrial and agricultural uses occur. Land uses between Sunrise Boulevard and Luyung Drive are industrial. Existing land uses are illustrated in **Figure 2.1-1**.

Proposed land uses along or near White Rock Road include approved mixed-use land developments including Rio Del Oro, Westborough, Heritage Falls, and North Douglas II as shown in **Figure 2.1-2**. **Table 2.1-1** describes the land uses and status of each of these developments as well as other large development projects in the area that are shown in **Figure 1.1-3**.

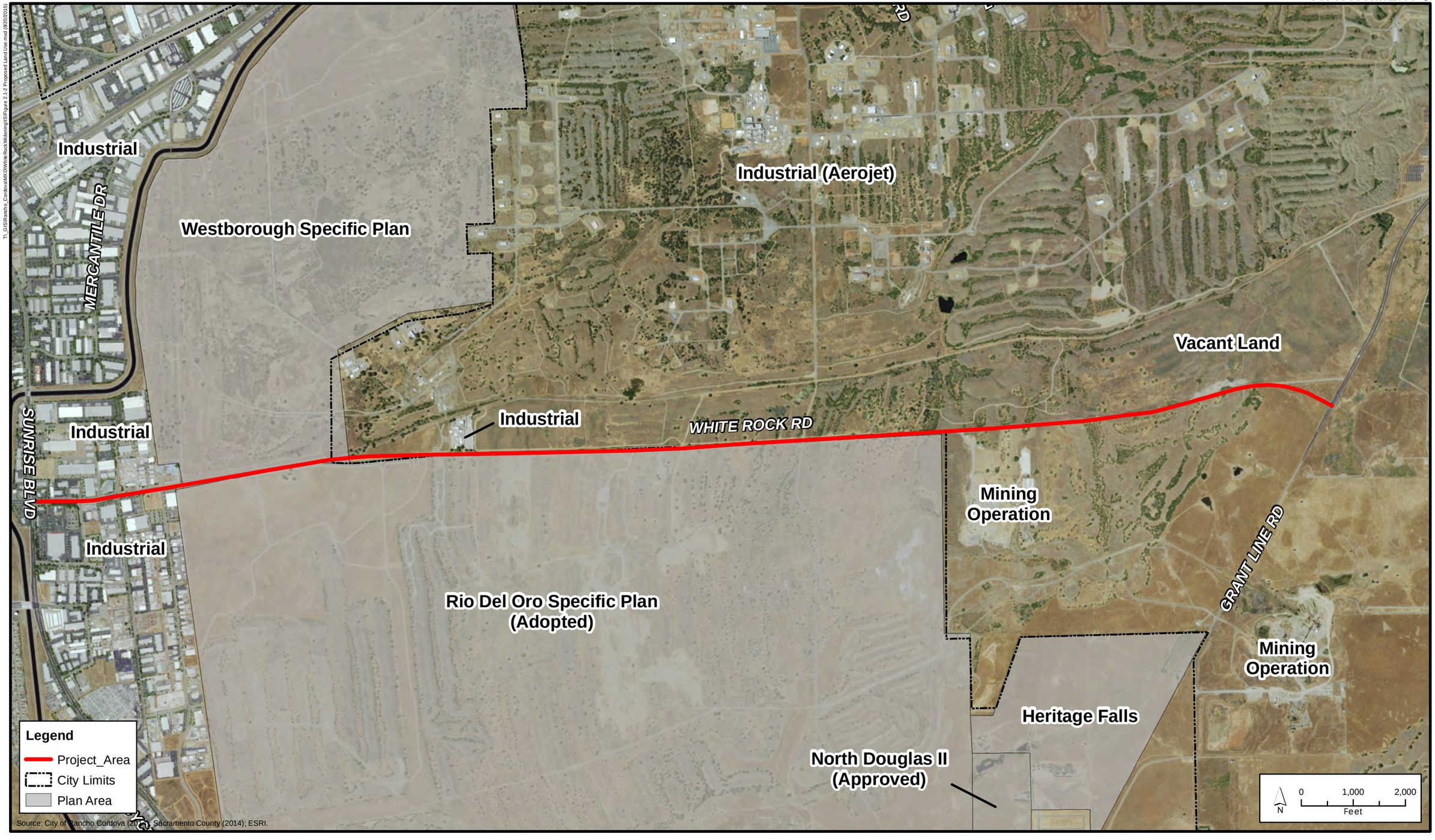
TL:\GIS\Rancho_Cordova\MXD\WhiteRockWidening\fig\SFigure 2.1-1 Existing Land Use.mxd (1/22/2015)



City of Rancho Cordova
Planning Department

Figure 2.1-1
Existing Land Use

T:_GIS\Rancho_Cordova\MXD\WhiteRockWidening\IS\Figure 2.1-2 Proposed Land Use.mxd (8/20/2015)



City of Rancho Cordova
Planning Department

Figure 2.1-2
Proposed Land Use

Table 2.1-1
Development in Project Area

Development	Dwelling Units	Commercial/Office	Location
Rio Del Oro	11,601	521 acres	Immediately south of White Rock Road
Easton Place at Easton	1,500	213 acres	North of White Rock Road, south of US 50
Westborough at Easton	5,100	None proposed	North of White Rock Road, south of US 50
Glenborough at Easton	3,390	None proposed	North of White Rock Road, south of US 50
North Douglas I	666	None proposed	South of White Rock Road, just north of Douglas Road
North Douglas II	153	None proposed	South of White Rock Road, immediately north of the North Douglas I project
Folsom South of US 50	10,212	487 acres	South of US 50, north of White Rock Road, generally east of Prairie City Road, west of the Sacramento/El Dorado County line
Heritage Falls	960	None proposed	South of White Rock Road, north of Douglas Road, and west of Grant Line Road
Total	33,582	1,221	

In addition, the City of Rancho Cordova General Plan states the following regarding the future development of lands north of White Rock Road:

> The Aerojet Planning Area is the site of the Aerojet operations. The historic and ongoing uses of the site necessitate the requirement for soil remediation and other toxic cleanup activities that will not be completed during the lifetime of this Plan. Portions of the area are ideal for continued industrial, research and development, and mining operations in the near term. Intense development (i.e., offices, research and development activities, light industrial uses) will probably be located near the center of the Planning Area along an extension of Hazel Avenue.
>
> If the Aerojet operations ever require less land area, then some portions of the Planning Area that border onto other Planning Areas where medium to high intensity development is proposed (i.e., Easton, Westborough, and Rio Del Oro) may be developed in a manner similar to those areas, but at decreased densities. The conceptual land use plan for the Aerojet Planning Area shows the area designated for light and heavy industrial uses.

2.1.1.2 Consistency with State, Regional, and Local Plans and Programs

Sacramento Area Council of Governments (SACOG) Preferred Blueprint Scenario

SACOG adopted its Preferred Blueprint Scenario (Blueprint) in December 2004 for the Sacramento Region that includes the counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba. The Blueprint process is a regional vision to accommodate the projected growth and long-term needs of the region through the year 2050, during which time the region's population is projected to grow from its current population of approximately 2.0 million to over 3.8 million and the number of jobs is projected to double to nearly 1.9 million (see section 2.1.2 for further discussion on growth). The Blueprint proposes a concentrated, compact development pattern in the region with a balance of employment, residential, shopping, and recreational uses linked to transportation system improvements.

The Blueprint puts forth seven "Smart Growth" principles to guide the growth of the region through the year 2050: providing a variety of transportation choices; offering housing choices and opportunities; taking advantage of compact development; using existing assets; incorporating mixed land uses; preserving open space, farmland, and natural beauty through natural resources conservation; and encouraging distinctive, attractive communities with quality design.

The Blueprint process received broad support from most of its member agencies, including the City of Rancho Cordova, although the Blueprint itself is advisory and does not establish actual land use restrictions for the City. However, although it is only advisory, the Blueprint is the most authoritative policy guidance in the Sacramento region for long-term regional land use and transportation planning. A number of jurisdictions are either adopting the Blueprint concepts or are considering and encouraging projects consistent with the Blueprint. During the initial stage of development of the City's General Plan process, the Rancho Cordova City Council endorsed the SACOG Blueprint process and the preferred Blueprint Scenario. The City's current General Plan is consistent with the Blueprint.

The Blueprint is the top-tier planning document that helps drive more detailed transportation planning documents, such as the MTP and the Metropolitan Transportation Improvement Plan (MTIP).

SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy 2035 (MTP/SCS)

The MTP/SCS is a 28-year plan for transportation improvements in the six-county greater Sacramento region, based on projections for growth in population, housing, and jobs. SACOG is the metropolitan planning organization responsible for developing the MTP every four years, as state and federally required, in coordination with the 22 cities and 6 counties in the greater Sacramento region. Under memoranda of understanding, long-range transportation plans in El Dorado and Placer counties are also incorporated into the MTP. Regardless of city- or county-designated transportation projects, local improvements must be included in the regional MTP to receive state and federal funding. The MTP/SCS 2035 proposes using $41.7 billion in transportation funds to operate, maintain, and expand the region's transportation system. Expenditures include $14.3 billion for transit; $12.4 billion for road maintenance; $11.3 billion for road capital projects; $2.3 billion for programs, planning, and transportation enhancements; and $1.4 billion for bicycle and pedestrian projects.

SACOG Metropolitan Transportation Improvement Program (MTIP)

As the designated metropolitan planning organization for the region, SACOG prepares and maintains a federal MTIP. The program includes a list of all transportation-related projects requiring federal funding or other approval by the federal transportation agencies. The MTIP also lists nonfederal, regionally significant projects for information and air quality modeling purposes. Projects included in the MTIP are consistent with SACOG's MTP and are part of the area's overall strategy for providing mobility, congestion relief, and reduction of transportation-related air pollution in support of efforts to attain federal air quality standards for the region. The MTIP is intended to implement the goals and objectives of the MTP.

The 2015/2018 MTIP was approved by SACOG on September 18, 2014, and is the most recent and approved MTIP for the region. Federal approval of the 2015/2018 MTIP occurred on December 15, 2014.

Sacramento County General Plan

The Sacramento County General Plan serves as the overall guiding policy document for the County. The current County General Plan was adopted in November 2011. The central focus of the County General Plan is the Land Use Element, which sets the policies for the distribution and intensity of land uses. The General Plan addresses plans for growth in the next planning cycle (2005/2030) as well as addresses new emerging planning issues. The General Plan's Transportation Plan map identifies White Rock Road as an ultimate thoroughfare (six-lane) roadway from Zinfandel Drive to Grant Line Road[5].

The General Plan's Land Use Diagram shows the area north of the project site as Extensive Industrial, areas east of the project site as General Agriculture, and areas south of the project site as a variety of land uses including General Agriculture, Low Density Residential, Medium Density Residential, Commercial and Offices, and Recreation. The County's Circulation Element was updated in May 2014.

City of Rancho Cordova General Plan

The City of Rancho Cordova General Plan serves as the overall guiding policy document for the City. Upon incorporation in July 2003, the City adopted the existing Sacramento General Plan to serve as the City's interim General Plan and to guide development in the city until the formal adoption of its own General Plan. On June 25, 2006, the City adopted the first Rancho Cordova General Plan. The General Plan Land Use Element and associated General Plan Land Use Map combine geographical areas of the city with generalized and specific land use designations to guide the future development process. The City's General Plan Land Use Map shows the project site as surrounded by planning areas including the Aerojet Planning Area and Westborough Planning Area to the north, the East Planning Area to the east, the Grant Line West Planning Area and Rio Del Oro Planning Area to the south, and the Sunrise Boulevard South Planning Area to the west. Land uses within these planning areas include Residential Estate/Rural, Residential-Mixed Density, Office Mixed Use, Office Park, and Light Industrial. The Land Use Element of the City's General Plan was updated in January 2015 and the Circulation Element was updated in May 2015 to include the Capital Southeast Connector.

The City's General Plan Circulation Plan map identifies White Rock Road as an ultimate six-lane expressway and as a potential enhanced transit corridor with conceptual bus rapid transit.

South Sacramento Habitat Conservation Plan (SSHCP)

Sacramento County, City of Rancho Cordova, and City of Galt are preparing the South Sacramento Habitat Conservation Plan (SSHCP). The plan would present a process that would allow build-out of the County's Urban Services Boundary (USB), the sphere of influences of the cities, and some infrastructure projects outside of the USB. In turn, the plan would preserve large swaths of a variety of natural communities in the County. The SSHCP is in the process of being prepared. Once the plan is approved, it will allow incidental take of covered species with the requirement of mitigation for lost habitat. The draft SSHCP should be available for public circulation in 2016 and could be finalized in 2017.

[5] Beyond Grant Line Road, White Rock Road is shown in the County's General Plan as the Capital Southeast Connector.

Environmental Consequences

No Build Alternative

The no build alternative would conflict with the City of Rancho Cordova General Plan and the Sacramento County General Plan by not widening White Rock Road, which is ultimately planned as a six-lane roadway. The no build alternative would also conflict with the SACOG MTP/SCS 2035 and the 2015/2018 MTIP. **Table 2.1-2** compares the consistency of the no build and build alternatives with the applicable policies in the Sacramento County and City of Rancho Cordova General Plans.

Build Alternative

Land Use

In general, current industrial, mining, and grazing activities occurring adjacent to White Rock Road will be undisturbed by widening the roadway. . White Rock Road is an existing transportation land use and its widening would not result in a change to any land use designations in the applicable plans for the City and County.

Consistency with the SACOG Preferred Blueprint Scenario

SACOG's Blueprint, adopted in December 2004, envisions industrial, office, residential, and agricultural land uses surrounding White Rock Road. The proposed project would be consistent with SACOG's Preferred Blueprint Scenario.

Consistency with the SACOG Metropolitan Transportation Plan/SCS

The White Rock Road Widening Project is identified in the MTP/SCS 2035, with the project described as: "On existing 6-lane White Rock Rd., from Sunrise Boulevard to Luyung Dr.: construct improvements. On White Rock Rd. from Luyung Dr. to Grant Line Rd.: widen and reconstruct from 2 to 4 lanes."

The projected cost for the proposed project in the MTP/SCS is $15,212,000, and the project is identified for completion by the year 2020. The proposed project is consistent with SACOG's current Metropolitan Transportation Plan.

Consistency with the SACOG 2015/2018 Metropolitan Transportation Improvement Program

The White Rock Road Widening Project is identified in two listings in the 2015/2018 MTIP, with the project described as:

"On existing 6-lane White Rock Road, from Sunrise Boulevard to Luyung Drive: construct improvements including Class II bikeway. On White Rock Road from Luyung Drive to eastern City Limits: widen and reconstruct from two to four lanes and construct Class II bikeway."

"Widen White Rock Road, from Grant Line Road to Rancho Cordova easterly City limits, from 2 to 4 lanes."

The proposed project is consistent with the SACOG 2015/2018 MTIP.

Consistency with the Sacramento County General Plan and the City of Rancho Cordova General Plan

The County's General Plan Transportation Plan map and the City's General Plan Circulation Plan map (Figure C-1 Circulation Plan with Roadway System and Sizing Diagram) identify White Rock Road as a six-lane roadway between Sunrise Boulevard and Grant Line Road.

Under the build alternative, improvements will be constructed to White Rock Road from Sunrise Boulevard to Luyung Drive and White Rock Road will be widened from two to four lanes from Luyung Drive to Grant Line Road, which contributes to implementation of the six-lane roadway shown in the plans. While the City's General Plan envisions an ultimate 6-lane facility, current traffic analyses show that a four-lane facility will meet the need for the design life of the current 2035 MTP/SCS and, thus, a four-lane facility is shown in the current MTP/SCS and MTIP.

As shown in Table 2.1-16 and discussed further in text in Section 2.1.5 Traffic and Transportation/Pedestrian and Bicycle Facilities, the proposed project would result in acceptable levels of service (LOS) along the proposed project limits in the Year 2030 according to the City's LOS standards. Furthermore, as also discussed in Section 2.1.5, the SACOG region is expected to have lower total vehicle miles traveled in the future than was predicted in 2008, which means that the future LOS along White Rock Road with the currently proposed four-lane project may even be potentially better than what is shown in Table 2.1-16. Thus, there is no predicted need for a six-lane expressway within the 2035 timeframe.

Table 2.1-2 lists the County's and City's General Plan policies applicable to the proposed project as well as the project's consistency with those policies.

Table 2.1-2
Consistency with Local Plans and Programs

General Plan Policy	Build Alternative	No Build Alternative
Sacramento County General Plan		
Policy CI-9 – Plan and design the roadway system in a manner that meets Level of Service (LOS) D on rural roadways and LOS E on urban roadways, unless it is infeasible to implement project alternatives or mitigation measures that would achieve LOS D on rural roadways or LOS E on urban roadways. The urban areas are those areas within the Urban Service Boundary as shown in the Land Use Element of the Sacramento County General Plan. The areas outside of the Urban Service Boundary are considered rural.	**Consistent.** Under the build alternative, White Rock Road would operate under LOS D conditions between Sunrise Boulevard and Rancho Cordova Parkway, LOS B conditions between Rancho Cordova Parkway and the city limits, and LOS C conditions between the city limits and Grant Line Road. White Rock Road is an urban roadway, for which LOS E should be achieved, according to this policy. Refer to Section 2.1.5, "Traffic and Transportation/Pedestrian and Bicycle Facilities."	**Not Consistent.** Under the no build alternative, White Rock Road would operate under LOS F conditions between Luyung Drive and Grant Line Road. White Rock Road is an urban roadway, for which LOS E should be achieved, according to this policy. Refer to Section 2.1.5, "Traffic and Transportation/Pedestrian and Bicycle Facilities."

General Plan Policy	Build Alternative	No Build Alternative
Policy CI-34 – Construct and maintain bikeways and multi-use trails to minimize conflicts between bicyclists, pedestrians, and motorists.	**Consistent.** Under the build alternative, two 6-foot-wide bike lanes and two 3-foot-wide shoulders would be constructed on the north and south sides of White Rock Road. Therefore, this alternative would provide bikeways along an existing roadway and minimize conflicts between bicyclists, pedestrians, and motorists with the provision of designated bike lanes and shoulders.	**Not Consistent.** Under the no build alternative, no changes to White Rock Road would occur. This alternative would not construct or maintain bikeways in the city.
City of Rancho Cordova General Plan		
Policy C.1.1 – Implement the Circulation Plan with the Roadway System and Sizing Diagram shown as Figure C-1, as a modified grid network.	**Consistent.** Figure C-1 in the City's General Plan identifies White Rock Road as a six-lane expressway. Under the build alternative, White Rock Road will be widened from two to four lanes from Luyung Drive to Grant Line Road, which contributes to implementation of the Circulation Plan with Roadway System and Sizing Diagram shown as Figure C-1. While the City's General Plan envisions an ultimate six-lane facility, current traffic analyses show that a four-lane facility will meet the need for the design life of the current MTP/SCS 2035.	**Not Consistent.** The City's Circulation Plan shows White Rock Road as a six-lane expressway. Under the no build alternative, no changes to White Rock Road would occur and it would remain as a two-lane roadway. This alternative would not be consistent with the Circulation Plan with Roadway System and Sizing diagram shown as Figure C-1 in the Circulation Element of the City's General Plan.
Policy C.1.2 – Seek to maintain operations on all roadways and intersections at LOS D or better at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of LOS D may be accepted in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project.	**Consistent.** Under the build alternative, White Rock Road would operate under LOS D conditions between Sunrise Boulevard and Rancho Cordova Parkway, LOS B conditions between Rancho Cordova Parkway and the city limits, and LOS C conditions between the city limits and Grant Line Road. LOS D or better should be maintained on this roadway, according to this policy. Refer to Section 2.1.5, "Traffic and Transportation/Pedestrian and Bicycle Facilities."	**Not Consistent.** Under the no build alternative, White Rock Road would operate under LOS F conditions between Luyung Drive and Grant Line Road. LOS D or better should be maintained on this roadway, according to this policy. Refer to Section 2.1.5, "Traffic and Transportation/Pedestrian and Bicycle Facilities."
Policy C.2.1 – Create a system of on- and off-street trails and multi-use paths, as generally illustrated on Figure C-2, that are used for walking bicycling and that are attractive, natural, and safe transportation corridors.	**Consistent.** Under the build alternative, 6-foot-wide bike lanes would be constructed on the north and south sides of White Rock Road, consistent with the Bikeway and Trails Plan shown in Figure C-2 of the City's General Plan, which identifies a Class II bike lane on White Rock Road.	**Not Consistent.** Under the no build alternative, no changes to White Rock Road would occur. This alternative would not contribute to creating a system of on- and off-street trails and multi-use paths as shown on Figure C-2 in the City's General Plan.

General Plan Policy	Build Alternative	No Build Alternative
Policy C.2.5 – Provide safe and convenient bicycle access to all parts of the community.	**Consistent.** The build alternative includes two 6-foot-wide bike lanes and two 3-foot-wide shoulders on the north and south sides of White Rock Road, which would provide safe and convenient bicycle access to areas in the western region of Rancho Cordova.	**Not Consistent.** Under the no build alternative, no changes to White Rock Road would occur. This alternative would not provide safe and convenient bicycle access in this area of the city.
Policy C.2.6 – Provide on-street bike lanes along all connector roadways and on local and major roadways when necessary to provide for interconnected routes.	**Consistent.** The build alternative would construct two 6-foot-wide bike lanes along White Rock Road, which could contribute to interconnected routes in Rancho Cordova and Sacramento County.	**Not Consistent.** Under the no build alternative, no changes to White Rock Road would occur and on-street bike lanes would not be constructed. This alternative would not provide on-street bike lanes along a connector, local, or major roadway.

Consistency with the South Sacramento Habitat Conservation Plan

Project consistency with the SSHCP is not analyzed because the plan has not yet been adopted. If the SSHCP is finalized and approved prior to the commencement of mitigation pursuant to the mitigation and monitoring program developed for the project, the U.S. Army Corps of Engineers (USACE), the Central Valley Regional Water Quality Control Board (Central Valley RWQCB), US Fish and Wildlife Service, the City, and Caltrans may consider (if applicable) modifications to the mitigation and monitoring program to be consistent with the SSHCP.

Avoidance, Minimization, and/or Mitigation Measures

None required.

2.1.2 Growth

Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, require evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. The CEQA Guidelines (Section 15126.2[d]) require that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"

Affected Environment

In addition to the regulations discussed above, the City of Rancho Cordova has also enacted local growth ordinances; specifically:

Local Requirements: City of Rancho Cordova Ordinances

Policy LU.2.5 – Phase growth based on infrastructure capacity, infrastructure financing, and the timing of the design, approval/permitting, and construction of transportation facilities and other infrastructure.

Policy LU.3.3 – Participate in the Sacramento Area Council of Governments' regional planning programs (e.g., Blueprint, Regional Housing Needs Plan, Metropolitan Transportation Plan) and coordinate City plans and programs with those of the Council of Governments.

Within the project area, there are dense industrial developments along Luyung Drive, but Luyung Drive essentially marks the end of the dense urban area of Rancho Cordova. Beyond this point, the land on either side of White Rock Road is minimally developed. Property to the north and south of the roadway is largely owned by Aerojet and is mostly undeveloped land made hummocky by the presence of dredge tailings left from historic gold mining. There are some industrial buildings located in the area, but these are relatively small and few in number. The land to the north and south is also part of a federal Superfund site, which constrains its ability to be used. The Rancho Cordova General Plan identifies areas north of White Rock Road as within the Aerojet Planning Area and areas south of White Rock Road as within the Rio Del Oro Planning Area and the Grant Line West Planning Area. The Aerojet Planning Area is planned for continued industrial, research and development, mining operations, and intense development such as offices, research and development activities, and light industrial uses. In the Rio Del Oro and Grant Line West Planning Areas, residential and office park land uses are planned along White Rock Road.

The expansion of White Rock Road is identified on the transportation diagrams of the City of Rancho Cordova General Plan, the Sacramento County General Plan, and the MTP/SCS 2035. All of these plans identify White Rock Road as a planned six-lane facility. For both the City and County General Plans, traffic impact analyses were performed in response to the land use and growth assumptions of the General Plans. The transportation networks identified in the General Plans were developed in response to the needs identified in the traffic impact analyses. The current Sacramento County General Plan was adopted in November 2011 and the current City of Rancho Cordova General Plan was adopted in June 2006. Though the property north of White Rock Road is planned to continue in the same condition as it currently exists, properties to the south and east are planned for urbanization. Traffic generated by this urbanization would be distributed along White Rock Road. The physical impacts of the identified growth and roadway facilities were analyzed in the Sacramento County General Plan Environmental Impact Report (2007) and the City of Rancho Cordova General Plan Environmental Impact Report (2006). In addition, cumulative air quality and transportation impacts were considered in the MTP/SCS 2035 Environmental Impact Report (2011). It should also be noted that the City of Rancho Cordova General Plan designates lands immediately south of the project roadway as a future growth area for the city.

Environmental Consequences

No Build Alternative

Under the no build alternative, urban development in the project area would continue as planned by the City of Rancho Cordova and Sacramento County, while White Rock Road would remain in its current configuration of two lanes. The no build alternative would not result in any direct cumulative growth impacts. However, this alternative could result in inadequate level of service conditions along White Rock Road, which could constrain planned growth in Rancho Cordova, and result in the displacement of growth to other areas in the region that are not planned for growth. The displacement of growth to other areas that are not planned for growth could lead to potentially severe environmental effects to resources of concern, including water and sewer service, conversion of open space to urban uses, conversion of agricultural space to nonagricultural use, increased vehicle emissions resulting from residents driving greater distances to reach employment and commercial centers, impacts to biological resources, and impacts to visual resources. Refer to Section 2.1.5, “Traffic and Transportation/Pedestrian and Bicycle Facilities,” for projected traffic volumes and levels of service on White Rock Road under the no build alternative.

Build Alternative

The project will increase the capacity of White Rock Road from Luyung Drive to Grant Line Road by more than 20,000 average daily trips. This increase in average daily trips would be in response to growth that is already under way or is planned for the near future. As described under the Affected Environment subheading, much of the land north of the roadway will not be subject to urbanization. However, properties south of White Rock Road and along Grant Line Road are the subject of current master planning efforts that consists of planned residential, commercial and institutional development, including the approved Rio Del Oro Specific Plan, the Westborough Planning Area, the existing Sunridge Specific Plan, and the approved Suncreek Specific Plan (see **Figure 1.1-3**). The proposed project would expand the roadway from two lanes to four lanes in response to this already planned growth. The project will not be the generator of any additional growth. Ultimately, transportation plans for the roadway identify it as a six-lane facility, which is also in response to contemplated future growth. The project will not induce additional substantial growth beyond what is already contemplated, and thus impacts are not significant.

Changes in Accessibility

The proposed project would increase accessibility to the approved and future planned development north and south of White Rock Road. The rate of growth is not expected to substantially increase with the implementation of the proposed project beyond what has been anticipated by the City of Rancho Cordova and SACOG in response to approved and proposed developments.

Growth Pressures

The proposed project would improve traffic circulation between homes and jobs in Rancho Cordova and Sacramento County and would accommodate the planned rate of growth in the area. The proposed project would not result in a change in the location, rate, type, or amount of growth planned under regional and local plans, and would therefore not result in environmental impacts beyond those already considered in regional and local plans and their respective environmental documents.

Avoidance, Minimization, and/or Mitigation Measures

None required.

2.1.3 Community Impacts

2.1.3.1 Relocations and Real Property Acquisition

Regulatory Setting

Caltrans' Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix D for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code [USC] 2000d, et seq.). Please see Appendix C for a copy of Caltrans' Title VI Policy Statement.

Affected Environment

North and south of White Rock Road between Sunrise Boulevard and east of Luyung Drive, numerous industrial properties are located adjacent to the roadway. Between east of Luyung Drive and Grant Line Road north and south of White Rock Road, the landscape is relatively free of structures, aside from one industrial property owned by PSC Environmental Services located at 11855 White Rock Road on the north side of the roadway. Land uses north of White Rock Road in the project area include vacant land and industrial uses, and land uses south of White Rock Road in the project area include vacant land, industrial, grazing, and mining operation uses. **Table 2.1-3** lists brief descriptions of parcels that will be subject to right-of-way impacts.

Environmental Consequences

No Build Alternative

Under the no build alternative, no changes to White Rock Road would occur. No relocations, real property acquisitions, or easements would be necessary and no impacts related to relocations or real property acquisitions would occur.

Build Alternative

No relocations will occur as part of the proposed project. Right-of-way acquisition of approximately 9,900 square feet will be required on one vacant parcel (APN 072-0370-104), which is currently owned by Aerojet. The project will require slope and public utility easements on 24 parcels in the project area to construct the proposed improvements. A public utility easement grants an easement onto private land for a public use, whereas a slope easement, allows construction of a slope on private property. **Table 2.1-3** lists the parcels on which right-of-way acquisition or easements would be required for the proposed project. The proposed project would require easements on parcels along White Rock Road within the Rancho Cordova city limits and outside of the Rancho Cordova city limits in Sacramento County. The parcel on which right-of-way will be required in fee (APN 072-0370-104) is located within the city limits of Rancho Cordova. Given that this parcel is vacant and the amount of property to be acquired is minimal, no impacts related to relocations or real property acquisition will occur.

Table 2.1-3
Right-of-Way Acquisition and Easement Parcels

#	APN #	Owner	Public Utility Easement (SF)	Slope Easement (SF)	Fee Acquisition (SF)	Physical Changes to Property
1C	072-0340-079	Hunt Asset Management LLC				Temporarily remove sod during construction of adjacent curb ramp. Restore landscaping to existing condition by end of construction.
2C	072-0340-033	Benvenuti, Daniel, Jr. & Karen		2,430		Minor permanent fill slope into parcel at back of sidewalk
3C	072-0450-103	Benvenuti, Daniel				Temporarily remove sod during construction of curb ramp adjacent to parcel. Restore landscaping to existing condition by end of construction.
4C	072-0340-033	Viking LLC & Jerome M Johnson Mary Joice		8,649		Minor permanent fill slope into parcel at back of sidewalk
5C	072-1200-011	C R/R INC		639		Minor permanent fill slope into parcel at back of sidewalk
6C	072-1200-001	C R/R INC		168		Might temporarily remove sod during construction of adjacent curb ramp. Restore landscaping to existing condition by end of construction.
7C	072-0231-045	C R/R INC		3,359		Minor permanent fill slope into parcel
7P	072-0231-045	C R/R INC	10,444			Relocate SMUD and fiber optic overhead lines to new easement
8C	072-0450-072	McMillan, Gilman C		854		Temporarily remove sod during construction of adjacent curb ramp. Restore landscaping to existing condition by end of construction.
9C	072-0370-071	Elliott Whiterock LLC		121,943		Minor permanent cut and fill slopes into parcel. Relocate barbed wire fence and install new access gates. Pave driveway entrances.
10C	072-0231-133	Aerojet General Corp Easton Dev Co LLC		71,557		Minor permanent cut and fill slopes into parcel. Remove security fence. Pave driveway entrances.
10P	072-0231-133	Aerojet General Corp Easton Dev Co LLC	91,965			Relocate SMUD and fiber optic overhead lines to new easement. Install new Aerojet security fence to edge of easement and install new security gates.
11C	072-0231-135	Aerojet General Corp		30,656		Minor permanent cut and fill slopes into parcel. Remove security fence. Pave driveway entrances.
11P	072-0231-135	Aerojet General Corp	33,543			Relocate SMUD and fiber optic overhead lines to new easement. Install new Aerojet security fence to edge of easement and install new security gates.

#	APN #	Owner	Public Utility Easement (SF)	Slope Easement (SF)	Fee Acquisition (SF)	Physical Changes to Property
12C	072-0231-108	Aerojet General Corp		24,160		Significant permanent cut and fill slopes into parcel. Remove/relocate Aerojet security fence and install security gate. Pave driveway entrances.
12P	072-0231-108	Aerojet General Corp	22,482			Relocate SMUD overhead lines to new easement. Install new Aerojet security fence to edge of easement and install new security gates.
13C	072-0231-109	Aerojet General Corp		17,805		Significant permanent fill slopes into parcel. Remove security fence and install new Aerojet security fence.
14C	072-0231-110	Aerojet General Corp		14,053		Significant permanent fill slopes into parcel. Remove security fence and install new Aerojet security fence.
15C	072-0370-105	Aerojet General Corp		43,757		Significant permanent cut and fill slopes into parcel. Relocate barbed wire fence. Pave driveway entrances.
16C	072-0520-004	Aerojet General Corp		15,130		Minor permanent fill slopes into parcel. Remove security fence and install new Aerojet security fence and install new security gate. Pave driveway entrance.
17C	072-0530-007	General Environmental Management Rancho		7,072		Minor permanent fill slopes into parcel. Modify concrete driveway. Repair/replace landscaping.
17P	072-0530-007	General Environmental Management Rancho	6,509			Relocate AT&T overhead telephone line to new easement
18C	072-0530-008	BFI Medical Waste		3,916		Minor permanent fill slopes into parcel. Modify concrete driveway. Repair/replace landscaping.
18P	072-0530-008	BFI Medical Waste	4,680			Relocate AT&T overhead telephone line to new easement
19C	072-0370-104	Aerojet General Corp		572,900		Significant permanent cut and fill slopes into parcel. Relocate barbed wire fence. Pave driveway entrances. Install new access gates.
19P	072-0370-104	Aerojet General Corp	110,305			Relocate SMUD overhead power lines and AT&T overhead telephone lines to new easement
19R	072-0370-104	Aerojet General Corp			53,017	Construct roadway (pavement, median curb)
20C	072-0231-111	Aerojet General Corp		6,081		Minor permanent cut and fill slopes into parcel. Remove security fence.

#	APN #	Owner	Public Utility Easement (SF)	Slope Easement (SF)	Fee Acquisition (SF)	Physical Changes to Property
20P	072-0231-111	Aerojet General Corp	9,882			Relocate AT&T overhead telephone line to new easement. Install new Aerojet security fence.
21C	072-0231-122	Aerojet General Corp		7,218		Minor permanent cut and fill slopes into parcel. Remove security fence.
21P	072-0231-122	Aerojet General Corp	11,729			Relocate AT&T overhead telephone line to new easement. Install new Aerojet security fence.
22C	072-0231-113	Aerojet General Corp		7,545		Minor permanent cut and fill slopes into parcel. Remove security fence.
22P	072-0231-113	Aerojet General Corp	10,898			Relocate AT&T overhead telephone line to new easement. Install new Aerojet security fence.
23C	072-0231-111	Aerojet General Corp		7,741		Minor permanent cut and fill slopes into parcel. Remove security fence.
23P	072-0231-111	Aerojet General Corp	11,181			Relocate AT&T overhead telephone line to new easement. Install new Aerojet security fence.
24C	072-0231-112	Aerojet General Corp		15,814		Significant permanent cut and fill slopes into parcel. Remove security fence and install new Aerojet security fence.
24P	072-0231-112	Aerojet General Corp	11,417			Relocate AT&T overhead telephone line to new easement
25C	072-0231-116	Aerojet General Corp		306,455		Significant permanent cut and fill slopes into parcel. Remove security fence and install new Aerojet security fence and gates.
25P	072-0231-116	Aerojet General Corp	115,782			Relocate AT&T overhead telephone line to new easement
26C	072-0370-068	Tsakopoulos, John RT 2005		2,541		Significant permanent cut and fill slopes into parcel. Relocate barbed wire fence.
26P	072-0370-068	Tsakopoulos, John RT 2005	2,623			Relocate SMUD overhead power lines and AT&T overhead telephone lines to new easement
		Total (SF)	453,440	1,292,443	53,017	
		Total (Acres)	10.41	29.67	1.22	

Source: Wood Rodgers 2014

Avoidance, Minimization, and/or Mitigation Measures

None required.

2.1.4 UTILITIES/EMERGENCY SERVICES

Affected Environment

Utilities

Overhead power, telephone, and fiber optic lines, and underground gas, water, and fiber optic lines are located in the project area. The Sacramento Municipal Utility District (SMUD) supplies power in the project area. Two overhead power lines are located along White Rock Road in the project area. AT&T operates two overhead telephone lines in the project area, which are located along White Rock Road, one of which is on the same pole as the 12 kilovolt SMUD electrical line in the project area. Pacific Gas and Electric (PG&E) operates an underground gas pipeline in the project area, which is currently located under White Rock Road between Sunrise Boulevard and the business park located approximately 1.1 miles east of Luyung Drive. The Sacramento County Water Agency (SCWA) supplies water to the project area. A SCWA underground water pipeline is currently located under White Rock Road between Sunrise Boulevard and a fire hydrant located approximately 1.55 miles east of Luyung Drive. AT&T Legacy and XO Communications operate two fiber optic lines (one overhead and one underground) in the project area. The joint overhead fiber optic line is located along White Rock Road on the same pole as the 69 kilovolt SMUD electrical line in the project area, and the joint underground fiber optic line is located along the westbound shoulder of White Rock Road from approximately 3,100 feet east of Luyung Drive to Grant Line Road.

Emergency Services

The City of Rancho Cordova receives general safety and law enforcement services from the Rancho Cordova Police Department, contracted through the Sacramento County Sheriff's Department. Fire protection and emergency medical response services in the city are provided by the Sacramento Metropolitan Fire District. Although the City of Rancho Cordova General Plan includes actions to attract a full-service hospital to the city, there are currently no full-service hospitals within the city limits. The nearest full-service hospitals are located in Carmichael (Mercy San Juan), Sacramento (UC Davis, Kaiser, Shriners, Sutter General, and Mercy General), and Folsom (Mercy Hospital of Folsom).

Environmental Consequences

No Build Alternative

Utilities

Under the no build alternative, utilities in the project area would not be relocated. No demands for power, water, solid waste, or storm drainage facilities would result from the no build alternative.

Emergency Services

The no build alternative could ultimately result in negative impacts to emergency services within and surrounding the project area due to constrained traffic volumes projected on White Rock Road (refer to Section 2.1.5, "Traffic and Transportation/Pedestrian and Bicycle Facilities"). With existing and planned growth in the City's Planning Area, it is estimated that by 2025 the population of Rancho Cordova will grow by more than 207 percent. The City's General Plan anticipates the addition of approximately 53,480 new housing units and approximately 55,199 new jobs within the current city limits by the year 2030. Increased population in the surrounding area will result in increased traffic and unacceptable levels of service for traffic, resulting in traffic congestion. The existing two-lane White Rock Road would constrain traffic volumes, resulting in poor circulation along the roadway, which could increase response times for emergency services and potentially obstruct or delay emergency vehicles traveling in and around the project area.

Build Alternative

Utilities

The proposed project requires relocation of utilities, including overhead electrical lines operated by SMUD, overhead telephone lines operated by AT&T, an underground gas pipeline operated by PG&E, an underground water pipeline owned by SCWA, and joint overhead and underground fiber optic lines owned by AT&T Legacy and XO Communications. Relocation plans will be prepared by the project engineer and will include:

- relocation of a 69 kilovolt (kv) overhead electrical line to the north along 3,500 feet of White Rock Road east of Luyung Drive;
- relocation of a 12 kv overhead electrical line to the south along 1.7 miles of White Rock Road between Nimbus Road and Grant Line Road;
- relocation of an overhead telephone line to the north or underground along 1.3 miles of White Rock Road west of Nimbus Road;
- relocation of an overhead telephone line, which is currently on the same poles as the 12 kv SMUD electrical line, to the south or underground along 1.7 miles of White Rock Road east of Nimbus Road;
- possible relocation of short segments of an underground gas pipeline and an underground water pipeline located under White Rock Road between Sunrise Boulevard and the business park located 1.1 miles east of Luyung Drive to accommodate the new roadway profile;
- relocation of a joint overhead fiber optic line, which is currently on the same poles as the 69 kv electrical line, either to the north or underground along 3,100 feet of White Rock Road east of Luyung Drive; and
- relocation of a joint underground fiber optic line currently located along the westbound shoulder of White Rock Road from 3,100 feet east of Luyung Drive to Grant Line Road to a location that has yet to be determined.

No disruption of service will occur during utility relocations.

Emergency Services

Operation of the proposed project would improve traffic operations and circulation along White Rock Road to approved and planned development in the project vicinity. Improving the traffic operations and circulation along the roadway would result in improved traffic levels of service and emergency services response times.

During construction of the proposed project, temporary delays to emergency vehicles may occur along White Rock Road and surrounding roadways because of roadway detours and additional congestion caused by construction equipment and activities. If emergency vehicles cannot pass through the construction area or if the construction activities result in a substantial delay in emergency vehicles passing through the construction area, residents and properties in the immediate and surrounding area could be substantially affected.

Avoidance, Minimization, and/or Mitigation Measures

Utilities

Since there will be no disruption of service during relocations, no avoidance, minimization, and/or mitigation measures are proposed.

Emergency Services

During construction, emergency access on public roadways shall be available at all times to maintain emergency vehicle access through the area. At no time during the construction period will the entire width of a public roadway be closed to emergency vehicle traffic.

Prior to the start of construction, a Traffic Management Plan shall be developed that would reduce delays and obstructions caused by construction detours to the greatest extent possible. The plan developers shall coordinate with emergency service providers (i.e., fire and police) during plan development to ensure that traffic control measures proposed in the plan would meet the needs of the service providers. These detours shall be provided to all emergency services entities that service the area prior to their implementation to avoid impacts to emergency response times.

2.1.5 Traffic and Transportation/Pedestrian and Bicycle Facilities

Regulatory Setting

Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR Part 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment

to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to federal-aid projects, including Transportation Enhancement Activities.

Affected Environment

This section was prepared using the Final Transportation Analysis for the White Rock Road Widening Project from Grant Line Road to El Dorado County Line prepared in September 2008 for Sacramento County and supplemental traffic analyses memoranda prepared in October 2013 and April 2014.

Traffic analyses were based on commonly used traffic methodologies, including analyses of volume to capacity (v/c) ratios and level of service (LOS). Volume to capacity (v/c) is a measure of traffic density at a given location or within a given segment. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience substantial queues and delays. As the v/c ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur. Once the demand exceeds the capacity (a v/c ratio greater than 1.0), traffic flow is unstable and excessive delay and queuing is expected.

Determination of roadway operating conditions is based upon comparison of traffic volumes to roadway capacity. “Levels of service” describe roadway operating conditions. Level of service is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Levels of Service (LOS) "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced conditions. Tables 2.1-4, 2.1-5, and Table 2.1-10 provided at the beginning of the intersections and freeways subsections also contain graphic representations of the differing levels of service.

The City utilizes a LOS “D” standard for its roadways, unless maintaining this Level of Service would, in the City’s judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project.

The Caltrans Transportation Concept Report and Corridor System Management Plan United States Route 50 (June 2014) specifies a concept LOS E for the segment of US 50 within the project area.

Roadway Network

The proposed project consists of widening White Rock Road from Sunrise Boulevard to Grant Line Road. In order to understand the traffic and transportation effects of the proposed project, however, a broader roadway network was analyzed and the term “project area” as used in this section refers to the broader roadway network. **Figure 2.1-3** illustrates the roadway network in the project area. Descriptions of existing roadways in the project area are provided on the following pages.

White Rock Road is an east–west facility that traverses the eastern portion of unincorporated Sacramento County. To the west, White Rock Road extends through the City of Rancho Cordova to International Drive. To the east, the roadway extends along the border of the City of Folsom sphere of influence and into the unincorporated El Dorado County community of El Dorado Hills where the road becomes Silva Valley Parkway on the north side of US 50. The segment of White Rock Road

that is proposed to be widened currently has one travel lane in each direction, no bike lanes, and no shoulders other than on a small portion of the roadway just east of Sunrise Boulevard.

Zinfandel Drive is a north–south facility located west of the project area. It is entirely in Rancho Cordova. To the north, it terminates in a residential area east of Sunrise Boulevard. To the south, it extends to Douglas Road. Zinfandel Drive is six lanes wide near White Rock Road and has a signalized intersection at White Rock Road.

Kilgore Road is a local north–south roadway located west of the project area in Rancho Cordova and serves office areas west of Sunrise Boulevard. Kilgore Road extends from Folsom Boulevard to the north to Baroque Drive to the south. This roadway has a signalized intersection at White Rock Road.

Sunrise Boulevard is a north–south facility located west of the project area. To the north, it extends into Placer County. To the south, it extends to Grant Line Road. Sunrise Boulevard is six lanes wide near White Rock Road and has a signalized intersection at White Rock Road.

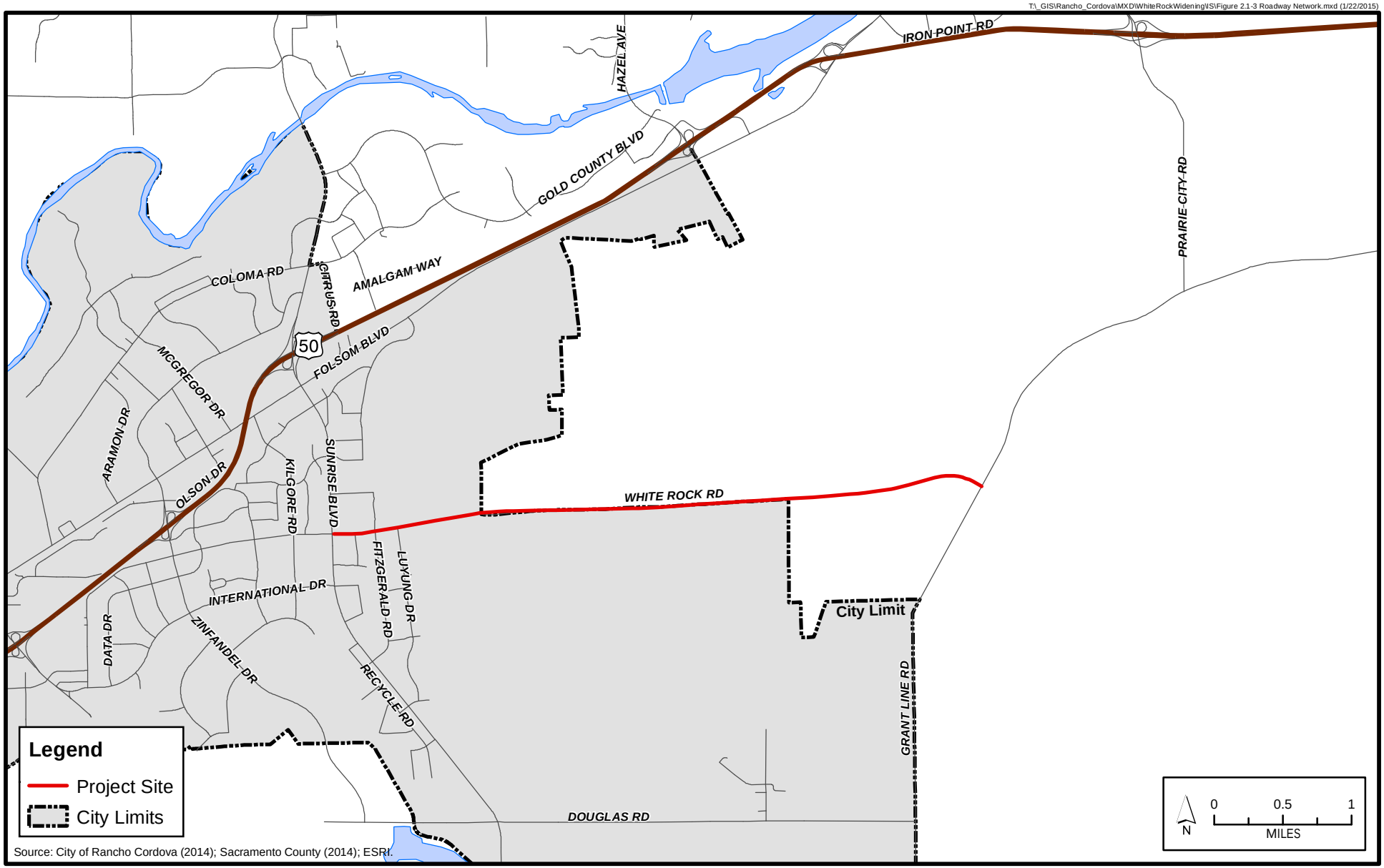
Fitzgerald Road-Sunrise Park Drive is a local north–south roadway located west of the project area and serves industrial areas east of Sunrise Boulevard. Sunrise Park Drive extends from White Rock Road to Sunrise Boulevard to the north. Fitzgerald Road extends from White Rock Road to Sunrise Boulevard to the south. This roadway has a four-way stop intersection at White Rock Road.

Grant Line Road terminates at White Rock Road near the eastern end of the project. To the southwest, the roadway continues to State Route 99 in Elk Grove. Grant Line Road is two lanes wide near White Rock Road. For purposes of the environmental baseline (existing conditions), the three-leg intersection of Grant Line Road and White Rock Road has a stop sign on the eastbound White Rock Road approach. The other approaches are not controlled.

No transit service is currently provided in the project area. No pedestrian or bicycle facilities exist in the project area.

Intersections

Table 2.1-4 and **Table 2.1-5** illustrate level of service definitions for unsignalized and signalized intersections.



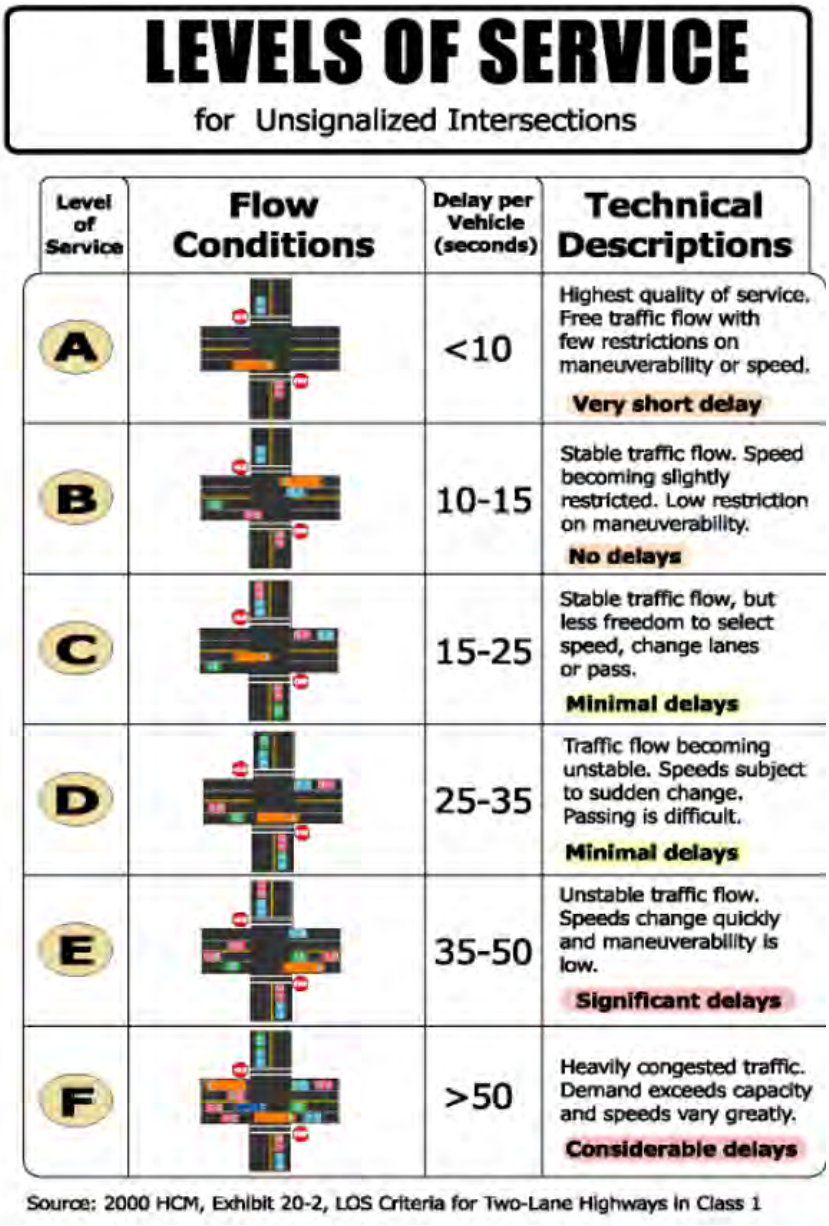
City of Rancho Cordova
Planning Department

Figure 2.1-3

Project Area Roadway Network

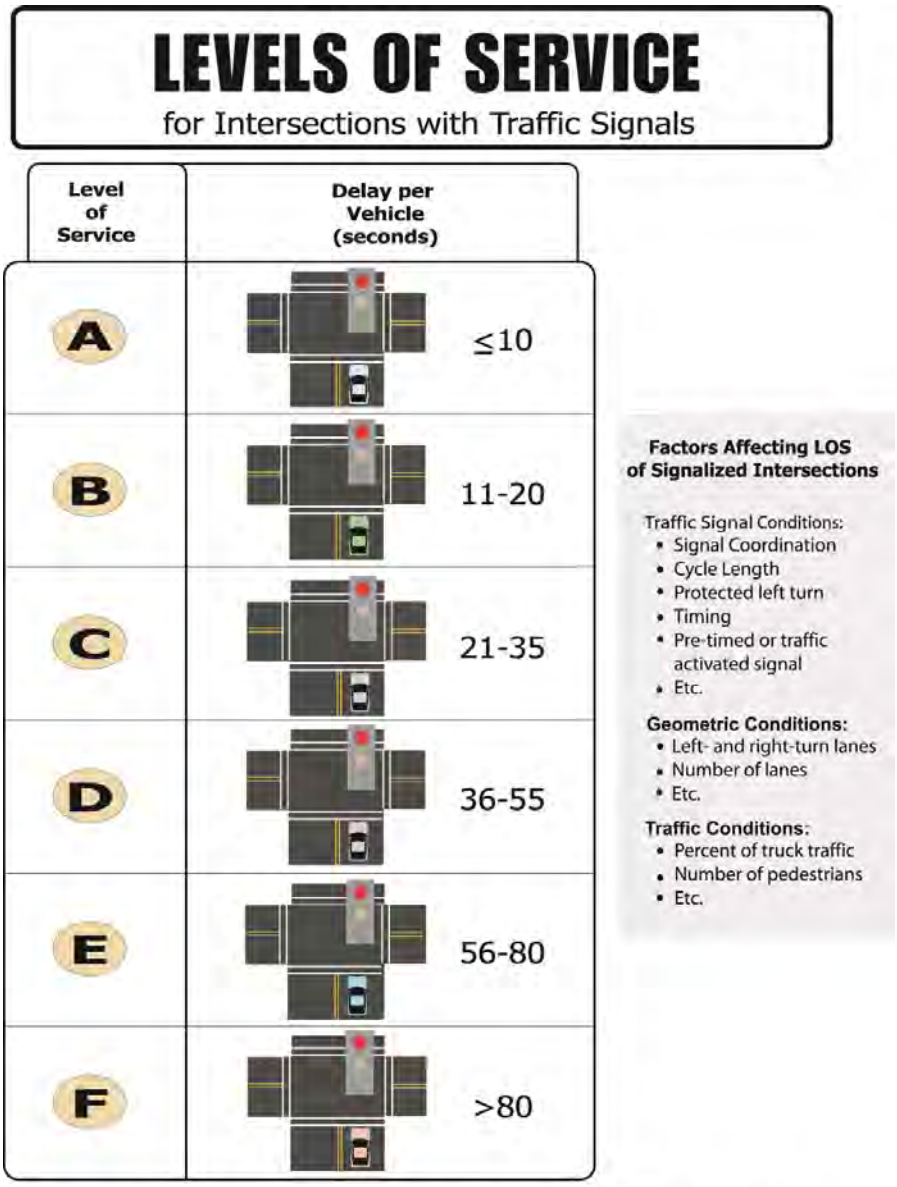
ATTACHMENT 3

Table 2.1-4
Levels of Service for Unsignalized Intersections



Source: 2000 HCM, Exhibit 20-2, LOS Criteria for Two-Lane Highways in Class 1

Table 2.1-5
Levels of Service for Intersections with Traffic Signals



Source: 2000 HCM, Exhibit 16-2, Level of Service Criteria for Signalized Intersections

Table 2.1-6 summarizes existing a.m. and p.m. peak-hour operating conditions at intersections in the project area. During both the a.m. and p.m. peak hours, all of the intersections meet or exceed the LOS D standard, with the exception of the intersection of Zinfandel Drive with White Rock Road. This intersection operates at LOS E during the p.m. peak hour.

Table 2.1-6
Existing Peak-Hour Intersection Operating Conditions[6]

Intersection	Control[1]	A.M. Peak Hour		P.M. Peak Hour	
		Criteria[2]	LOS	Criteria[2]	LOS
Zinfandel Dr/White Rock Rd	Signal	0.50	A	**0.90**	**E**
Kilgore Rd/White Rock Rd	Signal	0.47	A	0.58	A
Sunrise Blvd/White Rock Rd	Signal	0.65	B	0.71	C
Fitzgerald Rd-Sunrise Park Dr/White Rock Rd	AWSC	14.7	B	16.4	B
Grant Line Rd/Douglas Rd	OWSC	23.8	C	18.2	C

Notes:
1. AWSC = All-Way Stop Control, OWSC = One-Way Stop Control
2. Signalized intersection – Volume-to-Capacity Ratio (V/C)
   Unsignalized intersection – Delay per Vehicle (seconds) AWSC intersection, OWSC worst movement (most congested)
3. Bold depicts LOS that exceeds City's General Plan LOS goal

Roadway Segments

Level of service analyses were conducted for roadway segments in the project area based on daily traffic volumes, the number of traffic lanes between intersections, and roadway characteristics. These analyses were conducted utilizing the methodology employed in the analysis of the Sacramento County General Plan and the City of Rancho Cordova General Plan. In this methodology, the major roadway network was divided into five "capacity class" categories for level of service determination, as shown in **Table 2.1-7**.

Table 2.1-7
Roadway Capacity Classes

Capacity Class	General Criteria			
	Stops per Mile	Driveways	Speed Range	Lanes
Freeway – Full Access Control	0	None	55–65	4+
Expressway – High Access Control	1–2	None	45–55	4+
Arterial – Moderate Access Control	2–4	Limited	35–45	2+
Arterial – Low Access Control	4+	High	25–35	2+
Rural Highway	<0.5	Limited	45–55	2

The capacity class categories are based on the nature of traffic flow along the facility, including the number of interruptions due to intersection control and "side-friction" caused by driveways and local streets. For each capacity class shown in **Table 2.1-7**, relationships were developed between daily traffic volumes and roadway level of service. **Table 2.1-8** summarizes the maximum daily traffic volumes for each capacity class/LOS combination. The segment-based level of service represents peak-hour conditions, although it is calculated based on daily traffic volumes and capacity estimates.

[6] CEQA Guideline 15125(a) specifies that an EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time of the notice of preparation, or if no notice of preparation is published, at the time environmental analysis is commenced. NEPA does not have a definitive requirement for baseline except that it generally is a pre-project fixed point in time.

Table 2.1-8
Roadway Segment Evaluation Criteria for Level of Service

Capacity Class	Maximum Daily Traffic Volume per Lane				
	Level of Service				
	A	B	C	D	E
Freeway – Full Access Control	7,000	10,800	15,400	18,600	20,000
Expressway – High Access Control	6,000	7,000	8,000	9,000	10,000
Arterial – Moderate Access Control	5,400	6,300	7,200	8,100	9,000
Arterial – Low Access Control	4,500	5,250	6,000	6,750	7,500
Rural Highway	1,200	2,400	3,950	6,750	11,450

Table 2.1-9 summarizes the existing roadway levels of service in the project area. All of the roadway segments meet or exceed the LOS D standard with the following exceptions:

- Sunrise Boulevard between Folsom Boulevard and Trade Center Drive
- Sunrise Boulevard between Kiefer Boulevard and State Route 16

Both of these roadway segments currently operate at LOS F.

Table 2.1-9
Existing Segment Level of Service

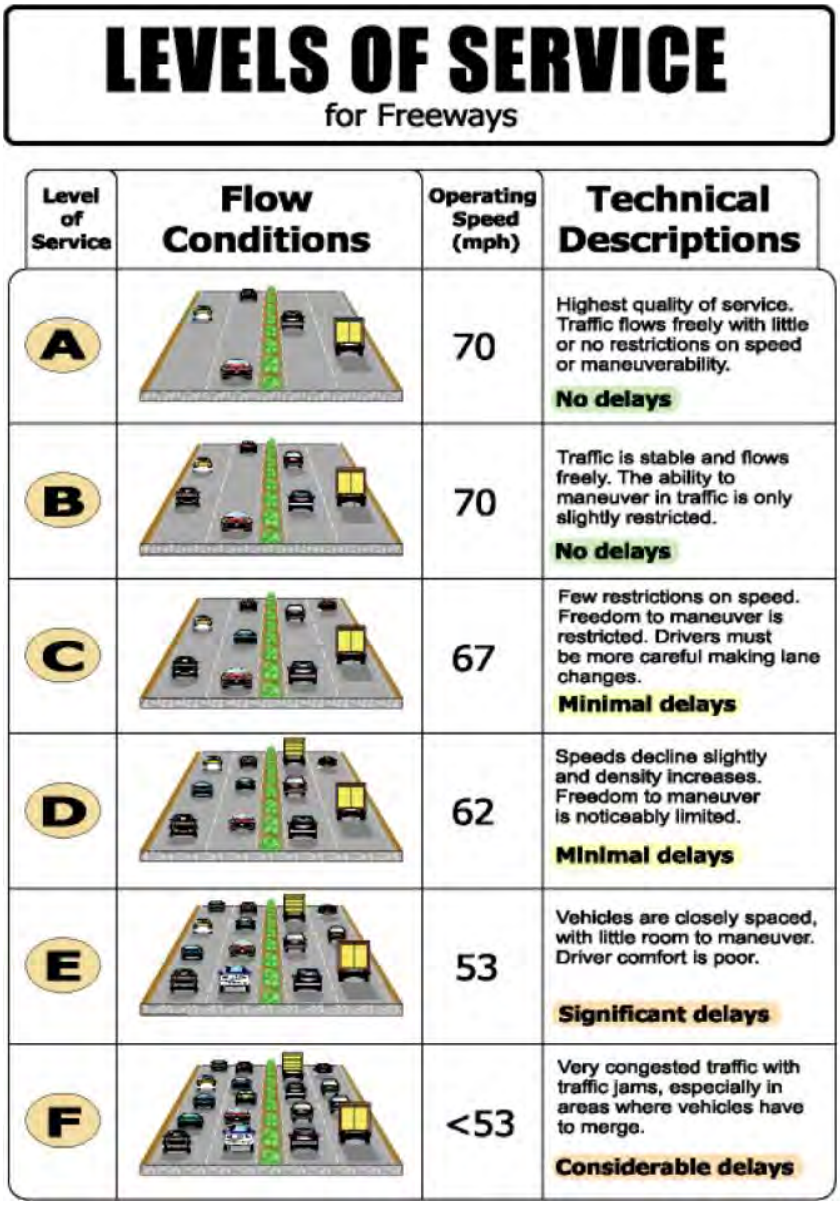
Segment			Lanes/ Type[1]	Average Daily Traffic Volume	V/C[2]	LOS
Roadway	From	To				
White Rock Road	Rancho Cordova City Limit	Grant Line Road	2/RNS	6,000	0.35	D
	Zinfandel Drive	Kilgore Road	6/AM	25,500	0.47	A
	Kilgore Road	Sunrise Blvd	6/AM	25,500	0.47	A
	Sunrise Blvd	Fitzgerald Road	2/AM	13,200	0.73	C
Zinfandel Drive	EB US 50	White Rock Road	6/AM	41,900	0.78	C
	White Rock Road	International Drive	4/AM	19,700	0.36	A
	International Drive	Baroque Drive	4/AM	7,100	0.20	A
Sunrise Blvd	Folsom Blvd	Trade Center	6/AM	**57,400**	**1.06**	**F**
	Trade Center	White Rock Road	6/AM	39,200	0.73	C
	White Rock Road	Fitzgerald Road	4/AM	25,500	0.71	C
	Fitzgerald Road	Douglas Road	6/AM	25,500	0.47	A
	Douglas Road	Kiefer Blvd	4/AM	20,000	0.56	A
	Kiefer Blvd	State Route 16	2/AM	**20,000**	**1.11**	**F**

Notes:
1. Type AM = Arterial Moderate Access Control, RNS = Rural No Shoulder
2. V/C = Volume-to-Capacity Ratio

Freeway

Table 2.1-10 illustrates level of service definitions for freeways.

Table 2.1-10
Levels of Service for Freeways



Level of service analyses were conducted for the study area freeway segments based on peak-hour traffic volumes and the number of both mixed-flow (lanes that any vehicle regardless of number of passengers can travel in) and full auxiliary lanes. These analyses were conducted utilizing the methodology employed in the analysis of numerous environmental impacts reports and accepted by Caltrans District 3. In this methodology, a regular mixed flow lane has the capacity of 2200 vehicles per hour and a full auxiliary lane between interchanges has a capacity of 1600 vehicles per hour. **Table 2.1-11** summarizes the existing freeway level of service in the project area. All of the Caltrans freeway segments meet or exceed the LOS E standard.

Table 2.1-11
Existing Freeway Segment Level of Service[3]

US 50 Segment			Lanes[1]	Volume[2]	V/C[3]	LOS
Direction	From	To				
AM Peak Hour						
Eastbound	Mather Field Dr	Zinfandel Dr	4-0	7,550	0.86	D
	Zinfandel Dr	Sunrise Blvd	3-1	5,930	0.72	C
	Sunrise Blvd	Hazel Ave	3-0	4,280	0.65	C
	Hazel Ave	Folsom Blvd	2-1	3,250	0.54	C
	Folsom Blvd	Prairie City Rd	2-0	2,290	0.52	B
	Prairie City Rd	Scott Rd	2-0	2,150	0.49	B
Westbound	Scott Rd	Prairie City Rd	2-0	3,350	0.76	D
	Prairie City Rd	Folsom Blvd	2-0	3,820	0.87	D
	Folsom Blvd	Hazel Ave	3-0	4,280	0.65	C
	Hazel Ave	Sunrise Blvd	3-0	5,570	0.84	D
	Sunrise Blvd	Zinfandel Dr	4-0	7,350	0.84	D
	Zinfandel Dr	Mather Field Dr	4-0	7,360	0.84	D
PM Peak Hour						
Eastbound	Mather Field Dr	Zinfandel Dr	4-0	7,380	0.84	D
	Zinfandel Dr	Sunrise Blvd	3-1	7,340	0.90	D
	Sunrise Blvd	Hazel Ave	3-0	5,400	0.82	D
	Hazel Ave	Folsom Blvd	2-1	4,360	0.73	C
	Folsom Blvd	Prairie City Rd	2-0	3,830	0.87	D
	Prairie City Rd	Scott Rd	2-0	3,410	0.78	D
Westbound	Scott Rd	Prairie City Rd	2-0	2,370	0.54	C
	Prairie City Rd	Folsom Blvd	2-0	3,210	0.73	C
	Folsom Blvd	Hazel Ave	3-0	3,700	0.56	C
	Hazel Ave	Sunrise Blvd	3-0	4,030	0.61	C
	Sunrise Blvd	Zinfandel Dr	4-0	5,420	0.62	C
	Zinfandel Dr	Mather Field Dr	4-0	7,400	0.84	D

Notes:
1. Mixed Flow Lanes – Auxiliary Lanes, with HOV lanes excluded.
2. Does not include HOV lane volume.
3. Capacity is 2,200 for mixed-flow lane and 1,600 for full auxiliary lane.

Environmental Consequences

The level of service goal from the City's Circulation Element is to seek to maintain operations on all roadways and intersections at LOS D or better at all times, including peak travel times, unless maintaining this level of service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of LOS D may be accepted in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project.

The Caltrans Transportation Concept Report and Corridor System Management Plan United States Route 50 (June 2014) specifies a concept LOS E for the segment of US 50 within the project area.

The potential effects of the no build alternative and the build alternative were analyzed using the existing conditions as baseline and comparing that to a future year 2030 analysis. The model used was the Sacramento County General Plan version of the SACOG Sacramento Regional Transportation Demand Model (SACMET). At the time the traffic analysis commenced in 2008, the year 2030 was chosen for the future year[7] scenario and the year 2030 projections were based on the SACOG model that was available at that time. In preparation for updating its traffic model for the 2035 MTP/SCS, SACOG prepared a Draft Regional Transportation Monitoring Report (Monitoring Report) in August 2013 that analyzed the demographic changes that occurred in the region since 2007 in order to better model its traffic forecasts. The report included the repercussions of the economic recession that had just begun in 2008. The report highlights the impact that the recession had on jobs and employment and the reductions that caused in work travel. With the reduction in household income, there were also reductions in non-work and discretionary travel.

According to the summary in the Monitoring Report, employment in the SACOG region was at an all-time peak in 2007 and then between 2007 and 2011 as many as 96,000 jobs were lost in the region. Median income during this same period declined by 13%. All of which resulted in a decline in VMT per capita of -9.0% over the same time period. In terms of congestion, there was a -27% decline in the annual hours of delay per auto commuter between 2000 and 2011.

Today projected future travel demand in the region is still below what was being predicted in the 2008. In 2008, future year 2035 total vehicle miles traveled in the region was predicted to be about 85 million miles; the current MTP/SCS predicts 75 million total vehicle miles travelled in the region in the year 2035, which represents about a 12% reduction.[8] Because the traffic data used for the year 2030 analysis for the proposed project was based on the traffic projections available in 2008, the results presented for the proposed project may slightly overestimate the future traffic conditions if the current MTP/SCS projections remain accurate for 2035, this potentially results in more conservative impact conclusions.

Year 2030 development forecasts were based on the following additional sources:

- The 2030 development forecasts for Rancho Cordova south of US 50 prepared by the City of Rancho Cordova's Planning Department and released in February 2007
- Proposed development in the City of Folsom's South of US 50 Annexation area

[7]" Future year scenario" and "Year 2030" are used interchangeably. The design year for the project is 2030 but as noted in Section 2.1.1.2 it is fully anticipated that the proposed project will meet traffic needs up to and beyond 2035.
[8] SACOG, 2035 MTP/SCS, pp. 85-87.

- Proposed development in the Easton/Glenborough Specific Plan in unincorporated Sacramento County
- Proposed development in the Grant Line East Visionary Plan in unincorporated Sacramento County
- All other areas in Sacramento County based on the County's current General Plan
- Outside Sacramento County, an interpolated year 2030 development forecast created based on SACOG's adopted MTP/SCS 2035
- In El Dorado Hills, the year 2030 development levels were extrapolated based on the 2005–2025 growth rate

Most roadway network assumptions were based on the existing Sacramento County General Plan. Some roadways were added or widened due to assumed development, as stated above, that were not assumed under the existing General Plan. Assumptions for the year 2030 roadway network are as follows:

- White Rock Road is four lanes wide from the Rancho Cordova city limit, near Villagio Parkway, to the El Dorado County line.
- White Rock Road is six lanes wide west of the Rancho Cordova city limit, near Villagio Parkway.
- White Rock Road is four lanes wide from the El Dorado County line to the new interchange with US 50 at Silva Valley Road.
- Grant Line Road is six lanes wide south of the White Rock Road intersection.
- No new north–south road, parallel to Grant Line Road, through the East of Grant Line development area. This road would have connected Grant Line Road.
- No new north-south road, parallel to Grant Line Road, through the East of Grant Line development area. This road would have connected Grant Line Road at Chrysanthy Boulevard to White Rock Road between Grant Line Road and Prairie City Road.
- Prairie City Road is widened to six lanes from US 50 to south of Easton Valley Parkway and is widened to four lanes south of Easton Valley Parkway to White Rock Road.
- Scott Road (North) is widened to six lanes from US 50 to south of Easton Valley Parkway and is widened to four lanes south of Easton Valley Parkway to White Rock Road.
- Easton Valley Parkway is a new east–west road between US 50 and White Rock Road. It is a six-lane road between Rancho Cordova Parkway and Prairie City Road, a four-lane road between Prairie City Road and east of the Rowberry Road extension, a six-lane road between east of the Rowberry Road extension and Placerville Road, and a two-lane road from Placerville Road to Empire Ranch Road.
- Oak Avenue Parkway is a new four-lane road between Prairie City Road and Scott Road that connects White Rock Road to a new US 50 interchange.
- Rowberry Road is extended across US 50, without an interchange, to Easton Valley Parkway as a four-lane road.
- Empire Ranch Road is a new road between Scott Road and the El Dorado County line that

connects White Rock Road to a new US 50 interchange. It is six lanes from US 50 to Easton Valley Parkway and four lanes from Easton Valley Parkway to White Rock Road.

- Hazel Avenue is extended south to Easton Valley Parkway as six lanes.
- Rancho Cordova Parkway is built from a new interchange at US 50 south to Grant Line Road with six lanes north of White Rock Road and four lanes south of Rio Del Oro Parkway.
- Empire Ranch Road is extended south from White Rock Road into the El Dorado Hills Business Park as a four-lane road.
- Auxiliary lanes are added to US 50 from Mather Field Road to Zinfandel Drive, from Sunrise Boulevard to Hazel Avenue, and from Prairie City Road to Empire Ranch Road.
- High-occupancy vehicle lanes are added to US 50 from Sunrise Boulevard to Watt Avenue and from El Dorado Hills Boulevard to Greenstone Road.

As shown above, the Final Transportation Analysis included widening portions of White Rock Road in its assumptions for year 2030 based on the understanding that White Rock Road would be widened as part of infrastructure requirements for future development projects even if it were not widened as part of a stand-alone transportation project. Therefore, in the Final Transportation Analysis, there are no substantive differences between the year 2030 no build alternative scenario and the year 2030 build alternative scenario.

To better understand the potential effects to roadway segments under a year 2030 no build scenario in which White Rock Road would remain in its current configuration in the area between Sunrise Boulevard and Grant Line Road, supplemental traffic analysis was done in October 2013 and April 2014. This is the no build scenario that was used for the air quality and noise future no build analyses.

Intersections Operations

Design Year 2030

The addition of new roadways by the year 2030 creates new intersections in Rancho Cordova. The new intersections are listed below.

- Rancho Cordova Parkway and White Rock Road
- International Drive and White Rock Road
- Rio Del Oro Parkway and White Rock Road
- Villagio Parkway and White Rock Road

Table 2.1-12
Year 2030 Peak-Hour Intersection Operating Conditions

Intersection	Control[1]	Without Project		With Project	
		Criteria[2]	LOS	Criteria[2]	LOS
A.M. Peak Hour					
Zinfandel Dr/White Rock Rd	Signal	0.75	C	0.75	C
Kilgore Rd/White Rock Rd	Signal	0.53	A	0.53	A
Sunrise Blvd/White Rock Rd	Signal	0.77	C	0.77	C
Fitzgerald Rd-Sunrise Park Dr/White Rock Rd	Signal	0.52	A	0.52	A
Rancho Cordova Parkway/White Rock Road	Signal	**0.95**	**E**	**0.95**	**E**
International Drive/White Rock Road	Signal	0.57	A	0.57	A
Rio Del Oro Parkway/White Rock Road	Signal	0.46	A	0.46	A
Villagio Parkway/White Rock Road	Signal	0.38	A	0.38	A
Grant Line Rd/Douglas Rd	Signal	0.82	D	0.82	D
P.M. Peak Hour					
Zinfandel Dr/White Rock Rd	Signal	**1.09**	**F**	**1.09**	**F**
Kilgore Rd/White Rock Rd	Signal	0.56	A	0.56	A
Sunrise Blvd/White Rock Rd	Signal	0.73	C	0.73	C
Fitzgerald Rd-Sunrise Park Dr/White Rock Rd	Signal	0.49	A	0.49	A
Rancho Cordova Parkway/White Rock Road	Signal	0.77	C	0.77	C
International Drive/White Rock Road	Signal	0.64	B	0.64	B
Rio Del Oro Parkway/White Rock Road	Signal	0.41	A	0.41	A
Villagio Parkway/White Rock Road	Signal	0.45	A	0.45	A
Grant Line Rd/Douglas Rd	Signal	0.76	C	0.76	C

Notes:
1. All intersections are signalized
2. Delay per vehicle in seconds

Table 2.1-12 summarizes year 2030 a.m. and p.m. peak-hour operating conditions at the study area intersections. During both the a.m. and p.m. peak hours, all of the intersections meet or exceed the LOS D standard under the year 2030 project scenario, with the following exceptions:

- Zinfandel Drive/White Rock Road p.m. peak hour (LOS F)
- Rancho Cordova Parkway/White Rock Road a.m. peak hour (LOS E)

The Rancho Cordova Parkway intersection operates at LOS E and the Zinfandel Drive intersection operates at LOS F under year 2030 conditions, with or without the project. The traffic volumes caused by future development will eventually exceed the capacity of these Rancho Cordova intersections in the study area. The widening of White Rock Road from Sunrise Boulevard to Grant Line Road would not create any intersection level of service impacts because the volume-to-capacity ratios are the same for the year 2030 build and no build conditions.

Roadway Segment Operations

Design Year 2030

Table 2.1-13 shows the projected year 2030 daily volumes and level of service using the assumptions from the Final Transportation Analysis, which included substantial widening of White Rock Road even under the no build alternative.

All of the roadway segments meet or exceed the LOS D standard, with the following exceptions:

- White Rock Road between Sunrise Boulevard and Rancho Cordova Parkway (LOS E)
- All studied Zinfandel Drive roadway segments between US 50 and Douglas Road (LOS F)

Operations on White Rock Road between Sunrise Boulevard and Rancho Cordova Parkway are marginally over the LOS D threshold. The City's General Plan Circulation Element indicates that if maintaining LOS D would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Level of service in excess of LOS D may be accepted provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project. The proposed project would improve traffic flow compared to a future scenario in which no widening occurs within the proposed project limits (see **Table 2.1-14**) and the proposed project includes construction of new bike lanes. Zinfandel Drive though part of the roadway network analysis is not within the immediate project area and the Zinfandel Drive roadway segments between US 50 and Douglas Road would operate at LOS F in the year 2030 with or without the proposed project.

As discussed previously, in order to better understand a scenario under which White Rock Road would not be widened within the proposed project limits, additional roadway segment analysis was conducted for the portion of White Rock Road between Sunrise Boulevard and Grant Line Road. **Table 2.1-14** shows the projected Year 2030 daily traffic volumes and level of service for the White Rock Road roadway segments under this scenario.

With the proposed project, all roadway segments would operate at an acceptable level of service in the year 2030, with the exception of the segment from Sunrise Boulevard to Rancho Cordova Parkway, which would operate at LOS E. Without the proposed project, all of the White Rock Road segments in the proposed project area would operate at LOS F.

Table 2.1-13
Year 2030 Segment Daily Volumes and Level of Service

Segment				Without Project			With Project		
Roadway	From	To	Lanes/ Type[1]	Daily Volume	V/C[2]	LOS	Daily Volume	V/C[2]	LOS
White Rock Road	Zinfandel Dr	Sunrise Blvd	6/AM	20,100	0.37	A	20,100	0.37	A
	Sunrise Blvd	Rancho Cordova Parkway	6/AM	48,800	0.90	E	48,800	0.90	E
	Rancho Cordova Parkway	International Drive	6/AM	26,900	0.50	A	26,900	0.50	A
	International Drive	City Limit	6/AM	32,900	0.61	A	32,900	0.61	A
	City Limit	Grant Line Road	4/AM	28,300	0.79	C	28,300	0.79	C
Zinfandel Dr[4]	EB US 50	White Rock Rd	6/AM	82,600	1.53	**F**	82,600	1.53	**F**
	White Rock Rd	International Dr	4/AM	65,200	1.21	**F**	65,200	1.21	**F**
	International Dr	Douglas Road	4/AM	54,200	1.00	**F**	54,200	1.00	**F**

Notes:

1. Type AM = Arterial Moderate Access Control, RNS = Rural No Shoulders
2. V/C = Volume-to-Capacity Ratio
3. Bold indicates LOS does not meet adopted standard
4. Zinfandel Dr. is located outside the immediate project area but was included as part of the roadway network analysis.

Table 2.1-14
Future Traffic Volumes and Level of Service (2030)

			Without Project			With Project		
Roadway	From	To	Volumes	Volume/ Capacity (V/C)	Level of Service (LOS)[1]	Volume	V/C	LOS
White Rock Road	Sunrise Boulevard	Rancho Cordova Parkway	44,100	2.45	**F**	48,800	0.90	E[2]
	Rancho Cordova Parkway	International Drive	22,2008	1.31	**F**	26,900	0.50	A
	International Drive	Villagio Drive	25,100	1.48	**F**	32,900	0.61	B
	Villagio Drive	Grant Line Road	25,600	1.51	**F**	28,300	0.79	C

1. Bold indicates LOS does not meet adopted standard
2. This segment of White Rock Road does not meet the City's generally adopted LOS goal of LOS D; however, this segment does include provisions to improve traffic flow and/or promote non-vehicular transportation and as such can be deemed an acceptable LOS by the City.

Freeway Operations

Design Year 2030

Level of service analyses were conducted for the study area freeway segments based on peak-hour traffic volumes and the number of both mixed-flow and full auxiliary lanes under the cumulative scenario. **Table 2.1.15** summarizes the freeway levels of service. All of the US 50 freeway segments meet or exceed the LOS E standard, with the exception of eastbound US 50 between Zinfandel Drive and Sunrise Boulevard in both the a.m. and p.m. peak hours. This freeway segment would operate at LOS F under year 2030 conditions, with or without the project. The proposed project would not cause the exceedance; even under the no build condition, this freeway segment would operate at LOS F.

Bicycle and Pedestrian Facilities

With the exception of facilities at the far western limit of the proposed project, no pedestrian or bicycle facilities exist in the project limits. The proposed project will construct two 6-foot-wide bike lanes and two 3-foot-wide shoulders on White Rock Road from Sunrise Boulevard to Grant Line Road. Any pedestrian facilities constructed as part of the proposed project would conform to the then-applicable ADA standards. Therefore, the project will improve bicycle and pedestrian movement and safety in the project area and is consistent with the City's Bicycle Master Plan and Pedestrian Master Plan. Without the proposed project, there would continue to be no pedestrian or bicycle facilities in the majority of the proposed project limits.

Construction Impacts

During construction of the proposed project, traffic handling may require temporary lane closures or detours. Temporary delays may occur due to construction activities and movement of construction equipment through the project site. Emergency access through the project area will be maintained at all times. The City will require the contractor to coordinate ahead of time with the fire and police departments before lane closures and detours.

Avoidance, Minimization, and/or Mitigation Measures

As discussed above, the proposed project is not anticipated to cause any operational impacts to intersections, roadway segments or freeway segments. Therefore, no measures are proposed for those facilities.

Construction Measures

A Transportation Management Plan (TMP) would be prepared that would be in place throughout construction. The TMP would be made available to the public and to each jurisdiction within the study area. The TMP would be designed to minimize project-related traffic delay and accidents by adopting traditional traffic mitigation strategies through a combination of public and motorist information, demand management, incident management, system management, alternative route strategies, and construction strategies. The TMP would include detour signage, public transportation information, construction timing, and other useful construction information for residents and motorists.

Table 2.1-15
Year 2030 Freeway Segment Level of Service

Segment				Without Project			With Project		
Direction	From	To	Lanes[1]	Volume[2]	V/C[3]	LOS	Volume[2]	V/C[3]	LOS
A.M. Peak Hour									
Eastbound	Mather Field Dr	Zinfandel Dr	4-1	9,420	0.91	E	9,420	0.91	E
	Zinfandel Dr	Sunrise Blvd	3-1	8,330	1.02	**F**	8,330	1.02	**F**
	Sunrise Blvd	Rancho Cordova Pkwy	3-1	6,990	0.85	D	6,990	0.85	D
	Rancho Cordova Pkwy	Hazel Ave	3-1	7,610	0.93		7,610	0.93	
	Hazel Ave	Folsom Blvd	3-1	6,810	0.83	D	6,810	0.83	D
Westbound	Folsom Blvd	Hazel Ave	3-1	5,700	0.70	C	5,700	0.70	C
	Hazel Ave	Rancho Cordova Pkwy	3-1	7,190	0.88	D	7,190	0.88	D
	Rancho Cordova Pkwy	Sunrise Blvd	3-1	6,460	0.79	D	6,460	0.79	D
	Sunrise Blvd	Zinfandel Dr	4-0	7,580	0.86	D	7,580	0.86	D
	Zinfandel Dr	Mather Field Dr	4-1	8,040	0.77	D	8,040	0.77	D
P.M. Peak Hour									
Eastbound	Mather Field Dr	Zinfandel Dr	4-1	8,090	0.78	D	8,090	0.78	D
	Zinfandel Dr	Sunrise Blvd	3-1	8.220	1.00	**F**	8.220	1.00	**F**
	Sunrise Blvd	Rancho Cordova Pkwy	3-1	6,980	0.85	D	6,980	0.85	D
	Rancho Cordova Pkwy	Hazel Ave	3-1	7,480	0.91	E	7,480	0.91	E
	Hazel Ave	Folsom Blvd	3-1	6,630	0.81	D	6,630	0.81	D
Westbound	Folsom Blvd	Hazel Ave	3-1	6,420	0.78	D	6,420	0.78	D
	Hazel Ave	Rancho Cordova Pkwy	3-1	6,710	0.82	D	6,710	0.82	D
	Rancho Cordova Pkwy	Sunrise Blvd	3-1	6,660	0.81	D	6,660	0.81	D
	Sunrise Blvd	Zinfandel Dr	4-0	7,570	0.86	D	7,570	0.86	D
	Zinfandel Dr	Mather Field Dr	4-1	8,530	0.82	D	8,530	0.82	D

Notes:

1. Mixed-Flow Lanes – Auxiliary Lanes, with HOV lanes excluded.

2. Does not include HOV lane volume.

3. These analyses were conducted utilizing the methodology employed in the analysis of numerous environmental impacts reports and accepted by Caltrans District 3. In this methodology, a regular mixed flow lane has the capacity of 2200 vehicles per hour and a full auxiliary lane between interchanges has a capacity of 1600.

4. Bold indicates that LOS exceeds Caltrans LOS concept.

2.1.6 Visual/Aesthetics

Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically (emphasis added) and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). To further emphasize this point, the Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of aesthetic, natural, scenic and historic environmental qualities" (CA Public Resources Code [PRC] Section 21001[b]).

Affected Environment

A Visual Impact Memorandum for the project was prepared by the City and approved by a Caltrans licensed landscape architect in February 2013.

White Rock Road extends from International Drive in Rancho Cordova to El Dorado County. From Sunrise Boulevard to Luyung Drive, White Rock Road is surrounded by industrial uses. From Luyung Drive to Grant Line Road, White Rock Road is bordered by a rural setting dominated by annual grasslands covering a gently rolling landscape almost entirely disturbed by Gold Rush dredge operations. The proposed project will widen White Rock Road from Sunrise Boulevard to Grant Line Road. The western portion of the project alignment (Sunrise Boulevard to Salisbury Road, as shown on **Figure 1.1-2,** Project Location) is characterized by industrial uses. Near Sunrise Boulevard, some commercial uses such as restaurants and retail establishments exist as well. The existing visual quality of this area is considered low because of its urbanized, industrial character. White Rock Road in this area is already paved to accommodate a 6-lane facility. Viewer groups in this area consist of employees/employers, patrons and motorists; all of which are considered to have low to moderately low sensitivity based on their limited exposure to the views along this portion of the roadway. Views are limited to buildings and parking lots with very little landscaping or aesthetic treatment.

The eastern portion of the project alignment (Salisbury Road to Grant Line Road) is relatively undisturbed, comprising idle native lands, historically dredged lands with remnant tailings mounds, fencing, power lines, and low-intensity agricultural lands (mainly nonirrigated grazing lands). The primary viewer group in this portion of the project area is motorists, who because of their limited exposure to the views along the roadway are considered to have low sensitivity. There is one resident along this portion of the roadway; generally residents have moderate to high viewer sensitivity.

Dredging operations altered the natural landscape adjacent to the roadway by creating massive piles of tailings. These piles resulted in basins between tailings. Because of their low-lying locations on the landscape and the mining-related manipulation of surface water and groundwater, the basins fill with water. The tailings are sparsely vegetated with ruderal plant species that are also associated with the annual grassland vegetation adjacent to the project site. The basins are characterized by a variety of riparian plant communities including coyote brush scrub, willow scrub, mixed riparian scrub, elderberry savanna, willow woodland, cottonwood woodland, oak woodland, and cottonwood-willow riparian forest.

Wetlands and drainages are adjacent to the existing roadway. The majority of the area adjacent to the project site is vacant land owned by Aerojet, although intermittent industrial uses occur. These uses include a hazardous materials disposal company, a construction company, and a mining company, and have no landscaping or aesthetic treatments that are visible from the roadway. North of White Rock Road, piping associated with groundwater monitoring wells, which extends approximately 3 feet above the ground surface, is visible at various locations.

The project site itself does not provide any aesthetic resources that would be considered scenic resources. The agricultural grazing lands, dredge tailings, and industrial development that make up the project site do not provide scenery of remarkable character. Because the project site has been extensively mined and portions have been used for rocket-testing facilities, the site does not provide views of the indigenous natural landscape. The piles of dredge tailings do not constitute a valuable scenic resource. Although the current land uses provide views of an agricultural landscape that is representative of the undeveloped areas of the project region, the project site does not contain resources that are exemplary of the agricultural history of the area. There are no state-designated scenic highway segments adjacent to the project site. The overall view quality is considered moderate.

Environmental Consequences

No Build Alternative

Under the no build alternative, no changes to White Rock Road would occur and the aesthetics of the project area would remain the same. This alternative would not result in impacts to the aesthetics of the project area.

Build Alternative

The build alternative includes widening and constructing improvements to White Rock Road between Sunrise Boulevard and Grant Line Road from two lanes to four lanes. Buildout of the project includes two 12-foot-wide lanes in each direction with a 14-foot-wide median, two 6-foot-wide bike lanes, and two 3-foot-wide shoulders. Existing utility poles will also be relocated.

Although there are no scenic resources in the project area, there would be some alterations to the visual setting of the proposed project during construction.

Along the eastern portion of the project in the vicinity of Sunrise Boulevard, the existing view quality is low, the roadway is already paved for 6-lanes and the viewer groups have low sensitivity. Therefore, there are no permanent visual impacts in this area.

Along the rest of the roadway, although the proposed project would add new pavement in the form of a new travel lane in each direction and shoulders, the proposed project does not include any large retaining walls or other notable new structures that would change the overall view quality. Widening of an existing roadway on an existing alignment in an area of unremarkable character will not be seen by roadway users, who are the only viewer group along the majority of the project area, as a considerable alteration of the area. The view quality would remain moderate with the proposed project.

Construction activities associated with the proposed project will result in temporary obstructions of the views along White Rock Road due to placement of construction equipment within the proposed slope and public utility easements and along the roadway.

Avoidance, Minimization, and/or Mitigation Measures

To minimize construction related impacts, all areas disturbed or used for staging of vehicles and equipment shall be hydroseeded and restored to their preconstruction condition upon completion of the project. This can best be accomplished by loosening and recontouring the area's soil before applying erosion control (hydroseed).

The removal of established vegetation, including trees, shall be minimized and shall be avoided where feasible. The areas where trees are present should be protected to reduce damage to the trees' root systems. Where it is possible to save and preserve existing trees (of significant size and maturity), care and caution should be implemented during the construction phase. Environmentally sensitive area fencing shall be installed to demarcate areas where vegetation is being preserved.

All disturbed areas during each construction season shall utilize best management practices (BMP), which will include temporary erosion control consisting of a native seed mix at the end of each construction season.

Contour grading and slope rounding shall be utilized on all cut and fill slopes in order to help restore the environment in a manner that will blend with the surrounding natural landscape.

2.1.7 Cultural Resources

Regulatory Setting

The term "cultural resources" as used in this document refers to all "built environment" resources (structures, bridges, railroads, water conveyance systems, etc.), culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966 , as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation [36 Code of Federal Regulations (CFR) 800]. On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, the Federal Highway Administration (FHWA), State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA's responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327). In January 2014, the First Amended Programmatic Agreement among FHWA, ACHP, SHPO and Caltrans, Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of Federal-Aid Highway Program in California (PA) was executed.

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the "use" of land from historic properties. See Appendix B for specific information about Section 4(f).

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as CA Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet the National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its rights-of-way.

Affected Environment

An Area of Potential Effects (APE) map was approved on December 17, 2013. An Archaeological Survey Report (ASR) and a Historical Resources Evaluation Report (HRER) were prepared in December 2014, and a Historic Property Survey Report (HPSR), which summarizes the results of evaluations of all cultural resources within the APE, was completed in March 2015. A Finding of Effect (FOE) was prepared in June 2015.The HPSR was submitted to SHPO and the SHPO's concurrence letter on the HPSR was received on April 16, 2015 (included in Appendix B). The FOE was submitted to the SHPO in June 2015; SHPO concurred with the FOE (No Adverse Effect) July 28, 2015 (see Appendix B for concurrence letter).

The APE is shown as **Figure 2.1-4**. The APE encompasses all areas subject to construction-related impacts, including staging areas, grading limits, and proposed right-of-way acquisitions. The horizontal APE was established as ranging from 200 to 300 feet on either side of White Rock Road's centerline from Sunrise Boulevard to Grant Line Road. The vertical APE varies from only a few feet to a maximum depth of 20 feet. Most of the cut and fill work would be done outside the existing roadway footprint at a depth of only a few feet; however, a maximum excavation of 20 feet may be necessary at the ultimate edge of the shoulder at some locations along the roadway where the terrain is significantly higher or lower than the existing road. The Area of Direct Impacts (ADI) is much more constrained than the APE and is essentially limited to the proposed right-of-way.

Archaeological investigations (i.e., prehistoric and historic research) for the proposed project were conducted between 2010 and 2014. These investigations included record searches conducted at the North Central Information Center in 2010, September 2012, and July 2013, and at the California Room of the California State Library, the Center for Sacramento History, and the Folsom History Museum in 2014; a sacred lands search conducted by the Native American Heritage Commission (NAHC) in February 2008 and again in March 2012 and August 2013 in response to changes in the APE; and an intensive pedestrian survey of the project area conducted on July 31, 2014, which included both sides of the roadway and extended from

Nimbus Road to Grant Line Road. The records searches for the proposed project included the following sources:

- National Register of Historic Places listed properties (National Park Service [NPS] 1996) and updates
- California Inventory of Historic Resources (State of California, 1976 and updates)
- California Points of Historical Interest (State of California, 1992 and updates)
- Caltrans Bridge Inventory (1989, 2000, 2004)
- Historic maps
- California Historical Landmarks (State of California, 1996 and updates)

- Directory of Properties in the Historic Resources Inventory (State of California, 2006)
- Gold Districts of California (Clark 1970)
- California Gold Camps (Gudde 1975)
- California Place Names (Gudde 1969)
- Historic Spots in California (Hoover et al. 1966 and 1990)

Previous documentation pertaining to the project area was also reviewed.

A sacred land search was requested from the NAHC on January 29, 2008. A response from the NAHC was received on February 15, 2008, indicating that no known cultural resources or architectural were present in the project APE. A second letter was submitted to the NAHC on March 12, 2012, because of changes to the APE, requesting a search of the NAHC Sacred Lands File and a list of the appropriate Native American representatives that might have an interest in or concerns with the project. The NAHC replied on March 22, 2012, stating that no known cultural resources were located in or near the APE. A third letter was submitted to the NAHC in August 2013 because of additional changes in the APE. No subsequent NAHC correspondence was initiated for the proposed project. Letters were sent to the list of Native American representatives obtained from the NAHC in 2008 and again in 2013. Responses were received from two individuals and a meeting was held with one individual in March 2008 to discuss concerns; a letter with additional information was sent to the other. No further concerns or issues were raised by the representatives.

On September 9, 2014, letters of inquiry describing the proposed project and requesting any information about potential cultural resources in the APE were sent to the Rancho Cordova Historical Society, the Sacramento County Historical Society, the Folsom History Museum, and the Center for Sacramento History. The Rancho Cordova Historical Society responded to the letter on October 28, 2014, asking for clarification regarding proposed project activities in relation to a Pony Express monument located in the project vicinity; however, this monument is located outside of the project area. A reply was sent to the Rancho Cordova Historical Society clarifying that the monument is outside of the APE. No other comments have been received regarding the project from these groups.

Archaeological and historical investigations conducted for the proposed project identified the following National Register of Historic Places eligible historic resources within the APE:

- Douglas Missile Test Facility District (P-34-4137)
- American River Placer Mining District (P-34-0335)
    - Rebel Hill Ditch (contributing feature of the Mining District)

Pedestrian surface surveys did not identify any prehistoric archaeological or architectural resources within the project APE.

Douglas Missile Test Facility District (P-34-4137)

The Douglas Missile Test Facility District was recorded and evaluated in 2009 as a historic district. As part of the evaluation, six areas that compose the facility with the connecting roadways were identified as contributors to the district; the result is that all of the property in the boundaries of the district that are within the APE have been identified as contributing to the district. Tailings associated with the six areas, which were used as berms, were considered

contributing landscape features of the district. Those tailings are located farther south within the district's boundary near the test facilities and their associated buildings and structures. The Douglas Missile Test Facility District is considered historically important under NRHP Criteria A and C for its role in the development and testing of propellant and missile launchers during the Cold War era. All of these areas relate to the facility's use from 1956 to 1969. In 2011, the SHPO concurred that the district is eligible for inclusion in the National Register of Historic Places.

The Douglas Missile Test Facility District is considered historically important for its role in the development and testing of propellant and missile launchers during the Cold War era. The period of significance is 1956-1969.

The HPSR prepared for the current project indicates this resource has been previously evaluated and determined eligible for inclusion in the NRHP. The HPSR prepared for the project confirmed that the earlier evaluation remains valid, that the resource is a historical resource for the purposes of CEQA and appears eligible for inclusion in the CRHR. The HPSR was submitted to SHPO and the SHPO's concurrence letter on the HPSR was received on April 16, 2015 (included in Appendix B). The Douglas Missile Test Facility District is a resource protected by the provisions of Section 4(f) of the US Department of Transportation Act; please see Appendix B for de minimis determination and supporting details.

California Register of Historical Resources

The Douglas Missile Test Facility District is considered historically important for its role in the development and testing of propellant and missile launchers during the Cold War era. The period of significance is 1956-1969.

American River Placer Mining District (P-34-0335)

Site P-34-0335 is identified as the American River Gold Mining District by the North Central Information Center. Portions of the American River Gold Mining District site are located in the project APE. The site includes several mining features representing activity from the mid-nineteenth century to the mid-twentieth century. Contributors to the district represent placer mining–related activities and include dredge tailings, mining camps, and water conveyance systems that supplied water for mining. Some of the tailings have been leveled while other piles are undisturbed and are still visible.

T:_GIS\Rancho_Cordova\MXD\WhiteRockWidening\ES2.1.4.APE.mxd (2/25/2015)



Source: Wood Rogers (2014); City of Rancho Cordova (2014); Google Imagery (2014).

City of Rancho Cordova
Planning Department

Figure 2.1-4

Area of Potential Effects (APE)

ATTACHMENT 3

Previous studies of the district indicate that it meets NRHP Criteria A, B, and D[9] with a period of significance of 1848–1962. The district is significant as it represents various types of mining activity and methods from the mid-19th century to the mid-20th century in a defined geographic area. Contributors to the district represent placer mining–related activities between 1848 and 1962 and include dredge tailings, mining camps, and water conveyance systems that supplied the water for mining. At the time of the current study, the NRHP status of the district and its contributing elements was unclear. During a meeting held September 2, 2014, SHPO staff directed Caltrans to assume their concurrence with the previous determinations of eligibility. The HPSR prepared for the White Rock Road Widening project also indicates this resource is considered a historical resource for the purposes of CEQA and appears eligible for inclusion in the California Register of Historic Resources. Because it has been determined eligible for listing in the NRHP, the American River Placer Mining District and its contributing elements require Section 4(f) consideration; please see Appendix B for a discussion of Section 4(f).

Additionally, as a result of the 2014 effort, cultural resources staff identified one additional resource within the APE for the project that is a contributing element to the American River Placer Mining District: the Rebel Hill Ditch. The HPSR was submitted to SHPO and the SHPO concurred with the determination of eligibility in a letter dated April 16, 2015 (included in Appendix B). The HPSR prepared for the project also indicates this resource is considered a historical resource for the purposes of CEQA and appears eligible for inclusion in the California Register of Historical Resources (CRHR).

Rebel Hill Ditch

The Natoma Water and Mining Company's Natoma Ditch diverted water from the American River to placer mines at Morman Island, Richmond Hiss, Red Bank, and Brown's Hill as well as stocking Willow Hill Reservoir. From there, branch canals carried water to the Bunker Hill, Alder Creek, Rhodes, and Rebel Hill diggings, among others. The Natoma Ditch was 15 miles long, measuring 8 feet wide at the top, 6 feet wide at the bottom, and almost 5 feet deep. Branching ditches from the Natoma Ditch were smaller (approximately 2 feet wide and 1.5 feet deep).

One significant "diggings" area was the Rhodes Diggings, located at the head of Alder Creek. John Rhodes established mining at Rhodes Diggings in 1849, which opened the area to hundreds of miners. Work at Rhodes Diggings was on a sufficiently large scale that in 1856 a steam-driven five stamp mill and two arrastras were in use. Water was conveyed there from the Natoma Ditch via the Rhodes Branch Ditch. The Rhodes Ditch also supplied the Rebel Hill diggings, Rebel Hill Reservoir, and Tappan Reservoir. Activities at Rebel Hill focused on surface mining, as well as nearby drift mines. In the next phase of operation, Natomas No. 9 dredged at Rebel Hill from 1911 to 1921, for which water was supplied by the Rebel Hill Ditch constructed in 1905 and originating from the Willow Hill Reservoir north of Alder Creek. The ditch was extended southward sometime between 1944 and 1955, where a portion of it parallels Old White Rock Road for approximately 2,000 feet (where it is currently truncated by modern development at each end), although another small fragment may be present toward the east end of the project APE as well.

[9] NRHP Criteria for Evaluation: The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or (b) that are associated with the lives of persons significant in our past; or (c) that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or (d) that have yielded, or may be likely to yield, information important in prehistory or history.

Environmental Consequences

No Build Alternative

Under the no build alternative, no cultural resources would be disturbed because the project would not be implemented.

Build Alternative

Douglas Missile Test Facility District (P-34-4137)

The proposed project has the potential to affect the Douglas Missile Test Facility District (P-34-4137). The FOE prepared for the project included an assessment of project effects for the district. The FOE was submitted to the SHPO in June 2015; SHPO concurred with the FOE (No Adverse Effect) in a letter dated July 28, 2015.

The proposed widening of White Rock Road would not diminish the property's overall integrity of location, setting, feeling, and association and would only modestly affect the property's integrity of materials and workmanship. The property, overall, would continue to retain the physical characteristics that convey the period of significance. Implementing the proposed project would also not result in the removal of the property from its historic location or cause neglect of the property. The property would continue to be used as it has been and would not be transferred, leased, or sold.

Widening a road along the boundary of a district would also not change the historic character of the historic district. Roads were often graded across the tops of tailings runs during operation of these industrial facilities, and the general alignment of White Rock Road has existed through the area since circa 1856. Construction activities would alter the appearance in the immediate area of the road widening, but existing district materials and landscape features would remain visible. In addition, the new road would not present an unsympathetic visual change because it would be minimal relative to the overall viewshed of the districts, which would remain unaltered.

The limited nature of the proposed project footprint relative to the vast region of the historic district, when considered in its entirety, would leave intact the site's integrity of location, materials, and design. The planned construction of the roadway in the context of an expansive and somewhat rugged landscape that helps define the resource (and define its significance) would not be out of character with the interspersed agricultural and domestic development that is currently in the site's viewshed. For this reason, the historic district would also continue to retain its integrity of setting, feeling, and association representative of rocket testing. The district would continue to convey the massive scale of the district with unobstructed views.

American River Placer Mining District (P-34-0335)

The proposed project has the potential to affect the American River Placer Mining District (P-34-0335), and will have minor direct impact on a contributing element of the district: the Rebel Hill Ditch (discussed below). The other contributing elements to the district are located closer to the American River and will not be directly or indirectly affected by the proposed project. The FOE prepared for the project, which included an assessment of project effects to the district as a whole, was submitted to the SHPO in June 2015. SHPO concurred with the Finding of No Adverse Effect in a letter dated July 28, 2015.

The proposed widening of White Rock Road would not diminish the property's overall integrity of location, setting, feeling, and association and would only modestly affect the property's integrity of materials and workmanship. The property, overall, would continue to retain the physical characteristics that convey the period of significance. Implementing the proposed project would also not result in the removal of the property from its historic location or cause neglect of the property. The property would continue to be used as it has been and would not be transferred, leased, or sold.

Widening a road along the boundary of a district would also not necessarily change the historic character of the historic district. Roads were often graded across the tops of tailings runs during operation of these industrial facilities, and the general alignment of White Rock Road has existed through the area historically. Construction activities would alter the appearance in the immediate area of the road widening, but existing district materials and landscape features would remain visible. In addition, the new road would not present an unsympathetic visual change because it would be minimal relative to the overall viewshed of the districts, which would remain unaltered.

The limited nature of the proposed project footprint relative to the vast region of the historic district, when considered in its entirety, would leave intact the site's integrity of location, materials and design. The planned construction of the roadway in the context of an expansive and somewhat rugged landscape that helps define the resource (and define its significance) would not be out of character with the interspersed agricultural and domestic development that is currently in the site's viewshed. For this reason, the historic district would also continue to retain its integrity of setting, feeling, and association representative of dredge mining in the Sacramento Valley. The district would continue to convey the massive scale of the district with unobstructed views.

Rebel Hill Ditch

The Rebel Hill Ditch is a contributing feature of the American River Placer Mining District (P-34-0335). The Rebel Hill Ditch is a contributing feature of the American River Placer Mining District (P-34-0335); therefore, impacts to the ditch were considered when making a finding of effect for the district as a whole.

Under the current project description, a small portion of the Rebel Hill Ditch (approximately 550 feet) would be altered by construction activities. The ditch segment in the APE (approximately 1,000 feet) is part of a much longer ditch system, the Rhodes Branch Ditch system, which contributes to the larger American River Placer Mining District and extends for several miles. The segment that would be modified is of newer construction than the early 1900s ditch system, having been completed between 1944 and 1955. The remaining portion of the ditch, which dates to the early part of the twentieth century, extends for several miles and is outside the APE (located north of the project area). The newer segment in the APE has already been impacted by nearby more recent development, including Aerojet, and was also likely partially damaged by construction of the modern-day White Rock Road. The older section of the Rebel Hill Ditch that is more closely tied to the Rhodes Branch Ditch would remain intact and undisturbed and would continue to display its character and historic significance. As discussed above, due to the size and composition of the district as a whole, minor modifications to this contributing element would not adversely affect the qualities that make the district eligible.

Avoidance, Minimization, and/or Mitigation Measures

The project would not adversely affect any known cultural resources; therefore, no measures are included for known cultural resources.

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery shall be discontinued and diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains and the county coroner shall be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the most likely descendant. At this time, the person who discovered the remains will contact the City's Environmental Monitoring staff so that they and the City's cultural resources staff may work with the most likely descendent on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.

2.2 Physical Environment

2.2.1 Water Quality and Storm Water Runoff

Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source[10] unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the nation’s waters.”

The USACE issues two types of 404 permits: General and Standard permits. There are two types of General permits: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of the USACE’s Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency’s Section 404 (b)(1) Guidelines (U.S. EPA Code of Federal Regulations [CFR] 40 Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a

[10] A point source is any discrete conveyance such as a pipe or a man-made ditch.

permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent[11] standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" as defined, and this definition is broader than the CWA definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by waste discharge requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB basin plan. In California, Regional Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect these uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving basin plans, TMDLs, and NPDES permits. RWCQBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

[11] The USEPA defines effluent as "wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall."

- **National Pollutant Discharge Elimination System (NPDES) Program**

  Municipal Separate Storm Sewer Systems (MS4)

  Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water." The SWRCB has identified Caltrans as an owner/operator of an MS4 under federal regulations. Caltrans' MS4 permit covers all Caltrans rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

  Caltrans' MS4 Permit (Order No. 2012-0011-DWQ) was adopted on September 19, 2012 and became effective on July 1, 2013. The permit has three basic requirements:

  1. Caltrans must comply with the requirements of the Construction General Permit (see below);

  2. Caltrans must implement a year-round program in all parts of the state to effectively control storm water and non-storm water discharges; and

  3. Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) best management practices (BMPs), to the Maximum Extent Practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

  To comply with the permit, Caltrans developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within Caltrans for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of best management practices (BMPs). The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

  Construction General Permit

  Construction General Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB.

Operators of regulated construction sites are required to develop storm water pollution prevention plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The 2009 Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the risk level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP). In accordance with Caltrans' Standard Specifications, a Water Pollution Control Plan (WPCP) is necessary for projects with DSA less than one acre.

Local Agency Construction Activity Permitting

For local agency transportation projects off the State Highway System (SHS), the local agency (as owner of the land where the construction activity is occurring) is responsible for obtaining the NPDES permit if required and for signing certification statements (when necessary). Local agencies contact the appropriate RWQCB to determine what permits are required for their construction activity. The local agency is also responsible for ensuring that all permit conditions are included in the construction contract and fully implemented in the field.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the United States must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as waste discharge requirements (WDRs) under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

Because the City is the primary owner/operator of the affected transportation facilities, it is responsible for obtaining all necessary permits, fully complying with the conditions of the permits, achieving all performance standards, and preparing all required reports. Caltrans's NPDES permits will not be used for the project.

In addition to the regulations and laws discussed above, the City has established a Stormwater Management and Discharge Control Ordinance (Rancho Cordova Municipal Code Chapter 15.12). Pursuant to Section 15.12.025, Sacramento County is authorized to administer and enforce the provisions of the ordinance. The ordinance prohibits the discharge of unauthorized non-storm water to the County's storm water conveyance system and local creeks. It applies to all private and public projects in the County, regardless of size or land use type. In addition,

Rancho Cordova Municipal Code Chapter 16.44, Land Grading and Erosion Control, requires private construction sites disturbing 1 or more acres, or moving 350 cubic yards or more of earthen material, to obtain a grading permit. To obtain a grading permit, project proponents must prepare and submit for approval an Erosion and Sediment Control Plan describing erosion and sediment control BMPs that will be implemented during construction to prevent sediment from leaving the site and entering the County's storm drain system or local receiving waters. Construction projects not subject to Chapter 16.44 are subject to the stormwater ordinance (Chapter 15.12) described above.

Affected Environment

A Water Quality Report was prepared for the project in September 2012.

White Rock Road extends across several watersheds, including the Lower American River, the Upper American River, the Lake Greenhaven-Sacramento River, and the Upper Morrison Creek Watersheds. Watersheds in the project area are illustrated in **Figure 2.2-1.**

The Morrison Creek Stream Group (Morrison, Laguna, Elder, Gerber, Unionhouse, Florin, Buffalo, and Frye Creek, as well as Rebel Hill Ditch) generally flows in a southwesterly direction. The Upper Morrison Creek Watershed is 192 square miles in size and is a tributary to the Sacramento River Basin.

Morrison Creek and its tributaries have been extensively relocated and channelized as a result of urban development. The modification ranges from their downstream end to as far east as Mather Field. These streams were first impacted by farming, starting in the late nineteenth century when the native grasslands and sparse riparian vegetation were displaced by crops, pasture, and invasive non-native grasses and weeds. The first major relocation of Morrison Creek occurred with the construction of the Sacramento Army Depot in 1945.

The SWRCB has identified the Morrison Creek watershed as a High Risk Receiving Watershed, and Morrison Creek has been identified as an impaired waterway under Section 303d of the Clean Water Act for diazinon. Diazinon is an organophosphorus pesticide used for urban and agricultural pest control. Morrison Creek has been included in the TMDL Report for Diazinon and Chlorpyrifos Impaired Urban Creeks in Sacramento County (September 2004). The Sacramento River water quality issues with diazinon have been addressed in a TMDL report for the Sacramento and Feather Rivers.

The project is located in an area known to have groundwater contamination. Groundwater quality has been degraded as a result of Aerojet's historical operations on their property (refer to Section 2.2.2, "Hazardous Waste/Materials"). These activities include liquid rocket engine and component testing, closed-loop testing, solvent storage, engine cleaning, solid waste disposal, water filtration, and other activities that involved handling of chemicals. Types of chemicals that were handled include solvents, fuels, oxidizers, metals, acids, oils, and other miscellaneous compounds. These chemicals have infiltrated the groundwater aquifer in some areas and have been recorded in groundwater wells downgradient. Aerojet is in the process of treating the groundwater and removing harmful contaminants to improve groundwater quality for downgradient water users.

The Sacramento County Department of Water Resources provided the following information:

> Soil and groundwater beneath the proposed project and adjacent areas are contaminated with perchlorate, Nitrosodimethylamine (NDMA), and volatile organic compounds such as Trichloroethylene (TCE). Therefore, groundwater beneath the site is not usable at this time. Aerojet is the responsible party for the contamination and has installed four groundwater extraction and treatment (GET) facilities on the Aerojet property for the pump and treatment of the contaminated groundwater since 1980. Aerojet estimated that the four GET facilities (GET A, GET B, GET E/F, and ARGET) may treat up to 12,000 gpm upon reaching their full-scale treatment capacities and that the remediation is expected to last for 240 years. Treated groundwater is referred to as "remediated water." To date, a small portion of the remediated water (approx. 1600 gpm) is discharged back to land for groundwater recharge purpose, and approximately 5,800 gpm is discharged to Buffalo Creek for flow to the American River.

Environmental Consequences

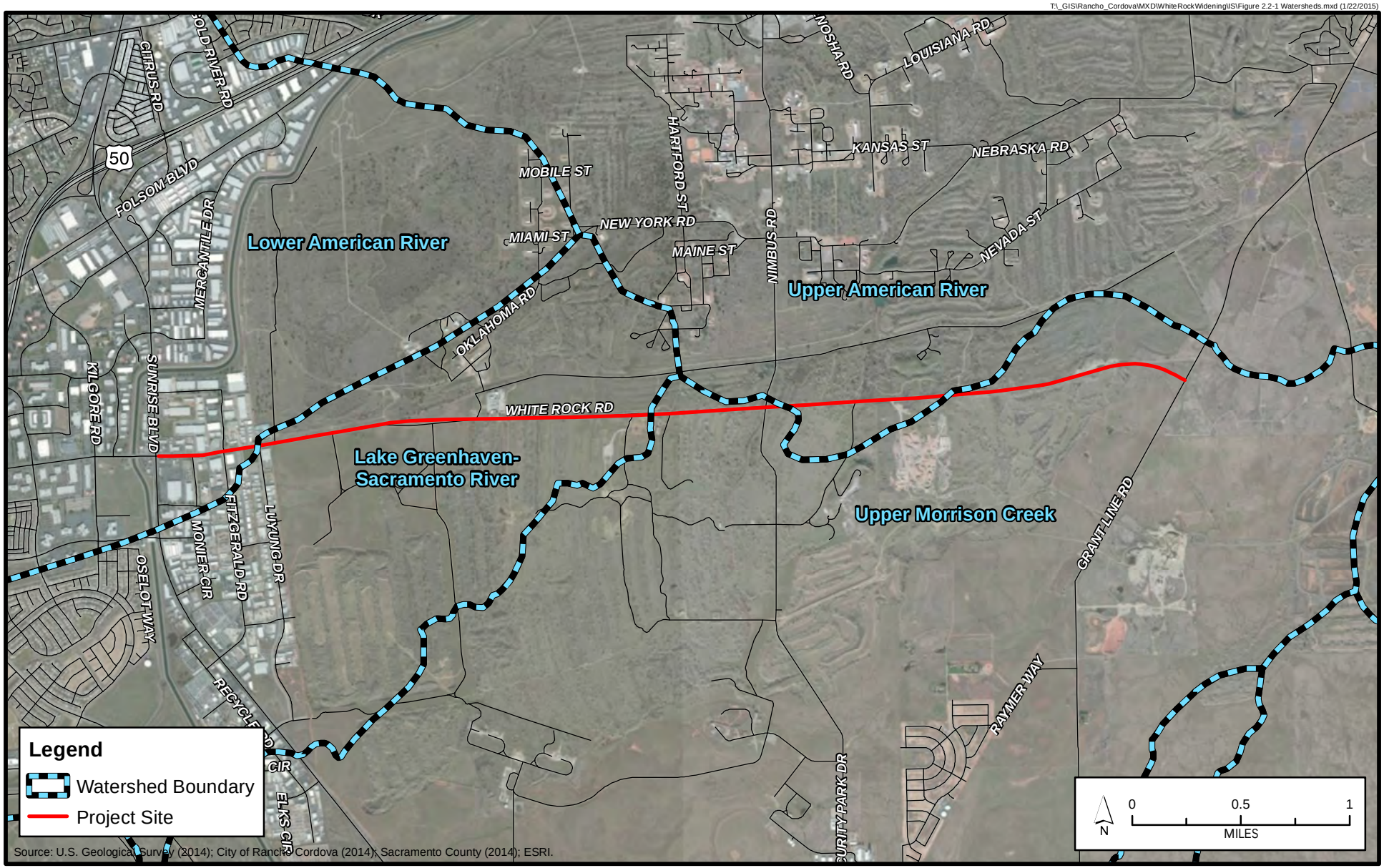
No Build Alternative

Under the no build alternative, no changes to White Rock Road would occur and the water quality in the project area would remain the same. This alternative would not result in impacts to water quality.

Build Alternative

Temporary Construction Impacts

Construction activities have the potential to release pollutants such as sediment, paints, herbicides, pesticides, landscaping, soil stabilization residues, detergents, wood preservatives, equipment fuels, lubricants, coolants, hydraulic fluids, cleaning solvents, trash, and metals. Any type of soil disturbance would expose soil to erosion from wind and water. Erosion can result in sedimentation that could ultimately flow into surface waters.



City of Rancho Cordova
Planning Department

Figure 2.2-1
Watersheds

ATTACHMENT 3

Post-Construction Operational Impacts

The proposed project will add 19.95 acres of impervious surface to the project area. Increases in impervious surfaces will increase pollutant loads, volume, and discharge velocity of runoff over the previous conditions. The increased volume, increased velocity, and discharge duration of storm water runoff from developed areas has the potential to greatly accelerate downstream erosion and impair stream habitat in natural drainage systems. Studies have demonstrated a direct correlation between the degree of imperviousness of an area and the degradation of its receiving waters. These impacts must be mitigated by requiring appropriate runoff reduction and pollution prevention controls to minimize runoff and keep runoff clean for the life of the project.

Source control BMPs can be used to keep pollutants from contacting site runoff. Examples include “No Dumping-Drains to Creek/River” stencils/stamps on storm drain inlets to educate the public, and providing roofs over areas likely to contain pollutants so that rainfall does not contact the pollutants. Treatment control measures are intended to remove pollutants that have already been mobilized in runoff. Examples include vegetated swales and water quality detention basins. These facilities slow water down and allow sediments and pollutants to settle out prior to discharge to receiving waters. Additionally, vegetated facilities provide filtration and pollutant uptake/adsorption. The City will also consider the use of low impact development techniques to reduce the amount of imperviousness on the site, since this will reduce the volume of runoff and therefore will reduce the size/cost of storm water quality treatment required. Examples of low impact development techniques include pervious pavement and bioretention facilities.

The final selection and design of post-construction storm water quality control measures are subject to the approval of the City of Rancho Cordova, and potentially, the RWQCB.

Avoidance, Minimization, and/or Mitigation Measures

Construction Measures

Discharges should not cause or contribute to violations of water quality standards that would cause or create a condition of nuisance, pollution, or water quality impairment in receiving waters. The RWQCB requires that compliance with water quality standards be addressed through the effective implementation of best management practices (BMPs) to reduce pollutants in storm water and to protect the beneficial uses of receiving waters that may be impacted as the result of construction operations.

Erosion controls should always be the first line of defense to keep soil from being mobilized in wind and water during construction. Examples include stabilized construction entrances, mulch, three-step hydroseeding, spray-on soil stabilizers, and anchored blankets. Sediment controls are the second line of defense; they help to filter sediment out of runoff before it reaches the storm drains and local waterways. Examples include rock bags to protect storm drain inlets, staked or weighted straw wattles/fiber rolls, and silt fences.

In addition to erosion and sediment controls, the project must have BMPs in place to keep other construction-related wastes and pollutants out of the storm drains. Such practices include but are not limited to filtering water from dewatering operations, providing proper washout areas for concrete trucks and stucco/paint contractors, containing wastes, managing portable toilets properly, and dry sweeping instead of washing down dirty pavement.

It is the City's responsibility to verify that the proposed BMPs for the project are appropriate for the unique site conditions, including topography, soil type, and anticipated volumes of water entering and leaving the site during the construction phase. In particular, the City should check for the presence of colloidal clay soils on the site. Experience has shown that these soils do not settle out with conventional sedimentation and filtration BMPs. The project applicant may wish to conduct settling column tests in addition to other soils testing on the site to ascertain whether conventional BMPs will work for the project.

If sediment-laden or otherwise polluted runoff discharges from the construction site are found to impact the County's storm drain system and/or waters of the state, the property owner will be subject to enforcement action and possible fines by the RWQCB.

The City is required to develop and implement an effective SWPPP.

Operational Measures

The City is required to develop, implement, and maintain effective BMPs, including source control BMPs and treatment control measures, at which time the project is concluded, in order to reduce pollutants in storm water.

2.2.2 Hazardous Waste/Materials

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as "Superfund," is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, Federal Compliance with Pollution Control Standards, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires clean up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Affected Environment

A Phase I Initial Site Assessment (ISA) was conducted in May 2015, to investigate and evaluate the environmental conditions at the project site and the surrounding properties in order to identify the presence or likely presence of hazardous substances or petroleum products on the site that could adversely affect property use, give rise to potential liability to a government agency, or cause exposure to contaminants to workers during construction, and an Addendum to the ISA and Sampling and Analysis Plan (SAP) was prepared in June 2015.

The western portion of the project (between Sunrise Boulevard and Luyung Drive) is developed with industrial uses. The area from Luyung Drive to Grant Line Road is mostly undeveloped, with existing commercial facilities along White Rock Road, and nearby Aerojet facilities are present. The approximate elevation of the site is between 120 to 280 feet above mean sea level. The area's topography was altered by dredging for gold, which resulted in ridges of dredge tailings, although some of the properties alongside White Rock Road have been leveled.

Pacific Gas and Electric Company (PG&E) supplies natural gas and the Sacramento Municipal Utility District (SMUD) supplies electricity in the project area. Existing SMUD electrical lines in the project vicinity are aboveground lines. Overhead electrical power lines are parallel to the subject property.

Properties in the vicinity of the project are historically gold-dredged lands with remnant tailings mounds. Undredged, low-intensity agricultural lands, mostly used for cattle grazing, are found on the south side of White Rock Road at the west end of the project area. As is typical of local dredge tailings, the subsurface is composed mainly of coarse-grained sands and silty clay with cobbles, extending to groundwater. Vegetation adjacent to the project includes annual grasslands, trees, and shrubs including oak trees and elderberry shrubs. Vernal pools and wetlands are located adjacent to the northern and southern sides of the roadway.

The geological setting is near the boundary of the Great Valley and Sierra Nevada Geologic Provinces. The Great Valley Sequence is 1,500 feet thick and overlays Jurassic metamorphic basement rocks of the Sierra Nevada Province. There is no evidence of active faults nearby. The site slopes gently to the west. The site hydrogeology is considered to be part of an extensive alluvial aquifer system. Groundwater at the site is at varying levels between 80 to 120 feet below ground surface (bgs). Flow in shallow and deep aquifers is to the west. In some areas along the site, a perched water zone has been encountered at an approximate depth of 20–25 feet.

A records search of local, state, and federal hazardous sites databases was conducted for the project site and surrounding areas. These databases include the Environmental Data Resources, Inc. (EDR), Geotracker (www.geotracker.waterboards.ca.gov), Regional Water Quality Control Board files, and the Department of Toxic Substances and Control database. The records search returned results of several properties and facilities listed in the searched databases which are located directly adjacent to the project site or not directly adjacent to the project site but within the project area. Some of the properties and facilities found during the records search have not been remediated and are current concerns, while some of the listed properties and facilities have been remediated and closed[12] and are no longer of concern. A hazardous materials site investigation may be considered when it has been demonstrated to the lead regulatory agency that hazardous materials no longer remain at a site or that the remaining hazardous materials no longer pose a threat to human health or the environment based on one or more of the following:

- Concentrations of hazardous materials remaining at the site have been reduced below acceptable levels through active remediation or by natural processes
- Based on results of modeling, concentrations of hazardous materials remaining at the site are demonstrated to no longer pose a threat to human health and the environment
- Engineering controls and/or land use restrictions at the site will minimize or eliminate threats to human health and the environment

Transport of Hazardous Materials

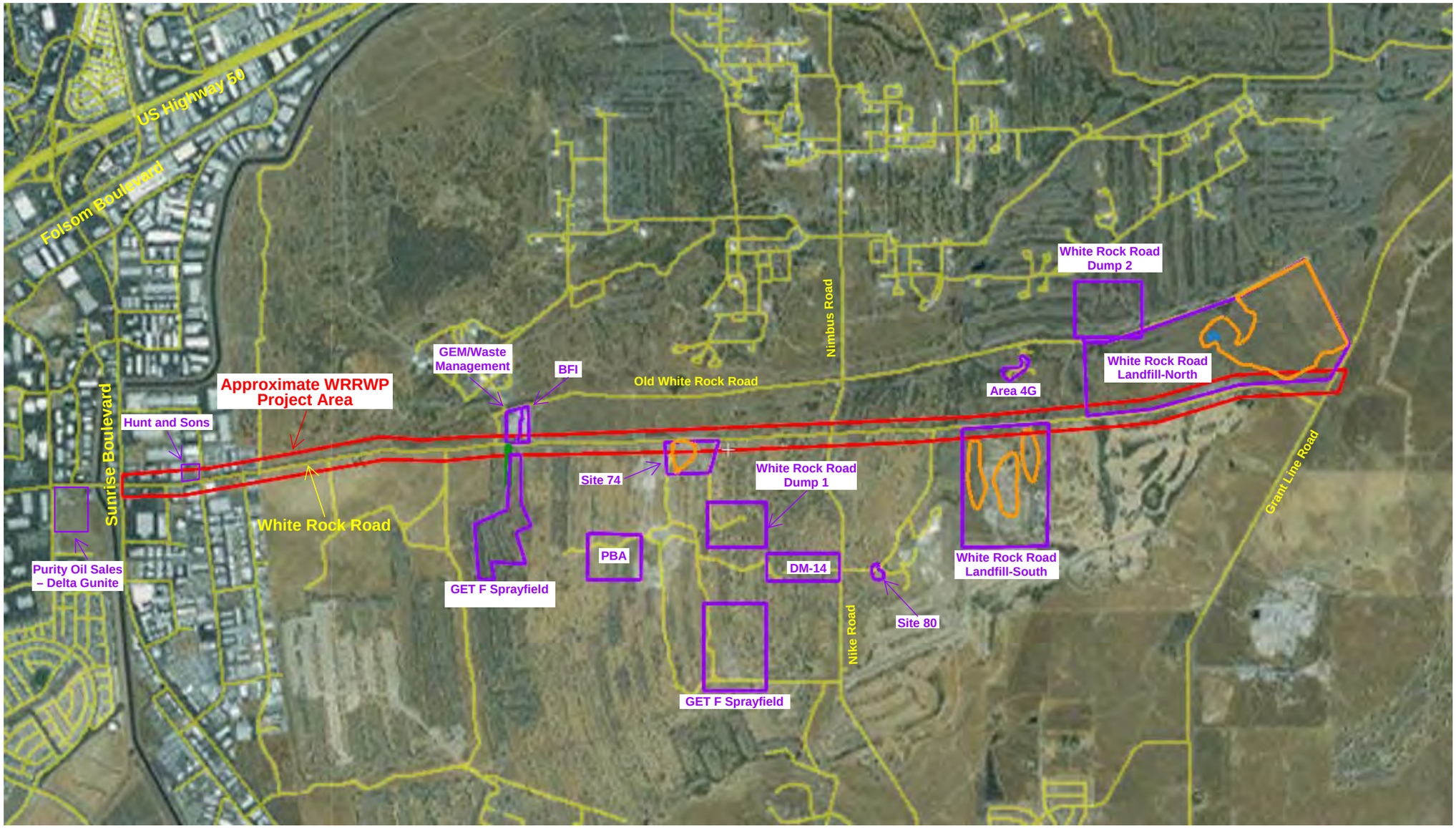
Most minor and major hazardous materials spills and incidents are related to the transport of chemicals over roadways or through industrial accidents. PCS Environmental Services, formerly known as General Environmental Management of Rancho Cordova, is located at 11855 White Rock Road north of the project site and is currently used as a hazardous waste transfer and storage facility. Therefore, trucks navigating to and from the PCS facilities commonly travel White Rock Road to transport hazardous materials.

Hazardous Materials Sites

The project area is located in an area known as the American River Gold Mining District, in which dredge mining for gold was conducted between the 1800s and 1950s. Dredging became the preferred method of gold mining in California in the early 1900s, and it dramatically altered the landscape. Historical aerial photographs dating back to 1952 show Old White Rock Road and Grant Line Road in their present-day location and indicate that the project area originally consisted of dredge tailings. Aerial photographs from 1966 show White Rock Road west of Grant Line Road had been built and the Aerojet facilities had been constructed. Several hazardous materials or waste sites are located in the project vicinity, as shown in **Figure 2.2-2** and described on the following pages.

[12]Closed means that a closure letter or other formal closure decision document has been issued for the site. By the agency with regulatory jurisdiction over the site.

T:_CSIWork\Rancho Cordova, City ofCapital Improvements\Figures



LEGEND

0 3,000

Approximate Scale (feet)

North

Source: Red Rock, Inc.

City of Rancho Cordova
Planning Department

Figure 2.2-2
Hazardous Waste and Materials Site

Recognized Environmental Conditions

A Recognized Environmental Condition (REC), as defined in ASTM E 1527-13, is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Based on the data obtained during the site visit, the database and historical documents review, and interviews with property owners and regulatory agency representatives, this assessment revealed evidence of RECs in connection with the list below.

Aerojet

Aerojet is a leading developer of rocket propulsion systems. Aerojet's operating facility consists of 8,500 acres, 5,900 of which are included in the Superfund program. The Superfund program was established to cleanup abandoned hazardous waste sites and was established by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980. Since 1979, Aerojet has investigated the site to determine the nature and extent of the chemicals present and to identify and implement mitigation measures. Although numerous chemicals were used on the Aerojet site, TCE (found in soil and groundwater), perchlorate (found in soil and groundwater), and N-nitrosodimenthylamine (NDMA) (found in groundwater) are the most prevalent. Since 1979, approximately 350 potential source areas have been identified. Only a handful of these cases have been closed. In 1989, Aerojet entered into a Partial Consent Decree that contained a plan for completing a sitewide Remedial Investigation/Feasibility Study (RI/FS). Hundreds of groundwater monitoring and vapor extraction wells are currently in place on Aerojet property in order to monitor and/or remediate volatile organic compound (VOC) contamination. **Figure 2.2-3** shows the Aerojet property boundaries and well locations. According to Alex MacDonald of the RWQCB, the focus has been remediating the groundwater. Most of the approximately 350 cases remain open.

White Rock Road Landfill – North

This landfill is located at White Rock Road and Grant Line Road. The landfill is no longer operational and wastes have not been disposed of at the site since the late 1960's. This case was opened on June 2, 2010. Potential contaminants of concern to soils and groundwater were arsenic, chromium, copper, diesel, lead mercury, nickel, nitrate, polynuclear aromatic hydrocarbons (PAHs), silver, TCE, vinyl chloride, and waste oil/motor/hydraulic/lubricating. Groundwater remediation is ongoing, the case remains open, and this site qualifies as a REC.

White Rock Road Landfill – South

This landfill is located on the south side of White Rock Road and was closed in 1965. A Solid Waste Assessment Test was performed during the early 1990s. The site has not undergone an official landfill closure. Crete Crush LLC utilizes the land adjacent to the landfill, recycles asphalt and concrete on the site, and reuses the materials for construction materials. This remains an open case and qualifies as a REC.

Inactive Rancho Cordova Test Site – GET F Sprayfield

This site is located 300 feet south of White Rock Road and was utilized during the late 1980s for the discharge of treated groundwater. The treatment used air-stripping towers to remove TCE and other volatile organic chemicals but did not address the perchlorate that was in the groundwater. A remedial investigation and feasibility study were completed during 2008. Perchlorate concentrations in soil (less than 2 parts per million [ppm]) were found to be less than the California Human Health Screen Level of 28,000 ppm but have impacted groundwater. Six extraction wells were installed during 2014 and will be connected to the pipeline beneath White Rock Road for treatment at the GET EF treatment facility farther north of the road. This case remains open and qualifies as a REC.

General Environmental Management (GEM) of Rancho Cordova (formerly Waste Management)

This site operated as a hazardous waste transfer facility on the north side of White Rock Road. Storm water runoff and wash-down waters were discharged via a culvert under the road into a dredge valley on Aerojet property (Inactive Rancho Cordova Test Site (IRCTS)). These waters conveyed polychlorinated biphenyl (PCB) impacted materials into the near-surface soils. Waste Management removed 3,400 tons of surficial fine-grained soil (slickens) from the dredge valley during 2000. Waste Management completed the removal at the request of the real estate department at Aerojet. (Additionally an Underground Storage Tank (UST) was removed from this site. Total petroleum hydrocarbons as diesel (TPHd) were detected in one soil sample collected from beneath the tank in 1994. Several additional soil and groundwater samples were collected in the vicinity of the tank after the tank was removed. The tank was located approximately 500 feet north of White Rock Road and the investigation into the diesel tank release was closed on September 27, 1997. The UST tank removal does not qualify as a REC and is not of concern.)

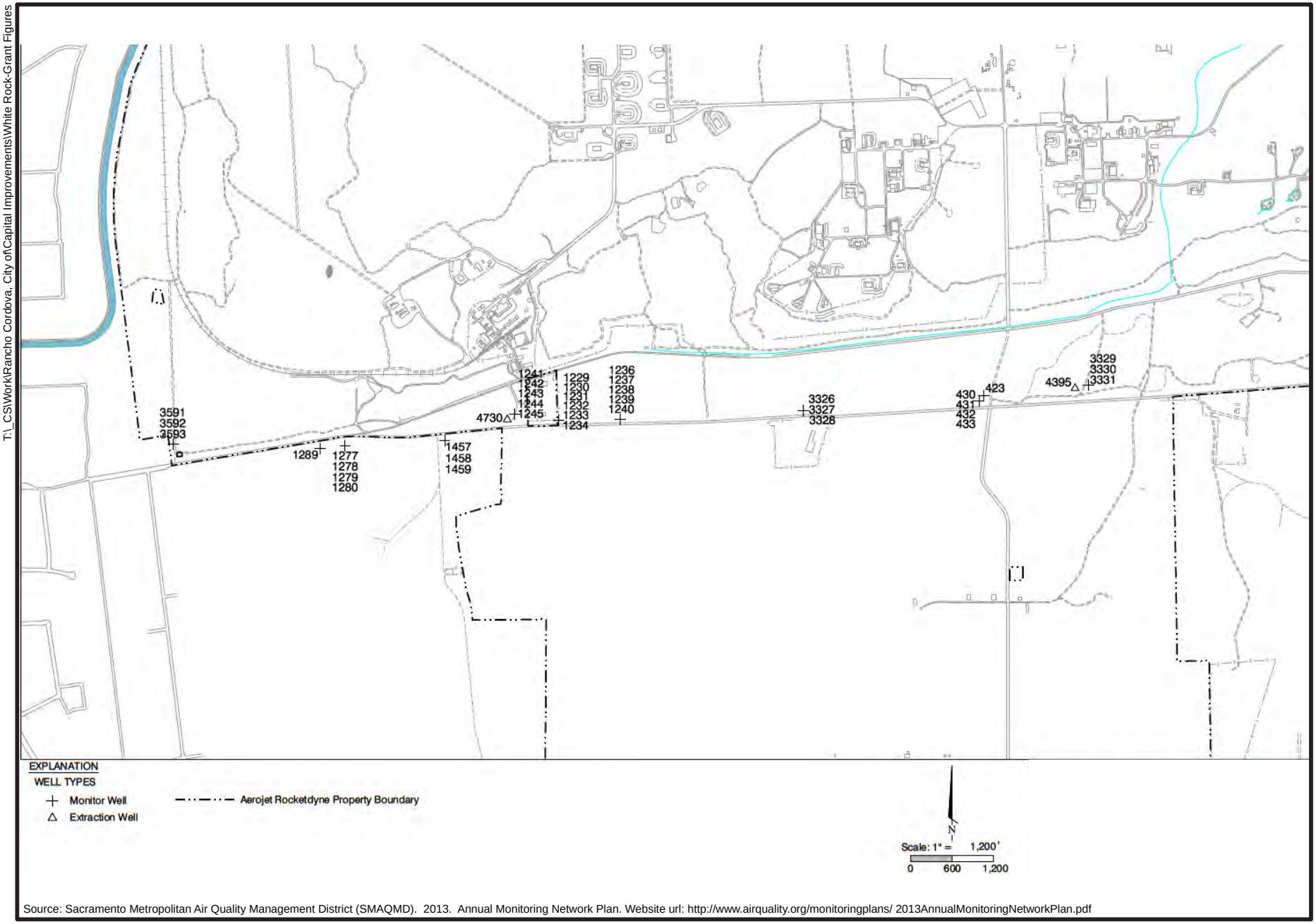
Browning Ferris Industries, Inc.

This site is located on the north side of White Rock Road adjacent to the GEM site. The entire site is approximately 7.5 acres in area and is subdivided between two owners, GEM (4.5 acres) and Browning Ferris Industries Inc. (BFI) (3.0 acres). The eastern portion of the site that BFI purchased had a medical waste incinerator which was reportedly operated until 1997. Some heavy metals and chloride in shallow soils were reported at elevated concentrations, but it was determined that the concentrations did not pose a risk to human health and no remedial action was conducted. The case was granted no further action status in 1996. Because of its proximity to the project site, the GEM site, and previously found contaminants, this site qualifies as a REC.

Inactive Rancho Cordova Test Site – Site 74 (formerly By-Dry Feed Product Company site)

This site was located on the south side of White Rock Road. Contaminants of concern included dioxins/furans and metals. Contaminants were found in the near-surface soil and exceeded their screening levels. Remedial action included excavation and removal of approximately 31,300 tons of contaminated soil. Results of confirmation sampling showed that the contamination was adequately removed and Site 74 was released for unlimited use. Because of its proximity to the project site and previous contamination, this site qualifies as a REC.

T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock-Grant Figures



Source: Sacramento Metropolitan Air Quality Management District (SMAQMD). 2013. Annual Monitoring Network Plan. Website url: http://www.airquality.org/monitoringplans/ 2013AnnualMonitoringNetworkPlan.pdf

City of Rancho Cordova
Planning Department

Figure 2.2-3
Aerojet Rocketdyne Well Locations

ATTACHMENT 3

Controlled Recognized Environmental Conditions

A Controlled REC, as defined in ASTM E 1527-13, is a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

Based on the data obtained during the environmental database and historical documents review, and interviews with property owners and regulatory agency representatives, this assessment revealed evidence of controlled recognized environmental conditions in connection with the site as listed below.

Aerojet

Aerojet property qualifies as both a REC and a Controlled REC due to the institutional and engineering controls that have been put in place at some of the source sites.

Purity Oil Sales – Delta Gunite

This site is located at Kilgore Road and White Rock Road. The facilities were formerly used as a sulfuric acid and filtration clay type oil recycling operation and for septic and Class 3 waste disposal. The site is generally flat and consists of approximately 14 acres split into three adjacent properties. No structures are currently at the site. Soils and an aquifer used for drinking water supply were affected by acetone, metals, perchlorate, petroleum, polychlorinated biphenyls (PCBs), PAHs, pyrene, and volatile organic compounds (VOCs). This case has been active since 1980 and was expected to have a Remedial Action Completion Report by February 28, 2014. The RWQCB Geotracker has no indication that the completion report has been filed as of yet. This case qualifies as a Controlled REC due to the land use restrictions placed on the site for future uses.

Completed Area Name: PROJECTWIDE
Comments: Activity Completed by AG's Office.
Completed Date: 06/14/2010
Completed Document Type: Land Use Restriction
Completed Sub Area Name: Not reported

Completed Area Name: PROJECTWIDE
Comments: LUC recorded with the County to limit land use to commercial and industrial
Completed Date: 06/22/2010
Completed Document Type: Land Use Restriction
Completed Sub Area Name: Not reported

Historical Recognized Environmental Conditions

A Historical REC, as defined in ASTM E 1057-13, is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required

controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). Based on the data obtained during the environmental database and historical documents review, and interviews with property owners and regulatory agency representatives, this assessment revealed evidence of historical RECs in connection with the site as listed below.

Hunt and Sons

This site is located at 11341 White Rock Road in Rancho Cordova. A leaking underground storage tank (LUST) was reported on November 25, 2003. The contamination of concern to soils and groundwater was diesel gasoline. The site was remediated and closed on March 4, 2010.

White Rock Dumps (WRD) 1 and 2

These sites are located on Aerojet Property. WRD 1 is located approximately 1,500 feet south of White Rock Road on the IRCTS, and WRD 2 is located over 1,700 feet north of White Rock Road within the Aerojet site. WRD 1 operations were terminated in 1957 and WRD 2 operations ended in 1958. A remedial investigation was completed in 2004, followed by a feasibility study in 2006. Cindy Chain-Britton of the California Department of Toxic Substances Control (DTSC) said that metals were found in soils, and VOCs and perchlorate from upgradient sources were found in the groundwater. A Remedial Action Plan was completed in 2011 and a Remedial Design Plan was completed in 2012. The remediation work was implemented in October 2013 and completed in February 2014. Both cases are considered closed by the DTSC as of June 12, 2015.

De Minimis or Other Potential Issues

A de minimis condition, as defined by ASTM E 1057-13, is defined as issues which are not considered a REC and generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. The following de minimis or potential issue was identified for the site:

The properties surrounding the site could potentially have been utilized for agricultural operations in the past, although no specific information regarding agricultural chemical use was obtained. Given the nature of past and current land use, the potential presence of residual agricultural chemicals in soil or groundwater at the site represents a de minimis condition.

Significant Sites Not of Concern

Inactive Rancho Cordova Test Site – Site 80

This site was located over one mile south of White Rock Road and 3,000 feet south of WRD 1. Contaminants of concern included dioxins/furans and metals. Contaminants were found in the near surface soil and exceeded their screening levels. Remedial action included excavation and removal of approximately 1,000 tons of contaminated soil. Results of confirmation sampling showed that the contamination was adequately removed and Site 80 was released for unlimited use.

Inactive Rancho Cordova Test Site – Propellant Burn Area

The Propellant Burn Area (PBA) is located approximately 2,000 feet south of White Rock Road. Contaminants of concern include dioxins/furans in near-subsurface soils and chlorinated hydrocarbons, primarily TCE, and perchlorate in deeper soils. The dioxin/furan-impacted soils were removed during 2005 and 2006 according to a 2002 Remedial Action Plan. A groundwater remediation system was constructed during 2010 and 2011 to extract and treat groundwater for perchlorate and TCE, and treated water is discharged to the ground. Two additional extraction wells have been constructed to provide further control of the plume. These three extraction wells will be connected to a pipeline that crosses under White Rock Road and conveys contaminated groundwater to a treatment facility farther north of White Rock Road. This case remains open. Because of its distance from the project site, it does not qualify as a REC.

Inactive Rancho Cordova Test Site – Sigma Complex Groundwater

This site is located 4,900 feet south of White Rock Road. An in-situ groundwater remedial system was installed to remediate the high concentrations of perchlorate at the source area. This case remains open. Because of its distance from the project site, it does not qualify as a REC.

Inactive Rancho Cordova Test Site – DM-14 Study Area

This site is located over 2,500 feet south of White Rock Road and is a former solid rocket assembly site. Subsurface investigation conducted between 1982 and 2002 indicates elevated concentrations of Freon, a chlorofluorocarbon, in soil and groundwater. The potential source of Freon is a former paint sump located adjacent to the assembly building. Other potential contaminants of concern include perchlorate, tetrachloroethylene, and trichloroethylene. This case remains open. Because of its distance from the project site, it does not qualify as a REC.

Central Operable Unit – Area 4G

This site is located approximately 800 feet north of White Rock Road and is approximately 1 acre in size. The site was used as a waste disposal area from April 1966 to September 1966. Burn residues, burnt metals, drum scraps, several drums of ammonium perchlorate, and whole rocket motors were reportedly disposed of in Area 4G. This case remains open. Because of its distance from the project site, this area does not qualify as a REC.

Environmental Consequences

No Build Alternative

Under the no build alternative, conditions at the previously discussed hazardous materials sites would remain the same. White Rock Road would remain in its current configuration and construction along White Rock Road would not occur. The no build alternative would not result in potential exposure of the public to hazardous materials, aside from the existing risks associated with groundwater contamination beneath the Aerojet property and adjacent land areas.

Build Alternative

Recognized Environmental Conditions

In accordance with the ISA and ISA Addendum/SAP, a Phase 2 Site Assessment will be prepared for the project prior to construction in order to identify the full scope of potential contaminants that may be encountered during construction and to prepare any needed remediation or health and safety plans. Due to concerns related to vernal pools and associated threatened and endangered species, the Phase 2 Site Assessment is not being prepared until after NEPA approval.

Aerojet

The project is adjacent to the southern portion of the Aerojet Superfund site and therefore the Superfund site represents a REC for the project because of the extent and nature of hazardous substances present in soil and groundwater. However, the Aerojet Superfund site consists of many different environmental cleanup efforts spread across the 5,900 acres included in the site. Much of the land included in the Aerojet Superfund site was used as buffer land around testing sites and no contamination is reasonably expected in these areas. Additionally, remedial efforts at several source areas in the Superfund site have successfully treated the contamination present in the area. Remedial efforts have focused on groundwater contamination with limited remediation of soils in select areas. Potential impacts from each Aerojet site are identified and discussed individually.

White Rock Road Landfill – North

Because the case remains open and is adjacent to the project site, there is a potential that contamination from this case may impact the project. Therefore, soil sampling should be conducted in the portion of the project adjacent to the White Rock Road Landfill – North.

White Rock Road Landfill – South

Because the White Rock Road Landfill – South project remains open and is adjacent to the project, there is a potential that contamination from this case may impact the project. It is recommended that soil samples are collected in the vicinity of the project to confirm that no contamination is present in the project.

Inactive Rancho Cordova Test Site – GET F Sprayfield

Due to the close proximity of the project to the pipeline that transports water contaminated with perchlorate under White Rock Road, there is a potential that contamination from this case may impact the project. Soil sampling is recommended in the area of the project in the vicinity of the pipeline.

General Environmental Management (GEM) of Rancho Cordova (formerly Waste Management)

Based on the available data, the extent of PCBs and TPHd in soil was well defined by previous studies. Confirmation samples indicate that the excavation activities performed in 2000 successfully removed all PCB-contaminated soils. Additionally, the release from the diesel UST received closure in 1997. While the extent of PCB contamination is believed to have been adequately removed, it is recommended that soil samples be collected in the area of the PCB excavation to confirm that no contaminants are present outside the boundaries of the excavation. No further action is recommended for the diesel UST because of the distance from the project.

Browning Ferris Industries, Inc.

While the results of previous sampling indicate that the contamination remaining in soil at the site does not pose a threat to human health, it is recommended that soil samples are collected in the vicinity of the BFI site to confirm these results.

Inactive Rancho Cordova Test Site – Site 74 (formerly By-Dry Feed Product Company site)

While the contamination is believed to have been adequately removed, it is recommended that soil samples be collected in the area to confirm that no contaminants are present outside the boundaries of the excavation.

Controlled Recognized Environmental Conditions

Purity Oil Sales – Delta Gunite

The Purity Oil Sales site is located approximately 900 feet west of Sunrise Boulevard and outside the project. Because of the significant distance from the project, no further investigation is necessary in association with the project.

Historical Recognized Environmental Conditions

Hunt and Sons

The site was remediated and closed on March 4, 2010. No further investigation is necessary.

White Rock Dumps (WRD) 1 and 2

The WRD sites are considered closed by the DTSC. The WRD 1 and WRD 2 projects are located a significant distance from the project site. Therefore, it is unlikely that conditions at these sites will impact the project. No further investigation is necessary for the project in association with WRD 1 and WRD 2.

De Minimis or Other Potential Issues

The expected impact of previous and present use of agricultural products in the vicinity of the project is minimal. No further action is required.

Significant Sites Not of Concern

Inactive Rancho Cordova Test Site – Site 80

Because of the significant distance from the project, conditions at this site will not impact the project. No further investigation is necessary for the project in association with Site 80.

Inactive Rancho Cordova Test Site – Propellant Burn Area

Because the PBA is located a significant distance from the project site, conditions will not impact the project. No further investigation is necessary for the project in association with the area.

Inactive Rancho Cordova Test Site – Sigma Complex Groundwater

Due to the significant distance from the project, conditions at this site will not impact the project. No further investigation is necessary for the project in association with the Sigma Complex.

Inactive Rancho Cordova Test Site – DM-14 Study Area

Because of the significant distance from the project, conditions at this site will not impact the project. No further investigation is necessary for the project in association with the DM-14 Study Area.

Central Operable Unit – Area 4G

Due to the significant distance from the project, conditions at this site will not impact the project. No further investigation is necessary for the project in association with Area 4G.

Avoidance, Minimization, and/or Mitigation Measures

Due to the presence of potentially contaminated materials on both sides of the roadway, it is not possible to avoid all hazardous waste and materials.

A Phase 2 Assessment for hazardous wastes and materials will be conducted before the project is constructed. As part of the Phase 2 Assessment, it is recommended that soil samples be collected in the vicinity of the sites listed below. All other sites identified in the section above either are too far from the project or no environmental concerns are present at the sites.

- GEM of Rancho Cordova (formerly Waste Management) **(Figure 2.2-4a)**
- Browning Ferris Industries, Inc. **(Figure 2.2-4a)**
- Inactive Rancho Cordova Test Site – GET F Sprayfield (**Figure 2.2-4a**)
- Inactive Rancho Cordova Test Site – Site 74 (**Figure 2.2-4b**)
- White Rock Road Landfill – South **(Figure 2.2-4c)**
- White Rock Road Landfill – North **(Figure 2.2-4d)**

Because of the shallow nature of the expected excavation activities proposed for the project, it is recommend that soil samples are collected in shallow soil only. It is also recommended that soil samples are collected from shallow soil borings at each location. Soil samples from each boring should be collected at approximately 2 and 5 feet below grade. Additional deeper soil samples may be warranted based on site conditions.

The Sampling and Analysis Plan (SAP) for the Phase 2 Assessment was developed to evaluate the specific environmental hazards known to exist in soil in the surrounding vicinity adjacent to identified RECs. However, environmental hazards associated with particular RECs vary greatly over the span of the project. Therefore, to characterize environmental hazards present at proposed soil boring locations, each soil boring has been assigned an analytical suite based on its proximity to each REC (**Figures 2.2-4a to 2.2-4d**). **Table 2.2-1** below summarizes the SAP.

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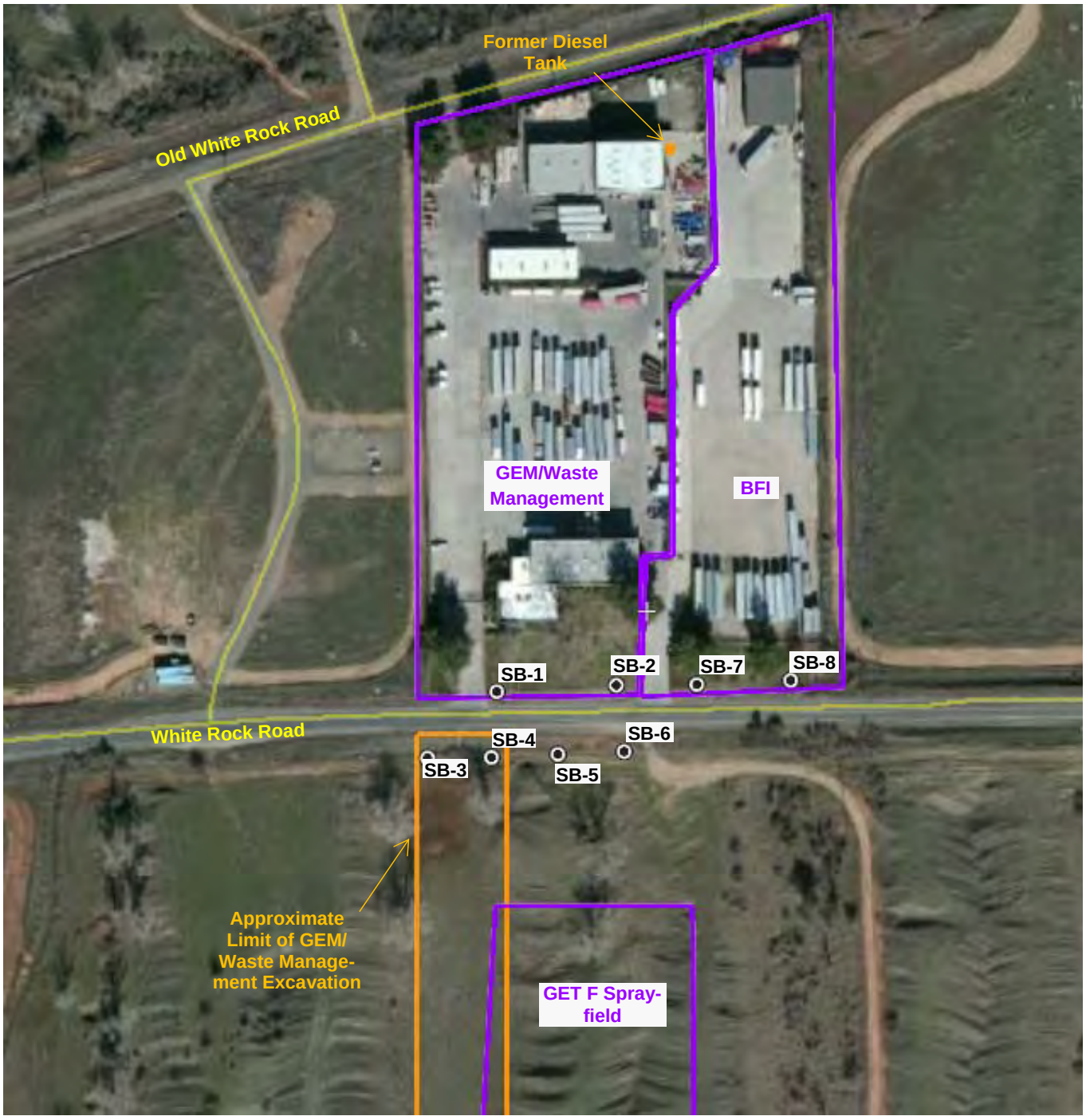

LEGEND

0 200

Approximate Scale (feet)

Proposed soil boring location

North

Source: Apex Envirotech, Inc.

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Figure 2.2-4a
Proposed Soil Boring Location Map:
GEM, BFI, and GET F Sprayfield

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Source: Apex Envirotech, Inc.

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Figure 2.2-4b
Proposed Soil Boring Location Map: Site 74

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Source: Apex Envirotech, Inc.

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Figure 2.2-4c
Proposed Soil Boring Location Map:
White Rock Road Landfill South

ATTACHMENT 3

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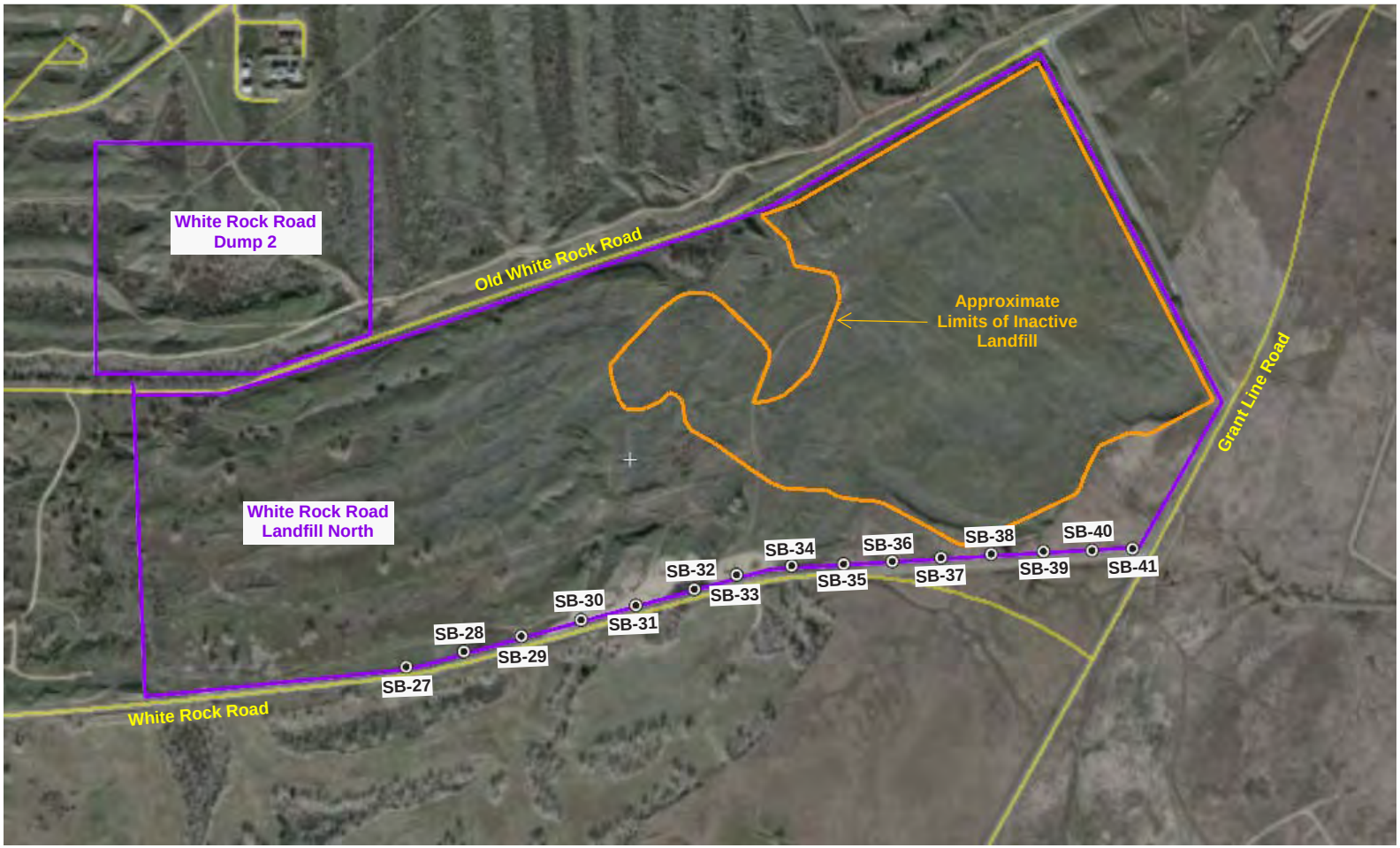

Source: Apex Envirotech, Inc.

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Figure 2.2-4d
Proposed Soil Boring Location Map:
White Rock Road Landfill North

ATTACHMENT 3

Table 2.2.-1
Sampling and Analysis Plan Summary

SITE NAME	SOIL BORINGS	PROPOSED ANALYTES
GEM/Waste Management	SB-1 through SB-4	PCB
GET F Sprayfield	SB-3 through SB-6	Perchlorate
Browning Ferris Industries, Inc.	SB-7 and SB-8	CAM-17, Chloride
Site 74	SB-9 through SB-17	Dioxins/Furans and CAM-17
White Rock Road Landfill – South	SB-18 through SB-26	CAM-17, PAH, and Hydrocarbons
White Rock Road Landfill – North	SB-27 through SB-41	CAM-17, PAH, and Hydrocarbons

CAM 17 – California Administrative Manual 17 Heavy Metals: antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium & zinc

PAH – polycyclic aromatic hydrocarbons

PCB – polychlorinated biphenyl

Hydrocarbons – Samples will be analyzed for the full range of Total Petroleum Hydrocarbons (TPHs). If TPHs are detected in a sample, it is recommended that the sample is analyzed for the full suite of volatile organic compounds by method 8260B.

Human Health Risk Assessment

It is recommended that a site specific Tier 2 Human Health Risk Assessment (HHRA) be performed using the RISC- 5 software. A Tier 2 assessment is a semi-qualitative assessment. The Tier 2 HHRA should be performed using field and analytical results for residual petroleum constituents at the site. The RISC-5 model should be run for the scenarios of dermal contact to subsurface workers through soil. The RISC-5 model should use a commercial receptor scenario, a one-in-a-million cancer risk level, and a hazard quotient of less than one for the site.

Site-Specific Health and Safety Plan

It is recommended that a site-specific Health and Safety Plan (HASP) be prepared and retained on-site during all field activities. All work should be conducted according to the HASP. The HASP should contain information on the properties of the hazardous materials known to be on-site. This information is equivalent to that contained in Material Safety Data Sheets.

Unknown Contamination

If any previously unknown hazardous contamination is revealed during project construction, the procedures outlined in the Caltrans Unknown Hazards Procedures shall be followed.

Utility Relocation

For the relocation of utilities, proper coordination with utility owners shall occur and the Underground Service Alert shall be contacted at least two full working days before beginning construction.

2.2.3 Air Quality

Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called national ambient air quality standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM_{10}) and particles of 2.5 micrometers and smaller ($PM_{2.5}$), and sulfur dioxide (SO_2). In addition, national and state standards exist for lead (Pb) and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel "Conformity" requirement under the FCAA also applies.

Conformity

The conformity requirement is based on Federal Clean Air Act Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs or projects that do not conform to State Implementation Plan (SIP) for attainting the NAAQS. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional—or, planning and programming—level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and in some areas (although not in California) sulfur dioxide (SO_2). California has attainment or maintenance areas for all of these transportation-related "criteria pollutants" except SO_2, and also has a nonattainment area for lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years for the RTP) and 4 years (for the TIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at

various analysis years showing that requirements of the Clean Air Act and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA), make determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept, scope, and "open-to-traffic" schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Conformity analysis at the project-level includes verification that the project is included in the regional conformity analysis and a "hot-spot" analysis if an area is "nonattainment" or "maintenance" for carbon monoxide (CO) and/or particulate matter (PM_{10} or $PM_{2.5}$). A region is "nonattainment" if one or more of the monitoring stations in the region measures a violation of the relevant standard and the U.S. EPA officially designates the area nonattainment. Areas that were previously designated as nonattainment areas but subsequently meet the standard may be officially redesignated to attainment by U.S. EPA and are then called "maintenance" areas. "Hot-spot" analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA purposes. Conformity does include some specific procedural and documentation standards for projects that require a hot-spot analysis. In general, projects must not cause the "hot-spot" related standard to be violated, and must not cause any increase in the number and severity of violations in nonattainment areas. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

Affected Environment

An Air Quality Study Report was prepared for the proposed project in December 2014. The project site is located in the Sacramento Valley Air Basin, which is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The dispersion of air pollution in the Sacramento Valley Air Basin is determined by the natural factors discussed below.

Topography

Sacramento County is located within the boundaries of the Sacramento Valley Air Basin, which is bounded by the North Coast ranges on the west, the northern Sierra Nevada on the east, Shasta County to the north, and San Joaquin County to the south. Between the North Coast ranges and the northern Sierra Nevada, the terrain is flat. The Sacramento Valley is often described as a bowl shaped-valley. Air flows into the Sacramento Valley Air Basin through the Carquinez Strait, moving across the Delta, and bringing with it pollutants from the heavily populated San Francisco Bay Area.

Meteorology and Climate

The Sacramento Valley has a Mediterranean climate, characterized by hot dry summers and mild rainy winters. During the year, the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches with snowfall being very rare. The prevailing winds are moderate in strength and vary from moist breezes from the south to dry land flows from the north.

The mountains surrounding the Sacramento Valley create a barrier to airflow, which can trap air pollutants in the valley when meteorological conditions are right and a temperature inversion exists. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused by less heating reduces the influx of outside air and allows air pollutants to become concentrated in the air. The surface concentrations of pollutants are highest when these conditions are combined with smoke from agricultural burning or when temperature inversions trap cool air, fog, and pollutants near the ground.

The ozone season (May through October) in the Sacramento Valley is characterized by stagnant morning air or light winds with the Delta sea breeze arriving in the afternoon out of the southwest. Usually the evening breeze transports the airborne pollutants to the north out of the Sacramento Valley. During about half of the days from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern and pollutants to circle back southward. This phenomenon's effect exacerbates the pollution levels in the area and increases the likelihood of violating the federal and state air quality standards.

Criteria Air Pollutants and Precursors

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. The NAAQS and California ambient air quality standards have been set at levels to protect human health with a determined margin of safety. For some pollutants, there are also secondary standards to protect the environment. Ozone and PM are generally considered to be regional pollutants because they or their precursors affect air quality on a regional scale. Pollutants such as CO, NO_2, SO_2, and Pb are considered to be local pollutants because they tend to accumulate in the air locally. Particulate matter is also considered a local pollutant.

Statewide Implementation Plan (SIP)

The following text is taken from the Introduction of the December 2013 California Infrastructure SIP (December 2013):

> Each time the United States Environmental Protection Agency (USEPA) adopts a new national ambient air quality standard (federal standard or standard) or revises an existing standard, the federal Clean Air Act (CAA) requires states to develop and submit an Infrastructure State Implementation Plan (SIP). An Infrastructure SIP is administrative in nature and describes the authorities, resources, and programs a state has in place to implement, maintain, and enforce the federal standards. It does not contain any proposals for emission control measures.
>
> The overarching framework or infrastructure for California's air quality programs is well established. As the air pollution control agency responsible for all purposes set forth in federal law (California Health and Safety Code (H&SC) Section 39602), the Air Resources Board (ARB) submitted California's first Infrastructure SIP in response to the CAA of 1970. USEPA approved this submittal in 1979 (40 Code of Federal Regulations (CFR) 52.220). ARB has submitted several Infrastructure SIP revisions since that time, in response to new or revised federal standards. These revisions build on previous Infrastructure SIP submittals.

When USEPA approves an Infrastructure SIP revision, it becomes part of the overall statewide SIP. **Table 2.2-2** summarizes the federal standards that U.S. EPA most recently adopted or revised. As shown in **Table 2.2-2**, ARB previously submitted Infrastructure SIP revisions to comply with changes to the 1997 ozone standard, 1997 fine particulate matter ($PM_{2.5}$) standard, 2008 lead standard, and 2010 nitrogen dioxide (NO_2) standard. USEPA has not yet acted fully on any of these submittals. In addition, ARB submitted a certification letter for the 2006 $PM_{2.5}$ standard infrastructure requirements.

ARB recently released a new Infrastructure SIP revision (December 2013) that provides additional information and clarification of ARB's previous Infrastructure SIP submittals. In addition, it addresses all infrastructure requirements for the 2008 federal ozone standard, the 2006 and 2012 $PM_{2.5}$ standards, and the 2010 federal sulfur dioxide (SO_2) standard.

ARB approved the December 2013 SIP on January 23, 2014. The USEPA issued a draft rulemaking in October 2014 partially approving and partially disapproving the SIP. In July 2015, U.S. EPA notified states of their failure to make the requirement SIP submission addressing interstate transport of pollutants related to the 0.075 ppm ozone NAAQS. This finding started a 24-month clock for U.S. EPA to issue a final Federal Implementation Plan (FIP) for any state that does not submit a plan within that time period. ARB released a 2015 Infrastructure SIP on November 13, 2015; a public meeting on the document is scheduled for December 17, 2015.

Table 2.2-2
Recent Federal Standard Adoptions/Revisions and Infrastructure SIP Submittals*

Pollutant	Year Standard Revised	Standard Level	Averaging Time	Date ARB Submitted Infrastructure SIP Revision
Ozone	1997	0.08 ppm	8-hour	November 16, 2007
	2008	0.075 ppm	8-hour	No submittal**
$PM_{2.5}$	1997	65 µg/m^3	24-hour	November 16, 2007 and July 7, 2009
		15 µg/m^3	Annual	
	2006	35 µg/m^3	24-hour	July 7, 2009
		155 µg/m^3	Annual	
	2012	35 µg/m^3	24-hour	No submittal
		12 µg/m^3	Annual	
Lead	2008	0.15 µg/m^3	Rolling 3-month	October 6, 2011
NO_2	2010	100 ppb	1-hour	December 12, 2012
		0.053 ppm	Annual	
SO_2	2010	75 ppb	1-hour	No submittal

* $PM_{2.5}$ = fine particulate matter; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxide; ppm = parts per million; µg/m^3 = micrograms per cubic meter; ppb = parts per billion.

** March 12, 2011, was the initial due date for states to submit an Infrastructure SIP for the 2008 ozone standard. However, in light of ongoing litigation, a number of states, including California, did not meet this deadline. In response to further litigation, the USEPA made failure to submit findings on January 4, 2013. These findings started a 24-month clock, setting a new submittal date of January 4, 2015. Rulemaking and litigation concerning the 2008 ozone standard and EPA's new ground-level ozone standards are ongoing.

Source: ARB, California Infrastructure SIP, December 2013, Table 1, p. 2.

Air pollutant concentrations are measured at several monitoring stations in Sacramento County. The locations of these monitoring stations are shown on **Figure 2.2-5**. The nearest representative ambient air quality monitoring stations to the project site include the Sacramento-Del Paso Manor monitoring station (D) and the Sacramento Branch Center Road #2 monitoring station (A). The Sacramento Valley Air Basin is currently designated as nonattainment for the NAAQS for 8-hour ozone standards and the 2006 standard for $PM_{2.5}$. As of October 2015, the EPA Greenbook does not list Sacramento County as a nonattainment area for the 2012 $PM_{2.5}$ standard. The area is designated as nonattainment for the California air quality standards for PM_{10}, $PM_{2.5}$, and ozone standards. Criteria air pollutants, ambient air quality standards, and common sources and effects and attainment status in the project area are summarized in **Table 2.2-3**.

Sensitive Receptors

One of the most important reasons for air quality standards is the protection of those members of the population who are most sensitive to the adverse health effects of air pollution, termed "sensitive receptors." The term refers to specific population groups as well as to the land uses where individuals would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses would include facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Residential dwellings, schools, parks, playgrounds, child-care centers, convalescent homes, and hospitals are examples of sensitive land uses.

No sensitive receptors have been identified adjacent to White Rock Road between Sunrise Boulevard and Grant Line Road.

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PARTIAL SCREENSHOT OF GOOGLE MAP

A. Sacramento-Branch Center Rd #2
B. *Proposed Monitoring Site*[1]
C. Elk Grove-Bruceville Rd
D. Sacramento-Del Paso Manor
E. Sacramento-El Camino Watt
F. Folsom-Natoma St
G. Sacramento-Goldenland Ct.
H. North Highlands-Blackfoot Way
I. Rancho Seco
J. Sloughhouse
K. Sacramento-Health Dept.
L. Sacramento-T Street (operated by CARB)
M. Walnut Grove Tower (Monitors ozone and meteorology aloft)

Source: Red Rock Inc. 2014. Initial Site Assessment: White Rock Road Widening Project - White Rock Road from Sunrise Boulevard to Grant Line Road, Sacramento County, California

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Figure 2.2-5
Sacramento Air Quality Monitoring Stations

Table 2.2-3
State and Federal Criteria Air Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time	State [9] Standard	Federal [9] Standard	Principal Health and Atmospheric Effects	Typical Sources	Attainment Status
Ozone (O_3) [2]	1 hour 8 hours	0.09 ppm 0.070 ppm	--- 0.070 ppm	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases (ROG)/VOCs and nitrogen oxides (NOx) in the presence of sunlight and heat. Major sources include motor vehicles and other mobile sources, solvent evaporation, and industrial and other combustion processes.	Federal: 1-hour: Attainment 8-hour: Nonattainment State: 1-hour: Nonattainment (Serious) 8-hour: Nonattainment
Carbon Monoxide (CO)	1 hour 8 hours 8 hours (Lake Tahoe)	20 ppm 9.0 ppm [1] 6 ppm	35 ppm 9 ppm ---	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.	Federal: Attainment/ Maintenance State: Attainment
Respirable Particulate Matter (PM_{10}) [2]	24 hours Annual	50 µg/m^3 20 µg/m^3	150 µg/m^3 --- [2]	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many aerosol and solid compounds are part of PM_{10}.	Dust- and fume-producing industrial and agricultural operations; combustion smoke; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources (wind-blown dust, ocean spray).	Federal: 24-hour: Attainment State: 24-hour: Nonattainment Annual: Nonattainment
Fine Particulate Matter ($PM_{2.5}$) [2]	24 hours Annual	--- 12 µg/m^3	35 µg/m^3 12.0 µg/m^3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter—a toxic air contaminant—is in the $PM_{2.5}$ size range. Many aerosol and solid compounds are part of $PM_{2.5}$.	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical (including photochemical) reactions involving other pollutants including NOx, sulfur oxides (SOx), ammonia, and ROG.	Federal (2006): 24 Hour: Nonattainment Annual: Attainment/ Unclassified State: Annual: Nonattainment

Table 2.2-3 (Cont.)
State and Federal Criteria Air Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time	State [9] Standard	Federal [9] Standard	Principal Health and Atmospheric Effects	Typical Sources	Attainment Status
Nitrogen Dioxide (NO_2)	1 hour Annual	0.18 ppm .030 ppm	0.100 ppm [7] (98th percentile over 3 years) 0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain. Part of the NOx group of ozone precursors.	Motor vehicles and other mobile sources; refineries; industrial operations.	Federal: Attainment/ Unclassified State: Attainment
Sulfur Dioxide (SO_2)	1 hour 3 hours 24 hours Annual	0.25 ppm --- 0.04 ppm ---	0.075 ppb 0.5 ppm 0.14 ppm 0.030 ppm	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.	Federal: Attainment State: Attainment
Lead (Pb)[3]	Monthly Quarterly Rolling 3-month average	1.5 µg/m^3 --- ---	--- 1.5 µg/m^3 0.15 µg/m^3	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from gasoline may exist in soils along major roads.	Federal: Attainment/ Unclassified State: Attainment
Sulfate	24 hours	25 µg/m^3	---	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.	State Only: Attainment
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm	---	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.	State Only: Unclassified

Table 2.2-3 (Cont.)
State and Federal Criteria Air Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time	State [9] Standard	Federal [9] Standard	Principal Health and Atmospheric Effects	Typical Sources	Attainment Status
Visibility-Reducing Particles (VRP)	8 hours	Visibility of 10 miles or more at relative humidity less than 70%	---	Reduces visibility. Produces haze. NOTE: Not related to the Regional Haze program under the federal Clean Air Act, which is oriented primarily toward visibility issues in national parks and other "Class I" areas.	See particulate matter above.	State Only: Unclassified
Vinyl Chloride[3]	24 hours	0.01 ppm	---	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes	State Only: Unclassified

Based on the California ARB Air Quality Standards chart (http://www.arb.ca.gov/research/aaqs/aaqs2.pdf)

Notes: ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter; ppb = parts per billion (thousand million)

1 Rounding to an integer value is not allowed for the state 8-hour CO standard. Violation occurs at or above 9.05 ppm. Violation of the federal standard occurs at 9.5 ppm due to integer rounding.

2 Annual PM_{10} NAAQS revoked October 2006; was 50 $\mu g/m^3$. 24-hr. $PM_{2.5}$ NAAQS tightened October 2006; was 65 $\mu g/m^3$. In September 2009, the USEPA began reconsidering the $PM_{2.5}$ NAAQS; the 2006 action was partially vacated by a court decision.

3 ARB has identified vinyl chloride and the particulate matter fraction of diesel exhaust as toxic air contaminants. Diesel exhaust particulate matter is part of PM_{10} and, in larger proportion, $PM_{2.5}$. Both ARB and the USEPA have identified lead and various organic compounds that are precursors to ozone and $PM_{2.5}$ as toxic air contaminants. There are no exposure criteria for adverse health effect due to toxic air contaminants, and control requirements may apply at ambient concentrations below any criteria levels specified above for these pollutants or the general categories of pollutants to which they belong. Lead NAAQS are not required to be considered in Transportation Conformity analysis.

4 Prior to June 2005, the 1-hour NAAQS was 0.12 ppm. The 1-hour NAAQS is still used only in 8-hour ozone early action compact areas, of which there are none in California. However, emission budgets for 1-hour ozone may still be in use in some areas where 8-hour ozone emission budgets have not been developed.

5 The 65 $\mu g/m^3$ $PM_{2.5}$ (24-hr) NAAQS was not revoked when the 35 $\mu g/m^3$ NAAQS was promulgated in 2006. Conformity requirements apply for all NAAQS, including revoked NAAQS, until emission budgets for the newer NAAQS are found adequate or State Implementation Plan amendments for the newer NAAQS are completed.

6 As of September 16, 2009, the USEPA is reconsidering the 2008 8-hour ozone NAAQS (0.075 ppm); the USEPA is expected to tighten the primary NAAQS to somewhere in the range of 60–70 ppb and to add a secondary NAAQS. The USEPA plans to finalize reconsideration and promulgate a revised standard by August 2010.

7 Final 1-hour NO_2 NAAQS published in the Federal Register on February 9, 2010, effective March 9, 2010. Initial nonattainment area designations should occur in 2012 with conformity requirements effective in 2013. Project-level hot-spot analysis requirements, while not yet required for conformity purposes, are expected.

8 The USEPA finalized a 1-hour SO_2 standard of 75 ppb in June 2010.

9 State standards are "not to exceed" unless stated otherwise. Federal standards are "not to exceed more than once a year" or as noted above.

Environmental Consequences

Regional Air Quality Conformity

The proposed project is listed in the SACOG MTP/SCS 2035 financially constrained Regional Transportation Plan, which was found to conform by SACOG on March 20, 2008. The FHWA and the FTA made a regional conformity determination on May 16, 2008. The project is also included in the SACOG financially constrained 2015/2018 MTIP on page 59 and page 77. SACOG adopted the 2015/2018 MTIP and MTP/SCS Amendment #4 on September 18, 2014. The SACOG 2015/2018 MTIP and MTP/SCS Amendment #4 was determined to conform by the FHWA and the FTA on December 15, 2014. The design concept and scope of the proposed project are consistent with the project description in the MTP/SCS 2035 and the 2015/2018 MTIP and the open to traffic assumptions of SACOG's regional emissions analysis.

FHWA made its air quality conformity finding for the proposed project on January 11, 2016; see Appendix H for a copy of FHWA's conformity finding.

Project-Level Conformity

The project is located in an attainment/maintenance area for the federal CO standards and in an attainment area for the state CO standard. Therefore, a hot-spot analysis for CO was required.

The project is located in an attainment area for the federal PM_{10} standard and a nonattainment area for the state PM_{10} standards. The project is located in an attainment area for the federal 24-hour $PM_{2.5}$ standard, an attainment/unclassified area for the federal annual $PM_{2.5}$ standard, and a nonattainment area for the state $PM_{2.5}$ standard. Therefore, a local hot-spot analysis for conformity was required for $PM_{2.5}$ and PM_{10}.

The project is also located in a serious nonattainment area for the state 1-hour ozone standard, in a nonattainment area for the state 8-hour ozone standard, in an attainment area for the federal 1-hour ozone standard, and in a severe nonattainment area for the federal 8-hour ozone standard. However, because ozone is a regional pollutant, there is no hot-spot procedure for ozone.

Carbon Monoxide Hot-Spot Analysis

Caltrans' Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) was used to evaluate the potential local-level CO impacts of the proposed project. The hot-spot analysis covered area roadways, existing and future (year 2030) traffic volumes, overall network delays, and study area intersections affected by the project. Refer to **Figure 2.2-5** for the locations of air quality monitoring stations in Sacramento County.

The CO Protocol provides decision flow charts to assist the lead agency in evaluating requirements that apply to a proposed action. The Air Quality Study Report prepared for the proposed project used the analytical framework, which consists of a series of questions, from the CO Protocol flow chart. The last level of questions in the flowchart (Level 7) of the CO Protocol flow chart assists lead agencies in determining whether further analysis of project impacts is required. Level 7 includes evaluation of potential increases in the number of vehicles operating in cold start mode, where an increase of 2 percent or more would be considered potentially significant, and evaluation of potential increases in traffic volumes, where an increase of more than 5 percent would be considered potentially significant and an increase of less than 5 percent may be considered potentially significant if there is also a reduction in average speeds. According to the Air Quality Study Report, the proposed project would not result in a change in the percentage of vehicles operating in cold start mode, nor would the proposed

project affect vehicle fleet percentages on area roadways. Refer to Section 2.1.5, "Traffic and Transportation/Pedestrian and Bicycle Facilities," for a discussion of existing and future traffic volumes.

The proposed project is located in an attainment area for federal and state CO standards, and the existing CO concentrations in the project area are substantially below the ambient air quality standards. Additionally, the proposed project would result in overall decreases in vehicle congestion and delay, would not affect the percentages of vehicles operating in cold start mode, and would not affect vehicle fleet percentages on area roadways. For these reasons, further analysis of localized mobile-source CO concentrations is not required.

Particulate Matter ($PM_{2.5}$ and PM_{10}) Hot-Spot Analysis

Qualitative PM hot-spot analysis is required under the USEPA Transportation Conformity rule for Projects of Localized Air Quality Concern (POAQC). Projects that are not POAQC do not require detailed PM hot-spot analysis. The Interagency Consultation Group (made up of Caltrans, the EPA, and the FHWA) reviewed the proposed project in May 2012 and determined that the proposed project is not considered a POAQC for $PM_{2.5}$ and PM_{10} because it does not meet the definition of a POAQC as defined in the USEPA's Transportation Conformity Guidance. Therefore, a PM hot-spot analysis is not required for the proposed project. Documentation of the Interagency Consultation Group is included in Appendix H.

Permanent Impacts

Long-term air quality impacts attributable to the proposed project would be associated with the operation of motor vehicles along White Rock Road. Motor vehicle operational emissions were quantified using emission factors derived from the California ARB's Emission Factor computer program for existing (year 2013), future with project (year 2030) conditions, and future no build (year 2030) conditions. Estimated annual operational emissions in the project area are summarized in **Table 2.2-4**.

Table 2.2-4
Estimated Operational Emissions of Criteria Air Pollutants for the Build Alternative

Scenario	Emissions (Tons per Year)				
	ROG	CO	NOx	PM_{10}	$PM_{2.5}$
Year 2013 – Existing/No Build Alternative	0.21	7.55	0.97	1.33	0.39
Year 2013 – Build Alternative	0.26	9.59	1.23	1.69	0.50
Change from Existing/No Build Alternative	+0.05	+2.04	+0.26	+0.36	+0.11
Year 2030 – No Build Alternative	0.18	11.08	1.33	5.04	1.64
Change from Existing/No Build Alternative	-0.03	+3.53	+0.36	+3.71	+1.25
Year 2030 – Build Alternative	0.19	11.58	1.41	5.97	1.96
Change from Existing/No Build Alternative	-0.02	+4.04	+0.44	+4.65	+1.57
Change from Year 2030 No Build Alternative	+0.01	+0.51	+0.08	+0.93	+0.32

Note: Emissions modeling was conducted based on EMFAC2011 emission factors obtained for Sacramento County and traffic volume data obtained from the traffic analysis prepared for the proposed project. Includes exhaust emissions and PM emissions associated with brake and tire wear, as well as re-entrained road dust.

As shown in **Table 2.2-4**, the 2030 build alternative would have slightly higher emissions than the 2030 no build alternative. The predicted increases in emissions for year 2030 are due largely to an increase in projected average daily volumes along White Rock Road resulting, in part, from the proposed project as well as the widening of White Rock Road from Grant Line Road to the El Dorado County/Sacramento County line, which is a separate planned project in the region. Overall, planned improvements to White Rock Road are projected to result in a substantial reduction in overall network delay and associated emissions in the project area, including reductions in vehicle delay along US 50.

Temporary Impacts

Emissions and Dust

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by construction activities including excavation, grading, hauling, and other construction-related activities. Emissions from construction also are anticipated and would include CO, nitrogen oxides (NOx), VOCs, directly emitted PM_{10} and $PM_{2.5}$, and toxic air contaminants such as diesel exhaust PM. Levels of ozone, which is a regional pollutant derived from NOx and VOCs in the presence of sunlight and heat, may also increase in the project area due to temporary construction activities.

The principal sources of pollutant emissions during construction are fugitive dust and engine exhaust from construction equipment. Stationary or mobile powered on-site construction equipment would include various off-road equipment such as front-end loaders, backhoes, dozers, rollers, pavers, and paving equipment. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an added source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

In addition to dust-related PM_{10} emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NOx, VOCs, and some soot particulate (PM_{10} and $PM_{2.5}$) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site. As previously discussed, no sensitive land uses have been identified adjacent to White Rock Road between Sunrise Boulevard and Grant Line Road that would be exposed to these emissions.

SO_2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and ARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 ppm sulfur), so SO_2-related issues due to diesel exhaust will be minimal.

Construction emissions were estimated using the SMAQMD's Road Construction Emissions Model, Version 7.1.5.1. Emissions modeling was conducted for each of the major construction phases of the proposed project based on construction information provided by the project engineer and default parameters contained in the model. **Table 2.2-5** shows the calculated construction emissions estimated to result from project construction.

Table 2.2-5
Estimated Construction-Generated Emissions for the Build Alternative

Construction Phase	Emissions (Pounds per Day)				
	ROG	CO	NOx	PM_{10}	$PM_{2.5}$
Site Clearing/Preparation	6.0	27.3	34.3	12.0	3.9
Grading & Excavation	15.6	70.5	157.1	17.6	8.8
Drainage/Utilities/Subgrade	9.8	45.0	68.1	14.3	6.0
Paving	6.5	30.6	37.6	12.7	2.4
Maximum Daily	**15.6**	**70.5**	**157.1**	**17.6**	**8.8**

Note: Emissions were calculated using the SMAQMD's Road Construction Emissions Model, Version 7.1.5.1 based on construction information provided by the project engineer. PM emissions reflect total emissions from mobile sources and fugitive dust; includes an estimated 50 percent reduction in fugitive emissions with compliance with Caltrans Standard Specifications.

Depending on the phase of construction, maximum daily construction emissions would total approximately 15.6 pounds per day (lbs/day) of reactive organic gases (ROG), 70.5 lbs/day of CO, 157.1 lbs/day of NOx, 17.6 lbs/day of PM_{10}, and 8.8 lbs/day of $PM_{2.5}$, as shown in **Table 2.2-5**. Project construction would occur over a period of approximately 18 months. Construction activities will not last for more than 5 years at one general location; therefore, construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123(c)(5)).

Odors

During construction, minor sources of odors would be present at the project site. Exhaust odors from diesel engines powering construction equipment, as well as emissions associated with asphalt paving, may be considered offensive to some individuals. However, because odors would be temporary and would disperse rapidly with distance from the source, construction-generated odors would not be anticipated to result in the frequent exposure of receptors to objectionable odors.

Naturally Occurring Asbestos

The project area is not located in an area identified as either containing or likely to contain serpentine and ultramafic rock; therefore, the discovery of naturally occurring asbestos during project construction would be unlikely.

Exposure to Mobile Source Air Toxics

In addition to the criteria air pollutants for which there are NAAQS, the USEPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners), and stationary sources (e.g., factories or refineries).

Mobile source air toxics (MSAT) are a subset of 21 of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. There are six main toxics, including diesel exhaust, benzene, and formaldehyde, among others. Of these, diesel-exhaust particulate matter (diesel PM) is of primary concern.

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the USEPA regulate 188 air toxics, also known as hazardous air pollutants (HAPs). The USEPA has assessed this

expansive list in its latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007) and identified a group of 93 compounds emitted from mobile sources that are listed in its Integrated Risk Information System. In addition, the USEPA identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from its 1999 National Air Toxics Assessment. These are acrolein, benzene, 1,3-butidiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. While the Federal Highway Administration considers these the priority MSATs, the list is subject to change and may be adjusted in consideration of future USEPA rules.

The 2007 USEPA rule mentioned above requires controls that will dramatically decrease MSAT emissions through cleaner fuels and cleaner engines. Based on an FHWA analysis using the USEPA's MOVES2010b model, as shown in **Figure 2.2-6**, even if vehicle miles traveled (VMT) increase by 102 percent as assumed from 2010 to 2050, a combined reduction of 83 percent in the total annual emissions for the priority MSAT is projected for the same time period.

PROJECT-LEVEL ANALYSIS

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. In the FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

Because of the limitations in the methods for forecasting health impacts, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision-makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities, plus improved access for emergency response, that are better suited for quantitative analysis.

The purpose of the proposed project is to relieve congestion and meet future transportation demand. According to the Final Transportation Analysis for the proposed project, with the proposed project, all roadway segments would operate at an acceptable level of service in the year 2030, with the exception of the segment from Sunrise Boulevard to Rancho Cordova Parkway, which would operate at LOS E. Without the proposed project, all of the White Rock Road segments in the proposed project area would operate at LOS F. LOS F conditions result in greater emissions due to decreased speeds and longer time spent idling.

Furthermore, it is important to note that the estimated existing and future year traffic volumes for White Rock Road, as shown in **Tables 2.1-12** and **2.1-14** in Section 2.1.5, “Traffic and Transportation/Pedestrian and Bicycle Facilities,” are substantially lower than the FHWA criterion value of 140,000 average annual daily traffic, which is identified as the minimum volume for higher potential MSAT effects. In addition, no sensitive land uses have been identified adjacent to White Rock Road between Sunrise Boulevard and Grant Line Road that would be exposed to MSATs generated by the proposed project.

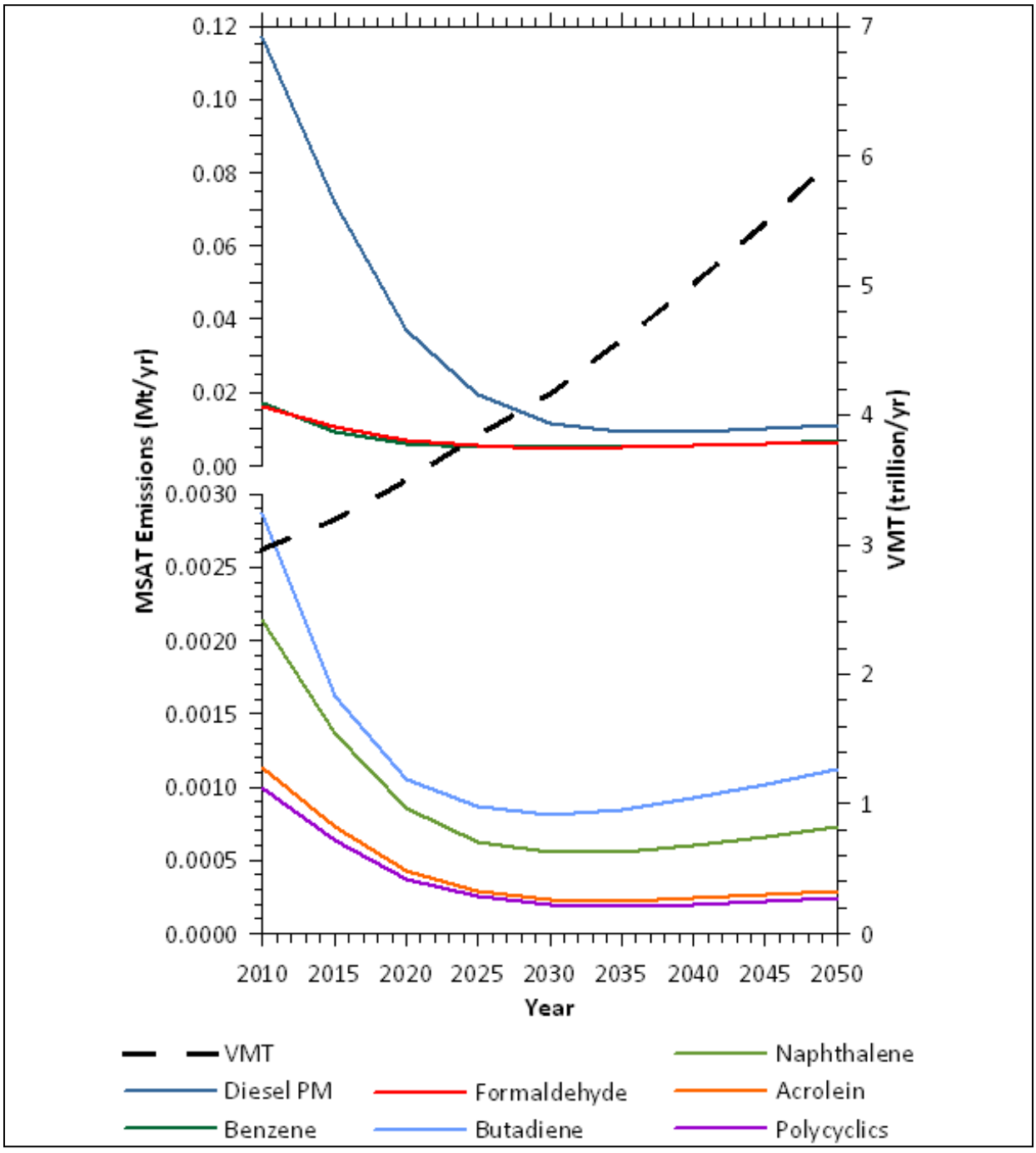
For the proposed build alternative, the amount of MSATs emitted would be proportional to the vehicle miles traveled, assuming that other variables such as fleet mix are the same for each alternative. As discussed in Section 2.1.5, “Traffic and Transportation/Pedestrian and Bicycle Facilities,” traffic volumes estimated for the build alternative are slightly higher than those for the no build alternative because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in traffic volumes would lead to higher MSAT emissions for the preferred build alternative along the highway corridor. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to the USEPA's MOVES2010b model, emissions of all of the priority MSATs decrease as speed increases. Also, emissions will likely be lower than present levels in the design year as a result of the USEPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent between 2010 and 2050 (see **Figure 2.2-6**). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the USEPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The widening of White Rock Road contemplated as part of the proposed build alternative will have the effect of moving some traffic closer to some nearby land uses; therefore, there may be localized areas where ambient concentrations of MSATs could be higher than with the no build alternative. However, the magnitude and the duration of these potential increases compared to the no build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In sum, when a roadway is widened, the localized level of MSAT emissions for the build alternative could be higher relative to the no build alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Furthermore, as previously noted, traffic volumes along White Rock Road would not have a substantial number of diesel trucks (i.e., 10,000 average daily traffic [ADT], or greater). In addition, MSATs may be lower in other locations when traffic shifts away from nearby land uses. However, on a regional basis, the USEPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

CALIFORNIA MSAT FRAMEWORK (CEQA ONLY)

In September 2000, the California Air Resources Board (CARB) adopted the Diesel Risk Reduction Plan (DRRP), which recommends many control measures to reduce the risks associated with diesel-exhaust emissions (diesel PM) and achieve a goal of reducing diesel PM emissions by 85 percent from 2000 levels by 2020. The DRRP incorporates measures to reduce emissions from diesel-fueled vehicles and stationary diesel-fueled engines. Ongoing efforts by CARB to reduce diesel-exhaust emissions from these sources include the development of specific statewide regulations, which are designed to further reduce diesel PM emissions. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Since the initial adoption of the DRRP in September 2000, CARB has adopted numerous rules related to the reduction of diesel PM from mobile sources, as well as the use of cleaner-burning fuels. Transportation sources addressed by these rules include public transit buses, school buses, on-road heavy-duty trucks, and off-road heavy-duty equipment.

Figure 2.2-6
National MSAT Emission Trends 2010–2050
for Vehicles Operating on Roadways Using the USEPA's MOVES2010b Model



Climate Change

Climate change is analyzed at the end of this chapter. Neither the USEPA nor the FHWA has promulgated explicit guidance or methodology to conduct project-level greenhouse gas analysis. As stated on the FHWA's climate change website (http://www.fhwa.dot.gov/hep/climate/index.htm), climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Addressing climate change mitigation and adaptation upfront in the planning process will facilitate decision-making and improve efficiency at the program level and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

Because there have been more requirements set forth in California legislation and executive orders regarding climate change, the issue is addressed in a separate CEQA discussion at the end of this chapter and may be used to inform the NEPA decision. The four strategies set forth by the FHWA to lessen climate change impacts correlate with efforts that the State of California has undertaken and is undertaking to deal with transportation and climate change: improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours traveled.

Avoidance, Minimization, and/or Mitigation Measures

Construction of the proposed project would be required to comply with Caltrans' Standard Specifications, Section 14-9 (Air Quality). Caltrans' specifications pertaining to dust control and dust palliative requirements are a required part of construction contracts and should effectively reduce and control emission impacts during construction. These requirements include daily watering of areas disturbed by construction activities. In addition, the California Health and Safety Code requires the contractor to prevent visible dust from leaving the construction site. Most of the construction impacts to air quality are short term in duration and therefore will not result in long-term adverse conditions. Implementation of the following measures, some of which may also be required for other purposes such as storm water pollution control, will reduce any air quality impacts resulting from construction activities:

1. The construction contractor shall comply with Caltrans' Standard Specifications in Section 14 (2010).

    - Section 14-9.02 (Air Pollution Control) specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

    - Section 14-9.03 (Dust Control) is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.

2. Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emission or at the right-of-way line depending on local regulations.

3. Spread soil binder on any unpaved roads used for construction purposes and on all project construction parking areas.

4. Wash off trucks as they leave the right-of-way as necessary to control fugitive dust emissions.

5. Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.

6. Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.

7. Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.

8. Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emission of dust (particulate matter) during transportation.

9. Promptly and regularly remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter.

10. Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues and may need to use controls such as dampened straw.

11. Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.

12. Route and schedule construction traffic to avoid peak travel times as much as possible, to reduce congestion and related air quality impacts caused by idling vehicles along local roads.

SMAQMD Rules & Regulations

In addition to the above Caltrans' Standard Specifications, the following Enhanced Exhaust Control Practices, as recommended by the SMAQMD, will also be included to further reduce construction-generated emissions:

Enhanced Exhaust Control Practices

1. The project representative shall submit to the lead agency and the 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 model year, and projected hours of use for each piece of equipment.

- The project representative shall provide the anticipated construction timeline including start date, and the name and phone number of the project manager and on-site foreman.

- This information shall be submitted at least four business days prior to the use of subject heavy-duty off-road 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.

2. The project representative shall provide a plan for approval by the lead agency and the SMAQMD demonstrating that the heavy-duty off-road vehicles (50 horsepower or more) 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 California ARB fleet average, or reductions sufficient to demonstrate compliance with the SMAQMD's maximum allowable mass emissions threshold of 85 lbs/day of NOx.

    - This plan shall be submitted in conjunction with the equipment inventory.

    - Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, the payment of mitigation fees to the SMAQMD, and/or other options as they become available.

3. The project representative 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 3 minutes in any one hour.

    - Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately.

    - Non-compliant equipment will be documented and a summary provided to the lead agency and the SMAQMD monthly.

    - A visual survey of all in-operation equipment shall be made at least weekly.

    - 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.

4. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation shall supersede other SMAQMD, state, or federal rules or regulations.

In lieu of implementing all or a portion of the above Enhanced Exhaust Control Practices, a refined emissions modeling analysis can be performed, once more detailed construction information becomes available. The refined analysis will be conducted in accordance with applicable SMAQMD-recommended methodologies and guidance. Emissions-reduction

measures will be included sufficient to demonstrate compliance with the SMAQMD's maximum allowable mass emissions threshold of 85 lbs/day of NOx. The refined analysis will be reviewed and endorsed by the SMAQMD and the City prior to initiating construction. Based on a preliminary analysis of the preferred alternative, the use of solar/battery-powered signal boards and newer heavy-duty off-road equipment would likely be sufficient to reduce construction-generated emissions to below the SMAQMD's maximum allowable mass emissions threshold of 85 lbs/day of NOx.

As noted above, Caltrans' Standard Specifications, Section 14, specifically requires compliance with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the contract, including air pollution control rules, regulations, ordinances, and statutes provided in Government Code Section 11017 (Public Contract Code Section 10231).

2.2.4 Noise

Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The CEQA noise analysis is included at the end of this section.

National Environmental Policy Act and 23 CFR 772

For highway transportation projects with FHWA (and Caltrans, as assigned) involvement, the federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). The following table (**Table 2.2-6**) lists the noise abatement criteria for use in the NEPA 23 CFR 772 analysis.

Table 2.2-6
Noise Abatement Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, Leq(h)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[1]	67 (Exterior)	Residential.
C[1]	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No NAC—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No NAC—reporting only	Undeveloped lands that are not permitted.

[1] Includes undeveloped lands permitted for this activity category.

Table 2.2-7 shows the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Table 2.2-7
Noise Levels of Common Activities

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Fly-over at 300m (1000 ft)		
	100	
Gas Lawn Mower at 1 m (3 ft)		
	90	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)		Food Blender at 1 m (3 ft)
	80	Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime		
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		
		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

According to the Caltrans' Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, May 2011, a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the noise abatement criteria.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

Caltrans' Traffic Noise Analysis Protocol sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 7 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include residents' acceptance and the cost per benefited residence.

Affected Environment

A noise study report was prepared for the proposed project in July 2014 to evaluate noise impacts and abatement under the requirements of 23 CFR 772, "Procedures for Abatement of Highway Traffic Noise," and identify land uses and sensitive receptors, particularly areas of frequent human use that would benefit from reduced noise levels. **Figure 2.2-7** shows the location of the existing and future receptors, for which noise measurements were taken, in relation to the project site.

A survey of existing land uses was conducted to identify areas that might be affected by noise from the proposed project. Existing land use in the project area consists mostly of vacant/undeveloped land owned by Aerojet. Land uses along White Rock Road from Sunrise Boulevard to Salisbury Road near the western portion of the project site include a mix of industrial, warehouse, vehicle parking lots, vacant land, and retail/commercial land uses. These land uses are represented by receivers R1 and R2 shown on **Figure 2.2-8**. No outdoor areas of frequent human use that would benefit from a lowered noise level (e.g., backyards, outdoor dining areas, or playgrounds) were identified for these land uses. Along the remainder of the project site from Salisbury Road to Grant Line Road, the majority of the project area is undeveloped, with some intermittent industrial land uses and one residential dwelling (located approximately 430 feet south of White Rock Road). As shown on **Figure 2.2-9,** industrial land uses between Salisbury Road and Grant Line Road are represented by R13 and the existing residential dwelling located south of White Rock Road is represented by R10.

Planned future development in the project area includes the Rio Del Oro Specific Plan, which is located adjacent to and south of White Rock Road and includes a mix of residential, commercial, business park, industrial park, public, and other land uses. The Rio Del Oro Specific Plan has been approved; however, final discretionary development permits, including building permits, have not yet been issued for the planned land uses identified in the Specific Plan. No permitted undeveloped land uses were identified in the project area. Planned future development within the Rio Del Oro Specific Plan is represented by receivers R3 through R9, R11, and R12 shown on **Figures 2.2-8** and **2.2-9**.

Four existing and nine future noise receptors were analyzed for the proposed project, including:

- Existing:
    - **R1** represents an existing industrial land use located north of the project site along White Rock Road and commercial/restaurant uses at the corner of Sunrise Boulevard and White Rock Road. R1 is considered an Activity Category F land use for industrial uses and an Activity Category E for commercial/restaurant uses.
    - **R2** represents an existing industrial land use located south of the project site along White Rock Road. R2 is considered an Activity Category F land use.

- **R10** represents an existing residential dwelling located approximately 430 feet south of the project site along White Rock Road. R1 is the only existing residential land use in the project area and is considered an Activity Category B land use. Because this receptor represents a residence, it is concerned a sensitive receptor.

- **R13** represents an existing industrial land use located north of White Rock Road. R13 is considered an Activity Category F land use.

- Future:

  R3 to R9, R11, and R12 are all future planned undeveloped land uses, which are considered Activity Category G land uses.

  - **R3** represents future single-family residential land uses south of White Rock Road within the Rio Del Oro Specific Plan. R3 was located approximately 10 feet from the nearest road right-of-way.

  - **R4** represents future single-family residential land uses south of White Rock Road within the Rio Del Oro Specific Plan. R4 was located approximately 10 feet from the nearest road right-of-way.

  - **R5** represents future medium-density residential land uses south of White Rock Road within the Rio Del Oro Specific Plan. R5 was located approximately 10 feet from the nearest road right-of-way.

  - **R6** represents future high-density residential land uses south of White Rock Road within the Rio Del Oro Specific Plan. R6 was located approximately 10 feet from the nearest road right-of-way.

  - **R7** represents future industrial park land uses south of White Rock Road within the Rio Del Oro Specific Plan.

  - **R8** represents future business park land uses south of White Rock Road within the Rio Del Oro Specific Plan.

  - **R9** represents future regional town center, business park, public, and quasi-public land uses south of White Rock Road within the Rio Del Oro Specific Plan.

  - **R11** represents future single-family residential land uses south of White Rock Road within the Rio Del Oro Specific Plan. R11 was located approximately 10 feet from the nearest road right-of-way.

  - **R12** represents future single-family residential land uses south of White Rock Road within the Rio Del Oro Specific Plan. R12 was located approximately 10 feet from the nearest road right-of-way.

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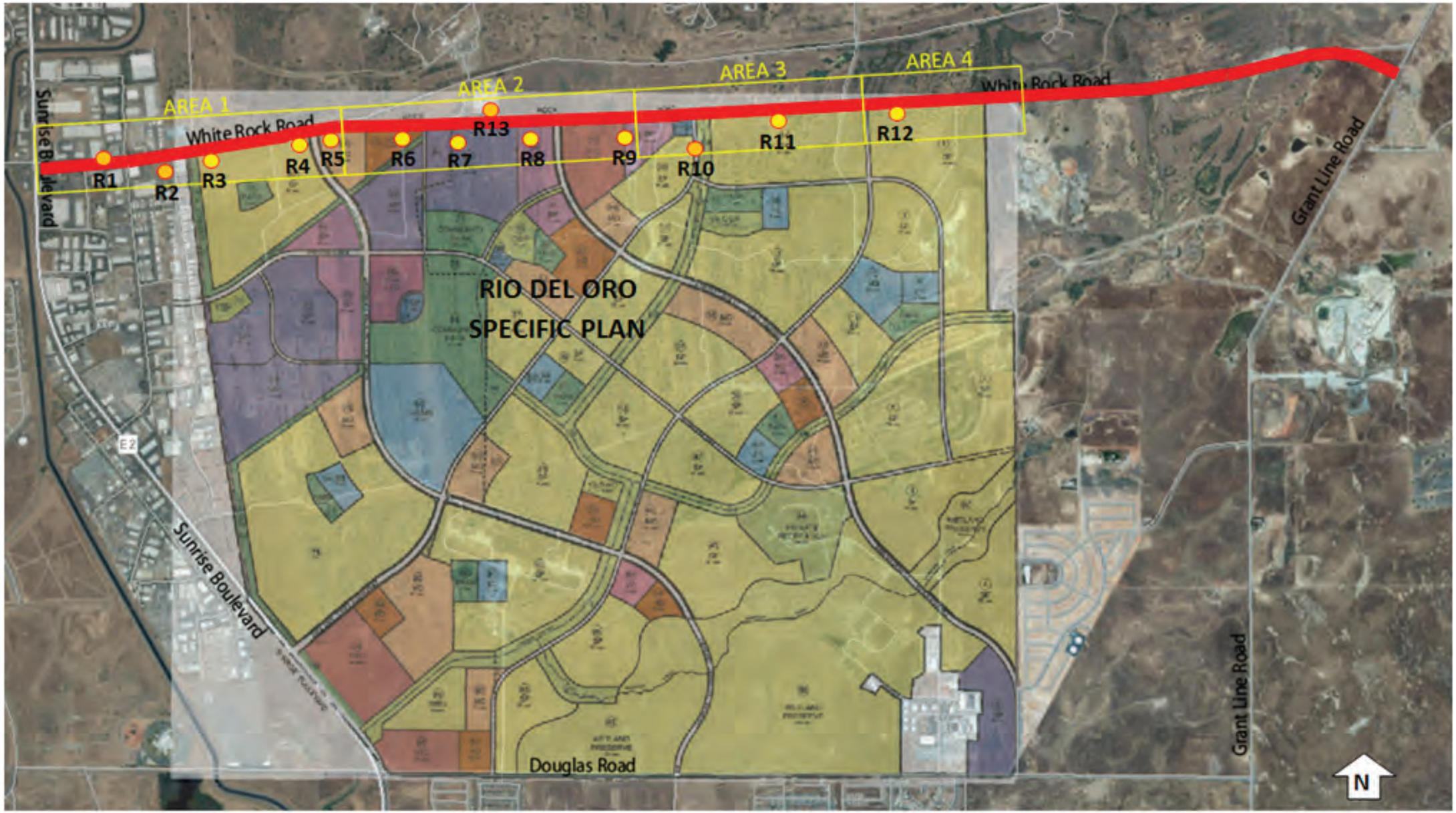

Source: USGS 2014, Wood Rodgers 2013, Rancho Cordova 2008

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Figure 2.2-7
Modeled Noise Receiver Location

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- R1: Existing Industrial (11315 White Rock Rd.)
- R2: Existing Industrial (11430 White Rock Rd.)
- R3: Planned Single-Family Residential
- R4: Planned Single-Family Residential
- R5: Planned Medium Density Residential

N

Not to scale.
All Locations are approximate.
Image Source: Wood Rogers 2013



- R13: Existing Industrial (11855 White Rock Road)
- R6: Planned High-Density Residential
- R7: Planned Industrial Park
- R8: Planned Business Park
- R9: Planned Regional Town Center, Business Park, Public/Quasi-Public

N

Not to scale.
All Locations are approximate.
Image Source: Wood Rogers 2013

Source: Wood Rodgers 2013

City of Rancho Cordova
Planning Department

Figure 2.2-8
Receiver Location

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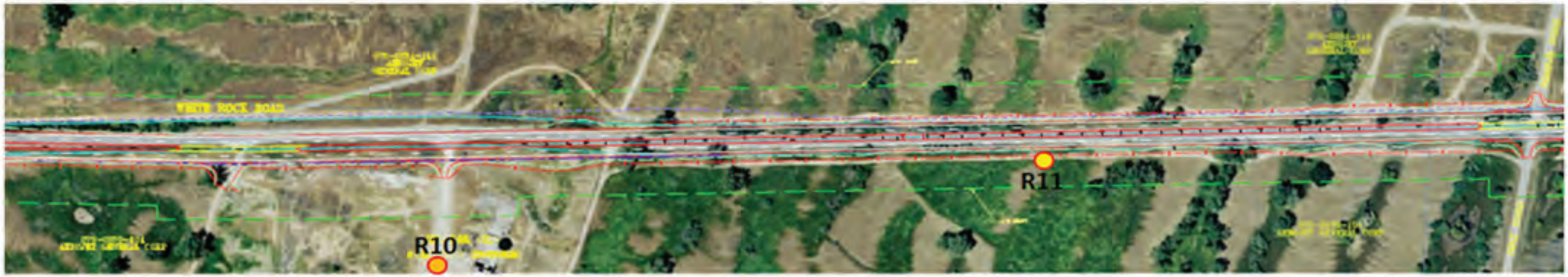
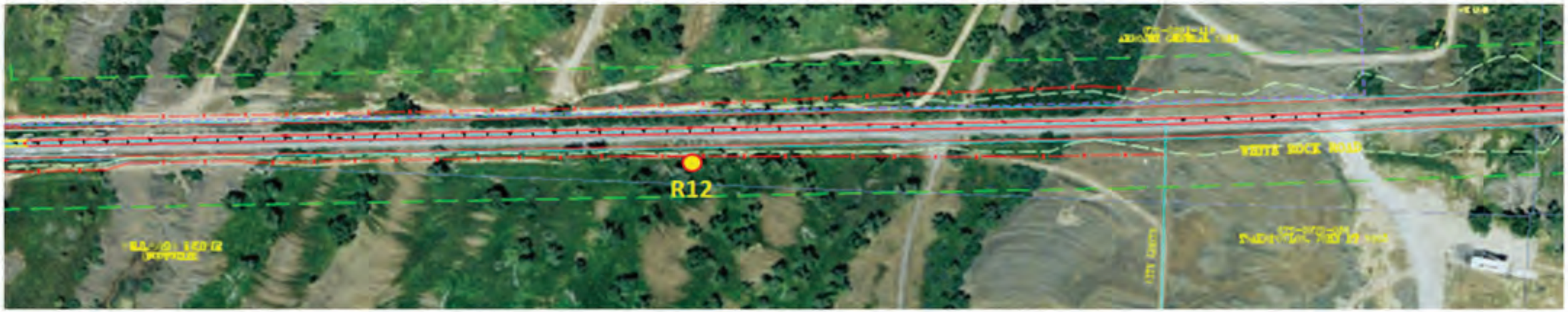


R10: Existing Single-Family Residence (12300 White Rock Road)
R11: Planned Single-Family Residential

N

Not to scale.
All Locations are approximate.



R12: Planned Single-Family Residential

N

Not to scale.
All Locations are approximate.

Source: Wood Rodgers 2013

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Planning Department

Figure 2.2-9
Receiver Location

Noise Measurements

Short-term noise monitoring was conducted at three exterior locations along White Rock Road on July 10 and July 11, 2013. The average vehicle speed along White Rock Road during short-term measurements was 45 mph. During short-term monitoring, wind speeds ranged from 1 to 5 mph; wind speed did not exceed 10 mph during any of the noise monitoring surveys conducted. A background ambient noise measurement was conducted at the terminus of Manufacturers Drive, east of Luyung Drive. **Figure 2.2-10** shows the location of the short-term, background, and long-term measurement locations. **Table 2.2-8** provides a summary of the short-term measurements and the background measurement conducted for the proposed project.

Table 2.2-8
Summary of Short-Term Measurements

Measurement Locations[1]		Address	Land Use	Date	Start Time	Duration (minutes)	Measured L_{eq}
Location	Description						
ST-1	50 Feet from Road Centerline	11430 White Rock Rd.	Industrial	7-10-13	1430–1500	30	66.3
	50 Feet from Road Centerline	11430 White Rock Rd.	Industrial	7-11-13	1320–1345	25	65.4
ST-2	69 Feet from Road Centerline	11468 White Rock Rd.	Vacant/ Undeveloped	7-10-13	1600–1700	60	65.7
	69 Feet from Road Centerline	11468 White Rock Rd.	Vacant/ Undeveloped	7-11-13	1700–1715	15	66.5
ST-3	42 Feet from Road Centerline	11700 White Rock Rd.	Vacant/ Undeveloped	7-10-13	1515–1530	15	66.9
	42 Feet from Road Centerline	11700 White Rock Rd.	Vacant/ Undeveloped	7-11-13	1410–1425	15	66.3
B-1	Background Noise Measurement	Terminus of Manufacturers Dr., east of Luyung Dr.	Industrial/Vacant/ Undeveloped	7-11-13	1540–1550	10	53.8

Notes: 1. Measurement locations are approximately 4.5 feet above ground level. Refer to **Figure 2.2-10** for measurement locations.

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Source: USGS 2014

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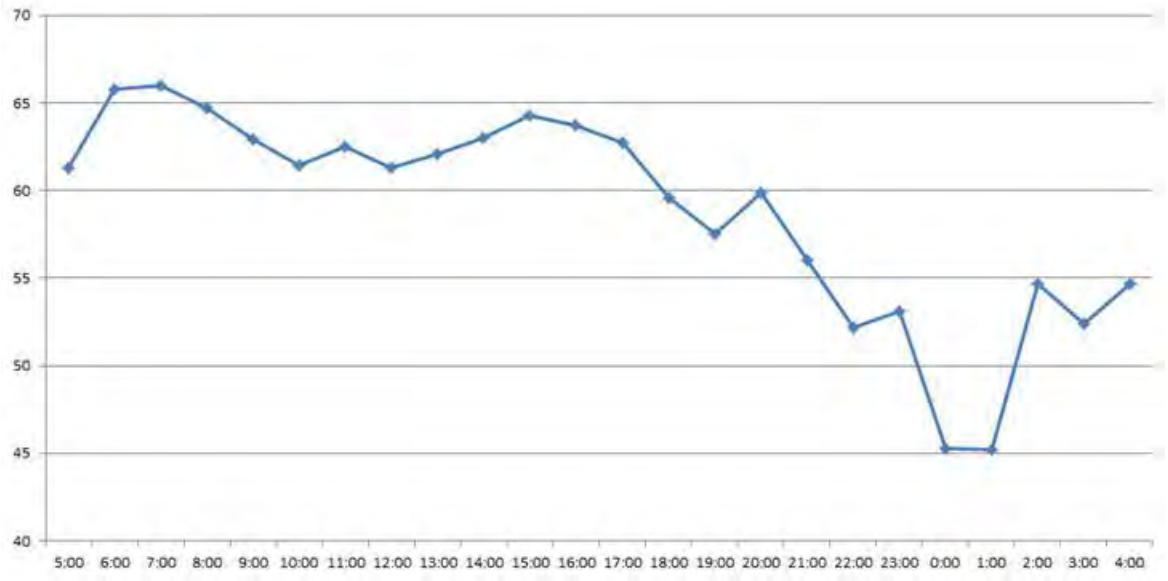
Figure 2.2-10
Noise Measurement Locations and Nearby Land Use

Traffic along White Rock Road was the dominant noise source at all three short-term monitoring locations. Sound levels measured during short-term noise monitoring were relatively consistent, ranging between 65 and 67 dBA. Long-term noise monitoring was conducted at one location along White Rock Road over a 24-hour period beginning Thursday, October 11, 2012, and ending Friday, October 12, 2012. The purpose of the long-term monitoring was to identify variations in sound levels throughout the day. **Figure 2.2-11** shows the hourly sound levels at measurement location LT-1 over the 24-hour measurement period. The sound levels were relatively consistent during the daytime (generally between 60 and 66 dBA). The highest sound levels, which occurred between 6 a.m. and 8 a.m., can be attributed to traffic moving at steady speeds during the a.m. peak traffic hour. Nighttime noise levels drop substantially because of the drop in traffic volumes, particularly between midnight and 1 a.m.

Figure 2.2-11
Hourly Sound Levels at Location LT-1, July 10–11, 2013



Source: Ambient 2014

For noise calibration purposes existing traffic noise levels were predicted using the FHWA Traffic Noise Model version 2.5 (TNM 2.5). TNM 2.5 was used to compare measured traffic noise levels to modeled noise levels at exterior field measurement locations ST-1, ST-2, and ST-3. **Table 2.2-9** compares measured and modeled noise levels at each short-term measurement location.

Table 2.2-9
Comparison of Measured to Predicted Sound Levels in the TNM Model

Measurement Position	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured Minus Predicted (dB)
ST-1	66.3	67.1	0.8
ST-2	65.7	65.8	0.1
ST-3	66.9	66.3	-0.6

Predicted existing noise levels were compared to monitored noise levels obtained on October 12, 2012, for which corresponding traffic monitoring was conducted. The predicted existing sound levels are within 2 dB of the measured sound levels and are therefore considered to be in reasonable agreement with the measured sound levels.

Environmental Consequences

No Build Alternative

Under the no build alternative, noise increases resulting from the construction and operation of the project would not occur because the project would not be built. However, because traffic along White Rock Road and surrounding roadways (Sunrise Boulevard, Grant Line Road, and other streets intersecting with White Rock Road) is the predominant source of noise in and around the project area, and traffic on these roadways is anticipated to increase as a result of planned development in and around the project area and a growing population in Rancho Cordova and Sacramento County, noise levels in and around the project area would continue to increase over time as traffic in the area increases. **Table 2.2-10** outlines the predicted noise levels under no build conditions for the year 2030 as compared to the predicted noise levels under the build alternative.

Build Alternative

The project is considered a Type 1 project under 23 CFR 772 because it involves the widening of White Rock Road from Sunrise Boulevard to Grant Line Road, including the addition of through traffic lanes. From Sunrise Boulevard to Luyung Drive, improvements to the existing six-lane portion of White Rock Road include restriping and additional pavement for the addition of a second westbound through lane on the east leg of the Fitzgerald Road/Sunrise Park Drive intersection with White Rock Road. From Luyung Drive to Grant Line Road, White Rock Road will be widened from two lanes to four lanes. Therefore, Caltrans has determined the proposed project to be a Type 1 project.

Operational Impacts

Table 2.2-10 shows the applicable NACs for the receptors and the predicted noise levels under existing and future conditions for each existing and future receptor (R1 through R13) in the project area. Refer to **Figures 2.2-8** and **2.2-9** for the locations of receptors R1 through R13.

Existing industrial land uses are located at 11855 White Rock Road, 11430 White Rock Road, and 12584 White Rock Road (R1, R2, and R13). These land uses are considered Activity Category F land uses. One restaurant was identified at the southeast corner of the Sunrise Boulevard and White Rock Road intersection, which is considered an Activity Category E land use. Under future no build conditions, predicted traffic noise levels would range from 66 to 71 dBA L_{eq}. Under future build conditions, predicted traffic noise levels range from 69 to 72 dBA L_{eq}. The majority of existing nonresidential land uses in the project area are considered Activity Category F land uses. There are no impact criteria for Activity Category F land uses. No exterior areas of frequent human use that would benefit from a lowered noise level were identified for the Activity Category E land use. As a result, consideration of noise abatement is not required for these land uses.

Table 2.2-10
Predicted Traffic Noise Levels

Receiver I.D.	Land Use	Number of Dwelling Units	Address/Location	White Rock Road Worst Hour Noise Levels - L_{eq}(h), dBA [a,b]											
				Existing/No-Build Noise Level L_{eq}(h), dBA	Existing Build Noise Level L_{eq}(h), dBA	Existing Build Noise Level Minus Existing/No-Build Noise Level L_{eq}(h), dBA	Future No-Build Noise Level L_{eq}(h), dBA	Future Build Noise Level L_{eq}(h), dBA	Future Build Noise Level Minus Future No-Build Noise Level L_{eq}(h), dBA	Future Build Noise Level Minus Existing/No-Build Noise Level L_{eq}(h), dBA	Activity Category	NAC	Impact Type[a]	Noise Prediction with Barrier	Barrier Insertion Loss (I.L.)
1	Existing Industrial/Commercial	NA	11315 White Rock Rd.	67	70	3	71	72	1	5	E/F	None /72 dBA	NA	NA	NA
2	Existing Industrial	NA	11430 White Rock Rd.	63	65	2	66	69	3	6	F	None	NA	NA	NA
3	Future Single-Family Residential (SFR)	NA	Rio del Oro Specific Plan	67	70	3	71	75	4	8	G	None	NA	NA	NA
4	Future Single-Family Residential (SFR)	NA	Rio del Oro Specific Plan	71	71	0	74	76	2	5	G	None	NA	NA	NA
5	Future Medium-Density Residential (MDR)	NA	Rio del Oro Specific Plan	70	71	1	74	75	1	5	G	None	NA	NA	NA
6	Future High-Density Residential (HDR)	NA	Rio del Oro Specific Plan	72	68	-4	75	71	-4	-1	G	None	NA	NA	NA
7	Future Industrial Park (MP)	NA	Rio del Oro Specific Plan	66	66	0	69	70	1	4	G	None	NA	NA	NA
13	Existing Industrial	NA	11855 White Rock Rd.	67	70	3	70	72	2	5	F	None	NA	NA	NA
8	Future Business Park (BP)	NA	Rio del Oro Specific Plan	65	66	1	68	70	2	5	G	None	NA	NA	NA
9	Future Regional Town Center (RTC)/Business Park (BP)/Public/Quasi Public (P/QP)	NA	Rio del Oro Specific Plan	65	66	1	68	70	2	5	G	None	NA	NA	NA
10	Existing Single-Family Residential (SFR)	1	12300 White Rock Rd.	52	57	5	55	60	5	8	B	67 dBA	None	NA	NA
11	Future Single-Family Residential (SFR)	NA	Rio del Oro Specific Plan	70	71	1	74	75	1	5	G	None	NA	NA	NA
12	Future Single-Family Residential (SFR)	NA	Rio del Oro Specific Plan	71	71	0	75	75	0	4	G	None	NA	NA	NA

a. A/E = Approach or Exceed, SI = Substantial Increase (12 dBA or more), NA = Not Applicable. NAC = Noise Abatement Criterion. Act.Cat.=Activity Category Land Use

b. Exterior noise levels for existing industrial/retail commercial uses and future planned land uses are included for reporting purposes only.

c. Future land uses are based on planned land uses, as currently identified in the Rio del Oro Specific Plan. Planned land uses identified in the Specific Plan have not received final discretionary approval. There are no noise abatement criterions for undeveloped land uses that have not received final discretionary approval. Predicted traffic noise levels are included for reporting purposes only.

One existing residential dwelling (R10) is located at 12300 White Rock Road, approximately 430 feet south of White Rock Road. Under future no build conditions, the predicted traffic noise level at this residence is 55 dBA $L_{eq.}$ Under future build conditions, the predicted traffic noise level at this residence is 60 dBA L_{eq}. The existing residential land use is considered an Activity Category B land use having an exterior NAC of 67 dBA L_{eq}(h). Predicted traffic noise levels would not approach or exceed the NAC, nor would project implementation result in a significant increase in traffic noise levels, which is defined by Caltrans as an increase of 12 dB or greater. Therefore, consideration of noise abatement is not required for this residence.

Future nonresidential land uses located adjacent to White Rock Road and within the Rio Del Oro Specific Plan area include industrial park, business park, regional town center, and public/quasi-public land uses (R7–R9). Under future build conditions, predicted traffic noise levels at these land uses would range from 68 to 69 dBA $L_{eq.}$ Under future build conditions, predicted traffic noise levels would increase to approximately 70 dBA L_{eq}. As Activity Category G land uses, there is no NAC for these land uses and the noise modeling results are included for reporting only; no consideration of abatement is required.

Based on the modeling conducted, predicted future no build noise levels at future residential land uses located nearest White Rock Road and within the Rio Del Oro Specific Plan area (R3 to R6 and R11 and R12) would range from 71 to 75 dBA $L_{eq.}$ Under future build conditions, predicted traffic noise levels at these same land uses would range from 71 to 76 dBA L_{eq}. It is important to note that the proposed realignment of White Rock Road would result in a decrease of approximately 4 dBA L_{eq} at the proposed future high-density residential land uses (R6) due to the relocation of vehicle traffic away from this land use. As Activity Category G land uses, there is no NAC for these land uses and the noise modeling results are included for reporting only; no consideration of abatement is required.

Construction Noise Impacts

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. **Table 2.2-11** summarizes noise levels produced by construction equipment commonly used on roadway construction projects.

Table 2.2-11
Construction Equipment Noise Levels

Equipment	Noise Level (dBA L_{max} at 50 feet)
Bulldozers	82
Heavy Trucks	81
Backhoe	78
Pneumatic Tools	85
Concrete Pump	81
Loader	79
Roller	80
Compressor	78
Crane	81
Drill Rig	79
Paver	77
Hoe Ram	90

Source: FHWA Roadway Construction Noise Model, 2008

Construction equipment is expected to generate noise levels ranging from 70 to 90 dBA L_{max} at a distance of 50 feet only during the time that the type of equipment listed above is actively being used. Currently, there are no residences located within 50 feet from the center of construction activities. The nearest residence to the project site is located in excess of 400 feet from the roadway, and no other noise-sensitive land uses have been identified in the project area. Noise produced by construction equipment decreases at a rate of about 6 dB per doubling of distance from the source. No significant adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans' Standard Specifications and would be short-term, intermittent, and dominated by local traffic noise. Sound control is required to conform to the provisions in Section 14.8-02 (Noise Control) of the Standard Specifications.

Avoidance, Minimization, and/or Abatement Measures

The project would not cause any noise impacts during operations that require the consideration of noise abatement. The following measures will be implemented to reduce the project's potential noise effects during construction:

- Noise-generating construction activities occurring in the proximity of noise-sensitive land uses (e.g., residential uses) shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and between the hours of 8:00 a.m. and 6:00 p.m. on weekends.

- The following mandatory noise abatement measures will be implemented as required by Caltrans Standard Specifications Section 14-8.02:

  - Per Section 14-8.02 (Noise Control), do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m.

  - Each internal combustion engine, used for any purpose on the job, or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler.

  - As directed by the Caltrans' resident engineer, the contractor shall implement appropriate additional noise abatement measure including, but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, or installing acoustic barriers around stationary construction noise sources.

CEQA Noise Analysis

The CEQA noise analysis is completely independent of the NEPA-23 CFR 772 analysis discussed in this section, which is centered on noise abatement criteria. Under CEQA, the assessment entails looking at the setting of the noise impact and then how large or perceptible any noise increase would be in the given area. Key considerations include the uniqueness of the setting, the sensitive nature of the noise receptors, the magnitude of the noise increase, the number of residences affected, and the absolute noise level.

In addition to the federal and state regulations discussed for the NEPA noise analysis, the following regulatory framework applies to the proposed project.

Sacramento County General Plan

The Sacramento County General Plan (2011) Noise Element establishes goals and policies to control environmental noise and to protect the citizens of Sacramento County from excessive noise exposure. The County's General Plan Noise Element includes the following policies that relate to noise and are relevant to the proposed project.[13]

Construction Noise:

Policy NO-8: Noise associated with construction activities shall adhere to the County Code requirements. Specifically, Section 6.68.090(e) addresses construction noise within the County.

Transportation Projects:

Policy NO-9: For capacity enhancing roadway or rail projects, or the construction of new roadways or railways, a noise analysis shall be prepared in accordance with the Table 3 requirements. If projected post-project traffic noise levels at existing uses exceed the noise standards of Table 1, then feasible methods of reducing noise to levels consistent with the Table 1 standards shall be analyzed as part of the noise analysis. In the case of existing residential uses, sensitive outdoor areas shall be mitigated to 60 dB, when possible, through the application of feasible methods to reduce noise. If 60 dB cannot be achieved after the application of all feasible methods of reducing noise, then noise levels up to 65 dB are allowed.

If pre-project traffic noise levels for existing uses already exceed the noise standards of Table 1 and the increase is significant as defined below, feasible methods of reducing noise to levels consistent with the Table 1 standards should be applied. In no case shall the long-term noise exposure for non-industrial uses be greater than 75 dB; long-term noise exposure above this level has the potential to result in hearing loss.

A significant increase is defined as follows:

Pre-Project Noise Environment (Ldn)	Significant Increase
Less than 60 dB	5+ dB
60–65 dB	3+ dB
Greater than 65 dB	1.5+ dB

The General Plan Noise Element referenced in the policy above identifies that noise levels for new residential and office uses affected by traffic noise shall not exceed 65 dB day-night average noise level (Ldn) at sensitive outdoor areas and 45 dB (Ldn) at sensitive indoor areas for all residential uses.

[13]The tables discussed in the policies can be found in the County's General Plan at: http://www.per.saccounty.net/PlansandProjectsIn-Progress/Documents/General%20Plan%202030/GP%20Elements/Noise%20Element.pdf

City of Rancho Cordova General Plan

The City of Rancho Cordova General Plan (2006) Noise Element establishes goals and policies to improve the noise environment in the City's Planning Area. The Rancho Cordova General Plan Noise Element includes the following policies that relate to noise and are relevant to the proposed project.

Policy N.2.2: Ensure that operational noise levels of new roadway projects will not result in significant noise impacts.

- Action N.2.2.1 – Assess the significance of the noise increase of all roadway improvement projects in existing areas according to the following criteria:

  - Where existing traffic noise levels are less than 60 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and

  - Where existing traffic noise levels range between 60 and 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +3 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and

  - Where existing traffic noise levels are greater than 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +1.5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant.

Table N-2 from the General Plan Noise Element identifies that noise levels for residential land uses affected by traffic noise shall not exceed 60 dB Ldn at sensitive outdoor areas and 45 dB Ldn at sensitive indoor areas for all residential uses.

CEQA Noise Impacts

Under CEQA Guidelines Appendix G, the proposed project may result in significant noise impacts if it would:

- Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in exposure of persons residing or working in the project area to excessive noise levels.

- For a project within the vicinity of a private airstrip, result in exposure of persons residing or working in the project area to excessive noise levels.

Baseline Year Conditions

The comparative analysis conducted by Ambient (2014) examines the existing (year 2008) noise levels at surrounding receivers compared with predicted noise levels if the project were in place under baseline year (2008) conditions. With the exception of the existing single-family residence located approximately 430 feet south of White Rock Road, no other sensitive receptors have been identified in the project area. The existing single-family residence is represented by receiver R10. According to the Noise Study Report (2014) prepared for the proposed project, for baseline year conditions, the traffic noise level at R10 was predicted as 52 dBA L_{eq}(h) under no build conditions and as 57 dBA L_{eq}(h) under build conditions, which represents an increase of 5 dBA L_{eq}(h). Under build conditions, predicted traffic noise levels of 57 dBA L_{eq}(h) would not exceed the City's standard of 60 dB Ldn at sensitive outdoor areas identified in Table N-2 of the City of Rancho Cordova General Plan.

Future Year (2030) Conditions

Table 2.2-12 shows the predicted future year (2030) traffic noise levels at existing and future sensitive receptor locations within the project area.

Table 2.2-12
Predicted Future Year (2030) Noise Levels

Receiver	Land Use	Traffic Noise Levels, L_{eq}(h), dBA		
		No Build	Build	Change in Noise
R3	Future Single-Family Residential	71	75	+4
R4	Future Single-Family Residential	74	76	+2
R5	Future Single-Family Residential	74	75	+1
R6	Future Single-Family Residential	75	71	-4
R10	Existing Single-Family Residential	55	60	+5
R11	Future Single-Family Residential	74	75	+1
R12	Future Single-Family Residential	75	75	0

Source: Ambient 2014

As shown in **Table 2.2-12**, the proposed project would result in increases in noise levels at the existing receptor location and four future receptor locations, and would result in a decrease in noise levels at one future receptor location and no change in noise levels at one future receptor location.

Operational Impacts

Noise levels at the sole existing sensitive receptor within the project area, which is located in excess of 400 feet from White Rock Road, are not predicted to exceed the City's standard of 60 dB Ldn at sensitive outdoor areas (as identified in Table N-2 of the City of Rancho Cordova General Plan). Future sensitive receptors in the project area, including the future single-family residences represented by receivers R3 through R6, R11, and R12, are located within the Rio Del Oro Specific Plan area. The EIS/EIR for the Rio Del Oro Specific Plan includes mitigation measures requiring site-specific acoustical analysis for proposed subdivision maps, which will identify feasible measures to reduce noise impacts related to the increased traffic on surrounding roadways resulting from development of the Rio Del Oro Specific Plan area. For these reasons, under CEQA, no significant noise impact related to exposure of persons to or generation of noise levels in excess of standards or substantial permanent increases in ambient noise levels would occur as a result of the project and no mitigation is required.

The proposed project is not located within an airport land use plan or within 2 miles of a public airport or public use airport, nor is it located in the vicinity of a private airstrip. Therefore, the project would have no impact related to exposure of persons residing or working in the project area to excessive noise levels associated with airports. No mitigation is required.

Construction Impacts

During construction of the proposed project, noise levels would temporarily increase to noise levels ranging from 70 to 90 dBA L_{max} at a distance of 50 feet, as shown in **Table 2.2-11**, due to the use and operation of heavy equipment. Generally, for point source noise there is a 6 dBA decrease in noise level per doubling of distance, and for highway traffic noise, because it is a line source, there is a 3 dBA decrease in noise level per doubling of distance. The only sensitive noise receptor in the project area, represented as R10 on **Figure 2.2-9**, is a single-family residence located approximately 430 feet south of White Rock Road. At this distance, construction noise levels would be substantially lower than the 70 to 90 dBA L_{max} noise levels at a distance of 50 feet from the construction area. Without accounting for background noise levels, the decrease in noise level for point source noise sources could be more than 48 dBA quieter and for line source noise sources more than 24 dBA quieter. Therefore, under CEQA, no significant noise impact related to exposure of persons to or generation of noise levels in excess of standards would occur as a result of the project and no mitigation is required. However, mitigation measures provided for noise in Section 2.2.4, “Noise,” will be incorporated into the project and will further reduce noise impacts to less than significant.

The proposed project does not include any features that would result in generation of groundborne vibration or groundborne noise levels. Therefore, the project would have no impact from groundborne vibration and noise levels. No mitigation is required.

2.3 Biological Environment

The purpose of this section is to describe the existing biological environment and to review the proposed White Rock Road Widening project in sufficient detail to determine to what extent the project may affect biological resources. Data presented in this section is based on the Natural Environment Study (NES) prepared for the proposed project in February 2014, the Biological Assessment (BA) prepared in January 2014, and technical documents (e.g., focused species studies and wetland delineations) related to effects on biological resources in the Biological Study Area (BSA). The BSA represents an approximately 357-acre area defined by the limits of construction and a 250-foot buffer on either side of the project alignment (**Figure 2.3-1**).

2.3.1 Natural Communities

This section discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value. Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act (FESA) are discussed below in Section 2.3.5, “Threatened and Endangered Species.” Wetlands and other waters are discussed in Section 2.3.2.

Natural communities of special concern are habitats that have been determined by natural resource agencies, such as the California Department of Fish and Wildlife (CDFW), to be sensitive or rare. Two natural communities of concern, vernal pool and seasonal wetland, are present in the BSA. Many of the on-site vernal pool and seasonal wetland habitats provide suitable habitat for special-status species vernal pool crustaceans; therefore, these habitats are considered in this analysis under Section 2.3.5, "Threatened and Endangered Species."This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act (FESA) are discussed below in Section 2.3.5, "Threatened and Endangered Species." Wetlands and other waters are discussed in Section 2.3.2.

Affected Environment

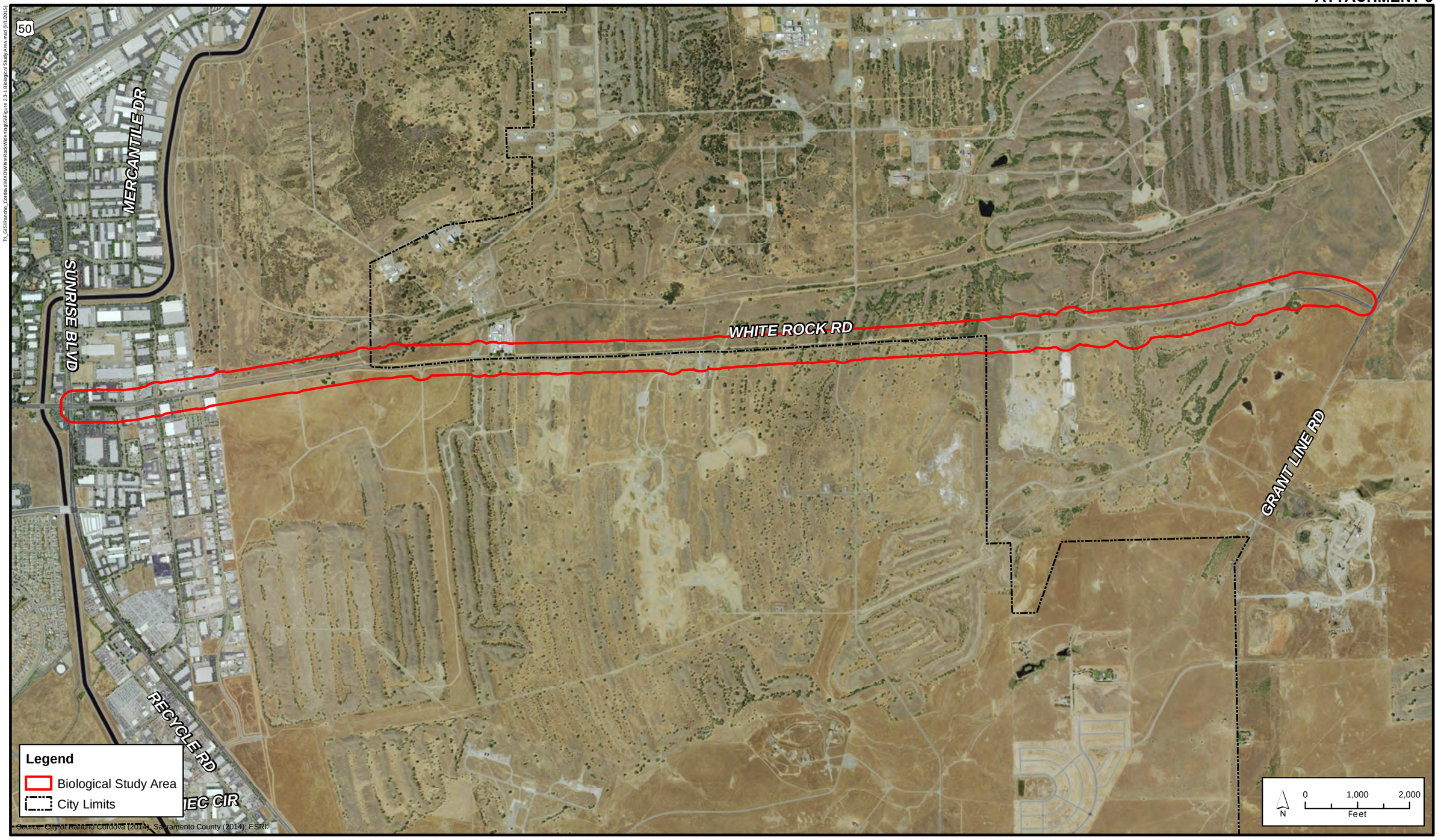
The existing land uses along the project alignment include industrial development in the western portion, with the remainder characterized by disturbed lands associated with historic mining operations. The majority of the undeveloped vacant land adjacent to the project alignment is currently owned by Aerojet. Additionally, several approved and pending projects will add residential development in the vicinity of White Rock Road, including Rio Del Oro Specific Plan, Easton Specific Plan, and in the City of Folsom sphere of influence (**Figure 1.1-3**).

A large portion of the BSA consists of urban land uses (roadway); however, annual grassland and ruderal habitats occur along the eastern portion, with several scattered vernal pools and seasonal wetlands (**Figure 2.3-2**). Annual grassland, ruderal, and urban habitats are not considered to be natural communities of special concern by the CDFW. A discussion of the affected environment and impacts to aquatic resources can be found in Section 2.3.2, "Wetlands and Other Waters," and Section 2.3.5, "Threatened and Endangered Species."

Table 2.3-1 provides a summary of the estimated number of acres of each vegetative community within the BSA.

Table 2.3-1
Vegetation Types and Aquatic Resources within the Biological Study Area

Vegetation Type and Aquatic Resources	Acres Within the BSA
Urban/Ruderal	307.33
Annual Grassland	45.13
Vernal Pool	2.93
Seasonal Wetland	1.61
Total	**357.00**



City of Rancho Cordova
Planning Department

Figure 2.3-1
Biological Study Area

T:_GIS\Rancho_Cordova\MXD\WhiteRockWidening\fig\SFigure 2.3-2 Habitat.mxd (2/11/2015)



City of Rancho Cordova
Planning Department

Figure 2.3-2
Habitat Map

Urban and Ruderal Habitat

The urban land use encompasses the existing roadway along with the industrial development along the western portion of the alignment. The ruderal habitat comprises the majority of the habitat in the BSA and adjacent lands. This habitat is associated with historic mining operations and characterized by mine tailing deposits with rill and depressional formations. Overstory vegetation that has become established in these areas includes Fremont's cottonwood (*Populus fremontii*), willow (*Salix* sp.), tree-of-heaven (*Ailanthus altissima*), and blue elderberry (*Sambucus mexicana*). Understory vegetation consists of coyote brush (*Baccharis piularis*), yellow star-thistle (*Centaurea solstitialis*), Italian thistle (*Carduus pycnocephalus*), curly dock (*Rumex crispus*), poison oak (*Toxicodendron diversilobum*), milk thistle (*Silybum marianum*), Klamath weed (*Hypericum perforatum*), red brome (*Bromus madritensis* ssp. *rubens*), ripgut brome (*B. diandrus*), medusahead (*Taeniatherum caput-medusae*), soft brome (*B. hordeaceus*), and oat (*Avena* sp.).

Because of the undeveloped nature of the majority of the project area, wildlife species typical of annual grassland habitats would also be associated with the ruderal habitat type. Wildlife species commonly associated with urban development and likely to occur in the industrial, developed portions of the project include western scrub jay (*Aphelocoma californica*), mockingbird (*Mimus polyglottos*), house finch (*Carpodacus mexicanus*), common raven (*Corvus corax*), raccoon (*Procyon lotor*), and western gray squirrel (*Sciurus griseus*).

Annual Grassland

Annual grassland habitats are open grasslands dominated by annual plant species found from the flat plains of the Central Valley to the coastal mountain ranges of Mendocino County and in scattered locations across the southern portion of the state. This community type is dominated by ripgut brome, soft chess (*Bromus hordeaceus*), silver European hairgrass (*Aira caryophyllea*), oat, sticky tarweed (*Holocarpha virgata*), perennial cat's-ear (*Hypochaeris radicata*), bur clover (*Medicago polymorpha*), fox fescue (*Vulpia myuros*), medusahead, and long-beak storksbill (*Erodium botrys*).

Annual grasslands provide foraging habitat for a wide variety of wildlife species including raptors, seed-eating birds, small mammals, amphibians, and reptiles. However, some of these species require special habitat features such as cliffs, caves, ponds, or habitats with woody vegetation for breeding, resting, and escape cover. Reptiles commonly associated with this habitat type include western fence lizard (*Sceloporus occidentalis*), common garter snake (*Thamnophis sirtalis*), and western rattlesnake (*Crotalis viridis*). Black-tailed jackrabbit (*Lepus californicus*), California ground squirrel (*Otospermophilus beecheyi*), western harvest mouse (*Reithrodontomys megalotis*), Botta's pocket gopher (*Thomomys bottae*), California vole (*Microtus californicus*), badger (*Taxidea taxus*), and coyote (*Canis latrans*) are mammals commonly found in this habitat type. Common birds known to breed in annual grasslands are burrowing owl (*Athene cunicularia*), short-eared owl (*Asio flammeus*), horned lark (*Eremophila alpestris*), and western meadowlark (*Sturnella neglecta*).

Wildlife Corridors

The CDFW Biogeographic Information & Observation System was reviewed to determine whether the project site is located in an Essential Connectivity Area. The BSA was not identified as occurring in an Essential Connectivity Area; therefore, the project is not likely to adversely affect migratory corridors.

Environmental Consequences

No Build Alternative

Under the no build alternative, natural communities would not be affected because the project would not be implemented. No vegetation or trees would be removed or affected as a result of the project.

Build Alternative

Direct Impacts

The proposed project would result in permanent impacts to 2.47 acres of annual grassland and temporary impacts to 1.97 acres. In addition, project-related activities would result in 39.53 acres of permanent impact and 21.80 acres of temporary impact to urban/ruderal habitat. These communities are not considered sensitive or rare by the CDFW; therefore, no mitigation is proposed. Impacts to annual grassland habitats are discussed further under Section 2.3.4, "Animal Species," related to impacts to Swainson's hawk (*Buteo swainsoni*) foraging habitat.

Indirect Impacts

Indirect impacts to natural communities could occur for a number of reasons, though primarily through increased human/wildlife interactions and habitat fragmentation. As a result of existing and planned development in the project area, White Rock Road would be heavily traveled with vehicular traffic and bicycles, increasing the amount and severity of indirect impacts to plant and wildlife species and their habitats in the BSA. As discussed in the Growth Section 2.1.2 the proposed project would accommodate the existing and planned growth.

Additionally, roads can be a barrier to movement and effectively isolate populations. The County and cities of Rancho Cordova and Galt are preparing a Habitat Conservation Plan (SSHCP) that, when implemented, will ensure major movement corridors will be protected and wide swaths of natural communities will be preserved.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures are proposed to reduce the direct and indirect effects of project-related activities.

- During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.

- Soil stabilization and sediment control best management practices (BMPs) shall be implemented to ensure that contamination of sediment and other pollutants does not occur. Waste management and material pollution control BMPs shall also be implemented to minimize the potential for pollutant spills or releases from construction equipment.

- In addition, standard staging area practices for sediment-tracking reduction shall also be implemented where necessary and may include vehicle washing and street sweeping.

2.3.2 Wetlands and Other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the United States Environmental Protection Agency (U.S. EPA).

The USACE issues two types of 404 permits: General and Standard permits. There are two types of General permits: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (U.S. EPA 40 Code of Federal Regulations [CFR] Part 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this EO states that a federal agency, such as the FHWA and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCB) and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code

require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by waste discharge requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please see the Water Quality section for additional details.

Affected Environment

Three wetland delineations were conducted within the BSA: the Wetland Delineation Report for White Rock Road Widening Project in 2010; the Delineation of Waters of United States White Rock Road Widening in 2008; and the Rio del Oro Wetland Delineation in 2009. These delineations were combined to determine the location and extent of jurisdictional wetlands and other waters of the U.S. within the BSA. The combined delineation was submitted to the USACE for verification on March 11, 2014. A Biological Memorandum was prepared in response to comments on the combined delineation. On August 25, 2014, the USACE issued a formal jurisdictional determination stating that all wetlands and other waters identified within the BSA are intrastate isolated waters with no apparent interstate or foreign commerce connection; therefore, these waters are not currently subject to USACE regulation under the Clean Water Act.

A total of 17 seasonal wetlands and 16 vernal pools were identified in the BSA (**Figure 2.3-3**). A description of each community type is provided below.

Vernal Pool

Vernal pool communities in the vicinity of Rancho Cordova have developed as a result of complex interactions between the area's climate, hydrological cycle, and geology, combined with biological, chemical, and evolutionary processes. Vernal pools are typically associated with an impervious soil layer (hardpan). This soil layer allows lateral subsurface flow of precipitation that percolates through the soil profile. As a result, vernal pools capture water during the rainy season (winter and spring months) from surface water runoff as well as subsurface inflows. Vernal pool plants are typically those that have evolved to grow under wet conditions and therefore flower and seed before the summer drought stops their growth.

Popcorn flower (*Plagiobothrys stipitatus*), monkeyflower (*Mimus tricolor*), and downingia (*Downingia bicornuta*) were identified within the vernal pools within the BSA, while the adjacent uplands consisted of ripgut brome, Klamath weed, yellow star-thistle, and Italian thistle (*Carduus pycnocephalus*).

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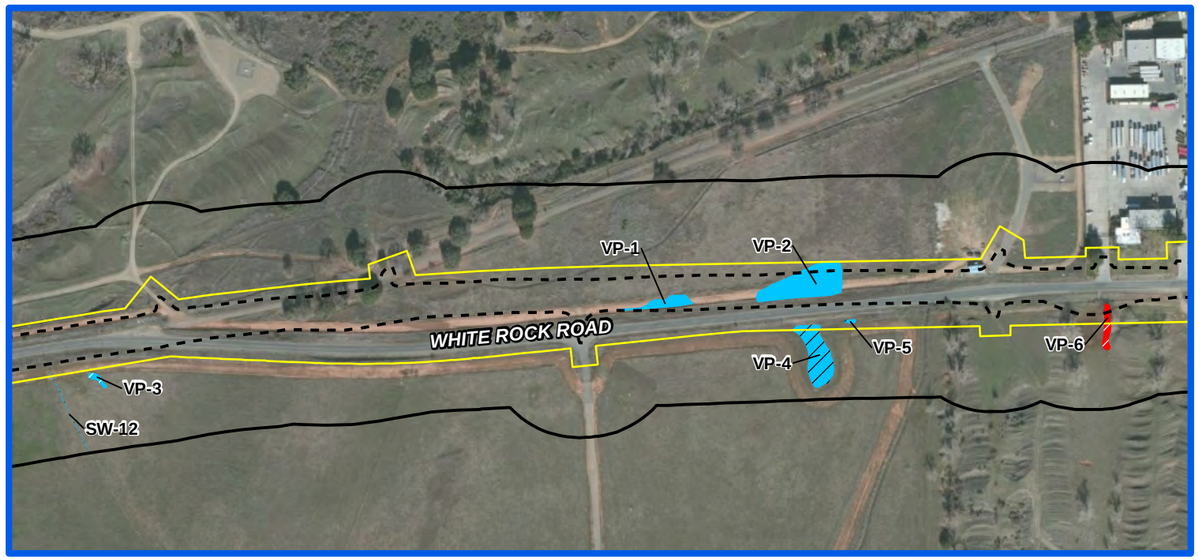
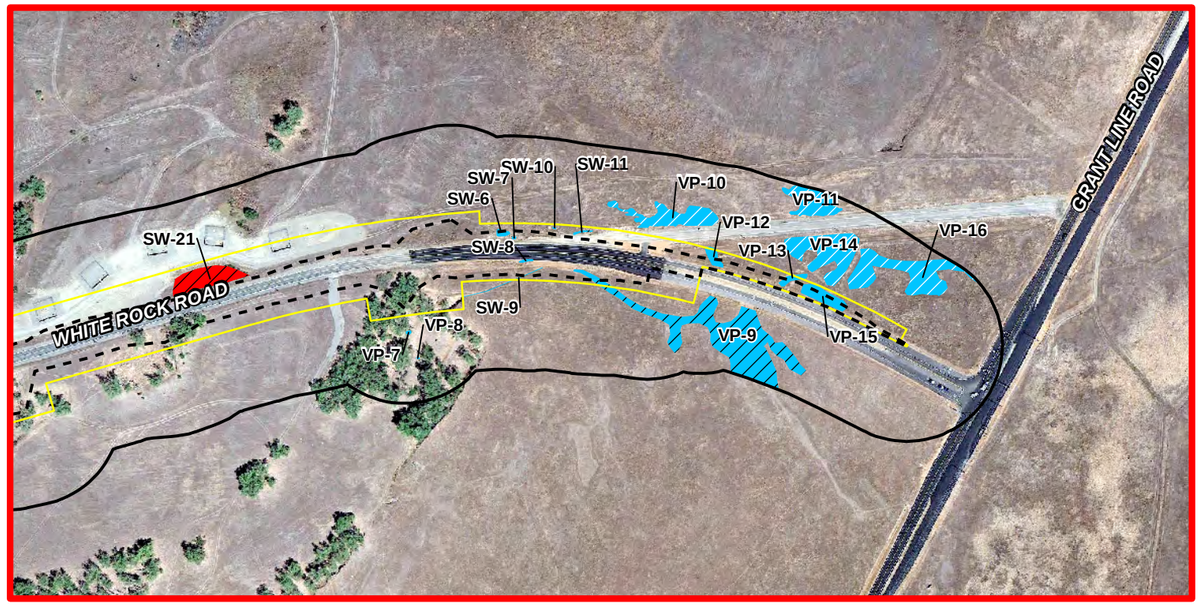




Map ID	Feature Type	Habitat Status	Impact Type	Acres
SW-1	Seasonal Wetland	Non-Habitat	None	0.025
SW-2	Seasonal Wetland	Non-Habitat	None	0.024
SW-3	Seasonal Wetland	Non-Habitat	None	0.064
SW-4	Seasonal Wetland	Non-Habitat	None	0.215
SW-5	Seasonal Wetland	Non-Habitat	None	0.031
SW-6	Seasonal Wetland	Habitat	Direct	0.012
SW-7	Seasonal Wetland	Habitat	Direct	0.002
SW-8	Seasonal Wetland	Habitat	Direct	0.005
SW-9	Seasonal Wetland	Habitat	Direct	0.008
SW-10	Seasonal Wetland	Habitat	Indirect	0.001
SW-11	Seasonal Wetland	Habitat	Indirect	0.006
SW-12	Seasonal Wetland	Habitat	Indirect	0.006
SW-14	Seasonal Wetland	Non-Habitat	None	0.093
SW-15	Seasonal Wetland	Non-Habitat	Permanent	0.002
			Temporary	0.056
			None	0.171
SW-16	Seasonal Wetland	Non-Habitat	Temporary	0.009
			None	0.072
SW-20	Seasonal Wetland	Non-Habitat	Temporary	0.034
			None	0.575
SW-21	Seasonal Wetland	Non-Habitat	Temporary	0.197
VP-1	Vernal Pool	Habitat	Direct	0.078
VP-2	Vernal Pool	Habitat	Direct	0.345
VP-3	Vernal Pool	Habitat	None	0.019
VP-4	Vernal Pool	Habitat	Indirect	0.222
VP-5	Vernal Pool	Habitat	Indirect	0.007
VP-6	Vernal Pool	Non-Habitat	Permanent	0.008
			Temporary	0.012
			None	0.029
VP-7	Vernal Pool	Habitat	None	0.003
VP-8	Vernal Pool	Habitat	None	0.001
VP-9	Vernal Pool	Habitat	Direct	0.018
			Indirect	0.827
VP-10	Vernal Pool	Habitat	None	0.225
VP-11	Vernal Pool	Habitat	None	0.186
VP-12	Vernal Pool	Habitat	Direct	0.032
VP-13	Vernal Pool	Habitat	Direct	0.025
VP-14	Vernal Pool	Habitat	None	0.339
VP-15	Vernal Pool	Habitat	Direct	0.089
VP-16	Vernal Pool	Habitat	None	0.403







Legend

- Wetland Delineation Boundary
- Project Footprint
- Temporary Construction Easement

Habitat

- Direct Impact
- Indirect Impact
- No Impact

Non-Habitat

- Permanent Impact
- Temporary Impact
- No Impact

urce: City of Rancho Cordova, 2015; PMC, 2014

City of Rancho Cordova
Planning Department

Figure 2.3-3

Impacts to Aquatic Features and Vernal Pool Crustacean Habitat

ATTACHMENT 3

Vernal pools provide habitat for a wide array of wildlife, including raptors, migratory birds, shorebirds, frogs, toads, salamanders, and pollinating insects. They are also home to various sensitive species of vernal pool crustaceans.

Seasonal Wetland

Seasonal wetlands are areas that are ephemerally wet as a result of the accumulation of surface water and rainwater within depressional areas. Plant species found in seasonal wetlands within the BSA include curly dock, little quaking grass (*Briza minor*), water pygmyweed (*Crassula aquatica*), Mediterranean barley (*Hordeum marinum*), and creeping spikerush (*Eleocharis macrostachya*).

This habitat type provides cover and water for various species of birds, mammals, reptiles, and amphibians. Many wildlife species are dependent on wetland habitats for foraging, nesting, and cover. Additionally, wetlands provide habitat for several species of ducks, geese, herons, egrets, and other shorebirds such as the American coot, great blue heron, and great egret. Several passerine or songbirds may also forage in wetland habitats including the black phoebe. Finally, seasonal wetlands may provide suitable habitat for various sensitive species of vernal pool crustaceans.

Environmental Consequences

No Build Alternative

Under the no build alternative, because the project would not be implemented, there would be no effects to wetlands or waters of the U.S.

Build Alternative

Project activities within the BSA may result in the loss of vernal pool habitat from proposed vegetation disturbance or removal. Because of the proximity of a heavily trafficked road, the habitat value for wildlife is narrowed. Impacts to vernal pools and seasonal wetlands are discussed in Section 2.3.5, “Threatened and Endangered Species.”

No current or foreseeable actions will contribute to the cumulative effect on seasonal wetlands and vernal pool features within the BSA. Although there will be some direct impact to vernal pool habitat due to the proposed road widening, the vernal pools are relatively isolated in nature and already exhibit signs of degradation of functions and values due to the adjacent road and cattle grazing uses. Direct impacts will be mitigated through the implementation of the measures discussed below; therefore, no cumulative impacts to seasonal wetland or vernal pool habitat are anticipated. A summary of direct and indirect impacts are shown on **Figure 2.3-3**.

Avoidance, Minimization, and/or Mitigation Measures

Mitigation set forth to compensate for impacts to aquatic features is included in the discussion of vernal pool crustaceans in Section 2.3.5, “Threatened and Endangered Species.” Mitigation for all aquatic features was determined based on whether or not a feature was considered vernal pool crustacean habitat.

Wetlands Only Practicable Finding

Wetlands and other water are protected under a number of laws and regulations, one of which is the Executive Order for the Protection of Wetlands (E.O. 11990). E.O. 11990 regulates the activities of federal agencies with regards to wetlands. It essentially provides that a federal agency cannot undertake or provide assistance for new construction located in wetlands unless it finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm to wetlands.

Although all wetlands within the BSA were determined by the USACE not to be jurisdictional under the CWA Section 404, E.O. 11990 has a broader definition of wetlands which includes "those areas that are inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs, and similar areas such as sloughs, potholes, wet meadows, river overflows, mud flats, and natural ponds."

Only one build alternative was evaluated in the draft environmental document. Other alternatives were considered and eliminated prior to the draft environmental document due to a variety of factors as discussed in Section 1.4.3. Given the presence of wetlands on both sides of the existing White Rock Road as well as throughout the area south of US 50 and south of existing White Rock Road, there is no at-grade or alternate alignment alternative that would avoid wetlands. All wetland habitat in the project area is marginal habitat, as described in this section. As such, this habitat represents low-value habitat for both endangered and common species that use wetland habitat. Building bridges or other structures to avoid the wetlands would not be in overall best public interest since the wetlands are of low quality and the construction costs for those structures would high. The No Build Alternative was also found not be practicable because it would not meet the proposed project's purpose and need and would result in greater traffic and air quality impacts in the future years as development in the area creates greater travel demand that would remain unmet resulting in increasing congestion (see **Table 2.1-14**). Therefore, there is no practicable alternative to avoid the wetlands.

The proposed project would include all practicable measures to minimize harm to wetlands. Replacement mitigation that would be required to compensate for the loss of wetland habitat as a result of the proposed project would be high-quality, high-value habitat, which, cumulatively, would result in improvement of wetland habitat available as compared to preservation of the marginal wetland habitat on-site. No net loss of wetlands will be achieved through purchase of mitigation credits, payment to an in-lieu fee program, or restoration.

Based on the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands that may result from such use.

2.3.3 Plant Species

Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species Section 2.3-5 in this document for detailed information about these species.

This section of the document discusses all the other special-status plant species, including CDFW species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Caltrans projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), CA Public Resources Code, Sections 2100-21177.

Affected Environment

Special-Status Plants

Four special-status plant species were identified as having the potential to occur within the BSA: Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*), legenere (*Legenere limosa*), pincushion navarretia (*Navarretia myersii* ssp. *myersii*), and slender Orcutt grass (*Orcuttia viscida*). Please see Appendix G to this document contains the species list prepared for the proposed project. All of the species identified are associated with vernal pools and mesic grasslands.

Two surveys were conducted in the project vicinity, in the Rio Del Oro Specific Plan area, in order to identify the presence of special-status plant species. The first survey in 1995 did not identify the presence of any listed plant species; however, a follow-up survey conducted in 2003 identified Greene's legenere in the southwestern portion of the project site. This portion of the Rio Del Oro Specific Plan area is the only portion of the project site that remains in a relatively natural state, undisturbed by historic mining operations in the area.

The analysis presented in this section is based on the aforementioned technical studies along with the NES prepared for the proposed project in February 2014.

Protected Trees

Sacramento County Staff Arborist Todd Smith (International Society of Arboriculture Certified Arborist #WE-6782A) prepared an arborist report for the project in April 2010. The report identified all native oak trees with a diameter at breast height (dbh) of 6 inches or more within the Area of Potential Effect. A total of 39 trees, including interior live oak (*Quercus wislizenii*), blue oak (*Q. douglasii*), and valley oak (*Q. lobata*), were identified and tagged in the field.

Environmental Consequences

No Build Alternative

Under the no build alternative, because the project would not be implemented, there would be no effects to special-status plant species.

Build Alternative

Special-Status Plants

Although one special-status plant species, Sacramento orcutt grass, has been historically located in the project vicinity, locality records identify these areas as occurring in relatively undisturbed areas over 1 mile south of the BSA. Because of the continued disturbance associated with a heavily trafficked road (White Rock Road) and this species not been observed in the BSA, including during the surveys conducted for this project, it is considered unlikely that special-status plant species occur within the BSA; therefore, no impact analysis for special-status plant species is provided herein.

Protected Trees

A total of 145 dbh inches of valley oak, 392 dbh inches of interior live oak, and 72 dbh inches of blue oak will be removed as a result of the project. Two of the trees surveyed were identified as being in poor condition; therefore, when the total dbh is adjusted to remove these two trees, the final impact is 573 dbh inches. Because project activities in the BSA may result in the loss of protected trees from proposed vegetation disturbance or removal because of the trees' proximity to a heavily trafficked road, the habitat value for wildlife is narrowed.

Avoidance, Minimization, and/or Mitigation Measures

The following protective measures are recommended to avoid damage to trees proposed for preservation during construction:

- A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of each tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each tree. Removing limbs that make up the dripline does not change the protected area.
- Protective fencing shall be installed at the driplines of the protected trees prior to the start of any construction work (including grading or placement of vehicles on-site) in order to avoid damage to the trees and their root systems. This fencing may be installed around the outermost dripline of clusters of trees proposed for protection, rather than individual trees. Fencing shall be shown on all project plans.
- No vehicles, construction equipment, mobile home/office, supplies, materials, or facilities shall be driven, parked, stockpiled, or located within the driplines of protected trees. A laminated sign indicating such shall be attached to fencing surrounding trees on-site.
- No grading (grade cuts or fills) shall be allowed within the driplines of protected trees.
- Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of any protected tree.

- No trenching shall be allowed within the driplines of protected trees. If it is absolutely necessary to install underground utilities within the dripline of a protected tree, the utility line shall be bored and jacked under the supervision of a certified arborist.
- The construction of impervious surfaces within the driplines of protected trees shall be stringently minimized. When it is absolutely necessary, a piped aeration system shall be installed under the supervision of a certified arborist. Wherever possible, pervious concrete shall be used as an alternative to traditional concrete when it is required under tree driplines.
- No sprinkler or irrigation system shall be installed in such a manner that sprays water or requires trenching within the driplines of protected trees. An aboveground drip irrigation system is recommended.
- Landscaping beneath protected trees may include non-plant materials such as bark mulch or wood chips. The only plant species that shall be planted within the driplines of protected trees are those that are tolerant of the natural environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.
- Any protected trees on the site that require pruning shall be pruned by a certified arborist prior to the start of construction work. All pruning shall be in accordance with the American National Standards Institute A300 pruning standards and the International Society of Arboriculture's tree-pruning guidelines.
- No signs, ropes, cables (except those which may be installed by an arborist to provide limb support), or any other items shall be attached to the protected trees.

The removal of 573 inches dbh of native oak trees shall be compensated for by planting native oak trees—either valley oak, blue oak, or interior live oak—in numbers sufficient to replace the dbh inches lost. Dbh inches shall be replaced based on the ratios below, at locations authorized by the City of Rancho Cordova.

Equivalent compensation based on the following ratio is required:

- one D-pot seedling (40 cubic inches or larger) = 1 inch dbh
- one 15-gallon tree = 1 inch dbh
- one 24-inch box tree = 2 inches dbh
- one 36-inch box tree = 3 inches dbh

Prior to the start of construction, a Replacement Oak Tree Planting Plan shall be prepared by a certified arborist or licensed landscape architect and shall be submitted to the City of Rancho Cordova for approval. The Replacement Oak Tree Planting Plan shall include the following minimum elements:

- Species, size, and locations of all replacement plantings.
- Method of irrigation.
- A tree-planting detail, including the 10-foot-deep boring hole to provide for adequate drainage.
- Planting, irrigation, and maintenance schedules.

- Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a three-year establishment period, and to replace any of the replacement oak trees which do not survive during that period.

No replacement tree shall be planted within 15 feet of the driplines of existing oak trees or landmark-size trees that are retained on-site or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement oak trees shall be 20 feet on center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate spacing). Generally unacceptable locations are utility easements, sewers, storm drains, under overhead utility lines, private yards of single-family lots (including front yards), and roadway medians.

2.3.4 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Section 2.3-5 below. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries Service candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act (MBTA)
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

Affected Environment

The analysis in this section is based on the NES for the White Rock Road improvements prepared by the City of Rancho Cordova in February 2014 and the BA prepared by the City of Rancho Cordova and submitted to the USFWS in January 2014.

Based on the results of the literature review and surveys, four special-status wildlife species, along with other migratory birds and raptors, have the potential to occur in the vicinity of the BSA: western spadefoot (*Spea hammondii*), western burrowing owl, white-tailed kite (*Elanus leucurus*), and American badger. Please see Appendix G of this document for the species list prepared for the proposed project. **Figure 2.3-4** shows the previously recorded occurrences of special-status species within a 5-mile radius of the BSA.

According to the results of the California Natural Diversity Database (CNDDB), USFWS, California Native Plant Society (CNPS) database searches, surveys, or historic records, no other special-status wildlife species have potential to occur within the BSA. Federal and state-listed threatened and endangered species discussed in Section 2.3.5, "Threatened and Endangered Species," are vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardi*), valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*), and Swainson's hawk.

Western Spadefoot

The western spadefoot toad is a California species of special concern. According to the USFWS, western spadefoot utilizes aquatic breeding ponds and upland, nonbreeding habitat; however, during much of the year they are found in upland grassland, chaparral, and woodland communities. This species prefers grassland, scrub, and chaparral locally, but could also occur in oak woodlands. Breeding typically takes place between January and May.

The seasonal wetlands, vernal pool, and adjacent grasslands in the BSA represent suitable habitat for the western spadefoot. There are four known occurrences within a 5-mile radius of the BSA. Although this species was not observed during field surveys, species-specific surveys were not conducted.

Western Burrowing Owl

The western burrowing owl is a ground-dwelling owl that is a California species of special concern. According to the USFWS, it is a year-long resident of open country in deserts and grasslands, and in urban and suburban sites including golf courses, road cuts, levees, and airports. Although these owls are often considered to be diurnal, they are almost entirely nocturnal or at least crepuscular (active at dawn and dusk). This small owl preys mostly on insects, small mammals, reptiles, birds, and carrion. This owl usually nests in the old burrows of ground squirrels, badgers, or other small mammals, although they may dig their own burrows in soft soil. Where burrows are scarce, pipes, culverts, and even nest boxes may be utilized.

The annual grasslands located within and adjacent to the BSA represent suitable habitat for the western burrowing owl. There are 13 known occurrences within a 5-mile radius of the BSA. Although this species was not observed during field surveys, species-specific surveys were not conducted.

American Badger

The American badger is a California species of special concern. According to the USFWS, it prefers open areas and may also frequent brushlands with little groundcover. When inactive, the species occupies underground burrows. The American badger is mostly nocturnal and changes burrows often, rarely using the same burrow multiple nights in a row.

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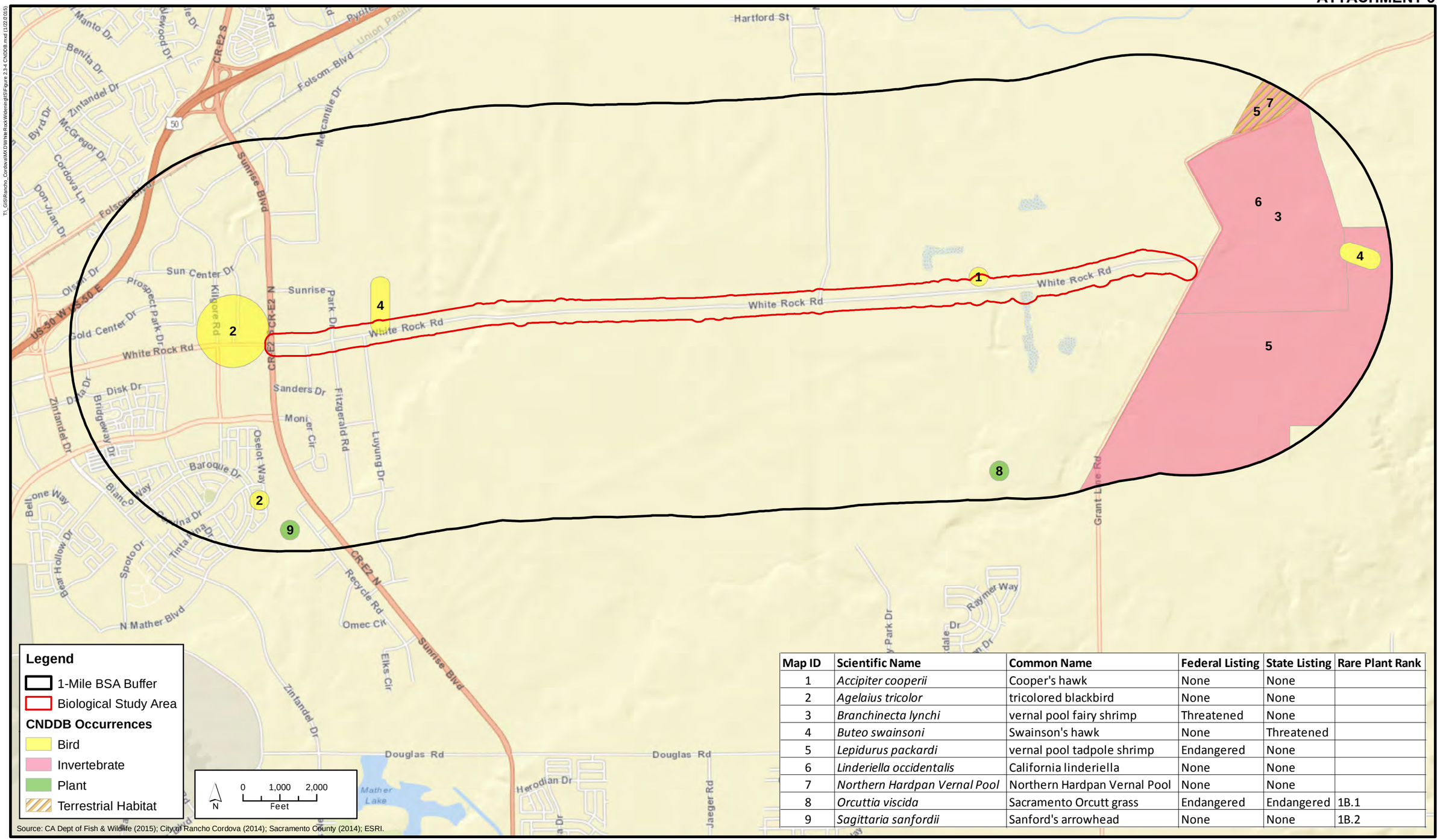
T:_GIS\Rancho_Cordova\MXD\White Rock Widening\BSFigure 2.3-4 CNDDB.mxd (1/22/2019)



Map ID	Scientific Name	Common Name	Federal Listing	State Listing	Rare Plant Rank
1	*Accipiter cooperii*	Cooper's hawk	None	None	
2	*Agelaius tricolor*	tricolored blackbird	None	None	
3	*Branchinecta lynchi*	vernal pool fairy shrimp	Threatened	None	
4	*Buteo swainsoni*	Swainson's hawk	None	Threatened	
5	*Lepidurus packardi*	vernal pool tadpole shrimp	Endangered	None	
6	*Linderiella occidentalis*	California linderiella	None	None	
7	*Northern Hardpan Vernal Pool*	Northern Hardpan Vernal Pool	None	None	
8	*Orcuttia viscida*	Sacramento Orcutt grass	Endangered	Endangered	1B.1
9	*Sagittaria sanfordii*	Sanford's arrowhead	None	None	1B.2

Source: CA Dept of Fish & Wildlife (2015); City of Rancho Cordova (2014); Sacramento County (2014); ESRI.

City of Rancho Cordova
Planning Department

Figure 2.3-4

Previously Recorded Occurrences of Special-Status Species Within 1 Mile of the Biological Study Area

ATTACHMENT 3

The annual grasslands and ruderal habitats located within and adjacent to the BSA represent suitable habitat for the American badger. Two known occurrences have been documented for this species within a 5-mile radius of the BSA. Although this species was not observed during field surveys, species-specific surveys were not conducted.

Raptors and Migratory Birds

Habitat in the BSA provides suitable nesting and foraging opportunities for many avian species, including some raptors and migratory birds including white-tailed kite, Cooper's hawk, and ferruginous hawk. Although no active large stick nests or signs of old or previously used nests were observed during field visits, numerous trees in the BSA could serve as nesting habitat for raptors and other migratory birds. The nests of all raptor and migratory bird species are protected under the MBTA and Section 3503.5 of the California Fish and Game Code, which makes it illegal to destroy any active nest.

Environmental Consequences

No Build Alternative

Under the no build alternative, because the project would not be implemented, there would be no effects to special-status wildlife.

Build Alternative

The build alternative would have permanent and temporary direct and indirect effects to four special-status wildlife species, as described below.

Western Spadefoot

The proposed project will result in permanent impacts to 0.614 acre and temporary impacts to 1.069 acre of vernal pool and seasonal wetland habitat that could support the western spadefoot (**Figure 2.3-3**). There is potential that take of this species could occur during construction activities, either through take of adults or tadpoles during project construction or through take of eggs through fill of habitat. Activities that produce low frequency noise and vibration in or near habitat for western spadefoot may be detrimental to the species. Western spadefoots are extremely sensitive to such stimuli, which cause them to break dormancy and emerge from their burrows. This could result in direct impacts due to mortality or indirect impacts resulting in reduced productivity.

The proposed project is not anticipated to result in cumulative impacts to the western spadefoot. Implementation of the mitigation measures listed under "Avoidance, Minimization, and Mitigation Measures" will ensure the project does not result in cumulative impacts to this species.

Western Burrowing Owl

The proposed project will result in permanent impacts to 2.47 acres and 1.97 acres of temporary impact to annual grassland habitat that could support the western burrowing owl. Indirect impacts occur for a number of reasons including increased human/wildlife interactions and habitat fragmentation. The proposed project will be heavily trafficked, increasing the amount and severity of indirect impacts to this species and its habitat in the BSA. Additionally, roads can be a barrier to movement and effectively isolate populations. The proposed project will not result in increased vehicular traffic; however, the future developments will likely increase traffic in the vicinity.

The proposed project is not anticipated to result in cumulative impacts to the western burrowing owl though implementation of future planned projects in the vicinity may have effects. These projects have been approved through separate CEQA processes. Implementation of the avoidance and minimization measures listed under “Avoidance, Minimization, and Mitigation Measures” will ensure the project does not result in cumulative impacts to this species.

American Badger

The proposed project will result in permanent impacts to 2.47 acres and temporary impacts to 1.97 acres of annual grassland habitat that could provide habitat for the American badger. Indirect impacts occur for a number of reasons, including increased human/wildlife interactions and habitat fragmentation. The proposed project will be heavily trafficked, increasing the amount and severity of indirect impacts to this species and its habitat in the BSA. Additionally, roads can be a barrier to movement and effectively isolate populations. . The proposed project will not result in increased vehicular traffic; however, the future developments will likely increase traffic in the vicinity.

The proposed project is not anticipated to result in cumulative impacts to American badger. Implementation of the avoidance and minimization measures listed under “Avoidance, Minimization, and Mitigation Measures” will ensure the project does not result in cumulative impacts to this species.

Raptors and Migratory Birds

The BSA contains several large trees suitable for nesting, which may be removed during construction activities. If nesting birds are present during project construction, the proposed project may cause direct mortality through removal of trees that contain active nests. The loss of active nests or direct mortality is prohibited by the MBTA and Fish and Game Code Section 3503.5. If construction occurs during the non-nesting season, no impacts are expected; however, if construction activities were scheduled to occur during the nesting season, mitigation would be necessary to avoid potential impacts.

Construction activities that require the disturbance of trees and vegetation could cause direct impacts to nesting birds, if birds are actively nesting during construction activities. Removal of habitat within the BSA would be considered a direct and significant impact if any of these species were taken or deterred from traditional nesting or foraging locations.

Indirect impacts can result from excessive noise, disturbance, and vibrations, which can cause nesting birds to abandon their nests. Potential nest abandonment and mortality to eggs and chicks as a result of construction would be considered significant impacts.

The proposed project is not anticipated to result in cumulative impacts to migratory birds and/or raptors. Although potential nesting habitat could be directly impacted, other suitable nesting habitat is available in close proximity to the proposed project, and upland habitats (foraging habitat) will be restored upon completion of construction if temporary impacts occur.

Avoidance, Minimization, and/or Mitigation Measures

Western Spadefoot

The following avoidance and minimization measures are proposed:

- Prior to the start of construction activities that would disturb western spadefoot habitat, a biological monitor shall survey for the presence of adult western spadefoot. If adult western spadefoot are present, they shall be relocated prior to disturbance of habitat, if feasible. This relocation shall be done in consultation with the CDFW.

- During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.

- Additional impacts from habitat disturbance will be avoided by installing protective silt fencing between the aquatic habitats and the construction area limits to prevent accidental disturbance during construction and to protect water quality within the aquatic habitats during construction.

- Standard BMPs will be implemented during and after construction to protect water quality in sensitive habitat areas during construction.

- A Worker Environmental Awareness Program (WEAP) shall be implemented to educate construction workers about the presence of western spadefoot habitat in and near the project area and to instruct them on proper avoidance.

Mitigation set forth to compensate for impacts to listed vernal pool crustacean habitat (i.e., seasonal wetlands and vernal pools) will also compensate for the western spadefoot, as they share similar habitats.

Western Burrowing Owl

The following avoidance and minimization measures are proposed:

- If clearing and construction activities will occur during the nesting period for burrowing owls (February 1–August 31), a qualified biologist shall conduct focused surveys for burrowing owls on and adjacent to the project site. Surveys shall be conducted in accordance with the CDFW's *Staff Report on Burrowing Owl Mitigation* (2012). Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season.

- If no burrowing owls are detected, no further mitigation is required. If active burrowing owls are detected, the City of Rancho Cordova will implement the avoidance, minimization, and mitigation methodologies outlined in the CDFW's 2012 Staff Report prior to initiating project-related activities that may impact burrowing owls.

- During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.

- A WEAP shall be implemented to educate construction workers about the presence of western burrowing owl habitat in and near the project area and to instruct them on proper avoidance.

No compensatory mitigation is required. The proposed avoidance and minimization measures are sufficient to minimize impacts to nesting and foraging habitat disturbed by project construction activities.

American Badger

The following avoidance and minimization measures are proposed:

- A preconstruction survey of the project area and a 100-foot buffer adjacent to the project area shall be conducted for the presence of the badger dens and signs of badger occupancy. The survey shall be completed no more than seven days prior to the initiation of vegetation removal and ground-disturbing activities. If no dens are observed, a second survey shall be conducted within 24 hours of vegetation removal and ground-disturbing activities to ensure that no badgers have entered the area since the first survey. Preconstruction surveys shall be repeated as necessary if vegetation removal and ground-disturbing activities are delayed or postponed for more than 30 days.

- During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.

- A WEAP shall be implemented to educate construction workers about the presence of American badger habitat in and near the project area and to instruct them on proper avoidance.

No compensatory mitigation is required. The proposed avoidance and minimization measures are sufficient to minimize impacts to suitable habitat disturbed by project construction activities.

Raptors and Migratory Birds

If construction occurs between January 15 and August 15, several measures must be implemented to reduce impacts to migratory birds and raptors to a less than significant level. These measures include the following:

- During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.

- To prevent impacts to MBTA-protected birds and their nests, removal of trees will be limited to only those necessary to construct the proposed project.

- If construction or tree removal is proposed during the breeding/nesting season for MBTA-protected birds and raptors (typically January 15 through August 15), a focused survey for active nests within and in the vicinity of (no less than 250 feet outside project boundaries, where possible) the project site shall be conducted by a qualified biologist. Two surveys will be conducted, at least one week apart, with the second survey occurring no more than two days prior to tree removal or other construction activities. If no active nests are found, tree removal or construction activities may proceed.

- If an active nest is located during preconstruction surveys, the USFWS and/or the CDFW (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or the biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a

minimum radius of 100 feet around an active raptor nest) or alteration of the construction schedule.

- No action is necessary if no active nests are found or if construction will occur during the non-breeding season (generally August 16 through January 14).

No compensatory mitigation is required. The avoidance and minimization measures are sufficient to minimize impacts to nesting and foraging habitat disturbed by project construction activities.

2.3.5 Threatened and Endangered Species

Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement, a Letter of Concurrence and/or documentation of a No Effect finding. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the CDFW. For species listed under both the FESA and CESA requiring a Biological Opinion under Section 7 of the FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

Affected Environment

The analysis in this section is based on information provided in the NES for the White Rock Road improvements prepared in February 2014, in the BA prepared in January 2014, and in the Biological Opinion issued on January 26, 2015, by the USFWS. The BSA, described in Section 2.3.1, "Natural Communities," and shown in **Figure 2.3-1**, consists of the limits of construction and a 250-foot buffer on either side of the project alignment. This includes White Rock Road from Sunrise Boulevard to Grant Line Road and areas within the 250-foot buffer. A list of special-status species and habitats that have the potential to occur in the BSA was prepared using information provided by the USFWS Sacramento office's Species Lists, the USFWS Critical Habitat Portal, the CDFW California Natural Diversity Database, and the CNPS Inventory of Rare and Endangered Plants of California. Appendix G to this document contains the species list prepared for the proposed project. Based on known regional occurrences and the presence of suitable habitat within the BSA, three federally-listed species, vernal pool fairy shrimp, vernal pool tadpole shrimp (vernal pool crustaceans), and valley elderberry longhorn beetle (VELB), and one state-listed species, Swainson's hawk, may occur within the BSA. No special-status species were observed in the BSA.

A search of the USFWS Sacramento office's Species List database was performed for the Carmichael and Buffalo Creek, California, U.S. Geological Survey (USGS) 7.5-minute quadrangles to identify special-status species under USFWS jurisdiction that may be affected by the proposed project. In addition, a query of the USFWS's Critical Habitat Portal was conducted to identify any designated critical habitat on or in the vicinity of the BSA. The California Natural Diversity Database provided a list of known occurrences for special-status species within a 1-mile and 5-mile radius of the proposed project. Lastly, the CNPS database was queried to identify special-status plant species with the potential to occur within the Carmichael and Buffalo Creek, California, USGS quadrangles.

When the USFWS lists a species as threatened or endangered under the Federal Endangered Species Act, areas of habitat considered essential to its conservation and survival may be designated as critical habitat. These areas may require special consideration and/or protection due to their ecological importance. The project area contains critical habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp.

Summary of Federal and State Consultation Process

In the context of the proposed project, FESA consultation with the USFWS would be initiated if development could result in take of threatened or endangered species or adversely modify critical habitat of such species. Consultation with the USFWS in regard to potential impacts to VELB and vernal pool crustaceans is required for the proposed project. To initiate this process, a BA was prepared regarding potential effects and proposed measures for the aforementioned federally listed species. Caltrans, as the lead federal agency, has submitted the BA to the USFWS and has formally requested the USFWS to initiate Section 7 consultation. The BA was reviewed by the USFWS. The Biological Opinion issued by the USFWS on January 26, 2015, determined that the proposed project may affect and is likely to adversely affect VELB, vernal pool fairy shrimp, and vernal pool tadpole shrimp, but the proposed project is not likely to result in jeopardy to threatened and endangered species. Jeopardy as used in the Biological Opinion means a Federal action that is likely to jeopardize the continued existence of listed species or result in the destruction or adverse modification of critical habitat.

The CESA directs agencies to consult with the CDFW on projects or actions that could affect listed species, directs the CDFW to determine whether jeopardy would occur, and allows the CDFW to identify "reasonable and prudent alternatives" to the project consistent with conserving the species. The CESA allows the CDFW to authorize exceptions to the state's prohibition against take of a listed species if the take of a listed species is incidental to carrying out otherwise lawful project that has been approved under CEQA (Fish and Game Code Section 2081). Take of state-listed species is not anticipated as a result of project activities; therefore, consultation with the CDFW is not required.

Threatened and Endangered Wildlife Species

Provided below are species accounts for each of the threatened and endangered wildlife species that, according to results of database searches, surveys, or historic records, have potential to occur within the project vicinity. Based on known regional occurrences and the presence of suitable habitat within the BSA, three federally-listed species, vernal pool fairy shrimp, vernal pool tadpole shrimp (vernal pool crustaceans) VELB, and one state-listed species, Swainson's hawk may occur within the BSA

Vernal Pool Crustaceans

The analysis presented in this section is based on information provided in the Biological Opinion for the proposed project (January 2015), the NES for the proposed project (February 2014), and the aforementioned delineations. Two types of wetlands were identified within the BSA: vernal pools and seasonal wetlands. Potential aquatic invertebrate special-status species in the BSA include vernal pool fairy shrimp and vernal pool tadpole shrimp. The vernal pool fairy shrimp is federally listed as threatened. It is associated with intermittent swales and vernal pools in grassland communities. Cysts hatch and shrimp become active when pools fill during the winter rainy season. There is potential for vernal pool fairy shrimp to occur within the BSA. This species has been documented within 1 mile of the BSA. The vernal pool tadpole shrimp is federally listed as endangered and occurs in vernal pools, swales, and various other seasonally ponded habitats in the Sacramento Valley containing clear to highly turbid water. Breeding pools for this species are commonly found in grass-bottomed swales in unplowed grasslands; the pools may be mud-bottomed and highly turbid. Vernal pool tadpole shrimp have been documented within 1 mile of the BSA.

Sixteen vernal pools and 17 seasonal wetlands were identified within the BSA (see **Figure 2.3-3**). Of these, 15 vernal pools and 7 seasonal wetlands were determined to provide suitable habitat for vernal pool crustaceans.

Formal surveys have not been conducted throughout the entire BSA; however, formal surveys were conducted for the Rio Del Oro Specific Plan project. Vernal pool fairy shrimp and vernal pool tadpole shrimp were identified in 1995. Follow-up surveys conducted in 2001 confirmed the presence of vernal pool fairy shrimp; however, no other listed vernal pool crustaceans were identified. Due to the previously documented occurrences in the project vicinity, presence of these species is inferred within the BSA for the purposes of this impact analysis. No designated critical habitat for vernal pool crustaceans occurs within the BSA.

Valley Elderberry Longhorn Beetle

Protocol-level surveys for VELB were completed within a 100-foot buffer of the project footprint in April and May of 2010, in accordance with USFWS's *Conservation Guidelines for the Valley Elderberry Longhorn Beetle* (1999). The USFWS requires that a minimum setback of 20 feet be maintained from the dripline of each elderberry plant. The USFWS also requires that the area

within the 100-foot buffer of the BSA be restored and/or protected during and after construction. Therefore, all shrubs or clumps within the project footprint and within a 100-foot buffer of the project footprint were surveyed. The locations of the elderberry shrubs were mapped and digitized onto an aerial photograph (**Figure 2.3-5**).

The survey conducted by the Sacramento County Department of Environmental Review and Assessment (now known as the Sacramento County Planning and Environmental Review Division) identified 108 elderberry shrubs in the BSA. Each shrub includes all stems and/or shoots within 10 to 30 feet of each other. There are 80 shrubs within the area of direct impact, which was defined as the limits of construction, and a 20-foot buffer off the edge of limits of construction. The area of indirect impact was defined by those areas beyond the 20-foot buffer and out to 100 feet beyond the limits of construction, and includes 20 shrubs. The remaining eight shrubs were located beyond the 100-foot buffer, in the no impact zone. All shrubs were located in non-riparian habitat, and the presence of exit holes was only identified on one shrub.

Critical habitat for VELB was designated in the final rule listing the species as threatened. The two designated critical habitat units include an area along the south bank of the American River and an area south of State Route 160 and bounded by the Union Pacific Railroad tracks and Commerce Circle. As such, the BSA is not located within designated critical habitat for VELB.

Swainson's Hawk

Three occurrences of Swainson's hawk have been observed within a 5-mile radius of the BSA. Although no active Swainson's hawk nests or signs of old or previously used nests were observed during field studies, numerous trees in the project vicinity could serve as nesting habitat. Annual grasslands covering 45.87 acres within the BSA provide foraging habitat for Swainson's hawk. The BSA contains several large trees suitable for nesting, which may be removed during construction activities.

Environmental Consequences

No Build Alternative

Under the no build alternative, because the project would not be implemented, there would be no effects to threatened or endangered species.

Build Alternative

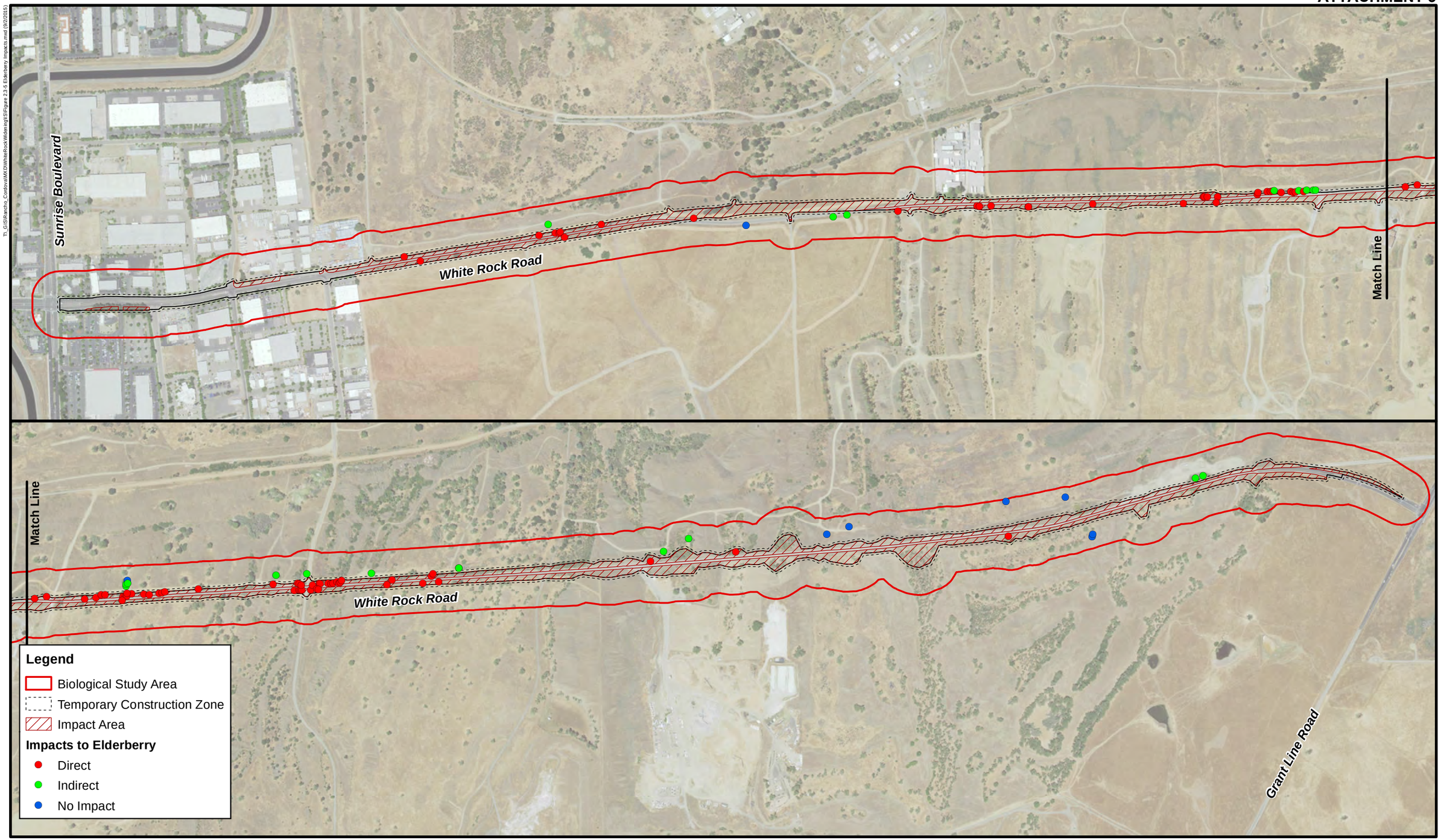
The build alternative would have permanent and temporary direct and indirect effects to four threatened and endangered species, as described below. See the prior "Summary of Federal and State Consultation Process" subsection for a discussion of the CESA and FESA determinations.

Vernal Pool Crustaceans

The project will result in 0.615 acre of direct impact and 1.068 acre of indirect impact to vernal pool crustacean habitat (see **Figure 2.3-3**). Indirect impacts were calculated for all suitable vernal pool crustacean habitats within 250 feet of the limits of construction.

Table 2.3-2 provides a summary of the direct and indirect impacts to vernal pool crustacean habitat that would result from the proposed project.

T:_GIS\Rancho_Cordova\MXD\WhiteRockWidening\ISFigure 2.3-5 Elderberry Impacts.mxd (9/2/2015)



City of Rancho Cordova
Planning Department

Figure 2.3-5

Impacts to Elderberry within the Biological Study Area

Table 2.3-2
Vernal Pool Crustacean Impact

Feature ID	Feature Type	Habitat Status	Impact Type	Acres
SW-1	Seasonal Wetland	Non-Habitat	None	0.025
SW-2	Seasonal Wetland	Non-Habitat	None	0.024
SW-3	Seasonal Wetland	Non-Habitat	None	0.064
SW-4	Seasonal Wetland	Non-Habitat	None	0.215
SW-5	Seasonal Wetland	Non-Habitat	None	0.031
SW-6	Seasonal Wetland	Habitat	Direct	0.012
SW-7	Seasonal Wetland	Habitat	Direct	0.002
SW-8	Seasonal Wetland	Habitat	Direct	0.005
SW-9	Seasonal Wetland	Habitat	Direct	0.008
SW-10	Seasonal Wetland	Habitat	Indirect	0.001
SW-11	Seasonal Wetland	Habitat	Indirect	0.006
SW-12	Seasonal Wetland	Habitat	Indirect	0.006
SW-14	Seasonal Wetland	Non-Habitat	None	0.093
SW-15	Seasonal Wetland	Non-Habitat	Permanent	0.002
			Temporary	0.056
			None	0.171
SW-16	Seasonal Wetland	Non-Habitat	Temporary	0.009
			None	0.072
SW-20	Seasonal Wetland	Non-Habitat	Temporary	0.034
			None	0.575
SW-21	Seasonal Wetland	Non-Habitat	Temporary	0.197
VP-1	Vernal Pool	Habitat	Direct	0.078
VP-2	Vernal Pool	Habitat	Direct	0.345
VP-3	Vernal Pool	Habitat	None	0.019
VP-4	Vernal Pool	Habitat	Indirect	0.222
VP-5	Vernal Pool	Habitat	Indirect	0.007
VP-6	Vernal Pool	Non-Habitat	Permanent	0.008
			Temporary	0.012
			None	0.029
VP-7	Vernal Pool	Habitat	None	0.003
VP-8	Vernal Pool	Habitat	None	0.001
VP-9	Vernal Pool	Habitat	Direct	0.018
			Indirect	0.827
VP-10	Vernal Pool	Habitat	None	0.225
VP-11	Vernal Pool	Habitat	None	0.186
VP-12	Vernal Pool	Habitat	Direct	0.032
VP-13	Vernal Pool	Habitat	Direct	0.025
VP-14	Vernal Pool	Habitat	None	0.339
VP-15	Vernal Pool	Habitat	Direct	0.089
VP-16	Vernal Pool	Habitat	None	0.403

It is not anticipated that construction of the proposed project will substantially contribute to cumulative impacts to special-status vernal pool crustaceans. If these species are present within the project area, and the mitigation strategy outlined under "Avoidance, Minimization, and Mitigation Measures" is fulfilled, the effects on their habitat will be fully compensated for and therefore will not result in any cumulative impacts.

Valley Elderberry Longhorn Beetle

The project will result in direct impacts to 80 elderberry shrubs. Direct impacts were calculated by identifying all elderberry shrubs within the limits of construction and within a 20-foot buffer of the limits of construction. Indirect effects to elderberry shrubs were calculated by identifying all mapped elderberry shrubs outside the 20-foot buffer and within a 100-foot buffer of the limits of construction. As a result, 20 elderberry shrubs may be indirectly impacted by the project.

Minimization ratios provided in the USFWS guidelines (1999) are based on the number of stems potentially impacted by a project; therefore, direct and indirect impacts to elderberry stems have been quantified in **Table 2.3-3**. Based on this data, 451 elderberry stems will be directly impacted, 128 stems will be indirectly impacted, and 30 stems will be unaffected.

Table 2.3-3
Potential Quantitative Effects of the Project on Elderberry Shrubs

Location	Stem Diameter in inches	Exit Holes Present	Stem Count		
			Direct Impact Construction limits + 20-foot buffer	**Indirect Impact** 20-foot buffer to 100-foot buffer	**No Impact** Outside 100-foot buffer
Non-Riparian	1"–3"	Yes	0	0	0
		No	198	69	16
	3"–5"	Yes	1	0	0
		No	184	48	8
	>5"	Yes	1	0	0
		No	67	11	6
Totals			**451**	**128**	**30**

Source: City of Rancho Cordova, Biological Assessment, January 2014

Implementation of the mitigation strategy outlined under "Avoidance, Minimization, and Mitigation Measures" will ensure that the loss of VELB habitat is fully compensated for. The project will therefore not substantially contribute to cumulative impacts to this species.

Swainson's Hawk

The BSA contains several large trees suitable for nesting, which may be removed during construction activities. If nesting raptors are present during project construction, the proposed project may cause direct mortality of this species through the removal of trees that contain nests actively used by this species. Excessive noise, disturbance, and vibrations can cause nesting raptors to abandon their nests. The loss of active nests or direct mortality is prohibited by the MBTA and Fish and Game Code Section 3503.5.

The proposed project will result in the permanent loss of 2.47 acres of suitable Swainson's hawk foraging habitat. Additionally, the project will result in temporary impacts to 1.97 acres of suitable foraging habitat during project construction.

The proposed project could result in indirect impacts to Swainson's hawk through habitat degradation and removal of trees suitable for nesting, as well as from additional traffic and increased human presence.

It is not anticipated that construction of the proposed project will substantially contribute to cumulative impacts to the Swainson's hawk because although potential foraging habitat could be directly impacted, other suitable foraging habitat is available in close proximity to the proposed project, and non-native grassland (foraging habitat) will be replaced to ensure no net loss.

Avoidance, Minimization, and/or Mitigation Measures

Vernal Pool Crustaceans

The City and its primary construction contractor shall implement the following measures to reduce impacts to vernal pool crustaceans:

- During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.
- Soil stabilization and sediment control BMPs shall be implemented to ensure contamination of sediment and other pollutants does not occur. Waste management and material pollution control BMPs shall also be implemented to minimize the potential for pollutant spill or releases from construction equipment.
- In addition, standard staging area practices for sediment-tracking reduction should also be implemented where necessary, and may include vehicle-washing and street-sweeping.

In addition to the proposed avoidance and minimization measures, the following compensatory mitigation is proposed:

- Prior to groundbreaking, the applicants[14] shall purchase fairy shrimp and tadpole shrimp habitat credits at a 3:1 ratio for direct impacts (0.615 x 3 = 1.845 acres), 2:1 ratio for indirect impacts (1.068 x 2 = 2.136 acres), and 1:1 ratio for direct impacts to non-habitat (0.010 acre) at a USFWS-approved conservation bank(s) that has a service area that covers the proposed project. The credits purchased may be in a combination of creation and preservation credits; however, no more than 0.625 acre of creation credits may be purchased for the minimization of the total direct impacts. The credits may be purchased in no more than two phases, with each applicant purchasing the total required for their portion of the proposed project.

The proposed mitigation strategy is in accordance with the USFWS's *Corps of Engineers Vernal Pool Programmatic Consultation* (1996).

[14] An agreement between the City and the County has not been formally executed. The "applicants" as used here refers to the City, the County, or the responsible developer.

Valley Elderberry Longhorn Beetle

The following avoidance and minimization measures will be implemented as part of the project prior to construction to avoid and minimize effects to VELB habitat:

- During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.

- Impacts from accidental disturbance during construction will be avoided by installing protective fencing between the shrubs identified for preservation and the construction area limits to prevent accidental disturbance during construction. Pursuant to the USFWS (1999) VELB conservation guidelines, elderberry shrub areas that will not be disturbed within a 100-foot buffer zone from the edge of project construction will be fenced and designated as avoidance areas during project construction. Fencing will be set back a minimum of 20 feet from the dripline of each elderberry shrub not within the construction footprint.

- Water trucks shall be used to water areas of exposed dirt to control dust from the project site.

- Signs shall be erected along the edge of elderberry avoidance areas noticing construction crews that the area is VELB habitat and must not be disturbed. These signs shall remain for the duration of construction.

- A Worker Environmental Awareness Program (WEAP) shall be implemented to educate construction workers about the presence of VELB habitat in and near the project area and to instruct them on proper avoidance.

A comprehensive plan for avoidance, on-site mitigation, off-site mitigation, or other compensation will be developed in cooperation with relevant state and federal agencies.

The USFWS concurred in the Biological Opinion with the proposed requirements and replacement ratios for elderberry plants to be removed by the project. Mitigation will be completed as follows:

Transplant Elderberry Plants that Cannot be Avoided

Elderberry plants must be transplanted if they cannot be avoided by the proposed project. All elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground level must be transplanted to a USFWS-approved conservation area. At the USFWS's discretion, a plant that is unlikely to survive transplantation because of poor condition or location, or a plant that would be extremely difficult to move because of access problems, may be exempted from transplantation. In cases where transplantation is not possible, the compensation ratios in **Table 2.3-4** may be increased to offset the additional habitat loss.

Trimming of elderberry plants (e.g., pruning along roadways, bike paths, or trails) with one or more stems 1.0 inch or greater in diameter at ground level may result in take of VELB. Therefore, trimming is subject to appropriate compensation measures as outlined in **Table 2.3-4**. All transplanting or trimming shall occur in accordance with procedures outlined in the 1999 USFWS VELB guidelines and shall be protected and monitored according to the guidelines.

Table 2.3-4
Compensation Ratios for Elderberry Shrubs Affected by the Project

Riparian	Elderberry Stem Size	Exit Holes	Number of Stems	Seedling Ratio	Number of Replacement Elderberries	Associated Native Ratio	Number of Associated Seedlings
No	>1" and <3"	No	198	1:1	198	1:1	198
No	>3" and <5"	No	184	2:1	368	1:1	368
No	>5"	No	67	3:1	201	1:1	201
No	>1" and <3"	Yes	0	2:1	0	2:1	0
No	>3" and <5"	Yes	1	4:1	4	2:1	8
No	>5"	Yes	1	6:1	6	2:1	12
Total Stems Affected			**451**				
Total Replacement Plantings					**777**		**787**
Conservation Credits Proposed for Planting (total replacement plantings/10)						**157**	

Source: Biological Assessment 2014

1. All stems measuring 1 inch or greater in diameter at ground level on a single shrub are considered occupied when exit holes are present anywhere on the shrub.
2. Ratios in the Seedling Ratio column correspond to the number of cuttings or seedlings to be planted per elderberry stem (1 inch or greater in diameter at ground level) affected by the project.
3. Ratios in the Associated Native Plant Ratio column correspond to the number of associated native species to be planted per elderberry (seedling or cutting) planted.

Plant Additional Seedlings or Cuttings

Each elderberry stem measuring 1.0 inch or greater in diameter at ground level that is adversely affected (i.e., transplanted or destroyed) must be replaced, in a USFWS-approved conservation area, with elderberry seedlings or cuttings at a ratio ranging from 1:1 to 8:1 (new plantings to affected stems). Compensation ratios are listed and explained in **Table 2.3-4**. Stock of either seedlings or cuttings should be obtained from local sources. Cuttings may be obtained from the plants to be transplanted if the project site is in the vicinity of the conservation area. If the USFWS determines that the elderberry plants on the proposed project site are unsuitable candidates for transplanting, the USFWS may allow the applicant to plant seedlings or cuttings at higher than the stated ratios in **Table 2.3-4** for each elderberry plant that cannot be transplanted.

Plant Associated Native Species

A mix of native plants associated with the elderberry plants at the project site or similar sites will be planted at ratios ranging from 1:1 to 2:1 (native tree/plant species to each elderberry seedling or cutting [see **Table 2.3-4**]). These native plantings must be monitored with the same survival criteria used for the elderberry.

Swainson's Hawk

The following avoidance and minimization measures are proposed:

- During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.

- To avoid impacts to nesting habitat, the removal of potential nest trees will be limited to only those necessary to construct the proposed project.
- For trees that must be removed to construct the proposed project, the City of Rancho Cordova will target the removal of trees to occur outside the nesting season between September 1 and March 1. If trees cannot be removed outside the nesting season, preconstruction surveys will be conducted prior to tree removal to verify the absence of active raptor nests within 500 feet of construction activities. Two surveys will be conducted, at least one week apart, with the second survey occurring no more than two days prior to tree removal.
- If no active nests are found, tree removal may proceed. If active nests are found, the CDFW shall be notified, and the tree shall not be removed until the nest is no longer active, as determined by a CDFW-approved biologist. No construction activities shall take place within a 500-foot radius of the active nest (or another distance determined appropriate during consultation with the CDFW).
- Measures to minimize impacts to Swainson's hawk foraging habitat include restoration of foraging habitat temporarily disturbed by project construction activities. After construction is completed, all temporarily disturbed areas will be stabilized with hydroseed and replanted with a mixture of native and non-native plants (as deemed appropriate by a CDFW-approved biologist).

To compensate for the permanent loss of 2.47 acres of potential foraging habitat, it is anticipated that the City of Rancho Cordova will purchase mitigation credits from a CDFW-approved Swainson's Hawk Mitigation Fund at a 1:1 ratio, or at another appropriate ratio as determined by the CDFW based on the project's distance from known hawk nests.

Implementation of the above-referenced avoidance and minimization measures, along with the compensatory mitigation for impacts to Swainson's hawk foraging habitat, will reduce project-related impacts to a less than significant level under CEQA.

2.3.6 Invasive Species

Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration guidance issued August 10, 1999, directs the use of the state's invasive species list maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the NEPA analysis for a proposed project.

Affected Environment

The analysis in this section is based on the information provided in the NES for the White Rock Road improvements prepared in February 2014 and the BA prepared in January 2014. The BSA, described in Section 2.3.1, "Natural Communities," and shown in **Figure 2.3-1**, consists of the limits of construction and a 250-foot buffer on either side of the project alignment. This includes White Rock Road from Sunrise Boulevard to Grant Line Road and areas within the 250-foot buffer. No invasive species were identified within the BSA.

Environmental Consequences

Little change in invasive species present in the BSA is expected under the No Build Alternative. Short-term impacts from construction under the proposed project build alternative would include ground disturbance and removal of native species that could facilitate the establishment of invasive plant species. Invasive plant propagules (e.g., seeds, bulbs, rhizomes) may be inadvertently introduced via construction equipment or workers. Construction activities also may increase the risk of fires, which could cause disturbance to native vegetation and assist the spread of invasive species.

Avoidance, Minimization, and/or Mitigation Measures

In compliance with the Executive Order on Invasive Species, EO 13112, and subsequent guidance from the FHWA, the landscaping and erosion control included in the project will not use species listed as invasive. The order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

2.4 Cumulative Impacts

2.4.1 Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts under the National Environmental Policy Act (NEPA) can be found in 40 Code of Federal Regulations (CFR), Section 1508.7 of the Council on Environmental Quality (CEQ) Regulations.

2.4.2 Affected Environment

The Resource Study Area used for the proposed project's cumulative impact analysis includes the area roughly south of U.S. 50, north of Jackson Road, west of Grant Line Road and east of Sunrise Boulevard. The cumulative setting assumes that Rancho Cordova builds out in a land use pattern similar to SACOG's Preferred Blueprint Scenario. The Rancho Cordova General Plan (e.g., Land Use Map and Circulation Plan) is consistent with the basic principles and design strategies of SACOG's Preferred Blueprint Scenario, including increasing compact land use patterns, a mix of residential densities, mixed-use projects, transportation choices, a variety of housing choices and density, encouraging infill, quality design, and natural resources conservation. While the Blueprint would improve the regional transportation system and air quality by reducing the frequency and length of vehicle trips and making efficient use of scarce land resources by providing more dense compact developments, it ultimately would result in greater environmental and cumulatively considerable impacts in many of the technical issue areas than the proposed project (i.e., local transportation impacts, biological resources impacts, loss of farmland, etc.).

Past, Present, and Reasonably Foreseeable Actions

Past and present actions that are likely to add to the cumulative impacts on a resource include previously approved and currently planned land use developments, which are detailed below. Reasonably foreseeable future actions are those that are likely to occur in the future and will add to the cumulative impact on a particular resource. Analysis of potential impacts to resources includes the proposed project and proposed roadway and development projects in the region that may contribute to cumulative impacts. **Table 2.4-1** lists the planned developments near the project site and **Table 2.4-2** lists major planned roadway projects near the project area. North of White Rock Road, the Aerojet Planning Area is planned for intense development (i.e., offices, research and development activities, light industrial uses), which will likely be located near the center of the planning area along a planned extension of Hazel Avenue. Proposed land uses that are near the project area are illustrated in **Figure 2.1-2**.

Table 2.4-1
Development in Project Area

Development	Dwelling Units	Commercial/Office	Location
Rio Del Oro	11,601	521 acres	Immediately south of White Rock Road
Easton Place at Easton	1,500	213 acres	North of White Rock Road, south of US 50
Westborough at Easton	5,100	None proposed	North of White Rock Road, south of US 50
Glenborough at Easton	3,390	None proposed	North of White Rock Road, south of US 50
North Douglas I	666	None proposed	South of White Rock Road, just north of Douglas Road
North Douglas II	153	None proposed	South of White Rock Road, immediately north of the North Douglas I project
Folsom South of US 50	10,212	487 acres	South of US 50, north of White Rock Road, generally east of Prairie City Road, west of the Sacramento/El Dorado County line
Heritage Falls	960	None proposed	South of White Rock Road, north of Douglas Road, and west of Grant Line Road
Total	33,582	1,221	

Table 2.4-2
Planned Roadway Projects near the Project Area

Name	Jurisdiction	Description	Estimated Completion (Year)
White Rock Road	Sacramento County Department of Transportation	In Sacramento County, widen and realign White Rock Road to four lanes from Grant Line Road to Prairie City Road. Install two new traffic signals at the intersection of White Rock Road at Prairie City Road and White Rock Road at Grant Line Road.	2020
White Rock Road Roadway Improvements	Sacramento County Department of Transportation	In Sacramento County: White Rock Road from Prairie City Road to El Dorado County line: Widen the roadway from two lanes to four lanes along the existing road alignment of White Rock Road between Prairie City Road and the El Dorado County line.	2035
Grant Line Road – Expressway Phase I	City of Rancho Cordova	Widen existing roadway to four lanes and complete remaining sections of four-lane expressway from Jackson Highway to White Rock Road including intersection improvements at Jaeger Road, Kiefer Blvd., International Drive, and Jackson Highway. (Phase I)	2035
Kilgore Road	City of Rancho Cordova	Widen to four lanes from International Drive to White Rock Road.	2035
Rancho Cordova Parkway	City of Rancho Cordova	Phase 1: Douglas Road to White Rock Road, construct Rancho Cordova Parkway as a six-lane roadway including intersection improvements at Villagio and White Rock Road.	2035
Douglas Road/Grant Line Road Signal	City of Rancho Cordova	Install a new traffic signal at the intersection of Douglas Road and Grant Line Road and widen Douglas Road and Grant Line Road approaching the intersection to accommodate left-turn and right-turn pockets and bicycle lanes.	2015

As discussed in Section 2.1, “Human Environment,” the project is consistent with several regional and local plans, including the Rancho Cordova General Plan (General Plan). As part of the approval of the General Plan, an EIR was prepared to assess the potential environmental impacts resulting from implementation of the General Plan and to offer mitigation measures to minimize those impacts (City of Rancho Cordova 2006a). Because the proposed project was included as in the transportation element of the General Plan, the project’s potential cumulative impacts were previously identified as part of the General Plan EIR. The Rancho Cordova General Plan and its EIR is available here: http://www.cityofranchocordova.org/Index.aspx?page=104. The Rancho Cordova General Plan and its EIR is hereby incorporated by reference.

According to the General Plan EIR, cumulatively considerable impacts as a result of the implementation of the General Plan when considered in the context of existing, proposed, planned and approved development in the region were identified for: land use; agriculture; population, and employment; local roadways and state highways; regional air quality; traffic noise; stationary noise; water quality; water supply; biological resources; cultural resources; wastewater; water services; and visual.

Prior to incorporation of the City in 2003, the area included in the General Plan was largely undeveloped and prominently grassland. Prior to 1848, the main uses were agricultural; however, the area became a center for mining activities after gold was discovered in the area in 1848. Areas of mining activity were subject to extensive disturbances and even today mining tailings are visible throughout much of the area. In the 1950s, Aerojet acquired over 5,000 acres of land south of what is now US 50 and began what is still today a large aerospace/defense

industry campus. Past activities associated with the development of aerospace/defense products, such as rockets, also substantially altered the land and resources within the area resulting in topographic alterations and contaminant releases that have resulted in the area being designated a Superfund site

Today, the General Plan area contains a mix of land uses: residential, commercial/retail, office/business center, institutional (e.g., church, school), industrial/warehouse, drainage channels/canals/levees, infrastructure (e.g., roads, utility corridors), commercial recreational, and open space/preserve uses. Significant natural features in the area include the American River, numerous creeks and streams, wetlands, and annual grasslands. Oak trees, streams, creeks, and the American and Cosumnes Rivers are among the most significant natural visual features in the area. The current aesthetics and visual resources of the City are similar to other suburban communities with a few distinguishing differences. As of the date of the General Plan, there were 625 acres of vernal pools and 212 acres of fresh water marshes, as well as 20,728 acres of vernal pool grassland within the General Plan area. Portions of land have been set aside for wetland preservation, mitigation, and creation. Past and current development has substantially impacted many acres of biological resources within the General Plan area. As detailed above, the General Plan EIR identified that the General Plan's implementation when considered along with, past, present, and probable future projects would result in a cumulatively significant loss of biological resources in the region.

Environmental Consequences

Land Use

No Build Alternative

No direct impacts to land use are anticipated under the no build alternative, as no right-of-way acquisition would occur. Under the no build alternative, construction would not occur on White Rock Road for the proposed improvements and the roadway would remain in its current configuration. The no build alternative could result in indirect impacts to planned development in Rancho Cordova, as planned development could be constrained by the existing conditions of the roadway. This could result in displacement of development to other areas in the region that have not been previously contemplated for the residential, commercial, industrial, and other development types that have been planned and considered in the City of Rancho Cordova and located in the project area including the approved Rio Del Oro Specific Plan and the Westborough Planning Area, the existing Sunridge Specific Plan, and Suncreek Specific Plan (see **Figure 1.1-3**). Therefore, the no build alternative could indirectly contribute to cumulative impacts to land use.

Build Alternative

As discussed in Sections 2.1.1, "Land Use" and 2.1.1.2, "Consistency with State, Regional, and Local Plans and Programs," the proposed project is included in, and is consistent with, regional and local planning documents including the SACOG Preferred Blueprint Scenario, SACOG MTP/SCS 2035, SACOG 2015/2018 MTIP, Sacramento County General Plan, and City of Rancho Cordova General Plan. The build alternative would not divide an established community, nor would it conflict with an applicable land use plan, policy, regulation, or applicable habitat conservation plan. Therefore, the proposed project would not contribute to cumulative impacts to land use.

Growth

No Build Alternative

As discussed under Section 2.1.2, "Growth," under the no build alternative, urban development in the project area would continue as planned by the City of Rancho Cordova and Sacramento County, while White Rock Road would remain in its current configuration of two lanes. The no build alternative would not result in any direct cumulative growth impacts. However, under this alternative, the traffic demand would greatly exceed the capacity of the roadway, which could constrain planned growth in Rancho Cordova, and result in the displacement of growth to other areas in the region that are not planned for growth. Therefore, the no build alternative could contribute to cumulative growth impacts.

Build Alternative

The proposed project would support planned growth as identified in the City of Rancho Cordova General Plan. As discussed in Section 2.1.2, "Growth," properties south of White Rock Road and along Grant Line Road are included in current master planning efforts including the Rio Del Oro Specific Plan, which has been approved, the proposed Cordova Hills Special Planning Area and Suncreek Specific Plan, and the existing Sunridge Specific Plan (see **Figure 1.1-3**). The proposed project will not induce additional growth beyond what is already contemplated in the City of Rancho Cordova General Plan and will therefore not contribute to cumulative impacts associated with growth.

Community Impacts

No Build Alternative

Under the no build alternative, construction on White Rock Road to widen the roadway from two lanes to four lanes would not occur. No relocations, real property acquisitions, or easements would be necessary, and no impacts related to relocations or real property acquisitions would occur.

Build Alternative

The project would have no impact on social values in the community, nor would it affect a community landmark or social gathering place or cause community separation. The proposed project would require slope and public utilities easements on parcels along White Rock Road and would require right-of-way acquisition on Aerojet property (APN 072-0370-104). The parcel on which right-of-way acquisition would be required is vacant and the amount of property that would be acquired is minimal. As discussed in Section 2.1.3, "Community Impacts," no impacts related to relocations or real property acquisition would occur. For these reasons, the proposed project would not contribute to cumulative impacts to existing or planned communities near the project site.

Traffic and Transportation/Pedestrian and Bicycle Facilities

No Build Alternative

As discussed in Section 2.1.5, "Traffic and Transportation/Pedestrian and Bicycle Facilities," the two-lane White Rock Road would constrain traffic volumes, which would result in LOS F conditions along four segments of White Rock Road under 2030 traffic demand levels. Although

the pace of future development in Rancho Cordova and this area of Sacramento County is unknown, it is likely that traffic volumes on White Rock Road would exceed 18,000 vehicles per day before the year 2030. LOS F conditions on White Rock Road are not consistent with City of Rancho Cordova and Sacramento County General Plan policies, which seek to maintain LOS D or better and LOS E or better, respectively, for urban roadways. Therefore, the no build alternative could contribute to cumulative impacts to traffic and transportation facilities.

Build Alternative

Section 2.1.5, "Traffic and Transportation/Pedestrian and Bicycle Facilities," includes discussion of the year 2030 traffic volumes and level of service at several intersections, roadway segments, and freeway segments. The proposed project itself does not cause any impacts to intersection, roadway segment, or freeway segment levels of service in the future year 2030 condition. In fact, the proposed project would improve the year 2030 level of service on White Rock Road from Sunrise Boulevard to Grant Line Road when compared to the future no build condition (see **Table 2.1-16**). The proposed project would also have a beneficial impact to pedestrian and bicycle facilities by adding bike lanes and sidewalks where there currently are none. Therefore, the proposed project would not contribute to cumulative impacts to traffic and transportation and pedestrian and bicycle facilities.

Visual/Aesthetics

No Build Alternative

The no build alternative would not involve construction and therefore would not result in cumulative visual impacts.

Build Alternative

The resource study area for visual resources includes views of White Rock Road from White Rock Road, Sunrise Road, Grant Line Road, and surrounding properties. Because the proposed project would only have temporary impacts to viewers during the construction period, and will not result in any permanent impacts to scenic resources, the build alternative would not contribute to cumulative impacts to visual resources and aesthetics.

Cultural Resources

No Build Alternative

The no build alternative would not involve construction of the project and therefore would not result in cumulative impacts to cultural resources.

Build Alternative

The resource study area for cultural resources includes the area within the boundaries of the project APE. As discussed in Section 2.1.7, "Cultural Resources," the proposed project has the potential to affect three historic properties (the Douglas Missile Test Facility District, the American River Placer Mining District, and the Rebel Hill Ditch). An assessment of effects to the three properties was performed and documented in the FOE for the project, which found that the project would not diminish the integrity of the properties to a level at which the properties would fail to convey their significance. Further, the FOE for the project concluded that the project would have no adverse effect on the three historic properties. Because the project is not

anticipated to have substantial effects to cultural or historical resources in the area, and because of the limited potential for the project to disturb cultural or historical resources, the project would not contribute to cumulative impacts to cultural or historical resources.

Water Quality and Storm Water Runoff

No Build Alternative

The no build alternative would not involve construction and therefore would not result in cumulative water quality or storm water runoff impacts.

Build Alternative

The proposed project would not modify any creeks or channels. Potential temporary water quality impacts from erosion, sedimentation, materials storage and use, and possibly encountering contaminated groundwater during construction would be reduced by implementing BMPs in compliance with local and state water quality permits and regulations. Although increased development associated with the City of Rancho Cordova General Plan would contribute to cumulative water quality impacts, it is anticipated that the proposed project itself would not contribute to cumulative water quality and storm water runoff impacts. The proposed project would implement source control and treatment control best management practice as required by the RWQCB, which will be specified in the approved project Storm Water Pollution Prevention Plan.

Hazardous Waste/Materials

No Build Alternative

The no build alternative would not involve construction and therefore would not result in cumulative hazardous waste/material impacts.

Build Alternative

No substantial impacts from hazardous materials are anticipated from operation or construction of the proposed project with implementation of mitigation measures identified in Section 2.2.2, “Hazardous Waste/Materials.” Based on the information above, the project would not contribute to cumulative impacts from hazardous waste and materials.

Air Quality

No Build Alternative

The no build alternative would not involve construction of the project and therefore would not result in direct cumulative air quality impacts. The no build alternative could result in indirect cumulative air quality impacts. Indirect air quality impacts may occur due to the projected increase in traffic on White Rock Road resulting from development of the Rio Del Oro Specific Plan area and other areas in the region, while White Rock Road would remain a two-lane road which could result in delays in circulation and increased idling of motor vehicles.

Build Alternative

To analyze a transportation project's cumulative impacts to air quality, the project's effects to regional air quality conformity must be examined. Regional-level conformity is concerned with how well the region is meeting the standards set for the various pollutants that may affect air quality. At the regional level, metropolitan transportation plans (MTPs) are developed that include all of the transportation projects planned for a region over a period of years. Based on the projects included in the MTP, an air quality model is run to determine whether or not the implementation for those projects would result in a violation of the Clean Air Act, including non-federal regionally significant projects. If no violations would occur, then the regional planning organization—in this case, SACOG—and the appropriate federal agencies, such as the FHWA, make the determination that the MTP is in conformity with the Clean Air Act, and all projects that are part of the MTP are deemed to be in conformity at the regional level.

The current regional transportation plan is the MTP/SCS 2035. On March 20, 2008, SACOG made a determination that the MTP conformed with the State Implementation Plan. The proposed project was part of the MTP/SCS 2035 and thus was found to also be in conformity. Because the proposed project would not lead to any permanent regional or local air quality standard exceedances, the project would not contribute to any increase in cumulative air quality impacts. However, it is acknowledged that growth under the City's General Plan would result in cumulatively considerable air pollutant emissions as identified under the City of Rancho Cordova General Plan EIR, which is hereby incorporated by reference.

Noise

No Build Alternative

The no build alternative would not involve construction and therefore would not result in cumulative noise impacts.

Build Alternative

The proposed project would be constructed prior to the residential and other land uses associated with the Rio Del Oro Specific Plan development. Noise-related impacts associated with increased traffic on White Rock Road resulting from development of the Rio Del Oro Specific Plan area would be reduced with implementation of mitigation included in the Rio Del Oro Specific Plan EIR/EIS (SCH# 2003122057), which requires site-specific analysis for proposed subdivision maps. Therefore, the build alternative would not contribute to cumulative noise impacts.

Biological Environment

No Build Alternative

The no build alternative would not involve construction and would therefore not contribute to cumulative impacts associated with natural communities, wetlands and other waters, plant species, animal species, threatened and endangered species, or invasive species.

Build Alternative

Refer to the “Natural Communities,” “Wetlands and Other Waters,” “Plant Species,” “Animal Species,” and “Threatened and Endangered Species” subsections under Section 2.3 “Biological Environment,” for discussion of cumulative impacts to biological resources.

2.5 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the United States, the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) are the main source of greenhouse gases. The dominant GHG emitted is CO_2, mostly from fossil fuel combustion.

There are typically two terms used when discussing the impacts of climate change: “greenhouse gas mitigation” and “adaptation.” Greenhouse gas mitigation is a term for reducing GHG emissions to reduce or "mitigate" the impacts of climate change. Adaptation refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels).[15]

There are four primary strategies for reducing GHG emissions from transportation sources: (1) improving the transportation system and operational efficiencies, (2) reducing travel activity, (3) transitioning to lower GHG-emitting fuels, and (4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued cooperatively.[16]

Regulatory Setting

State

With the passage of several pieces of legislation including state Senate and Assembly bills and Executive Orders, California launched an innovative and proactive approach to dealing with GHG emissions and climate change.

[15] http://climatechange.transportation.org/ghg_mitigation/
[16] http://www.fhwa.dot.gov/environment/climate_change/mitigation/

Assembly Bill 1493 (AB 1493), Pavley, Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order (EO) S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to 1) year 2000 levels by 2010, 2) year 1990 levels by 2020, and 3) 80 percent below the year 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

Assembly Bill 32 (AB 32), Núñez and Pavley, the Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

Executive Order S-20-06 (October 18, 2006): This order establishes the responsibilities and roles of the Secretary of the California Environmental Protection Agency (Cal/EPA) and state agencies with regard to climate change.

Executive Order S-01-07 (January 18, 2007): This order set forth the low carbon fuel standard for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Senate Bill 97 (SB 97) Chapter 185, 2007, Greenhouse Gas Emissions: This bill required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the California Air Resources Board (CARB) to set regional emissions reduction targets from passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan for the achievement of the emissions target for their region.

Senate Bill 391 (SB 391) Chapter 585, 2009 California Transportation Plan: This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

Federal

Although climate change and GHG reduction are a concern at the federal level, currently no regulations or legislation have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level GHG analysis. [17] FHWA supports the approach that climate change considerations should be integrated throughout the transportation decision-making process–from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can be integrated into many

[17] To date, no national standards have been established regarding mobile source GHGs, nor has U.S. EPA established any ambient standards, criteria or thresholds for GHGs resulting from mobile sources.

planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

The four strategies outlined by FHWA to lessen climate change impacts correlate with efforts that the state is undertaking to deal with transportation and climate change; these strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and a reduction in travel activity.

Climate change and its associated effects are also being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the "National Clean Car Program" and EO 13514 - Federal Leadership in Environmental, Energy and Economic Performance.

Executive Order 13514 (October 5, 2009): This order is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also directs federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six greenhouse gases constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions. U.S. EPA in conjunction with NHTSA issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010.[18]

The U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations.

The final combined standards that made up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards implemented by this program are expected to reduce GHG emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

On August 28, 2012, U.S. EPA and NHTSA issued a joint Final Rulemaking to extend the National Program for fuel economy standards to model year 2017 through 2025 passenger vehicles. Over the lifetime of the model year 2017-2025 standards this program is projected to save approximately four billion barrels of oil and two billion metric tons of GHG emissions.

The complementary U.S. EPA and NHTSA standards that make up the Heavy-Duty National Program apply to combination tractors (semi trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). Together, these standards will

[18] http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq

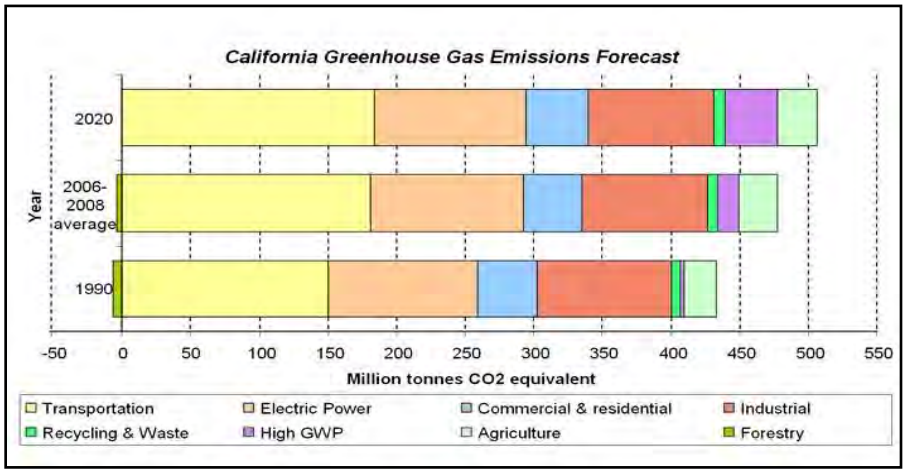
cut greenhouse gas emissions and domestic oil use significantly. This program responds to President Barack Obama's 2010 request to jointly establish greenhouse gas emissions and fuel efficiency standards for the medium- and heavy-duty highway vehicle sector. The agencies estimate that the combined standards will reduce CO2 emissions by about 270 million metric tons and save about 530 million barrels of oil over the life of model year 2014 to 2018 heavy duty vehicles.

Project Analysis

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.[19] In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

The AB 32 Scoping Plan mandated by AB 32 includes the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, ARB released the greenhouse gas inventory for California (forecast last updated October 28, 2010). The forecast is an estimate of the emissions expected to occur in 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

Figure 2.5-1
California Greenhouse Gas Forecast



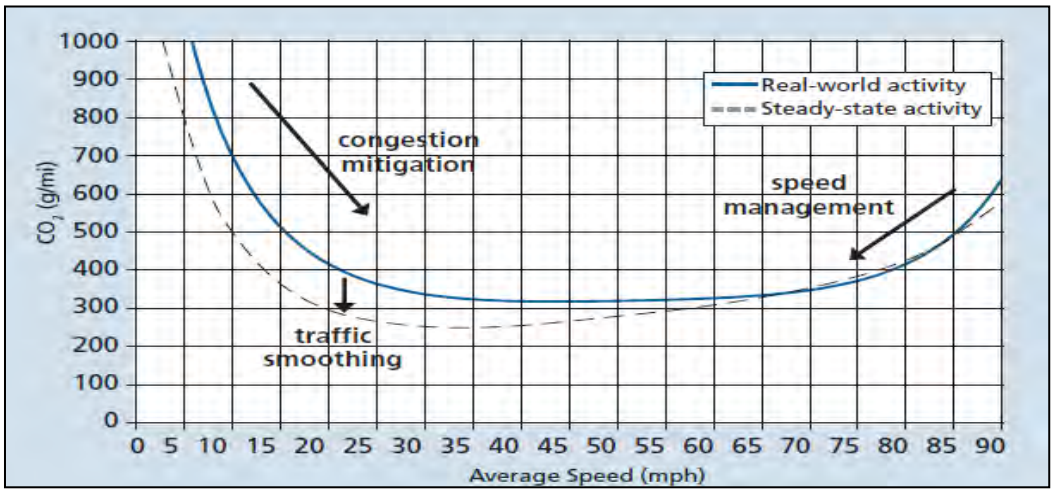
Source: http://www.arb.ca.gov/cc/inventory/data/forecast.htm

[19] This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the U.S. Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

Caltrans and its parent agency, the Transportation Agency, have taken an active role in addressing GHG emissions reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human-made GHG emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.[20]

One of the main strategies in Caltrans' Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of CO_2 from mobile sources, such as automobiles, occur at stop-and-go speeds (0–25 mph) and speeds over 55 mph; the most severe emissions occur from 0 to 25 mph (see **Figure 2.5-2)**. To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors, GHG emissions (particularly CO_2) may be reduced.

Figure 2.5-2
Possible Effect of Traffic Operation Strategies in Reducing On-Road CO_2 Emissions[21]



Environmental Consequences

GHG emissions for transportation projects can be divided into those produced during operations and those produced during construction. GHG emissions generated during operation and construction of the proposed build alternative are discussed below.

Long-Term Operational Emissions

Long-term operation emissions associated with the proposed project would be associated with the operation of motor vehicles on White Rock Road. Motor vehicle operational emissions were quantified using emission factors derived from the California ARB's Emission Factor (EMFAC2011) computer program for existing and future with project (year 2030) conditions. Average daily traffic (ADT) and vehicle speeds were derived from the traffic analysis prepared for this project. Estimated annual operational emissions are summarized in **Table 2.5-1**.

[20] The Caltrans Climate Action Program is located at the following web address: http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

[21] Barth, Matthew, and Kanok Boriboonsomsin. 2010. "Traffic Congestion and Greenhouse Gases." TR News 268, May-June 2010. http://onlinepubs.trb.org/onlinepubs/trnews/trnews268.pdf.

As shown in **Table 2.5-1**, in comparison to existing no build conditions, projected year 2030 build alternative conditions would result in an increase of approximately 3,147.3 $MTCO_2e$ per year. An increase of approximately 384.8 $MTCO_2e$ per year in the project area would result from the build alternative compared to the existing no build conditions, and an increase of approximately 268.5 $MTCO_2e$ per year would result from the build alternative under year 2030 conditions compared to year 2030 conditions for the no build alternative. This slight increase in operational GHG emissions would be predominantly associated with increases in traffic volumes in the project area resulting, in part, from the proposed project as well as from the widening of White Rock Road from Grant Line Road to the El Dorado County/Sacramento County line, which is a separate planned project in the region. From a regional perspective, the planned widening of White Rock Road from Grant Line Road to the El Dorado County/Sacramento County line is projected to result in substantial reduction in overall network delay and associated emissions in the region, including reductions in vehicle delay along US 50.

Table 2.5-1
Annual Greenhouse Gas Emissions within Proposed Project Area

Scenario	Greenhouse Gas Emissions ($MTCO_2e$/year)
Year 2013 – Existing/No Build Alternative	1,420.9
Year 2013 – Build Alternative	1,805.7
Change from Year 2013 Existing/No Build Alternative	384.8
Year 2030 – No Build Alternative	4,299.7
Change from Year 2013 Existing/No Build Alternative	2,878.8
Year 2030 – Build Alternative	4,568.2
Change from Year 2013 Existing/No Build Alternative	3,147.3
Change from Year 2030 No Build Alternative	268.5

Note: Based on emission factors obtained from the EMFAC2011 computer model and traffic data obtained from the traffic analysis prepared for the proposed project.

GHG emissions are only useful for a comparison between the build and no build alternatives. Actual GHG emissions will vary depending on multiple factors such as fuel mix, rate of acceleration, and the aerodynamics and efficiency of the vehicles. EMFAC model emission rates are only for direct engine-out CO_2 emissions, not full fuel cycle, and fuel cycle emission rates can vary dramatically depending on the amount of additives such as ethanol and the source of the fuel components. In addition, the proposed project is not located in an area that is considered directly vulnerable to projected future sea level rise and is funded.

Short-Term Construction Emissions

GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

Construction GHG emissions are predominantly associated with emissions generated by motorized off-road equipment and on-road vehicles, including material transport trips and employees traveling to and from the project site. The amount of emissions generated would vary depending on multiple factors, such as the type and number of equipment required and

hours of use. GHG emissions can be reduced by use of cleaner, more efficient equipment and by implementing traffic management during construction phases to minimize associated vehicle delays on area roadways. The proposed project would comply with applicable state, federal, and/or local rules and regulations developed as a result of implementing control and mitigation measures proposed as part of their respective State Implementation Plans.

Construction GHG emissions were estimated using the SMAQMD's Road Construction Emissions Model, Version 7.1.5.1. Emissions modeling was conducted based on estimated area of disturbance and average daily amount of soil to be imported and exported. All other construction activity assumptions, including equipment use and on-road vehicle travel distances, were based on the default parameters contained in the model. Construction-generated emissions are summarized in **Table 2.5-2**.

Table 2.5-2
Construction-Generated Greenhouse Gas Emissions for the Build Alternative

Construction Activity	GHG Emissions	
	CO_2 lbs/day	Total $MTCO_2e$
Site Clearing/Preparation	4,336.4	
Grading & Excavation	18,230.4	
Drainage/Utilities/Sub-grade	7,796.9	
Paving	4,888.7	
	Total:	2,103.3

Note: Emissions calculated using the SMAQMD's Road Construction Emissions Model (RCEM), Version 7.1.5.1 based on construction information provided by the project engineer.

Compliance with Caltrans' Standard Specifications, Section 14-9 (Air Quality), would require construction equipment to be maintained in proper condition and the use of low-sulfur fuel in all construction equipment. Limits on the extended idling of heavy-duty diesel-powered construction equipment within 500 feet of nearby land uses would also be required. These measures would result in reductions in construction-generated emissions. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

CEQA Conclusion

Greenhouse Gas Reduction Strategies

AB 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as ARB works to implement EOs S-3-05 and S-01-07 and helps achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Former Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a $222 billion infrastructure improvement program to fortify the state's transportation system,



Figure 2.5-3: Mobility Pyramid

education, housing, and waterways, including $100.7 billion in transportation funding during the next decade. The Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that is expected to reduce congestion. The Strategic Growth Plan relies on a complete systems approach to attain CO_2 reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements, as depicted in **Figure 2.5-3**.

Caltrans is supporting efforts to reduce VMT by planning and implementing smart land use strategies: job/housing proximity, transit-oriented communities, and high-density housing along transit corridors. Caltrans works closely with local jurisdictions on planning activities but does not have local land use planning authority. Caltrans assists efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars and light- and heavy-duty trucks; Caltrans is doing this by supporting ongoing research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by the USEPA and ARB.
Table 2.5-3 summarizes the Caltrans and statewide efforts that Caltrans is implementing in order to reduce GHG emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

Avoidance and Minimization Measures

According to the Caltrans' Standard Specifications, the contractor must comply with all of the local SMAQMD rules, ordinances, and regulations regarding to air quality restrictions. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California ARB enforces the idling limitations. The SMAQMD requires idling time to be minimized either by shutting equipment off when not in use or reducing the time of idling to 5 minutes, which is required by California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485. The SMAQMD requires that clear signage be provided that posts this requirement for workers at the entrances to the site.

Table 2.5-3 Climate Change/CO_2 Reduction Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO_2 Savings (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review	Caltrans	Local governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	.975	7.8
Operational Improvements & Intelligent Transportation System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, ARB, California Energy Commission		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet replacement B20 B100	.0045	.0065 .045 .0225
Non-Vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy conservation opportunities	.117	.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5 % limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 .36	4.2 3.6
Goods Movement	Office of Goods Movement	Cal EPA, ARB, BT&H, MPOs		Goods movement action plan	Not Estimated	Not Estimated
Total					2.72	18.18

The following measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project.

Adaptation Strategies

"Adaptation strategies" refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat, increasing storm damage from flooding and erosion, and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality, the Office of Science and Technology Policy, and the NOAA, released its interagency report on October 14, 2010, outlining recommendations to President Obama for how federal agency policies and programs can better prepare the United States to respond to the impacts of climate change. The Progress Report of the Interagency Climate Change Adaptation Task Force recommends that the federal government implement actions to expand and strengthen the nation's capacity to better understand, prepare for, and respond to climate change.

Climate change adaptation must also involve the natural environment. Efforts are under way on a statewide level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, former Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California's vulnerability to sea level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea level rise. The proposed project is outside the coastal zone and direct impacts to transportation facilities due to projected sea level rise are not expected.

Chapter 3 Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings and interagency coordination meetings. This chapter summarizes the results of Caltrans' and the City of Rancho Cordova's efforts to identify, address, and resolve project-related issues through early and continuing coordination.

3.1 Early Coordination

Since 2009, representatives from Caltrans, the City of Rancho Cordova, Sacramento County, engineering and environmental consultants, and other members of the project development team have met on a regular basis. Since the proposed project began again in November 2010, there have not been any formal coordination efforts with the public.

3.2 Circulation and Public Review of Initial Study/Environmental Assessment

The Initial Study/Environmental Assessment (IS/EA) was circulated for public review on October 29, 2015. The public comment period ended on December 1, 2015. An open house format public hearing was held on November 30, 2015 from 6:00 pm to 7:00 pm at Rancho Cordova City Hall (2729 Prospect Park Drive, Rancho Cordova, CA 95670. No members of the public or other interested parties attended the public hearing and no comments were received.

Copies of the IS/EA were available for download from the City's website: http://www.cityofranchocordova.org/Index.aspx?page=184 and also made available at the following locations:

- Rancho Cordova Library (9845 Folsom Boulevard, Sacramento, CA 95827),
- Gold River Community Association (11715 Gold Country Boulevard, Rancho Cordova, CA 95670),
- Sacramento County Administration Building (700 H Street, Sacramento, CA 95814),
- Caltrans District 3 (703 B St, Marysville, CA 95901)

In addition, the Draft IS/EA was mailed to individuals and entities listed in Chapter 5. Notice of Intent to Adopt a Negative Declaration/Notice of Availability/Notice of Public Hearing was published in the Grapevine Independent on October 23, 2015. A copy of the notice can be found at the end of this chapter. Copies of the Draft IS/EA along with a Notice of Completion was filed with the State Clearinghouse on October 29, 2015 as well.

The following comment letters/e-mails were received during the public comment period.

Letter/ E-mail	Individual or Signatory	Affiliation	Date
A	Rob Ferrera	Sacramento Municipal Utility District	11/19/15
B	Tom Zlotkowski	Capital SouthEast Connector JPA	11/20/15
C	Stephanie Tadlock	Central Valley Regional Water Quality Control Board	11/23/15
D	Christopher Hunley	County of Sacramento Environmental Management Department	11/30/15
E	Jeffery Morneau	California Department of Transportation (Caltrans)	11/30/15
F	Chris Holm	WalkSacramento	11/30/15
G	Molly Wright	Sacramento Metropolitan Air Quality Management District	12/1/15
H	Scott Morgan	State Clearinghouse	12/1/15

The comment letters and responses are provided in Appendix I of this document.

3.3 U.S. Army Corps of Engineers

On March 11, 2014, a Preliminary Wetland Delineation was submitted to the USACE. Comments from the USACE were received on April 15, 2014.

A Biological Memorandum in response to the comments on the Preliminary Wetland Delineation was submitted to the USACE on June 12, 2014. The USACE responded on August 25, 2014, with concurrence of the delineation.

3.4 U.S. Fish and Wildlife Service

The BA for the proposed project was prepared in January 2014.On February 13, 2014, Caltrans sent the USFWS a letter requesting formal consultation for valley elderberry longhorn beetle, vernal pool fairy shrimp, and vernal pool tadpole shrimp.

On February 28, 2014, Caltrans received an insufficiency letter from the USFWS requesting additional information on the proposed project.

On June 13, 2014, Caltrans responded to the USFWS with the requested information in order to complete the initiation package.

On July 21, 2014, additional maps for the proposed project were provided as a follow-up to the June 13, 2014, response to the USFWS.

A Biological Opinion issued by USFWS on January 26, 2015, determined that the proposed project may affect and is likely to adversely affect the valley elderberry longhorn beetle, vernal pool fairy shrimp, and vernal pool tadpole shrimp, but the proposed project is not likely to result in jeopardy to threatened and endangered species.

3.5 State Historic Preservation Office

On September 2, 2014, representatives from the State Historic Preservation Office, the environmental consultant, and the cultural resources subconsultant for the proposed project had a preliminary discussion regarding the project.

On April 16, 2015, Caltrans received concurrence from the State Historic Preservation Office on Caltrans' determination that the American River Placer Mining District and the Douglas Missile Test Facility Historic District were previously determined to be eligible for the National Register of Historic Places; the letter also documented concurrence with the determination that the Rebel Hill Ditch is a contributing element to the American River Placer Mining District. . A Finding of Effect (FOE), which documented no adverse effect, was sent to SHPO in June 2015; SHPO concurred with the FOE on July 28, 2015. SHPO concurrence letters can be found at the back of Appendix B.

3.6 Regional Water Quality Control Board and Department of Toxic Substances Control

On December 3 and 4, 2013 and on December 4 and 6, 2013, the Regional Water Quality Control Board (RWQCB) and the Department of Toxic Substances Control (DTSC), respectively, were contacted to obtain existing documentation and data regarding potential contaminants and their clean-up status within the project area. Most notably information was sought regarding contaminants associated with the Aerojet Superfund sites.

As the hazardous waste studies were being finalized for the project, a meeting was held on April 16, 2015 with representatives from the City, Caltrans, RWQCB, DTSC and Aerojet. The purpose of the meeting was to share project description information and draft project documentation regarding the potential for the project to encounter contaminated materials and to seek input from DTSC and RWQCB regarding the proposed additional soil borings and testing to be conducted as part of the future Phase 2 Hazardous Waste Assessment.

At the April 16, 2015 meeting, RWQCB and DTSC were asked to provide written acknowledgement of the project description and proposed Phase 2 sampling and analysis plan. Acknowledgment letters were received from DTSC on June 24, 2015 and from the RWQCB on July 28, 2015.

3.7 Interagency Consultation Group—Air Quality Conformity

The project was submitted to the Interagency Consultation Group (made up of Caltrans, USEPA, and FHWA) in April 2012 to determine whether the project would be considered a Project of Air Quality Concern (POAQC) for $PM_{2.5}$ and PM_{10}. In May 2012, that group determined that the project is not a POAQC (see Appendix H for documentation).

FHWA made its conformity finding on January 11, 2016 (see Appendix H for letter).

Chapter 4 List of Preparers

This document was prepared and/or reviewed by the following people:

Michael Baker International

Kelly Jackson, NEPA Coordinator
Contribution: Drafted sections of the document and served as environmental project manager

Reyna Schenck, Assistant Environmental Scientist
Contribution: Drafted sections of the document

Summer Pardo, Senior Biologist
Contribution: Reviewed and provided guidance on biology sections of document

Joyce Hunting, Director of Biological Services
Contribution: Quality control and review of the document

Environmental Science Associates (ESA)

Kelly Dunlap, Director of Transportation
Contribution: Overview and review of environmental documentation

City of Rancho Cordova

Kathy Garcia, Senior Civil Engineer
Contribution: Managing engineer and review of document

Mark Thomas, Senior Engineer
Contribution: Review of document

AECOM Technology Corporation

Mark Bowen, Historian/Architectural Historian
Contribution: Preparation of cultural technical studies and review of Cultural Resources section of document

Denise Jurich, Archaeologist
Contribution: Review of Cultural Resources section of document

California Department of Transportation

Kelly McNally, Associate Environmental Planner
Contribution: Served as the Caltrans environmental coordinator for the project and conducted oversight review of the document

Joseph Robinson, Associate Environmental Planner
Contribution: Served as the Caltrans environmental coordinator for the project and conducted oversight review of the document

David Van Dyken, Senior Transportation Planner
Contribution: Review and oversight of transportation documentation

Mark Melani, Office of Environmental Engineering
Contribution: Review and oversight of hazardous materials documentation

Kathleen Grady, Landscape Architect
Contribution: Review and oversight of aesthetic documentation

Maureen Doyle, Associate Environmental Planner
Contribution: Review and oversight of biological resources documentation

Shalanda Christian, Air Quality Specialist
Contribution: Review and oversight of air quality documentation

Erin Dwyer, Associate Environmental Planner
Contribution: Review and oversight of cultural resources documentation

Chris Kuzak, Associate Environmental Planner
Contribution: Review and oversight of cultural resources documentation

Chapter 5 Distribution List

The following agencies and organizations received hard or electronic copies of the Draft Initial Study/Environmental Assessment (IS/EA).

5.1 Federal Agencies

U.S. Fish and Wildlife Service – 2800 Cottage Way, Suite W-2605, Sacramento, CA 95825, Attn: Lily Douglas

5.2 State Agencies

California Environmental Protection Agency – 75 Hawthorne Street #11, San Francisco, CA 94105

California Air Resources Board – 2014 Capitol Avenue, Sacramento, CA 95811

California Regional Water Quality Control Board, Central Valley Region – 11010 Sun Center Drive, Suite 200, Rancho Cordova, CA 95670, Attn: Alexander McDonald

California Transportation Commission – 1120 N Street, Room 2221 (MS-52), Sacramento, CA 95814

California Department of Conservation – 801 K Street – MS 24-01, Sacramento, CA 95814

California Department of Fish and Wildlife, Region 2 – 1701 Nimbus Road, Rancho Cordova, CA 95670

Department of Toxic Substances Control – 8800 Cal Center Drive, Sacramento, CA 95826, Attn: Cindy Chain-Britton

State Historic Preservation Office – 1725 23rd Street, Suite 100, Sacramento, CA 95816, Attn: Carol Roland-Nawi

Native American Heritage Commission – 915 Capital Mall, Room 364, Sacramento, CA 95814, Attn: Randy Yonemura

5.3 Local Agencies and Organizations

County of Sacramento, Environmental Management Department – 10590 Armstrong Avenue, Suite A, Mather, CA 95655

PG&E – 343 Sacramento Street, Auburn, CA 95603, Attn: Donny Kennedy

SMAQMD – 777 12th Street, 3rd Floor, Sacramento, CA 95814, Attn: Paul Philley

SMUD – 6201 S Street, MS B304, Sacramento, CA 95852, Attn: Rachel Del Rio

Walk Sacramento – 909 12th Street, Suite #122, Sacramento, CA 95814, Attn: Teri Duarte

Sacramento Metropolitan Fire District, Fire Prevention Bureau – 3012 Gold Canal Drive, Rancho Cordova, CA 95670

Sacramento Regional Transit – P.O. Box 2110, Sacramento, CA 95812

SACOG – 1415 L Street, Sacramento, CA 95814

Aerojet – 2001 Aerojet Road, Rancho Cordova, CA 95742, Attn: Rodney Fricke

Sacramento Area Bicycle Advocates – 909 12th Street, Suite 116, Sacramento, CA 95814, Attn: Walt Seifert

Capital Southeast Connector JPA – 10640 Mather Boulevard, #120, Mather, CA 95655

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Appendix A California Environmental Quality Act Checklist

Supporting documentation of all California Environmental Quality Act (CEQA) checklist determinations is provided in Chapter 2 of this Initial Study/Environmental Assessment (IS/EA). Documentation of "No Impact" determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures under the appropriate topic headings in Chapter 2.

The following checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. CEQA impact levels include potentially significant impact, less than significant impact with mitigation, less than significant impact, and no impact.

CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**
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 which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

II. AGRICULTURE AND FOREST 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forestland to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒
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 non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
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, regulations or by the California Department of Fish and Game or US 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, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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 geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
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 waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS: Would the project:				

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
VIII. 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 Section 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 or, where such a plan has not been adopted, within 2 miles of a public airport or 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?	☐	☐	☐	☒
IX. 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 which would result in flooding on- or off-site?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) 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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) 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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒
X. LAND USE AND PLANNING: Would the project:				
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?	☐	☐	☐	☒
XI. 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?	☐	☐	☐	☒
XII. 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 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?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
) 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?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, 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?	☐	☐	☐	☒
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
XV. 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards 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) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
XVII. 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 which 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVIII. 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Appendix B Section 4(f) De Minimis Determination

Introduction

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project . . . requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f).[22] This revision provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings are codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Section 4(f) Consideration for Historic Districts

The Section 4(f) Policy Paper issued by the U.S. Department of Transportation Federal Highway Administration's Office of Planning, Environment, and Realty Project Development and Environmental Review on July 20, 2012, addresses how Section 4(f) applies to historic districts that are on or eligible for the National Register of Historical Places in the answer to Question 2B, "How does Section 4(f) apply in historic districts that are on or eligible for the NR?" which is given below:

> *"Within a National Register listed or eligible historic district, FHWA's long-standing policy is that Section 4(f) applies to those properties that are considered contributing to the eligibility of the historic district, as well as any individually eligible property within the district. Elements within the boundaries of a historic district are assumed to contribute, unless they are determined by FHWA in consultation with the SHPO/THPO not to contribute." (Section 4(f) Policy Paper, Page 28)*

[22] *De minimis* impacts are defined as those that do not adversely affect the activities, features, and attributes of the Section 4(f) resource.

As described above, Section 4(f) applies to those elements/properties that contribute to the eligibility of the site as a historic district or resources within a historic district that are individually eligible for listing on the NRHP. Section 4(f) does not apply to property within the district that does not contribute to the eligibility of the historic district or that is not individually eligible.

Section 4(f) de Minimis Determination

The proposed project will have a *de minimis* effect on the two historic districts within the Area of Potential Effects (APE), as described further below.

American River Placer Mining District (P-34-0335)

The American River Placer Mining District (ARPMD) is a large historic district that spans from the American River Parkway in the City of Rancho Cordova to the head of the South Fork American River. Previous efforts to record the ARPMD, which began in 1968, resulted in the identification of numerous features that contribute to the eligibility of the district. Those elements include dredge fields and tailings piles, mining camps, a homestead site, the Prairie City Cemetery, and water conveyance systems.[23] The National Register status of the above-mentioned elements varies; however, in September 2014, cultural resources staff working on the White Rock Road project was directed by the State Historic Preservation Officer's (SHPO's) staff to assume that the Office of Historic Preservation had concurred with all of the earlier determinations of eligibility.

All of the previously identified elements are located nearer to the American River and are separated from the proposed project area by intervening topography and Aerojet facilities. None of the elements are located within or directly adjacent to the APE for the proposed project; therefore, the project would not result in a "use" of these features.

As a result of the current study, one additional feature, the Rebel Hill Ditch, was determined to be a contributing feature of the ARPMD. The proposed White Rock Road Widening project would require right-of-way acquisition, incorporating small segments of the ditch into the transportation system (see **Figures B-1a and B-1b**), which constitutes a Section 4(f) "use" of a contributing element of the ARPMD. Due to the extensive nature of the ARPMD, however, the minor use of a contributing element is considered *de minimis*, as described further below.

Rebel Hill Ditch

The Rebel Hill Ditch was constructed in 1905 and supplied water to the Natomas No. 9 dredge at Rebel Hill from 1901-1921. The Rebel Hill Ditch was part of the greater digging and mining activities in the area. The ditch was extended southward between 1944 and 1955, where a portion of the ditch parallels Old White Rock Road for approximately 2,000 feet; another small fragment of the ditch is found at the east end of the project APE. The Rebel Hill Ditch is located to the north of White Rock Road, starting at approximate station 149 and ending at station 188 (see **Figures B-1a and B-1b**). Station numbers are shown in the center of the proposed roadway on the reference maps. The Rebel Hill Ditch runs along White Rock Road towards the Aerojet Corporate Yard and Natomas-Aerojet Dredge Fields. Approximately1,000 feet of this linear resource existing within the APE for the proposed project.

[23] A complete list of the contributing elements of the district is included in Appendix B of the Final White Rock Road HPSR Package, "California Department of Parks and Recreation (DPR) 523 Forms" (P-34-0335 form).

As discussed above, the Rebel Hill Ditch was determined eligible as a contributing element to the ARPMD. The SHPO concurred with the determination of eligibility in a letter dated April 16, 2015 (included at back of this appendix).

Description of Use

The proposed project would result in the use of several small segments of the Rebel Hill Ditch as a result of right-of-way acquisition, as detailed below:

- Between Stations 153.5- 154 (See **Figure B-1a**): This section of the Rebel Hill Ditch will be physically incorporated into the proposed project to expand the current driveway in order to continue providing adequate access to and from White Rock Road after the widening. The total amount of the ditch that will be used in this area is 0.0068 acres (the area is approximately 50 feet in length).

- Between Stations 158- 160.5 (See **Figure B-1b**): This section of the Rebel Hill Ditch will be used to create an access road to Old White Rock Road. This section will also be used towards the widening area of White Rock Road. The total amount of the ditch that will be used in this area is 0.047 acres (the area is approximately 260 feet in length).

- Between Stations 192-164.5 (See **Figure B-1b**): This section of the Rebel Hill Ditch will be used to widen White Rock Road. The total amount of the resource that will be used in this area is 0.038 acres (the area is approximately 240 feet in length).

In summary, a total of 0.092 acres of the approximately 1,000-feet of the Rebel Hill Ditch within the APE for the proposed project will be used in the widening of White Rock Road. The cumulative length of the use is approximately 550 feet.

Why the Use is De Minimis

Caltrans submitted a Finding of Effects (FOE) for the proposed project to SHPO in June 2015. In the FOE, Caltrans proposed that the minor use of a contributing feature of the ARPMD (the Rebel Hill Ditch) did not constitute an adverse effect under Section 106 of the National Historic Preservation Act. The SHPO, as the official with jurisdiction, concurred with the finding of no adverse effect for the ARPMD in a letter dated July 28, 2015 (appended to the end of this appendix). No avoidance, minimization and/or mitigation measures are needed in order to make the de minimis determination for the ARPMD.

According to 23 CFR 774.117, a *de minimis* impact for historic sites means that it has been determined, in accordance with the Section 106 guidelines, that no historic property is affected by the project or that the project will have “no adverse effect” on the historic property in question. In consideration of its consultation with SHPO, Caltrans has determined that the White Rock Road Widening project will have a *de minimis* effect on the ARPMD.

Public Notice Process

According to the FHWA Section 4(f) Policy Paper (July 2012) by the U.S. Department of Transportation Federal Highway Administration's Office of Planning, Environment, and Realty Project Development and Environmental Review (Section 3.3.3 Determination of a *De Minimis* Impact to Section 4(f) Property, page 9), the public notice process for the *de minimis* findings must follow the Section 106 process, as put forth in 36 CFR Part 800. For historic sites, all officials with jurisdiction must be informed of the intent to make a *de minimis* determination and concur in a finding of no effect or no adverse effect. Compliance with the implementing regulations of Section 106 satisfies the public involvement and agency coordination requirement for the *de minimis* impact findings for historic sites.

In its transmittal of the Finding of Effect documentation to the SHPO in June 2015, Caltrans included language that notified SHPO of the intent to make a *de minimis* determination for the ARPMD. By SHPO's concurrence in the finding of no adverse effect for the ARPMD in its July 28, 2015, letter, the conditions of Section 106 have been satisfied and, therefore, the public involvement and agency coordination for a *de minimis* impact finding for the ARPMD has also been satisfied.

Douglas Missile Test Facility District Site (P-34-4143)

In the late 1950s, McDonnell Douglas Corporation leased 1,700 acres from Aerojet to construct rocket-engine test stands, buildings, and other facilities in various areas of the Aerojet site. These facilities were used for assembly and testing of rocket systems through 1969, with several parcels being leased to the National Aeronautics and Space Administration from 1962 to 1972 for rocket engine tests. The Douglas Missile Test Facility site is located at approximately between 219 and 240 station marks along and to the south of White Rock Road. As part of the evaluation of this district, six areas that compose the facility with the connecting roadways were identified as contributors to the district; the result is that all of the property within the boundaries of the district that are within the APE have been identified as contributing to the Douglas Missile Test Facility District Site historic district. The Douglas Missile Test Facility District Site was previously determined to be eligible for the National Register of Historic Places by Caltrans and the finding was concurred upon by the SHPO in the response letter to Caltrans' letter regarding Determinations of Eligibility for the Proposed White Rock Road Widening Project, Rancho Cordova, Sacramento County, CA on April 16, 2015 (included at back of this appendix). The Douglas Missile Test Facility District Site is not part of and does not contribute to the American River Placer Mining District discussed later in the Resources Evaluated Relative to the Requirements of Section 4(f) section.

Description of Use

The proposed project would result in the actual use of the following areas of the Douglas Missile Test Facility District Site, which are detailed below:

- Between Stations 153.5-154 (See **Figure B-1c**): This section of the Douglas Missile Test Facility District Site will be used as an expansion of a currently existing driveway to provide adequate access to White Rock Road after the widening. This section will also be used as part of the cut slope on White Rock Road in order to have enough room to widen the road. The total area of the district site that will be used is in this location is 0.40 acres.

- Between Stations ~235.5 - ~236.5, Between Stations 239-241, Between Stations 242-243 (See **Figure B-1d**): This section of the Douglas Missile Test Facility District Site will be used for the slopes located at each of the above areas and shown in **Figure B-1d**. The area of the district site used for each section is 0.0051, 0.037, 0.0098 acres, respectively, for a total of 0.0519 acres.

- Between Stations 244- 246 (See **Figure B-1e**): This section of the Douglas Missile Test Facility District Site will be used to widen to driveway to Nike Road and increase access to White Rock Road. The total area of this resource that will be used is 0.064 acres.

Overall, a total of 0.516 acres of the approximate 2,410 acre Douglas Missile Test Facility District Site will be used in the widening of White Rock Road, as outlined and described above.

Why the Use is De Minimis

Caltrans submitted a Finding of Effects (FOE) for the proposed project to SHPO in June 2015. In the FOE, Caltrans proposed that the minor use of land from the Douglas Missile Test Facility District Site did not constitute an adverse effect under Section 106 of the National Historic Preservation Act. The SHPO, as the official with jurisdiction, concurred with the finding of no adverse effect in a letter dated July 28, 2015 (appended to the end of this appendix). No avoidance, minimization and/or mitigation measures are needed in order to make the de minimis determination for the Douglas Missile Test Facility District Site.

According to 23 CFR 774.117, for historic sites, de minimis impact means that it has been determined, in accordance with the Section 106 guidelines, that no historic property is affected by the project or that the project will have “no adverse effect” on the historic property in question. In consideration of its consultation with SHPO, Caltrans has determined that the White Rock Road Widening project will have a *de minimis* effect on the Douglas Missile Test Facility District Site.

Public Notice Process

According to the FHWA Section 4(f) Policy Paper (July 2012) by the U.S. Department of Transportation Federal Highway Administration’s Office of Planning, Environment, and Realty Project Development and Environmental Review (Section 3.3.3 Determination of a *De Minimis* Impact to Section 4(f) Property, page 9), the public notice process for the *de minimis* findings must follow the Section 106 process, as put forth in 36 CFR Part 800. For historic sites, all officials with jurisdiction must be informed of the intent to make a *de minimis* determination and concur in a finding of no effect or no adverse effect. Compliance with the implementing regulations of Section 106 satisfies the public involvement and agency coordination requirement for the *de minimis* impact findings for historic sites.

In its transmittal of the FOE documentation to the SHPO in June 2015, Caltrans included language that notified SHPO of the intent to make a *de minimis* determination for the use of the Douglas Missile Testing Facility District Site. By SHPO’s concurrence in the finding of no adverse effect for the proposed project in its July 28, 2015 letter, the conditions of Section 106 have been satisfied and, therefore, the public involvement and agency coordination for a *de minimis* impact finding for the Douglas Missile Testing Facility District Site has also been satisfied.

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T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED IMPROVEMENTS
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- CUT/FILL/AREA OF DIRECT IMPACT
- IMPROVEMENTS BY OTHERS
- REBEL HILL DITCH
  MAP REFERENCE #5
- CULTURAL RESOURCE P-34-4137
  (DOUGLAS MISSILE TEST FACILITY)
  MAP REFERENCE #3

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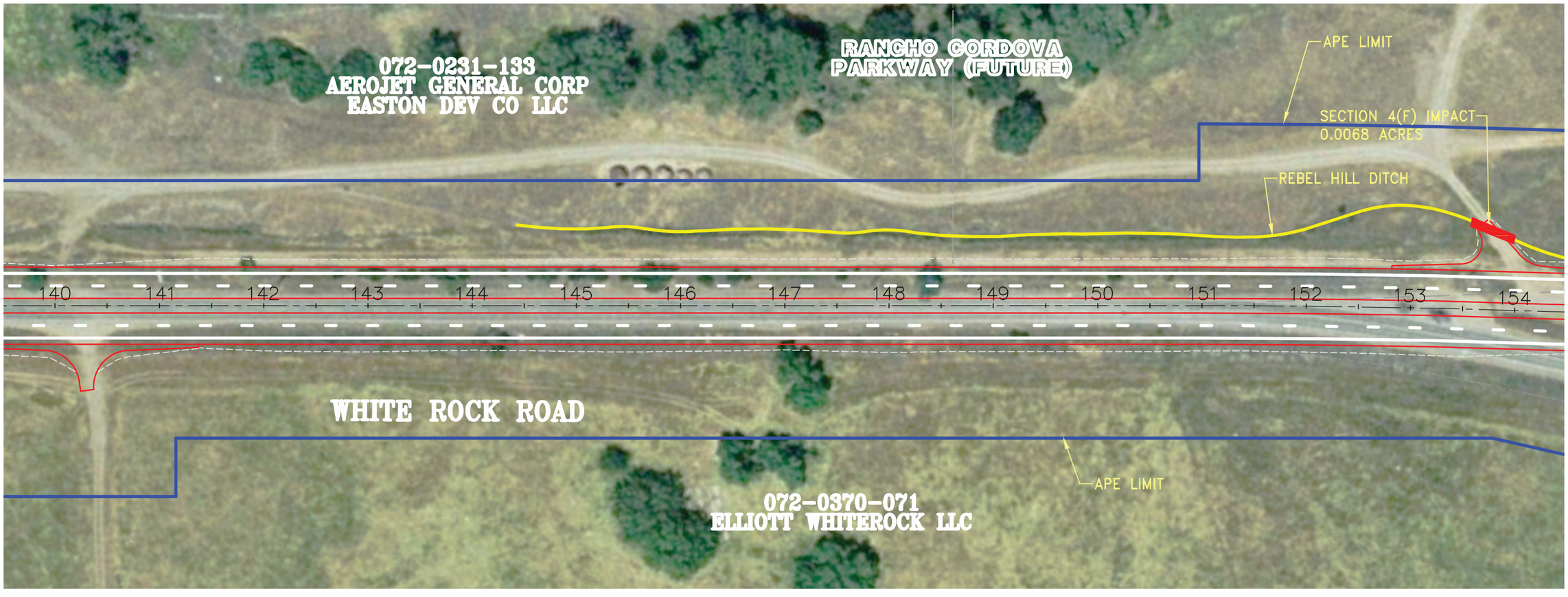
SCALE: 1" = 100'



Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure B-1a
Section 4(f) Impact

ATTACHMENT 3

T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED IMPROVEMENTS
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- CUT/FILL/AREA OF DIRECT IMPACT
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  (DOUGLAS MISSILE TEST FACILITY)
  MAP REFERENCE #3

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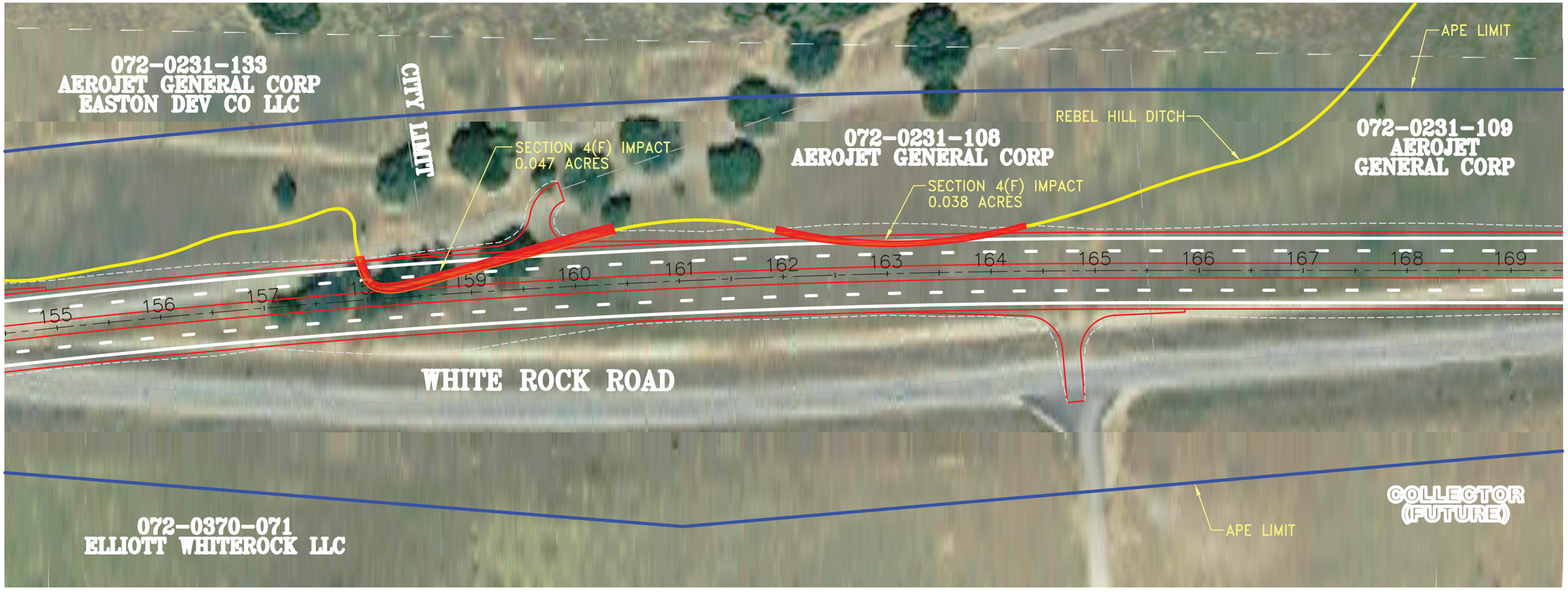
SCALE: 1" = 100'



Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure B-1b
Section 4(f) Impact

ATTACHMENT 3

T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED IMPROVEMENTS
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
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- CUT/FILL/AREA OF DIRECT IMPACT
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- REBEL HILL DITCH
  MAP REFERENCE #5
- CULTURAL RESOURCE P-34-4137
  (DOUGLAS MISSILE TEST FACILITY)
  MAP REFERENCE #3

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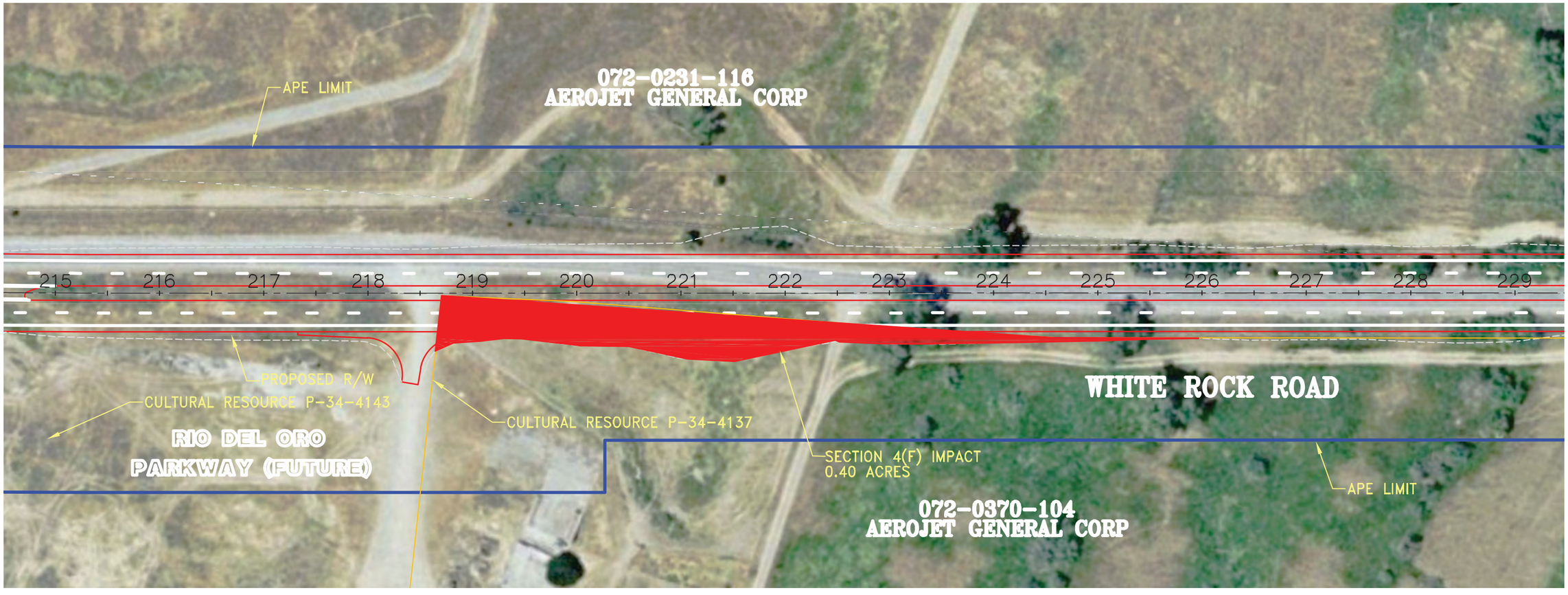
SCALE: 1" = 100'



Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure B-1c
Section 4(f) Impact

T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED IMPROVEMENTS
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- CUT/FILL/AREA OF DIRECT IMPACT
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- REBEL HILL DITCH
  MAP REFERENCE #5
- CULTURAL RESOURCE P-34-4137
  (DOUGLAS MISSILE TEST FACILITY)
  MAP REFERENCE #3

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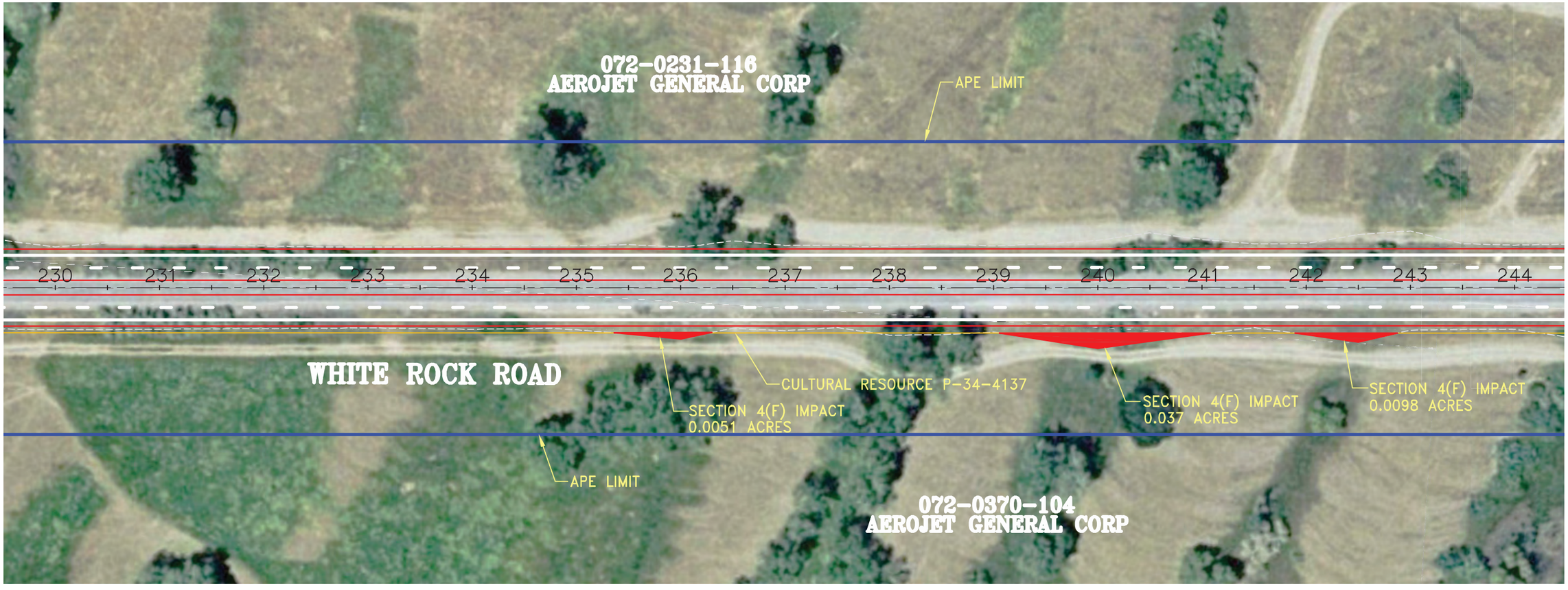
SCALE: 1" = 100'



Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure B-1d
Section 4(f) Impact

ATTACHMENT 3

T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED IMPROVEMENTS
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- CUT/FILL/AREA OF DIRECT IMPACT
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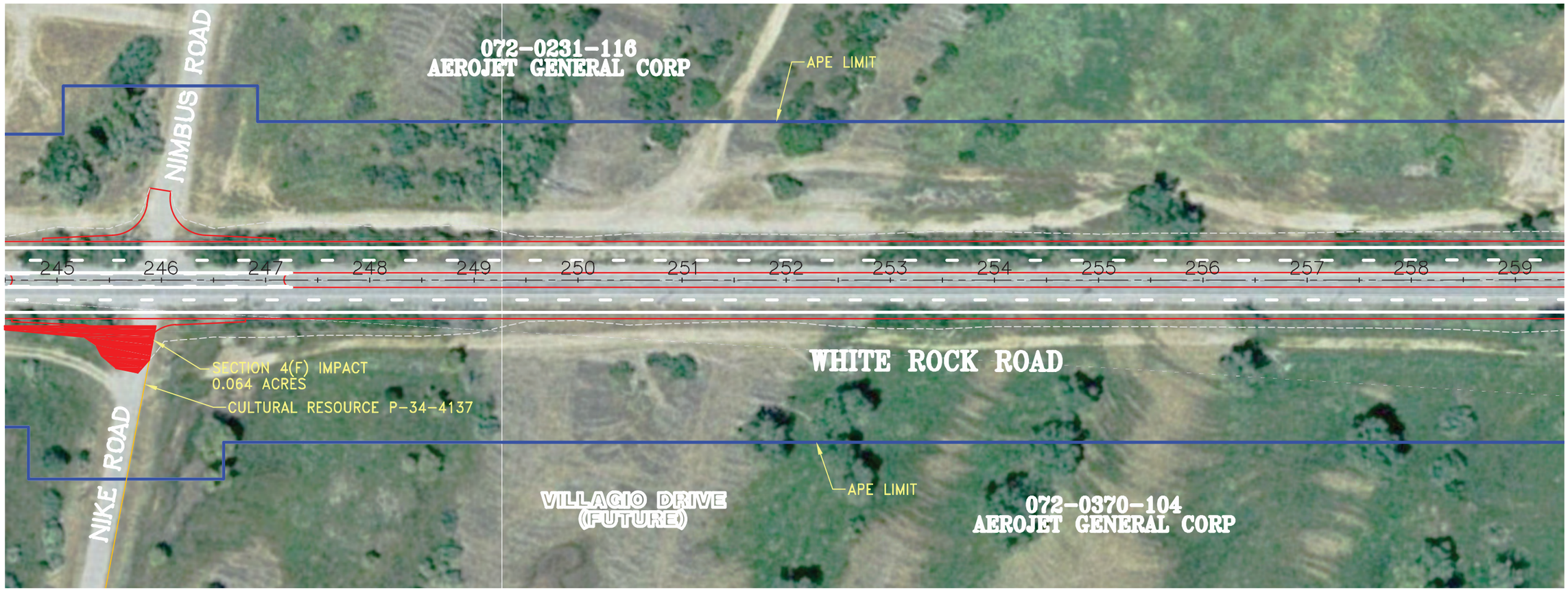
SCALE: 1" = 100'



Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure B-1e
Section 4(f) Impact

ATTACHMENT 3

Appendix C Title IV Policy

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DEPARTMENT OF TRANSPORTATION
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March 16, 2012

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Mario Solis, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353, TTY 711, fax (916) 324-1869, or via email: *mario_solis@dot.ca.gov*.

MALCOLM DOUGHERTY
Acting Director

Appendix D Signed APE Map

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LEGEND

- PROPOSED IMPROVEMENTS
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- CUT/FILL/AREA OF DIRECT IMPACT
- IMPROVEMENTS BY OTHERS
- CULTURAL RESOURCE CA-SAC-1013-H

PROJECT LAYOUT AND APE LIMITS

WHITE ROCK ROAD WIDENING

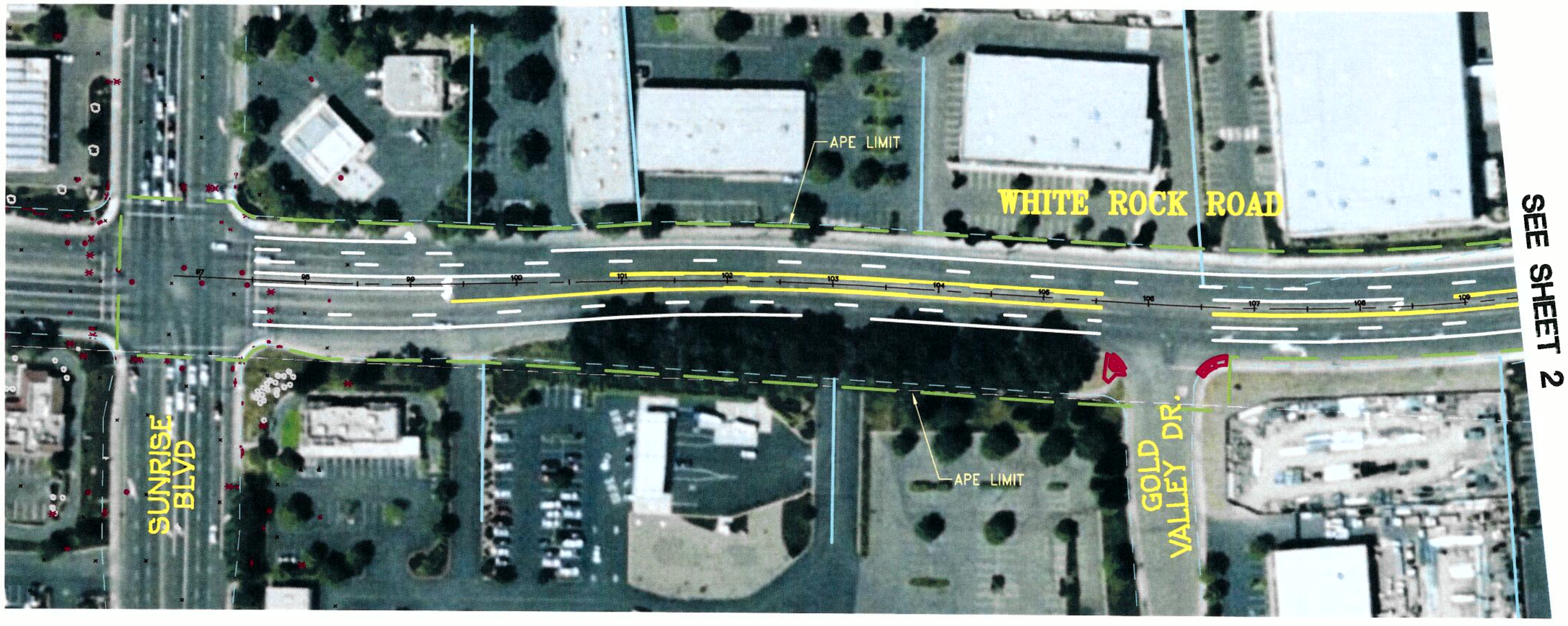
CITY OF RANCHO CORDOVA

CITY OF RANCHO CORDOVA, CALIFORNIA

FEBRUARY 2013

100' 50' 0 100'

SCALE: 1" = 100'



SEE SHEET 2

SHEET 1

ED FOR PAGES 1-17 — 12/17/13
ERIN DWYER, ASSOCIATE ENVIRONMENTAL PLANNER - ARCHAEOLOGY
PQS/PI - PREHISTORIC ARCHAEOLOGY
ENVIRONMENTAL BRANCH M1
CALTRANS D3
DATE

Cindy Root for pages 1-17 — 12/17/13
LOCAL ASSISTANCE PROJECT ENGINEER
OFFICE OF LOCAL ASSISTANCE
CALTRANS D3
DATE

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DEVELOPING INNOVATIVE DESIGN SOLUTIONS
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Sacramento, CA 95816 Fax 916.341.7767

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ATTACHMENT 3

Appendix E List of Abbreviations

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADI	Area of Direct Impact
ADT	average daily traffic
APN	Assessor's Parcel Number
ARB	Air Resources Board
AT&T	American Telephone and Telegraph Inc.
BMP	best management practices
CAA	Clean Air Act
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CO	carbon monoxide
CSMP	Corridor System Management Plan
CWA	Clean Water Act
dBA	A-weighted decibels
DSA	disturbed soil area
dbh	diameter at breast height
EO	Executive Order
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GET	groundwater extraction treatment
GHG	greenhouse gas
HASP	Health and Safety Plan
HPSR	Historic Property Survey Report
HRER	Historic Resources Evaluation Report
ISA	Initial Site Assessment
lbs/day	pounds per day
Ldn	day-night level
LEDPA	least environmentally damaging practicable alternative
Leq	equivalent sound level
LOS	level of service
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
MSAT	mobile source air toxics
MS4	municipal separate storm sewer systems
$MTCO_2e$	metric tons CO_2 equivalent
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
NAAQS	national ambient air quality standards
NAC	noise abatement criteria
NAHC	Native American Heritage Commission

NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NOAA	National Oceanic and Atmospheric Administration
NO_2	nitrogen dioxide
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
O_3	ozone
Pb	lead
PG&E	Pacific Gas and Electric Company
PM	particulate matter
POAQC	Projects of Air Quality Concern
PRC	Public Resources Code
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
ROG	reactive organic gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SCS	Sustainable Communities Strategy
SHPO	State Historic Preservation Officer
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SO_2	sulfur dioxide
SSHCP	South Sacramento Habitat Conservation Plan
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Protection Plan
SWRCB	State Water Resources Control Board
TCE	trichloroethylene
TDM	transportation demand management
TMDL	total maximum daily load
TSM	transportation system management
UCMP	University of California Museum of Paleontology
USACE	U.S. Army Corps of Engineers
USC	United States Code
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VELB	valley elderberry longhorn beetle
VMT	vehicle miles traveled
VOC	volatile organic compound
WDR	waste discharge requirements
WEAP	Worker Environmental Awareness Program

Appendix F Avoidance, Minimization, and/or Mitigation Measures Summary

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Environmental Commitments	Responsible Party	Timing
Utilities/Emergency Services		
Emergency Services During construction, emergency access on public roadways shall be available at all times to maintain emergency vehicle access through the area. At no time during the construction period will the entire width of a public roadway be closed to emergency vehicle traffic. Prior to the start of construction, a Traffic Management Plan shall be developed that would reduce delays and obstructions caused by construction detours to the greatest extent possible. The plan developers shall coordinate with emergency service providers (i.e., fire and police) during plan development to ensure that traffic control measures proposed in the plan would meet the needs of the service providers. These detours shall be provided to all emergency services entities that service the area prior to their implementation to avoid impacts to emergency response times.	City of Rancho Cordova	Prior to and during project construction
Traffic		
Construction Measures A Transportation Management Plan (TMP) would be prepared that would be in place throughout construction. The TMP would be made available to the public and to each jurisdiction within the study area. The TMP would be designed to minimize project-related traffic delay and accidents by adopting traditional traffic mitigation strategies through a combination of public and motorist information, demand management, incident management, system management, alternative route strategies, and construction strategies. The TMP would include detour signage, public transportation information, construction timing, and other useful construction information for residents and motorists.	City of Rancho Cordova	Prior to project construction
Visual/Aesthetic Resource		
To minimize construction related impacts, all areas disturbed or used for staging of vehicles and equipment shall be hydroseeded and restored to their preconstruction condition upon completion of the project. This can best be accomplished by loosening and recontouring the area's soil before applying erosion control (hydroseed).	City of Rancho Cordova	Following project construction

Environmental Commitments	Responsible Party	Timing
The removal of established vegetation, including trees, shall be minimized and shall be avoided where feasible. The areas where trees are present should be protected to reduce damage to the trees' root systems. Where it is possible to save and preserve existing trees (of significant size and maturity), care and caution should be implemented during the construction phase. Environmentally sensitive area fencing shall be installed to demarcate areas where vegetation is being preserved.	City of Rancho Cordova	Prior to and during construction
All disturbed areas during each construction season shall utilize best management practices (BMP) which will include temporary erosion control consisting of a native seed mix at the end of each construction season.	City of Rancho Cordova	During construction
Contour grading and slope rounding shall be utilized on all cut and fill slopes in order to help restore the environment in a manner that will blend with the surrounding natural landscape.	City of Rancho Cordova	During construction
Cultural Resources		
If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery shall be discontinued and diverted until a qualified archaeologist can assess the nature and significance of the find.	City of Rancho Cordova	During construction
If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains and the County Coroner shall be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most Likely Descendant. At this time, the person who discovered the remains will contact the City's Environmental Monitoring staff so that they and the City cultural resources staff may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.	City of Rancho Cordova	During construction
Water Quality and Storm Water Runoff		
Construction Discharges should not cause or contribute to violations of water quality standards that would cause or create a condition of nuisance, pollution, or water quality impairment in receiving waters. The RWQCB requires that compliance with water quality standards be addressed through the effective implementation of best management practices (BMPs) to reduce pollutants in storm water and to protect the beneficial uses of receiving waters that may be impacted as the result of	City of Rancho Cordova	Prior to project construction

Environmental Commitments	Responsible Party	Timing
construction operations.		
Erosion controls should always be the first line of defense to keep soil from being mobilized in wind and water during construction. Examples include stabilized construction entrances, mulch, three-step hydroseeding, spray-on soil stabilizers, and anchored blankets. Sediment controls are the second line of defense; they help to filter sediment out of runoff before it reaches the storm drains and local waterways. Examples include rock bags to protect storm drain inlets, staked or weighted straw wattles/fiber rolls, and silt fences.	City of Rancho Cordova	Prior to project construction
In addition to erosion and sediment controls, the project must have BMPs in place to keep other construction-related wastes and pollutants out of the storm drains. Such practices include but are not limited to filtering water from dewatering operations, providing proper washout areas for concrete trucks and stucco/paint contractors, containing wastes, managing portable toilets properly, and dry sweeping instead of washing down dirty pavement.	City of Rancho Cordova	Prior to project construction
It is the City's responsibility to verify that the proposed BMPs for the project are appropriate for the unique site conditions, including topography, soil type, and anticipated volumes of water entering and leaving the site during the construction phase. In particular, the City should check for the presence of colloidal clay soils on the site. Experience has shown that these soils do not settle out with conventional sedimentation and filtration BMPs. The project applicant may wish to conduct settling column tests in addition to other soils testing on the site to ascertain whether conventional BMPs will work for the project.	City of Rancho Cordova	Prior to project construction
If sediment-laden or otherwise polluted runoff discharges from the construction site are found to impact the County's storm drain system and/or waters of the state, the property owner will be subject to enforcement action and possible fines by the RWQCB.	City of Rancho Cordova	Prior to project construction
Operational The City is required to develop, implement, and maintain effective BMPs, including source control BMPs and treatment control measures, at which time the project is concluded, in order to reduce pollutants in storm water.	City of Rancho Cordova	Prior to project construction

<table>
<tr><th>Environmental Commitments</th><th>Responsible Party</th><th>Timing</th></tr>
<tr><td colspan="3">Hazardous Waste/Materials</td></tr>
<tr><td>A Phase 2 Assessment for hazardous wastes and materials will be conducted before the project is constructed. As part of the Phase 2 Assessment, it is recommended that soil samples be collected in the vicinity of the sites listed below. All other sites identified in the section above either are too far from the project or no environmental concerns are present at the sites:

• GEM of Rancho Cordova (formerly Waste Management) (Figure 2.2-4a)
• Browning Ferris Industries, Inc. (Figure 2.2-4a)
• Inactive Rancho Cordova Test Site – GET F Sprayfield (Figure 2.2-4a)
• Inactive Rancho Cordova Test Site – Site 74 (Figure 2.2-4b)
• White Rock Road Landfill – South (Figure 2.2-4c)
• White Rock Road Landfill – North (Figure 2.2-4d)</td><td>City of Rancho Cordova</td><td>Prior to project construction</td></tr>
<tr><td>Because of the shallow nature of the expected excavation activities proposed for the project, It is recommend that soil samples are collected in shallow soil only. It is also recommended that soil samples are collected from shallow soil borings at each location. Soil samples from each boring should be collected at approximately 2 and 5 feet below grade. Additional deeper soil samples may be warranted based on site conditions.</td><td>City of Rancho Cordova</td><td>Prior to project construction</td></tr>
<tr><td>The Sampling and Analysis Plan (SAP) was developed to evaluate the specific environmental hazards known to exist in soil in the surrounding vicinity adjacent to identified RECs. However, environmental hazards associated with particular RECs vary greatly over the span of the project. Therefore, to characterize environmental hazards present at proposed soil boring locations, each soil boring has been assigned an analytical suite based on its proximity to each REC (Figures 2.2-4a to 2.2-4d). The table below presents the SAP.
<table>
<tr><th>SITE NAME</th><th>SOIL BORINGS</th><th>PROPOSED ANALYTES</th></tr>
<tr><td>GEM/Waste Management</td><td>SB-1 through SB-4</td><td>PCB</td></tr>
</table>
</td><td>City of Rancho Cordova</td><td>Prior to project construction</td></tr>
</table>

Environmental Commitments	Responsible Party	Timing
<table><tr><td>GET F Sprayfield</td><td>SB-3 through SB-6</td><td>Perchlorate</td></tr><tr><td>Browning Ferris Industries, Inc.</td><td>SB-7 and SB-8</td><td>CAM-17, Chloride</td></tr><tr><td>Site 74</td><td>SB-9 through SB-17</td><td>Dioxins/Furans and CAM-17</td></tr><tr><td>White Rock Road Landfill – South</td><td>SB-18 through SB-26</td><td>CAM-17, PAH, and Hydrocarbons</td></tr><tr><td>White Rock Road Landfill – North</td><td>SB-27 through SB-41</td><td>CAM-17, PAH, and Hydrocarbons</td></tr></table>		
Human Health Risk Assessment It is recommended that a site specific Tier 2 Human Health Risk Assessment (HHRA) be performed using the RISC- 5 software. A Tier 2 assessment is a semi-qualitative assessment.The Tier 2 HHRA should be performed using field and analytical results for residual petroleum constituents at the site. The RISC-5 model should be run for the scenarios of dermal contact to subsurface workers through soil. The RISC-5 model should use a commercial receptor scenario, a one-in-a-million cancer risk level, and a hazard quotient of less than one for the site.	City of Rancho Cordova	Prior to and during project construction
Site-Specific Health and Safety Plan It is recommended that a site-specific Health and Safety Plan (HASP) be prepared and retained on-site during all field activities. All work should be conducted according to the HASP. The HASP should contain information on the properties of the hazardous materials known to be on-site. This information is equivalent to that contained in Material Safety Data Sheets.	City of Rancho Cordova	During project construction
Unknown Contamination If any previously unknown hazardous contamination is revealed during project construction, the procedures outlined in the Caltrans Unknown Hazards Procedures shall be followed.	City of Rancho Cordova	During project construction
Utility Relocation For the relocation of utilities, proper coordination with utility owners shall occur and the Underground Service Alert shall be contacted at least two full working days before beginning construction.	City of Rancho Cordova	During project construction
Air Quality		

Environmental Commitments	Responsible Party	Timing
Construction of the proposed project would be required to comply with Caltrans' Standard Specifications, Section 14-9 (Air Quality). Caltrans' specifications pertaining to dust control and dust palliative requirements are a required part of construction contracts and should effectively reduce and control emission impacts during construction. These requirements include daily watering of areas disturbed by construction activities. In addition, the California Health and Safety Code requires the contractor to prevent visible dust from leaving the construction site. Most of the construction impacts to air quality are short term in duration and, therefore, will not result in long-term adverse conditions. Implementation of the following measures, some of which may also be required for other purposes such as stormwater pollution control, will reduce any air quality impacts resulting from construction activities: 1. The construction contractor shall comply with Caltrans' Standard Specifications in Section 14 (2010). • Section 14-9.02 (Air Pollution Control) specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. • Section 14-9.03 (Dust Control) is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18. 2. Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emission or at the right of way line depending on local regulations. 3. Spread soil binder on any unpaved roads used for construction purposes, and all project construction parking areas. 4. Wash off trucks as they leave the right-of-way as necessary to control fugitive dust emissions. 5. Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction	City of Rancho Cordova	Prior to and during construction

Environmental Commitments	Responsible Party	Timing
impacts to existing communities. 6. Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly. 7. Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic. 8. Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emission of dust (particulate matter) during transportation. 9. Promptly and regularly remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter. 10. Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues and may need to use controls such as dampened straw. 11. Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations Title 17, Section 93114. 12. Route and schedule construction traffic to avoid peak travel times as much as possible, to reduce congestion and related air quality impacts caused by idling vehicles along local roads.		
In addition to the above Caltrans' Standard Specifications, the following "Enhanced Exhaust Control Practices," as recommended by SMAQMD, shall also be included to further reduce construction-generated emissions: Enhanced Exhaust Control Practices 1. The project representative shall submit to the lead agency and 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	City of Rancho Cordova	Prior to and during construction

Environmental Commitments	Responsible Party	Timing
portion of the construction project. • The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. • The project representative shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. • This information shall be submitted at least four business days prior to the use of subject heavy-duty off-road 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. 2. The project representative shall provide a plan for approval by the lead agency and SMAQMD demonstrating that the heavy-duty off-road vehicles (50 horsepower or more) 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 California ARB fleet average, or reductions sufficient to demonstrate compliance with the SMAQMD's maximum allowable mass emissions threshold of 85 lbs/day of NOx. • This plan shall be submitted in conjunction with the equipment inventory. • Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, the payment of mitigation fees to the SMAQMD, and/or other options as they become available. 3. The project representative 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		

Environmental Commitments	Responsible Party	Timing
be repaired immediately. • Non-compliant equipment will be documented and a summary provided to the lead agency and SMAQMD monthly. • A visual survey of all in-operation equipment shall be made at least weekly. • 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. 4. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation shall supersede other SMAQMD, state, or federal rules or regulations. In lieu of implementing all or a portion of the above Enhanced Exhaust Control Practices, a refined emissions modeling analysis can be performed, once more detailed construction information becomes available. The refined analysis will be conducted in accordance with applicable SMAQMD-recommended methodologies and guidance. Emissions-reduction measures will be included sufficient to demonstrate compliance with the SMAQMD's maximum allowable mass emissions threshold of 85 lbs/day of NOx. The refined analysis will be reviewed and endorsed by the SMAQMD and the City prior to initiating construction. Based on a preliminary analysis of the preferred alternative, the use of solar/battery-powered signal boards and newer heavy-duty off-road equipment would likely be sufficient to reduce construction-generated emissions to below the SMAQMD's maximum allowable mass emissions threshold of 85 lbs/day of NOx. As noted above, Caltrans' Standard Specifications, Section 14, specifically requires compliance with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the Contract, including air pollution control rules, regulations, ordinances, and statutes provided in Government Code § 11017 (Pub Cont Code § 10231).		
Noise		

Environmental Commitments	Responsible Party	Timing

The following measures will be implemented to reduce the project's potential noise effects during construction:
 	
• Noise-generating construction activities occurring in the proximity of noise-sensitive land uses (e.g., residential uses) shall be limited to between the hours of 7:00 a.m. to 7:00 p.m. on weekdays, and between the hours of 8:00 a.m. to 6:00 p.m. on weekends.
 	
• The following mandatory noise abatement measures will be implemented as required by Caltrans Standard Specifications Section 14-8.02:
 	
  • Per Section 14-8.02 (Noise Control), do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m.
 	
  • Each internal combustion engine, used for any purpose on the job, or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler.
 	
  • As directed by the Caltrans' resident engineer, the contractor shall implement appropriate additional noise abatement measure including, but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, or installing acoustic barriers around stationary construction noise sources.
	City of Rancho Cordova	During project construction

Biological Resources		
Natural Communities During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	During project design
Soil stabilization and sediment control best management practices (BMPs) shall be implemented to ensure that contamination of sediment and other pollutants does not occur. Waste management and material pollution control BMPs shall also be implemented to minimize the potential for pollutant spills or releases from construction equipment.	City of Rancho Cordova	During project construction
In addition, standard staging area practices for sediment-tracking reduction shall also be implemented where necessary and may include vehicle washing and street sweeping.	City of Rancho Cordova	During project construction

Environmental Commitments	Responsible Party	Timing
Wetlands and Other Waters Mitigation set forth to compensate for impacts to aquatic features is included in the Vernal Pool Crustacean discussion in Section 2.3.5. Mitigation for all aquatic features was determined based on whether or not a feature was considered vernal pool crustacean habitat.	City of Rancho Cordova	Prior to or during project construction
Plant Species A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of each tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each tree. Removing limbs that make up the dripline does not change the protected area.	City of Rancho Cordova	Prior to or during project construction
Protective fencing shall be installed at the driplines of the protected trees prior to the start of any construction work (including grading or placement of vehicles on-site) in order to avoid damage to the trees and their root systems. This fencing may be installed around the outermost dripline of clusters of trees proposed for protection, rather than individual trees. Fencing shall be shown on all project plans.	City of Rancho Cordova	Prior to or during project construction
No vehicles, construction equipment, mobile home/office, supplies, materials, or facilities shall be driven, parked, stockpiled, or located within the driplines of protected trees. A laminated sign indicating such shall be attached to fencing surrounding trees on-site.	City of Rancho Cordova	During project construction
No grading (grade cuts or fills) shall be allowed within the driplines of protected trees.	City of Rancho Cordova	Prior to project construction
Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of any protected tree.	City of Rancho Cordova	Prior to and during construction
No trenching shall be allowed within the driplines of protected trees. If it is absolutely necessary to install underground utilities within the dripline of a protected tree, the utility line shall be bored and jacked under the supervision of a certified arborist.	City of Rancho Cordova	During project construction
The construction of impervious surfaces within the driplines of protected trees shall be stringently minimized. When it is absolutely necessary, a piped aeration system shall be installed under the supervision of a certified arborist. Wherever possible, pervious concrete shall be used as an alternative to traditional concrete when it is required under tree driplines.	City of Rancho Cordova	During project construction
No sprinkler or irrigation system shall be installed in such a manner that sprays water or requires trenching within the driplines of protected trees. An aboveground drip irrigation system is recommended.	City of Rancho Cordova	During project construction

Environmental Commitments	Responsible Party	Timing
Landscaping beneath protected trees may include non-plant materials such as bark mulch or wood chips. The only plant species that shall be planted within the driplines of protected trees are those that are tolerant of the natural environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.	City of Rancho Cordova	During project construction
Any protected trees on the site that require pruning shall be pruned by a certified arborist prior to the start of construction work. All pruning shall be in accordance with the American National Standards Institute A300 pruning standards and International Society of Arboriculture's tree-pruning guidelines.	City of Rancho Cordova	During project construction
No signs, ropes, cables (except those which may be installed by an arborist to provide limb support), or any other items shall be attached to the protected trees.	City of Rancho Cordova	Prior to and during construction
The removal of 573 inches dbh of native oak trees shall be compensated by planting native oak trees—either valley oak, blue oak, or interior live oak—in numbers sufficient to replace the dbh inches lost. Dbh inches shall be replaced based on the ratios below, at locations authorized by the City of Rancho Cordova. Equivalent compensation based on the following ratio is required: • one D-pot seedling (40 cubic inches or larger) = 1 inch dbh • one 15-gallon tree = 1 inch dbh • one 24-inch box tree = 2 inches dbh • one 36-inch box tree = 3 inches dbh	City of Rancho Cordova	Prior to project construction
Prior to the start of construction, a Replacement Oak Tree Planting Plan shall be prepared by a certified arborist or licensed landscape architect and shall be submitted to the City of Rancho Cordova for approval. The Replacement Oak Tree Planting Plan(s) shall include the following minimum elements: • Species, size, and locations of all replacement plantings. • Method of irrigation. • A tree-planting detail, including the 10-foot-deep boring hole to provide for adequate	City of Rancho Cordova	Prior to or during project construction

Environmental Commitments	Responsible Party	Timing
drainage. • Planting, irrigation, and maintenance schedules. • Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a three-year establishment period, and to replace any of the replacement oak trees which do not survive during that period.		
No replacement tree shall be planted within 15 feet of the driplines of existing oak trees or landmark-size trees that are retained on-site or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement oak trees shall be 20 feet on center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate spacing). Generally unacceptable locations are utility easements, sewers, storm drains, under overhead utility lines, private yards of single-family lots (including front yards), and roadway medians.	City of Rancho Cordova	Prior to or during project construction
Animal Species (Western Spadefoot) Prior to the start of construction activities that would disturb western spadefoot habitat, a biological monitor shall survey for the presence of adult western spadefoot. If adult western spadefoot are present, they shall be relocated prior to disturbance of habitat, if feasible. This relocation shall be done in consultation with the CDFW.	City of Rancho Cordova	Prior to and during project construction
During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	Prior to project construction
Additional impacts from habitat disturbance will be avoided by installing protective silt fencing between the aquatic habitats and the construction area limits to prevent accidental disturbance during construction and to protect water quality within the aquatic habitats during construction.	City of Rancho Cordova	Prior to project construction
Standard BMPs will be implemented during and after construction to protect water quality in sensitive habitat areas during construction.	City of Rancho Cordova	Prior to project construction
A WEAP shall be implemented to educate construction workers about the presence of western spadefoot habitat in and near the project area and to instruct them on proper avoidance.	City of Rancho Cordova	During and after project construction
Mitigation set forth to compensate for impacts to listed vernal pool crustacean habitat (i.e., seasonal wetlands and vernal pools) will also compensate for the western spadefoot, as they share similar habitats.	City of Rancho Cordova	Prior to project construction

Environmental Commitments	Responsible Party	Timing
Animal Species (Western Burrowing Owl) If clearing and construction activities will occur during the nesting period for burrowing owls (February 1–August 31), a qualified biologist shall conduct focused surveys for burrowing owls on and adjacent to the project site. Surveys shall be conducted in accordance with the CDFW's Staff Report on Burrowing Owl Mitigation (2012). Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season.	City of Rancho Cordova	Prior to project construction
If no burrowing owls are detected, no further mitigation is required. If active burrowing owls are detected, the City of Rancho Cordova will implement the avoidance, minimization, and mitigation methodologies outlined in CDFW's 2012 Staff Report prior to initiating project-related activities that may impact burrowing owls.	City of Rancho Cordova	Prior to project construction
During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	Prior to project construction
A WEAP shall be implemented to educate construction workers about the presence of western burrowing owl habitat in and near the project area and to instruct them on proper avoidance.	City of Rancho Cordova	Prior to project construction
Animal Species (American Badger) A preconstruction survey of the project area and a 100-foot buffer adjacent to the project area shall be conducted for the presence of the badger dens and signs of badger occupancy. The survey shall be completed no more than seven days prior to the initiation of vegetation removal and ground-disturbing activities. If no dens are observed, a second survey shall be conducted within 24 hours of vegetation removal and ground-disturbing activities to ensure that no badgers have entered the area since the first survey. Preconstruction surveys shall be repeated as necessary if vegetation removal and ground-disturbing activities are delayed or postponed for more than 30 days.	City of Rancho Cordova	Prior to project construction
During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	Prior to project construction
A WEAP shall be implemented to educate construction workers about the presence of American badger habitat in and near the project area and to instruct them on proper avoidance.	City of Rancho Cordova	Prior to project construction
Animal Species (Raptors and Migratory Birds) During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	Prior to project construction
To prevent impacts to MBTA-protected birds and their nests, removal of trees will be limited to only those necessary to construct the proposed project.	City of Rancho Cordova	During project design

Environmental Commitments	Responsible Party	Timing
If construction or tree removal is proposed during the breeding/nesting season for MBTA-protected birds and raptors (typically January 15 through August 15), a focused survey for active nests within and in the vicinity of (no less than 250 feet outside project boundaries, where possible) the project site shall be conducted by a qualified biologist. Two surveys will be conducted, at least one week apart, with the second survey occurring no more than two days prior to tree removal or other construction activities. If no active nests are found, tree removal or construction activities may proceed.	City of Rancho Cordova	During project design
If an active nest is located during pre-construction surveys, the USFWS and/or CDFW (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or the biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100 feet around an active raptor nest) or alteration of the construction schedule.	City of Rancho Cordova	During project design
No action is necessary if no active nests are found or if construction will occur during the non-breeding season (generally August 16 through January 14).	City of Rancho Cordova	During project design
Threatened and Endangered Species (Vernal Pool Crustaceans) During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	During project design
Soil stabilization and sediment control BMPs shall be implemented to ensure contamination of sediment and other pollutants does not occur. Waste management and material pollution control BMPs shall also be implemented to minimize the potential for pollutant spill or releases from construction equipment.	City of Rancho Cordova	During project design
In addition, standard staging area practices for sediment-tracking reduction should also be implemented where necessary, and may include vehicle-washing and street-sweeping.	City of Rancho Cordova	During project design
In addition to the proposed avoidance and minimization measures, the following compensatory mitigation is proposed:	City of Rancho Cordova	Prior to project construction
Prior to groundbreaking, the applicants shall purchase fairy shrimp and tadpole shrimp habitat credits at a 3:1 ratio for direct impacts (0.615 x 3 = 1.845 acres), 2:1 ratio for indirect impacts (1.068 x 2 = 2.136 acres), and 1:1 ratio for direct impacts to non-habitat (0.010 acre) at a USFWS approved conservation bank(s) that has a service area that covers the proposed project. The credits purchased may be in a combination of creation and preservation credits; however, no more than 0.625 acre of creation credits may be purchased for the minimization of the total direct impacts. The credits may be purchased in no more than two phases, with each applicant	City of Rancho Cordova	Prior to project construction

Environmental Commitments	Responsible Party	Timing
purchasing the total required for their portion of the proposed project. The proposed mitigation strategy is in accordance with the USFWS's *Corps of Engineers Vernal Pool Programmatic Consultation* (1996).		
Threatened and Endangered Species (Valley Elderberry Longhorn Beetle) During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.	City of Rancho Cordova	During project design
Impacts from accidental disturbance during construction will be avoided by installing protective fencing between the shrubs identified for preservation and the construction area limits to prevent accidental disturbance during construction. Pursuant to the USFWS (1999) VELB conservation guidelines, elderberry shrub areas that will not be disturbed within a 100-foot buffer zone from the edge of project construction will be fenced and designated as avoidance areas during project construction. Fencing will be set back a minimum of 20 feet from the dripline of each elderberry shrub not within the construction footprint.	City of Rancho Cordova	During project design
Water trucks shall be used to water areas of exposed dirt to control dust from the project site.	City of Rancho Cordova	During project design
Signs shall be erected along the edge of elderberry avoidance areas noticing construction crews that the area is VELB habitat and must not be disturbed. These signs shall remain for the duration of construction.	City of Rancho Cordova	Prior to and during project construction
A Worker Environmental Awareness Program (WEAP) shall be implemented to educate construction workers about the presence of VELB habitat in and near the project area and to instruct them on proper avoidance.	City of Rancho Cordova	Prior to project construction
A comprehensive plan for avoidance, on-site mitigation, off-site mitigation, or other compensation will be developed in cooperation with relevant state and federal agencies.	City of Rancho Cordova	Prior to project construction
Elderberry plants must be transplanted if they cannot be avoided by the proposed project. All elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground level must be transplanted to a USFWS-approved conservation area. At the USFWS's discretion, a plant that is unlikely to survive transplantation because of poor condition or location, or a plant that would be extremely difficult to move because of access problems, may be exempted from transplantation. In cases where transplantation is not possible, the minimization ratios in Table 2.3-4 may be increased to offset the additional habitat loss. Trimming of elderberry plants (e.g., pruning along roadways, bike paths, or trails) with one or	City of Rancho Cordova	Prior to project construction

<table>
<tr><th>Environmental Commitments</th><th>Responsible Party</th><th>Timing</th></tr>
<tr><td>more stems 1.0 inch or greater in diameter at ground level may result in take of VELB. Therefore, trimming is subject to appropriate minimization measures as outlined in the Table below. All transplanting or trimming shall occur in accordance with procedures outlined in the 1999 USFWS VELB guidelines and shall be protected and monitored according to the guidelines.

Compensation Ratios for Elderberry Shrubs Affected by the Project
<table>
<tr><th>Riparian</th><th>Elderberry Stem Size</th><th>Exit Holes</th><th>Number of Stems</th><th>Seedling Ratio</th><th>Number of Replacement Elderberries</th><th>Associated Native Ratio</th><th>Number of Associated Seedlings</th></tr>
<tr><td>No</td><td>>1” and <3”</td><td>No</td><td>198</td><td>1:1</td><td>198</td><td>1:1</td><td>198</td></tr>
<tr><td>No</td><td>>3” and <5”</td><td>No</td><td>184</td><td>2:1</td><td>368</td><td>1:1</td><td>368</td></tr>
<tr><td>No</td><td>>5”</td><td>No</td><td>67</td><td>3:1</td><td>201</td><td>1:1</td><td>201</td></tr>
<tr><td>No</td><td>>1” and <3”</td><td>Yes</td><td>0</td><td>2:1</td><td>0</td><td>2:1</td><td>0</td></tr>
<tr><td>No</td><td>>3” and <5”</td><td>Yes</td><td>1</td><td>4:1</td><td>4</td><td>2:1</td><td>8</td></tr>
<tr><td>No</td><td>>5”</td><td>Yes</td><td>1</td><td>6:1</td><td>6</td><td>2:1</td><td>12</td></tr>
<tr><td colspan="3">Total Stems Affected</td><td>451</td><td></td><td></td><td></td><td></td></tr>
<tr><td colspan="5">Total Replacement Plantings</td><td>777</td><td></td><td>787</td></tr>
<tr><td colspan="6">Conservation Credits Proposed for Planting (total replacement plantings/10)</td><td>157</td><td></td></tr>
</table></td><td></td><td></td></tr>
<tr><td>Each elderberry stem measuring 1.0 inch or greater in diameter at ground level that is adversely affected (i.e., transplanted or destroyed) must be replaced, in a USFWS-approved conservation area, with elderberry seedlings or cuttings at a ratio ranging from 1:1 to 8:1 (new plantings to affected stems). Compensation ratios are listed and explained in Table 2.3-4. Stock of either seedlings or cuttings should be obtained from local sources. Cuttings may be obtained from the plants to be transplanted if the project site is in the vicinity of the conservation area. If the USFWS determines that the elderberry plants on the proposed project site are unsuitable candidates for transplanting, the USFWS may allow the applicant to plant seedlings or cuttings at higher than the stated ratios in Table 2.3-5 for each elderberry plant that cannot be transplanted.</td><td>City of Rancho Cordova</td><td>Prior to project construction</td></tr>
<tr><td>A mix of native plants associated with the elderberry plants at the project site or similar sites will be planted at ratios ranging from 1:1 to 2:1 (native tree/plant species to each elderberry seedling or cutting [see Table 2.3-4]). These native plantings must be monitored with the same survival criteria used for the elderberry.</td><td>City of Rancho Cordova</td><td>After project construction completion</td></tr>
<tr><td>Threatened and Endangered Species (Swainson’s Hawk)

During project development, the size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.</td><td>City of Rancho Cordova</td><td>During project design</td></tr>
<tr><td>To avoid impacts to nesting habitat, the removal of potential nest trees will be limited to only</td><td>City of Rancho</td><td>Prior to and during</td></tr>
</table>

Environmental Commitments	Responsible Party	Timing
those necessary to construct the proposed project.	Cordova	project construction
For trees that must be removed to construct the proposed project, the City of Rancho Cordova will target the removal of trees to occur outside the nesting season between September 1 and March 1. If trees cannot be removed outside the nesting season, preconstruction surveys will be conducted prior to tree removal to verify the absence of active raptor nests within 500 feet of construction activities. Two surveys will be conducted, at least one week apart, with the second survey occurring no more than two days prior to tree removal.	City of Rancho Cordova	During Construction
If no active nests are found, tree removal may proceed. If active nests are found, the CDFW shall be notified, and the tree shall not be removed until the nest is no longer active, as determined by a CDFW-approved biologist. No construction activities shall take place within a 500-foot radius of the active nest (or another distance determined appropriate during consultation with the CDFW).	City of Rancho Cordova	Prior to and during project construction
Measures to minimize impacts to Swainson's hawk foraging habitat include restoration of foraging habitat temporarily disturbed by project construction activities. After construction is completed, all temporarily disturbed areas will be stabilized with hydroseed and replanted with a mixture of native and non-native plants (as deemed appropriate by a CDFW-approved biologist).	City of Rancho Cordova	During and after project construction
To compensate for the permanent loss of 2.47 acres of potential foraging habitat, it is anticipated that the City of Rancho Cordova will purchase mitigation credits from a CDFW-approved Swainson's Hawk Mitigation Fund at a 1:1 ratio, or at another appropriate ratio as determined by the CDFW based on the project's distance from known hawk nests.	City of Rancho Cordova	Prior to project construction
Invasive Plants In compliance with the Executive Order on Invasive Species, EO 13112, and subsequent guidance from the FHWA, the landscaping and erosion control included in the project will not use species listed as invasive. The order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.	City of Rancho Cordova	Prior to completion of project construction

Appendix G Biological Opinion and Species List

- Species List December 13, 2015
- Biological Opinion January 26, 2015

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CNDDB 9-Quad Species List 214 records.

Element Type	Scientific Name	Common Name	Element Code	Federal Status	State Status	CDFW Status	CA Rare Plant Rank	Quad Code	Quad Name	Data Status	Taxonomic Sort
Animals - Amphibians	Ambystoma californiense	California tiger salamander	AAAAA01180	Threatened	Threatened	SSC	-	3812141	Carbondale	Mapped and Unprocessed	Animals - Amphibians - Ambystomatidae - Ambystoma californiense
Animals - Amphibians	Ambystoma californiense	California tiger salamander	AAAAA01180	Threatened	Threatened	SSC	-	3812142	Sloughhouse	Unprocessed	Animals - Amphibians - Ambystomatidae - Ambystoma californiense
Animals - Amphibians	Rana draytonii	California red-legged frog	AAABH01022	Threatened	None	SSC	-	3812161	Clarksville	Mapped	Animals - Amphibians - Ranidae - Rana draytonii
Animals - Amphibians	Spea hammondii	western spadefoot	AAABF02020	None	None	SSC	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Amphibians - Scaphiopodidae - Spea hammondii
Animals - Amphibians	Spea hammondii	western spadefoot	AAABF02020	None	None	SSC	-	3812152	Buffalo Creek	Mapped	Animals - Amphibians - Scaphiopodidae - Spea hammondii
Animals - Amphibians	Spea hammondii	western spadefoot	AAABF02020	None	None	SSC	-	3812142	Sloughhouse	Mapped	Animals - Amphibians - Scaphiopodidae - Spea hammondii
Animals - Amphibians	Spea hammondii	western spadefoot	AAABF02020	None	None	SSC	-	3812141	Carbondale	Mapped and Unprocessed	Animals - Amphibians - Scaphiopodidae - Spea hammondii
Animals - Amphibians	Spea hammondii	western spadefoot	AAABF02020	None	None	SSC	-	3812162	Folsom	Mapped	Animals - Amphibians - Scaphiopodidae - Spea hammondii
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-	3812162	Folsom	Mapped and Unprocessed	Animals - Birds - Accipitridae - Accipiter cooperii
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-	3812163	Citrus Heights	Unprocessed	Animals - Birds - Accipitridae - Accipiter cooperii
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-	3812143	Elk Grove	Mapped	Animals - Birds - Accipitridae - Accipiter cooperii
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Birds - Accipitridae - Accipiter cooperii
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Accipitridae - Accipiter cooperii
Animals - Birds	Aquila chrysaetos	golden eagle	ABNKC22010	None	None	FP , WL	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Accipitridae - Aquila chrysaetos
Animals - Birds	Aquila chrysaetos	golden eagle	ABNKC22010	None	None	FP , WL	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Accipitridae - Aquila chrysaetos
Animals - Birds	Aquila chrysaetos	golden eagle	ABNKC22010	None	None	FP , WL	-	3812161	Clarksville	Mapped and Unprocessed	Animals - Birds - Accipitridae - Aquila chrysaetos
Animals - Birds	Buteo regalis	ferruginous hawk	ABNKC19120	None	None	WL	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Accipitridae - Buteo regalis
Animals - Birds	Buteo regalis	ferruginous hawk	ABNKC19120	None	None	WL	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Accipitridae - Buteo regalis
Animals - Birds	Buteo regalis	ferruginous hawk	ABNKC19120	None	None	WL	-	3812151	Folsom SE	Unprocessed	Animals - Birds - Accipitridae - Buteo regalis
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812151	Folsom SE	Mapped	Animals - Birds - Accipitridae - Buteo swainsoni

Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812143	Elk Grove	Mapped and Unprocessed	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812142	Sloughhouse	Mapped	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812141	Carbondale	Mapped	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812162	Folsom	Mapped	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Circus cyaneus	northern harrier	ABNKC11010	None	None	SSC	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Accipitridae - Circus cyaneus
Animals - Birds	Circus cyaneus	northern harrier	ABNKC11010	None	None	SSC	-	3812153	Carmichael	Unprocessed	Animals - Birds - Accipitridae - Circus cyaneus
Animals - Birds	Circus cyaneus	northern harrier	ABNKC11010	None	None	SSC	-	3812142	Sloughhouse	Unprocessed	Animals - Birds - Accipitridae - Circus cyaneus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812142	Sloughhouse	Mapped	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812143	Elk Grove	Mapped	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812162	Folsom	Mapped	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812161	Clarksville	Mapped and Unprocessed	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812163	Citrus Heights	Mapped	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Haliaeetus leucocephalus	bald eagle	ABNKC10010	Delisted	Endangered	FP	-	3812161	Clarksville	Mapped and Unprocessed	Animals - Birds - Accipitridae - Haliaeetus leucocephalus
Animals - Birds	Haliaeetus leucocephalus	bald eagle	ABNKC10010	Delisted	Endangered	FP	-	3812162	Folsom	Unprocessed	Animals - Birds - Accipitridae - Haliaeetus leucocephalus
Animals - Birds	Haliaeetus leucocephalus	bald eagle	ABNKC10010	Delisted	Endangered	FP	-	3812151	Folsom SE	Unprocessed	Animals - Birds - Accipitridae - Haliaeetus leucocephalus
Animals - Birds	Pandion haliaetus	osprey	ABNKC01010	None	None	WL	-	3812153	Carmichael	Unprocessed	Animals - Birds - Accipitridae - Pandion haliaetus
Animals - Birds	Pandion haliaetus	osprey	ABNKC01010	None	None	WL	-	3812163	Citrus Heights	Unprocessed	Animals - Birds - Accipitridae - Pandion haliaetus
Animals - Birds	Eremophila alpestris actia	California horned lark	ABPAT02011	None	None	WL	-	3812161	Clarksville	Unprocessed	Animals - Birds - Alaudidae - Eremophila alpestris actia
Animals - Birds	Chaetura vauxi	Vaux's swift	ABNUA03020	None	None	SSC	-	3812163	Citrus Heights	Unprocessed	Animals - Birds - Apodidae - Chaetura vauxi

Animals - Birds	Chaetura vauxi	Vaux's swift	ABNUA03020	None	None	SSC	-	3812153	Carmichael	Unprocessed	Animals - Birds - Apodidae - Chaetura vauxi
Animals - Birds	Ardea alba	great egret	ABNGA04040	None	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea alba
Animals - Birds	Ardea alba	great egret	ABNGA04040	None	None	-	-	3812161	Clarksville	Mapped	Animals - Birds - Ardeidae - Ardea alba
Animals - Birds	Ardea alba	great egret	ABNGA04040	None	None	-	-	3812141	Carbondale	Mapped	Animals - Birds - Ardeidae - Ardea alba
Animals - Birds	Ardea alba	great egret	ABNGA04040	None	None	-	-	3812162	Folsom	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea alba
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-	3812162	Folsom	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea herodias
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-	3812163	Citrus Heights	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea herodias
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-	3812141	Carbondale	Mapped	Animals - Birds - Ardeidae - Ardea herodias
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-	3812161	Clarksville	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea herodias
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea herodias
Animals - Birds	Ammodramus savannarum	grasshopper sparrow	ABPBXA0020	None	None	SSC	-	3812151	Folsom SE	Mapped	Animals - Birds - Emberizidae - Ammodramus savannarum
Animals - Birds	Ammodramus savannarum	grasshopper sparrow	ABPBXA0020	None	None	SSC	-	3812141	Carbondale	Mapped	Animals - Birds - Emberizidae - Ammodramus savannarum
Animals - Birds	Falco columbarius	merlin	ABNKD06030	None	None	WL	-	3812151	Folsom SE	Unprocessed	Animals - Birds - Falconidae - Falco columbarius
Animals - Birds	Falco columbarius	merlin	ABNKD06030	None	None	WL	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Falconidae - Falco columbarius
Animals - Birds	Falco columbarius	merlin	ABNKD06030	None	None	WL	-	3812162	Folsom	Mapped and Unprocessed	Animals - Birds - Falconidae - Falco columbarius
Animals - Birds	Falco mexicanus	prairie falcon	ABNKD06090	None	None	WL	-	3812151	Folsom SE	Unprocessed	Animals - Birds - Falconidae - Falco mexicanus
Animals - Birds	Spinus lawrencei	Lawrence's goldfinch	ABPBY06100	None	None	-	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Fringillidae - Spinus lawrencei
Animals - Birds	Spinus lawrencei	Lawrence's goldfinch	ABPBY06100	None	None	-	-	3812162	Folsom	Unprocessed	Animals - Birds - Fringillidae - Spinus lawrencei
Animals - Birds	Riparia riparia	bank swallow	ABPAU08010	None	Threatened	-	-	3812163	Citrus Heights	Mapped	Animals - Birds - Hirundinidae - Riparia riparia
Animals - Birds	Riparia riparia	bank swallow	ABPAU08010	None	Threatened	-	-	3812153	Carmichael	Mapped	Animals - Birds - Hirundinidae - Riparia riparia
Animals - Birds	Riparia riparia	bank swallow	ABPAU08010	None	Threatened	-	-	3812141	Carbondale	Mapped	Animals - Birds - Hirundinidae - Riparia riparia
Animals - Birds	Riparia riparia	bank swallow	ABPAU08010	None	Threatened	-	-	3812142	Sloughhouse	Mapped and Unprocessed	Animals - Birds - Hirundinidae - Riparia riparia
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812142	Sloughhouse	Mapped and Unprocessed	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812141	Carbondale	Mapped and Unprocessed	Animals - Birds - Icteridae - Agelaius tricolor

Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812143	Elk Grove	Mapped	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812151	Folsom SE	Mapped	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812162	Folsom	Mapped	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812161	Clarksville	Mapped and Unprocessed	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Lanius ludovicianus	loggerhead shrike	ABPBR01030	None	None	SSC	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Laniidae - Lanius ludovicianus
Animals - Birds	Lanius ludovicianus	loggerhead shrike	ABPBR01030	None	None	SSC	-	3812153	Carmichael	Unprocessed	Animals - Birds - Laniidae - Lanius ludovicianus
Animals - Birds	Icteria virens	yellow-breasted chat	ABPBX24010	None	None	SSC	-	3812162	Folsom	Unprocessed	Animals - Birds - Parulidae - Icteria virens
Animals - Birds	Setophaga petechia	yellow warbler	ABPBX03010	None	None	SSC	-	3812162	Folsom	Unprocessed	Animals - Birds - Parulidae - Setophaga petechia
Animals - Birds	Phalacrocorax auritus	double-crested cormorant	ABNFD01020	None	None	WL	-	3812162	Folsom	Mapped and Unprocessed	Animals - Birds - Phalacrocoracidae - Phalacrocorax auritus
Animals - Birds	Melanerpes lewis	Lewis' woodpecker	ABNYF04010	None	None	-	-	3812151	Folsom SE	Unprocessed	Animals - Birds - Picidae - Melanerpes lewis
Animals - Birds	Picoides nuttallii	Nuttall's woodpecker	ABNYF07020	None	None	-	-	3812153	Carmichael	Unprocessed	Animals - Birds - Picidae - Picoides nuttallii
Animals - Birds	Picoides nuttallii	Nuttall's woodpecker	ABNYF07020	None	None	-	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Picidae - Picoides nuttallii
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Birds - Strigidae - Athene cunicularia
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Strigidae - Athene cunicularia
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812151	Folsom SE	Mapped	Animals - Birds - Strigidae - Athene cunicularia
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812142	Sloughhouse	Unprocessed	Animals - Birds - Strigidae - Athene cunicularia
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812143	Elk Grove	Mapped and Unprocessed	Animals - Birds - Strigidae - Athene cunicularia
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812141	Carbondale	Mapped	Animals - Birds - Strigidae - Athene cunicularia
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812161	Clarksville	Mapped and Unprocessed	Animals - Birds - Strigidae - Athene cunicularia
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812161	Clarksville	Mapped	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812162	Folsom	Mapped	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi

Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812141	Carbondale	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812142	Sloughhouse	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812143	Elk Grove	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812151	Folsom SE	Mapped	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta mesovallensis	midvalley fairy shrimp	ICBRA03150	None	None	-	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta mesovallensis
Animals - Crustaceans	Branchinecta mesovallensis	midvalley fairy shrimp	ICBRA03150	None	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta mesovallensis
Animals - Crustaceans	Branchinecta mesovallensis	midvalley fairy shrimp	ICBRA03150	None	None	-	-	3812143	Elk Grove	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta mesovallensis
Animals - Crustaceans	Branchinecta mesovallensis	midvalley fairy shrimp	ICBRA03150	None	None	-	-	3812142	Sloughhouse	Mapped	Animals - Crustaceans - Branchinectidae - Branchinecta mesovallensis
Animals - Crustaceans	Branchinecta mesovallensis	midvalley fairy shrimp	ICBRA03150	None	None	-	-	3812141	Carbondale	Mapped	Animals - Crustaceans - Branchinectidae - Branchinecta mesovallensis
Animals - Crustaceans	Dumontia oregonensis	hairy water flea	ICBRA23010	None	None	-	-	3812153	Carmichael	Mapped	Animals - Crustaceans - Dumontiidae - Dumontia oregonensis
Animals - Crustaceans	Dumontia oregonensis	hairy water flea	ICBRA23010	None	None	-	-	3812152	Buffalo Creek	Mapped	Animals - Crustaceans - Dumontiidae - Dumontia oregonensis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812141	Carbondale	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis

Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812142	Sloughhouse	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812143	Elk Grove	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812162	Folsom	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812163	Citrus Heights	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812162	Folsom	Mapped	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812143	Elk Grove	Mapped and Unprocessed	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812142	Sloughhouse	Mapped	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812141	Carbondale	Mapped	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812151	Folsom SE	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812153	Carmichael	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812141	Carbondale	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812142	Sloughhouse	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812143	Elk Grove	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812163	Citrus Heights	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812162	Folsom	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus

Animals - Insects	Andrena blennospermatis	Blennosperma vernal pool andrenid bee	IIHYM35030	None	None	-	-	3812161	Clarksville	Mapped	Animals - Insects - Andrenidae - Andrena blennospermatis
Animals - Insects	Andrena blennospermatis	Blennosperma vernal pool andrenid bee	IIHYM35030	None	None	-	-	3812142	Sloughhouse	Mapped	Animals - Insects - Andrenidae - Andrena blennospermatis
Animals - Insects	Andrena blennospermatis	Blennosperma vernal pool andrenid bee	IIHYM35030	None	None	-	-	3812141	Carbondale	Mapped	Animals - Insects - Andrenidae - Andrena blennospermatis
Animals - Insects	Andrena subapasta	an andrenid bee	IIHYM35210	None	None	-	-	3812163	Citrus Heights	Mapped	Animals - Insects - Andrenidae - Andrena subapasta
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812163	Citrus Heights	Mapped and Unprocessed	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812162	Folsom	Mapped and Unprocessed	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812161	Clarksville	Mapped	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812142	Sloughhouse	Mapped	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812143	Elk Grove	Mapped	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812152	Buffalo Creek	Mapped	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Hydrochara ricksecker	Ricksecker's water scavenger beetle	IICOL5V010	None	None	-	-	3812152	Buffalo Creek	Mapped	Animals - Insects - Hydrophilidae - Hydrochara ricksecker
Animals - Insects	Hydrochara ricksecker	Ricksecker's water scavenger beetle	IICOL5V010	None	None	-	-	3812153	Carmichael	Mapped	Animals - Insects - Hydrophilidae - Hydrochara ricksecker
Animals - Insects	Hydrochara ricksecker	Ricksecker's water scavenger beetle	IICOL5V010	None	None	-	-	3812161	Clarksville	Mapped	Animals - Insects - Hydrophilidae - Hydrochara ricksecker
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-	3812162	Folsom	Unprocessed	Animals - Mammals - Mustelidae - Taxidea taxus
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-	3812153	Carmichael	Mapped	Animals - Mammals - Mustelidae - Taxidea taxus
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Mammals - Mustelidae - Taxidea taxus
Animals - Mammals	Antrozous pallidus	pallid bat	AMACC10010	None	None	SSC	-	3812162	Folsom	Mapped	Animals - Mammals - Vespertilionidae - Antrozous pallidus

Animals - Mammals	Lasionycteris noctivagans	silver-haired bat	AMACC02010	None	None	-	-	3812162	Folsom	Mapped	Animals - Mammals - Vespertilionidae - Lasionycteris noctivagans
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812161	Clarksville	Mapped and Unprocessed	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812162	Folsom	Mapped and Unprocessed	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812151	Folsom SE	Mapped and Unprocessed	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812153	Carmichael	Mapped	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812143	Elk Grove	Mapped	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812142	Sloughhouse	Mapped	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Thamnophis gigas	giant garter snake	ARADB36150	Threatened	Threatened	-	-	3812141	Carbondale	Mapped	Animals - Reptiles - Natricidae - Thamnophis gigas
Animals - Reptiles	Thamnophis gigas	giant garter snake	ARADB36150	Threatened	Threatened	-	-	3812143	Elk Grove	Mapped	Animals - Reptiles - Natricidae - Thamnophis gigas
Animals - Reptiles	Thamnophis gigas	giant garter snake	ARADB36150	Threatened	Threatened	-	-	3812151	Folsom SE	Mapped	Animals - Reptiles - Natricidae - Thamnophis gigas
Community - Terrestrial	Great Valley Valley Oak Riparian Forest	Great Valley Valley Oak Riparian Forest	CTT61430CA	None	None	-	-	3812143	Elk Grove	Mapped	Community - Terrestrial - Great Valley Valley Oak Riparian Forest
Community - Terrestrial	Ione Chaparral	Ione Chaparral	CTT37D00CA	None	None	-	-	3812141	Carbondale	Mapped	Community - Terrestrial - Ione Chaparral
Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CTT44110CA	None	None	-	-	3812141	Carbondale	Mapped	Community - Terrestrial - Northern Hardpan Vernal Pool
Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CTT44110CA	None	None	-	-	3812142	Sloughhouse	Mapped	Community - Terrestrial - Northern Hardpan Vernal Pool
Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CTT44110CA	None	None	-	-	3812143	Elk Grove	Mapped	Community - Terrestrial - Northern Hardpan Vernal Pool
Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CTT44110CA	None	None	-	-	3812152	Buffalo Creek	Mapped	Community - Terrestrial - Northern Hardpan Vernal Pool
Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CTT44110CA	None	None	-	-	3812153	Carmichael	Mapped	Community - Terrestrial - Northern Hardpan Vernal Pool
Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CTT44110CA	None	None	-	-	3812162	Folsom	Mapped	Community - Terrestrial - Northern Hardpan Vernal Pool
Community - Terrestrial	Northern Volcanic Mud Flow Vernal Pool	Northern Volcanic Mud Flow Vernal Pool	CTT44132CA	None	None	-	-	3812162	Folsom	Mapped	Community - Terrestrial - Northern Volcanic Mud Flow Vernal Pool
Community - Terrestrial	Northern Volcanic Mud Flow Vernal Pool	Northern Volcanic Mud Flow Vernal Pool	CTT44132CA	None	None	-	-	3812163	Citrus Heights	Mapped	Community - Terrestrial - Northern Volcanic Mud Flow Vernal Pool

Community - Terrestrial	Valley Needlegrass Grassland	Valley Needlegrass Grassland	CTT42110CA	None	None	-	-	3812162	Folsom	Mapped	Community - Terrestrial - Valley Needlegrass Grassland
Plants - Vascular	Chlorogalum grandiflorum	Red Hills soaproot	PMLIL0G020	None	None	-	1B.2	3812161	Clarksville	Mapped	Plants - Vascular - Agavaceae - Chlorogalum grandiflorum
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812161	Clarksville	Mapped	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812163	Citrus Heights	Mapped	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812153	Carmichael	Mapped and Unprocessed	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812151	Folsom SE	Mapped	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812143	Elk Grove	Mapped	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812142	Sloughhouse	Mapped	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812141	Carbondale	Mapped	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Eryngium pinnatisectum	Tuolumne button-celery	PDAPI0Z0P0	None	None	-	1B.2	3812141	Carbondale	Mapped	Plants - Vascular - Apiaceae - Eryngium pinnatisectum
Plants - Vascular	Eryngium pinnatisectum	Tuolumne button-celery	PDAPI0Z0P0	None	None	-	1B.2	3812151	Folsom SE	Mapped	Plants - Vascular - Apiaceae - Eryngium pinnatisectum
Plants - Vascular	Eriophyllum jepsonii	Jepson's woolly sunflower	PDAST3N040	None	None	-	4.3	3812161	Clarksville	Unprocessed	Plants - Vascular - Asteraceae - Eriophyllum jepsonii
Plants - Vascular	Packera layneae	Layne's ragwort	PDAST8H1V0	Threatened	Rare	-	1B.2	3812161	Clarksville	Mapped	Plants - Vascular - Asteraceae - Packera layneae
Plants - Vascular	Wyethia reticulata	El Dorado County mule ears	PDAST9X0D0	None	None	-	1B.2	3812161	Clarksville	Mapped	Plants - Vascular - Asteraceae - Wyethia reticulata
Plants - Vascular	Downingia pusilla	dwarf downingia	PDCAM060C0	None	None	-	2B.2	3812162	Folsom	Mapped	Plants - Vascular - Campanulaceae - Downingia pusilla
Plants - Vascular	Downingia pusilla	dwarf downingia	PDCAM060C0	None	None	-	2B.2	3812141	Carbondale	Mapped	Plants - Vascular - Campanulaceae - Downingia pusilla
Plants - Vascular	Downingia pusilla	dwarf downingia	PDCAM060C0	None	None	-	2B.2	3812143	Elk Grove	Mapped	Plants - Vascular - Campanulaceae - Downingia pusilla
Plants - Vascular	Legenere limosa	legenere	PDCAM0C010	None	None	-	1B.1	3812143	Elk Grove	Mapped	Plants - Vascular - Campanulaceae - Legenere limosa
Plants - Vascular	Legenere limosa	legenere	PDCAM0C010	None	None	-	1B.1	3812142	Sloughhouse	Mapped	Plants - Vascular - Campanulaceae - Legenere limosa
Plants - Vascular	Legenere limosa	legenere	PDCAM0C010	None	None	-	1B.1	3812141	Carbondale	Mapped	Plants - Vascular - Campanulaceae - Legenere limosa
Plants - Vascular	Legenere limosa	legenere	PDCAM0C010	None	None	-	1B.1	3812152	Buffalo Creek	Mapped and Unprocessed	Plants - Vascular - Campanulaceae - Legenere limosa
Plants - Vascular	Legenere limosa	legenere	PDCAM0C010	None	None	-	1B.1	3812153	Carmichael	Mapped	Plants - Vascular - Campanulaceae - Legenere limosa
Plants - Vascular	Crocanthemum suffrutescens	Bisbee Peak rush-rose	PDCIS020F0	None	None	-	3.2	3812141	Carbondale	Mapped	Plants - Vascular - Cistaceae - Crocanthemum suffrutescens

Plants - Vascular	Crocanthemum suffrutescens	Bisbee Peak rush-rose	PDCIS020F0	None	None	-	3.2	3812161	Clarksville	Mapped	Plants - Vascular - Cistaceae - Crocanthemum suffrutescens
Plants - Vascular	Arctostaphylos myrtifolia	Ione manzanita	PDERI04240	Threatened	None	-	1B.2	3812141	Carbondale	Mapped	Plants - Vascular - Ericaceae - Arctostaphylos myrtifolia
Plants - Vascular	Juncus leiospermus var. ahartii	Ahart's dwarf rush	PMJUN011L1	None	None	-	1B.2	3812153	Carmichael	Mapped	Plants - Vascular - Juncaceae - Juncus leiospermus var. ahartii
Plants - Vascular	Juncus leiospermus var. ahartii	Ahart's dwarf rush	PMJUN011L1	None	None	-	1B.2	3812152	Buffalo Creek	Mapped	Plants - Vascular - Juncaceae - Juncus leiospermus var. ahartii
Plants - Vascular	Fritillaria agrestis	stinkbells	PMLIL0V010	None	None	-	4.2	3812142	Sloughhouse	Unprocessed	Plants - Vascular - Liliaceae - Fritillaria agrestis
Plants - Vascular	Fritillaria agrestis	stinkbells	PMLIL0V010	None	None	-	4.2	3812162	Folsom	Unprocessed	Plants - Vascular - Liliaceae - Fritillaria agrestis
Plants - Vascular	Fritillaria agrestis	stinkbells	PMLIL0V010	None	None	-	4.2	3812163	Citrus Heights	Mapped and Unprocessed	Plants - Vascular - Liliaceae - Fritillaria agrestis
Plants - Vascular	Fremontodendron decumbens	Pine Hill flannelbush	PDSTE03030	Endangered	Rare	-	1B.2	3812161	Clarksville	Mapped	Plants - Vascular - Malvaceae - Fremontodendron decumbens
Plants - Vascular	Calandrinia breweri	Brewer's calandrinia	PDPOR01020	None	None	-	4.2	3812161	Clarksville	Unprocessed	Plants - Vascular - Montiaceae - Calandrinia breweri
Plants - Vascular	Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	PDONA05053	None	None	-	4.2	3812161	Clarksville	Mapped and Unprocessed	Plants - Vascular - Onagraceae - Clarkia biloba ssp. brandegeeae
Plants - Vascular	Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	PDONA05053	None	None	-	4.2	3812162	Folsom	Mapped and Unprocessed	Plants - Vascular - Onagraceae - Clarkia biloba ssp. brandegeeae
Plants - Vascular	Gratiola heterosepala	Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	-	1B.2	3812142	Sloughhouse	Mapped	Plants - Vascular - Plantaginaceae - Gratiola heterosepala
Plants - Vascular	Gratiola heterosepala	Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	-	1B.2	3812143	Elk Grove	Mapped	Plants - Vascular - Plantaginaceae - Gratiola heterosepala
Plants - Vascular	Gratiola heterosepala	Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	-	1B.2	3812152	Buffalo Creek	Mapped	Plants - Vascular - Plantaginaceae - Gratiola heterosepala
Plants - Vascular	Gratiola heterosepala	Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	-	1B.2	3812153	Carmichael	Mapped	Plants - Vascular - Plantaginaceae - Gratiola heterosepala
Plants - Vascular	Orcuttia tenuis	slender Orcutt grass	PMPOA4G050	Threatened	Endangered	-	1B.1	3812152	Buffalo Creek	Mapped	Plants - Vascular - Poaceae - Orcuttia tenuis
Plants - Vascular	Orcuttia tenuis	slender Orcutt grass	PMPOA4G050	Threatened	Endangered	-	1B.1	3812143	Elk Grove	Mapped	Plants - Vascular - Poaceae - Orcuttia tenuis
Plants - Vascular	Orcuttia viscida	Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	-	1B.1	3812143	Elk Grove	Mapped	Plants - Vascular - Poaceae - Orcuttia viscida
Plants - Vascular	Orcuttia viscida	Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	-	1B.1	3812152	Buffalo Creek	Mapped	Plants - Vascular - Poaceae - Orcuttia viscida
Plants - Vascular	Orcuttia viscida	Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	-	1B.1	3812153	Carmichael	Mapped	Plants - Vascular - Poaceae - Orcuttia viscida
Plants - Vascular	Orcuttia viscida	Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	-	1B.1	3812162	Folsom	Mapped	Plants - Vascular - Poaceae - Orcuttia viscida

Plants - Vascular	Navarretia eriocephala	hoary navarretia	PDPLM0C060	None	None	-	4.3	3812143	Elk Grove	Unprocessed	Plants - Vascular - Polemoniaceae - Navarretia eriocephala
Plants - Vascular	Navarretia myersii ssp. myersii	pincushion navarretia	PDPLM0C0X1	None	None	-	1B.1	3812141	Carbondale	Mapped	Plants - Vascular - Polemoniaceae - Navarretia myersii ssp. myersii
Plants - Vascular	Navarretia myersii ssp. myersii	pincushion navarretia	PDPLM0C0X1	None	None	-	1B.1	3812162	Folsom	Mapped and Unprocessed	Plants - Vascular - Polemoniaceae - Navarretia myersii ssp. myersii
Plants - Vascular	Eriogonum apricum var. apricum	Ione buckwheat	PDPGN080F1	Endangered	Endangered	-	1B.1	3812141	Carbondale	Mapped	Plants - Vascular - Polygonaceae - Eriogonum apricum var. apricum
Plants - Vascular	Eriogonum apricum var. prostratum	Irish Hill buckwheat	PDPGN080F2	Endangered	Endangered	-	1B.1	3812141	Carbondale	Mapped	Plants - Vascular - Polygonaceae - Eriogonum apricum var. prostratum
Plants - Vascular	Ceanothus roderickii	Pine Hill ceanothus	PDRHA04190	Endangered	Rare	-	1B.2	3812161	Clarksville	Mapped	Plants - Vascular - Rhamnaceae - Ceanothus roderickii
Plants - Vascular	Horkelia parryi	Parry's horkelia	PDROS0W0C0	None	None	-	1B.2	3812141	Carbondale	Mapped	Plants - Vascular - Rosaceae - Horkelia parryi
Plants - Vascular	Galium californicum ssp. sierrae	El Dorado bedstraw	PDRUB0N0E7	Endangered	Rare	-	1B.2	3812161	Clarksville	Mapped	Plants - Vascular - Rubiaceae - Galium californicum ssp. sierrae

CNDDB 9-Quad Species List 252 records.

Element Type	Scientific Name	Common Name	Element Code	Federal Status	State Status	CDFW Status	CA Rare Plant Rank	Quad Code	Quad Name	Data Status	Taxonomic Sort
Animals - Amphibians	Ambystoma californiense	California tiger salamander	AAAAA01180	Threatened	Threatened	SSC	-	3812142	Sloughhouse	Unprocessed	Animals - Amphibians - Ambystomatidae - Ambystoma californiense
Animals - Amphibians	Spea hammondii	western spadefoot	AAABF02020	None	None	SSC	-	3812142	Sloughhouse	Mapped	Animals - Amphibians - Scaphiopodidae - Spea hammondii
Animals - Amphibians	Spea hammondii	western spadefoot	AAABF02020	None	None	SSC	-	3812152	Buffalo Creek	Mapped	Animals - Amphibians - Scaphiopodidae - Spea hammondii
Animals - Amphibians	Spea hammondii	western spadefoot	AAABF02020	None	None	SSC	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Amphibians - Scaphiopodidae - Spea hammondii
Animals - Amphibians	Spea hammondii	western spadefoot	AAABF02020	None	None	SSC	-	3812162	Folsom	Mapped	Animals - Amphibians - Scaphiopodidae - Spea hammondii
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-	3812154	Sacramento East	Mapped	Animals - Birds - Accipitridae - Accipiter cooperii
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-	3812162	Folsom	Mapped and Unprocessed	Animals - Birds - Accipitridae - Accipiter cooperii
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-	3812163	Citrus Heights	Unprocessed	Animals - Birds - Accipitridae - Accipiter cooperii
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Accipitridae - Accipiter cooperii
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Birds - Accipitridae - Accipiter cooperii
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-	3812143	Elk Grove	Mapped	Animals - Birds - Accipitridae - Accipiter cooperii
Animals - Birds	Accipiter cooperii	Cooper's hawk	ABNKC12040	None	None	WL	-	3812144	Florin	Mapped	Animals - Birds - Accipitridae - Accipiter cooperii
Animals - Birds	Aquila chrysaetos	golden eagle	ABNKC22010	None	None	FP , WL	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Accipitridae - Aquila chrysaetos
Animals - Birds	Aquila chrysaetos	golden eagle	ABNKC22010	None	None	FP , WL	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Accipitridae - Aquila chrysaetos
Animals - Birds	Buteo regalis	ferruginous hawk	ABNKC19120	None	None	WL	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Accipitridae - Buteo regalis
Animals - Birds	Buteo regalis	ferruginous hawk	ABNKC19120	None	None	WL	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Accipitridae - Buteo regalis
Animals - Birds	Buteo regalis	ferruginous hawk	ABNKC19120	None	None	WL	-	3812144	Florin	Mapped	Animals - Birds - Accipitridae - Buteo regalis
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812144	Florin	Mapped	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812143	Elk Grove	Mapped and Unprocessed	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812142	Sloughhouse	Mapped	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Birds - Accipitridae - Buteo swainsoni

Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812162	Folsom	Mapped	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812154	Sacramento East	Mapped and Unprocessed	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3812164	Rio Linda	Mapped and Unprocessed	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Circus cyaneus	northern harrier	ABNKC11010	None	None	SSC	-	3812164	Rio Linda	Unprocessed	Animals - Birds - Accipitridae - Circus cyaneus
Animals - Birds	Circus cyaneus	northern harrier	ABNKC11010	None	None	SSC	-	3812153	Carmichael	Unprocessed	Animals - Birds - Accipitridae - Circus cyaneus
Animals - Birds	Circus cyaneus	northern harrier	ABNKC11010	None	None	SSC	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Accipitridae - Circus cyaneus
Animals - Birds	Circus cyaneus	northern harrier	ABNKC11010	None	None	SSC	-	3812142	Sloughhouse	Unprocessed	Animals - Birds - Accipitridae - Circus cyaneus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812143	Elk Grove	Mapped	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812142	Sloughhouse	Mapped	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812144	Florin	Mapped and Unprocessed	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812163	Citrus Heights	Mapped	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812164	Rio Linda	Mapped	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812154	Sacramento East	Mapped and Unprocessed	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Elanus leucurus	white-tailed kite	ABNKC06010	None	None	FP	-	3812162	Folsom	Mapped	Animals - Birds - Accipitridae - Elanus leucurus
Animals - Birds	Haliaeetus leucocephalus	bald eagle	ABNKC10010	Delisted	Endangered	FP	-	3812162	Folsom	Unprocessed	Animals - Birds - Accipitridae - Haliaeetus leucocephalus
Animals - Birds	Pandion haliaetus	osprey	ABNKC01010	None	None	WL	-	3812163	Citrus Heights	Unprocessed	Animals - Birds - Accipitridae - Pandion haliaetus
Animals - Birds	Pandion haliaetus	osprey	ABNKC01010	None	None	WL	-	3812154	Sacramento East	Unprocessed	Animals - Birds - Accipitridae - Pandion haliaetus
Animals - Birds	Pandion haliaetus	osprey	ABNKC01010	None	None	WL	-	3812153	Carmichael	Unprocessed	Animals - Birds - Accipitridae - Pandion haliaetus
Animals - Birds	Chaetura vauxi	Vaux's swift	ABNUA03020	None	None	SSC	-	3812153	Carmichael	Unprocessed	Animals - Birds - Apodidae - Chaetura vauxi
Animals - Birds	Chaetura vauxi	Vaux's swift	ABNUA03020	None	None	SSC	-	3812163	Citrus Heights	Unprocessed	Animals - Birds - Apodidae - Chaetura vauxi
Animals - Birds	Ardea alba	great egret	ABNGA04040	None	None	-	-	3812162	Folsom	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea alba

Animals - Birds	Ardea alba	great egret	ABNGA04040	None	None	-	-	3812164	Rio Linda	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea alba
Animals - Birds	Ardea alba	great egret	ABNGA04040	None	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea alba
Animals - Birds	Ardea alba	great egret	ABNGA04040	None	None	-	-	3812144	Florin	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea alba
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-	3812144	Florin	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea herodias
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea herodias
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-	3812164	Rio Linda	Mapped	Animals - Birds - Ardeidae - Ardea herodias
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-	3812163	Citrus Heights	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea herodias
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-	3812154	Sacramento East	Mapped	Animals - Birds - Ardeidae - Ardea herodias
Animals - Birds	Ardea herodias	great blue heron	ABNGA04010	None	None	-	-	3812162	Folsom	Mapped and Unprocessed	Animals - Birds - Ardeidae - Ardea herodias
Animals - Birds	Botaurus lentiginosus	American bittern	ABNGA01020	None	None	-	-	3812144	Florin	Unprocessed	Animals - Birds - Ardeidae - Botaurus lentiginosus
Animals - Birds	Egretta thula	snowy egret	ABNGA06030	None	None	-	-	3812144	Florin	Unprocessed	Animals - Birds - Ardeidae - Egretta thula
Animals - Birds	Ixobrychus exilis	least bittern	ABNGA02010	None	None	SSC	-	3812144	Florin	Unprocessed	Animals - Birds - Ardeidae - Ixobrychus exilis
Animals - Birds	Nycticorax nycticorax	black-crowned night heron	ABNGA11010	None	None	-	-	3812144	Florin	Mapped and Unprocessed	Animals - Birds - Ardeidae - Nycticorax nycticorax
Animals - Birds	Pica nuttalli	yellow-billed magpie	ABPAV09020	None	None	-	-	3812154	Sacramento East	Unprocessed	Animals - Birds - Corvidae - Pica nuttalli
Animals - Birds	Coccyzus americanus occidentalis	western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	-	-	3812154	Sacramento East	Mapped	Animals - Birds - Cuculidae - Coccyzus americanus occidentalis
Animals - Birds	Coccyzus americanus occidentalis	western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	-	-	3812164	Rio Linda	Mapped	Animals - Birds - Cuculidae - Coccyzus americanus occidentalis
Animals - Birds	Ammodramus savannarum	grasshopper sparrow	ABPBXA0020	None	None	SSC	-	3812154	Sacramento East	Unprocessed	Animals - Birds - Emberizidae - Ammodramus savannarum
Animals - Birds	Ammodramus savannarum	grasshopper sparrow	ABPBXA0020	None	None	SSC	-	3812144	Florin	Unprocessed	Animals - Birds - Emberizidae - Ammodramus savannarum
Animals - Birds	Chondestes grammacus	lark sparrow	ABPBX96010	None	None	-	-	3812154	Sacramento East	Unprocessed	Animals - Birds - Emberizidae - Chondestes grammacus
Animals - Birds	Melospiza melodia	song sparrow (-inModesto-in population)	ABPBXA3010	None	None	SSC	-	3812154	Sacramento East	Mapped	Animals - Birds - Emberizidae - Melospiza melodia
Animals - Birds	Melospiza melodia	song sparrow (-inModesto-in population)	ABPBXA3010	None	None	SSC	-	3812164	Rio Linda	Mapped	Animals - Birds - Emberizidae - Melospiza melodia
Animals - Birds	Melospiza melodia	song sparrow (-inModesto-in population)	ABPBXA3010	None	None	SSC	-	3812144	Florin	Mapped	Animals - Birds - Emberizidae - Melospiza melodia

Animals - Birds	Spizella breweri	Brewer's sparrow	ABPBX94040	None	None	-	-	3812154	Sacramento East	Unprocessed	Animals - Birds - Emberizidae - Spizella breweri
Animals - Birds	Falco columbarius	merlin	ABNKD06030	None	None	WL	-	3812162	Folsom	Mapped and Unprocessed	Animals - Birds - Falconidae - Falco columbarius
Animals - Birds	Falco columbarius	merlin	ABNKD06030	None	None	WL	-	3812144	Florin	Mapped	Animals - Birds - Falconidae - Falco columbarius
Animals - Birds	Falco columbarius	merlin	ABNKD06030	None	None	WL	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Falconidae - Falco columbarius
Animals - Birds	Falco mexicanus	prairie falcon	ABNKD06090	None	None	WL	-	3812154	Sacramento East	Unprocessed	Animals - Birds - Falconidae - Falco mexicanus
Animals - Birds	Spinus lawrencei	Lawrence's goldfinch	ABPBY06100	None	None	-	-	3812162	Folsom	Unprocessed	Animals - Birds - Fringillidae - Spinus lawrencei
Animals - Birds	Spinus lawrencei	Lawrence's goldfinch	ABPBY06100	None	None	-	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Fringillidae - Spinus lawrencei
Animals - Birds	Grus canadensis tabida	greater sandhill crane	ABNMK01014	None	Threatened	FP	-	3812144	Florin	Unprocessed	Animals - Birds - Gruidae - Grus canadensis tabida
Animals - Birds	Progne subis	purple martin	ABPAU01010	None	None	SSC	-	3812154	Sacramento East	Mapped and Unprocessed	Animals - Birds - Hirundinidae - Progne subis
Animals - Birds	Progne subis	purple martin	ABPAU01010	None	None	SSC	-	3812164	Rio Linda	Mapped and Unprocessed	Animals - Birds - Hirundinidae - Progne subis
Animals - Birds	Riparia riparia	bank swallow	ABPAU08010	None	Threatened	-	-	3812154	Sacramento East	Mapped	Animals - Birds - Hirundinidae - Riparia riparia
Animals - Birds	Riparia riparia	bank swallow	ABPAU08010	None	Threatened	-	-	3812163	Citrus Heights	Mapped	Animals - Birds - Hirundinidae - Riparia riparia
Animals - Birds	Riparia riparia	bank swallow	ABPAU08010	None	Threatened	-	-	3812142	Sloughhouse	Mapped and Unprocessed	Animals - Birds - Hirundinidae - Riparia riparia
Animals - Birds	Riparia riparia	bank swallow	ABPAU08010	None	Threatened	-	-	3812153	Carmichael	Mapped	Animals - Birds - Hirundinidae - Riparia riparia
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812142	Sloughhouse	Mapped and Unprocessed	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812143	Elk Grove	Mapped	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812144	Florin	Mapped and Unprocessed	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812162	Folsom	Mapped	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Agelaius tricolor	tricolored blackbird	ABPBXB0020	None	Endangered	SSC	-	3812164	Rio Linda	Mapped	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Xanthocephalus xanthocephalus	yellow-headed blackbird	ABPBXB3010	None	None	SSC	-	3812144	Florin	Mapped	Animals - Birds - Icteridae - Xanthocephalus xanthocephalus
Animals - Birds	Lanius ludovicianus	loggerhead shrike	ABPBR01030	None	None	SSC	-	3812144	Florin	Unprocessed	Animals - Birds - Laniidae - Lanius ludovicianus
Animals - Birds	Lanius ludovicianus	loggerhead shrike	ABPBR01030	None	None	SSC	-	3812153	Carmichael	Unprocessed	Animals - Birds - Laniidae - Lanius ludovicianus

Animals - Birds	Lanius ludovicianus	loggerhead shrike	ABPBR01030	None	None	SSC	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Laniidae - Lanius ludovicianus
Animals - Birds	Lanius ludovicianus	loggerhead shrike	ABPBR01030	None	None	SSC	-	3812164	Rio Linda	Unprocessed	Animals - Birds - Laniidae - Lanius ludovicianus
Animals - Birds	Sternula antillarum browni	California least tern	ABNNM08103	Endangered	Endangered	FP	-	3812144	Florin	Unprocessed	Animals - Birds - Laridae - Sternula antillarum browni
Animals - Birds	Baeolophus inornatus	oak titmouse	ABPAW01100	None	None	-	-	3812144	Florin	Unprocessed	Animals - Birds - Paridae - Baeolophus inornatus
Animals - Birds	Icteria virens	yellow-breasted chat	ABPBX24010	None	None	SSC	-	3812162	Folsom	Unprocessed	Animals - Birds - Parulidae - Icteria virens
Animals - Birds	Setophaga petechia	yellow warbler	ABPBX03010	None	None	SSC	-	3812162	Folsom	Unprocessed	Animals - Birds - Parulidae - Setophaga petechia
Animals - Birds	Phalacrocorax auritus	double-crested cormorant	ABNFD01020	None	None	WL	-	3812162	Folsom	Mapped and Unprocessed	Animals - Birds - Phalacrocoracidae - Phalacrocorax auritus
Animals - Birds	Phalacrocorax auritus	double-crested cormorant	ABNFD01020	None	None	WL	-	3812144	Florin	Mapped and Unprocessed	Animals - Birds - Phalacrocoracidae - Phalacrocorax auritus
Animals - Birds	Picoides nuttallii	Nuttall's woodpecker	ABNYF07020	None	None	-	-	3812144	Florin	Unprocessed	Animals - Birds - Picidae - Picoides nuttallii
Animals - Birds	Picoides nuttallii	Nuttall's woodpecker	ABNYF07020	None	None	-	-	3812152	Buffalo Creek	Unprocessed	Animals - Birds - Picidae - Picoides nuttallii
Animals - Birds	Picoides nuttallii	Nuttall's woodpecker	ABNYF07020	None	None	-	-	3812153	Carmichael	Unprocessed	Animals - Birds - Picidae - Picoides nuttallii
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Birds - Strigidae - Athene cunicularia
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Birds - Strigidae - Athene cunicularia
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812144	Florin	Mapped and Unprocessed	Animals - Birds - Strigidae - Athene cunicularia
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812143	Elk Grove	Mapped and Unprocessed	Animals - Birds - Strigidae - Athene cunicularia
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812142	Sloughhouse	Unprocessed	Animals - Birds - Strigidae - Athene cunicularia
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812154	Sacramento East	Mapped and Unprocessed	Animals - Birds - Strigidae - Athene cunicularia
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3812164	Rio Linda	Mapped and Unprocessed	Animals - Birds - Strigidae - Athene cunicularia
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812164	Rio Linda	Mapped	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812154	Sacramento East	Mapped	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812162	Folsom	Mapped	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi

Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812142	Sloughhouse	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812143	Elk Grove	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812144	Florin	Mapped	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta lynchi
Animals - Crustaceans	Branchinecta mesovallensis	midvalley fairy shrimp	ICBRA03150	None	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta mesovallensis
Animals - Crustaceans	Branchinecta mesovallensis	midvalley fairy shrimp	ICBRA03150	None	None	-	-	3812144	Florin	Mapped	Animals - Crustaceans - Branchinectidae - Branchinecta mesovallensis
Animals - Crustaceans	Branchinecta mesovallensis	midvalley fairy shrimp	ICBRA03150	None	None	-	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta mesovallensis
Animals - Crustaceans	Branchinecta mesovallensis	midvalley fairy shrimp	ICBRA03150	None	None	-	-	3812143	Elk Grove	Mapped and Unprocessed	Animals - Crustaceans - Branchinectidae - Branchinecta mesovallensis
Animals - Crustaceans	Branchinecta mesovallensis	midvalley fairy shrimp	ICBRA03150	None	None	-	-	3812142	Sloughhouse	Mapped	Animals - Crustaceans - Branchinectidae - Branchinecta mesovallensis
Animals - Crustaceans	Dumontia oregonensis	hairy water flea	ICBRA23010	None	None	-	-	3812152	Buffalo Creek	Mapped	Animals - Crustaceans - Dumontiidae - Dumontia oregonensis
Animals - Crustaceans	Dumontia oregonensis	hairy water flea	ICBRA23010	None	None	-	-	3812153	Carmichael	Mapped	Animals - Crustaceans - Dumontiidae - Dumontia oregonensis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812144	Florin	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis

Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812142	Sloughhouse	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812143	Elk Grove	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812162	Folsom	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812163	Citrus Heights	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812154	Sacramento East	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Linderiella occidentalis	California linderiella	ICBRA06010	None	None	-	-	3812164	Rio Linda	Mapped and Unprocessed	Animals - Crustaceans - Linderiellidae - Linderiella occidentalis
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812164	Rio Linda	Mapped	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812154	Sacramento East	Mapped	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812162	Folsom	Mapped	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812143	Elk Grove	Mapped and Unprocessed	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812142	Sloughhouse	Mapped	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812144	Florin	Mapped	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	Endangered	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Crustaceans - Triopsidae - Lepidurus packardi
Animals - Fish	Mylopharodon conocephalus	hardhead	AFCJB25010	None	None	SSC	-	3812154	Sacramento East	Unprocessed	Animals - Fish - Cyprinidae - Mylopharodon conocephalus
Animals - Fish	Pogonichthys macrolepidotus	Sacramento splittail	AFCJB34020	None	None	SSC	-	3812154	Sacramento East	Unprocessed	Animals - Fish - Cyprinidae - Pogonichthys macrolepidotus

Animals - Fish	Pogonichthys macrolepidotus	Sacramento splittail	AFCJB34020	None	None	SSC	-	3812144	Florin	Mapped	Animals - Fish - Cyprinidae - Pogonichthys macrolepidotus
Animals - Fish	Hysterocarpus traski traski	Sacramento-San Joaquin tule perch	AFCQK02012	None	None	-	-	3812154	Sacramento East	Unprocessed	Animals - Fish - Embiotocidae - Hysterocarpus traski traski
Animals - Fish	Hypomesus transpacificus	Delta smelt	AFCHB01040	Threatened	Endangered	-	-	3812154	Sacramento East	Unprocessed	Animals - Fish - Osmeridae - Hypomesus transpacificus
Animals - Fish	Spirinchus thaleichthys	longfin smelt	AFCHB03010	Candidate	Threatened	SSC	-	3812144	Florin	Mapped	Animals - Fish - Osmeridae - Spirinchus thaleichthys
Animals - Fish	Entosphenus tridentatus	Pacific lamprey	AFBAA02100	None	None	-	-	3812154	Sacramento East	Unprocessed	Animals - Fish - Petromyzontidae - Entosphenus tridentatus
Animals - Fish	Lampetra ayresii	river lamprey	AFBAA02030	None	None	SSC	-	3812154	Sacramento East	Unprocessed	Animals - Fish - Petromyzontidae - Lampetra ayresii
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - central California coast DPS	AFCHA0209G	Threatened	None	-	-	3812154	Sacramento East	Unprocessed	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812154	Sacramento East	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812163	Citrus Heights	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812162	Folsom	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812164	Rio Linda	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812144	Florin	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812142	Sloughhouse	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812143	Elk Grove	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	-	-	3812153	Carmichael	Mapped	Animals - Fish - Salmonidae - Oncorhynchus mykiss irideus
Animals - Fish	Oncorhynchus tshawytscha	chinook salmon - Central Valley spring-run ESU	AFCHA0205A	Threatened	Threatened	-	-	3812154	Sacramento East	Unprocessed	Animals - Fish - Salmonidae - Oncorhynchus tshawytscha
Animals - Fish	Oncorhynchus tshawytscha	chinook salmon - Sacramento River winter-run ESU	AFCHA0205B	Endangered	Endangered	-	-	3812154	Sacramento East	Unprocessed	Animals - Fish - Salmonidae - Oncorhynchus tshawytscha
Animals - Fish	Oncorhynchus tshawytscha	chinook salmon - Central Valley fall / late fall-run ESU	AFCHA0205N	None	None	SSC	-	3812154	Sacramento East	Unprocessed	Animals - Fish - Salmonidae - Oncorhynchus tshawytscha

Animals - Insects	Andrena blennospermatis	Blennosperma vernal pool andrenid bee	IIHYM35030	None	None	-	-	3812142	Sloughhouse	Mapped	Animals - Insects - Andrenidae - Andrena blennospermatis
Animals - Insects	Andrena subapasta	an andrenid bee	IIHYM35210	None	None	-	-	3812163	Citrus Heights	Mapped	Animals - Insects - Andrenidae - Andrena subapasta
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812163	Citrus Heights	Mapped and Unprocessed	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812162	Folsom	Mapped and Unprocessed	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812154	Sacramento East	Mapped and Unprocessed	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812142	Sloughhouse	Mapped	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812143	Elk Grove	Mapped	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812153	Carmichael	Mapped and Unprocessed	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened	None	-	-	3812152	Buffalo Creek	Mapped	Animals - Insects - Cerambycidae - Desmocerus californicus dimorphus
Animals - Insects	Hydrochara ricksecker	Ricksecker's water scavenger beetle	IICOL5V010	None	None	-	-	3812152	Buffalo Creek	Mapped	Animals - Insects - Hydrophilidae - Hydrochara ricksecker
Animals - Insects	Hydrochara ricksecker	Ricksecker's water scavenger beetle	IICOL5V010	None	None	-	-	3812153	Carmichael	Mapped	Animals - Insects - Hydrophilidae - Hydrochara ricksecker
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-	3812153	Carmichael	Mapped	Animals - Mammals - Mustelidae - Taxidea taxus
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Mammals - Mustelidae - Taxidea taxus
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-	3812144	Florin	Mapped and Unprocessed	Animals - Mammals - Mustelidae - Taxidea taxus
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-	3812154	Sacramento East	Mapped	Animals - Mammals - Mustelidae - Taxidea taxus
Animals - Mammals	Taxidea taxus	American badger	AMAJF04010	None	None	SSC	-	3812162	Folsom	Unprocessed	Animals - Mammals - Mustelidae - Taxidea taxus
Animals - Mammals	Antrozous pallidus	pallid bat	AMACC10010	None	None	SSC	-	3812162	Folsom	Mapped	Animals - Mammals - Vespertilionidae - Antrozous pallidus

Animals - Mammals	Lasionycteris noctivagans	silver-haired bat	AMACC02010	None	None	-	-	3812162	Folsom	Mapped	Animals - Mammals - Vespertilionidae - Lasionycteris noctivagans
Animals - Mammals	Lasiurus blossevillii	western red bat	AMACC05060	None	None	SSC	-	3812144	Florin	Unprocessed	Animals - Mammals - Vespertilionidae - Lasiurus blossevillii
Animals - Mammals	Lasiurus cinereus	hoary bat	AMACC05030	None	None	-	-	3812144	Florin	Unprocessed	Animals - Mammals - Vespertilionidae - Lasiurus cinereus
Animals - Mammals	Myotis lucifugus	little brown bat	AMACC01010	None	None	-	-	3812144	Florin	Unprocessed	Animals - Mammals - Vespertilionidae - Myotis lucifugus
Animals - Mammals	Myotis yumanensis	Yuma myotis	AMACC01020	None	None	-	-	3812144	Florin	Unprocessed	Animals - Mammals - Vespertilionidae - Myotis yumanensis
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812144	Florin	Mapped	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812143	Elk Grove	Mapped	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812142	Sloughhouse	Mapped	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812152	Buffalo Creek	Mapped and Unprocessed	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812153	Carmichael	Mapped	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812162	Folsom	Mapped and Unprocessed	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812154	Sacramento East	Unprocessed	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Emys marmorata	western pond turtle	ARAAD02030	None	None	SSC	-	3812164	Rio Linda	Mapped and Unprocessed	Animals - Reptiles - Emydidae - Emys marmorata
Animals - Reptiles	Thamnophis gigas	giant garter snake	ARADB36150	Threatened	Threatened	-	-	3812164	Rio Linda	Mapped	Animals - Reptiles - Natricidae - Thamnophis gigas
Animals - Reptiles	Thamnophis gigas	giant garter snake	ARADB36150	Threatened	Threatened	-	-	3812143	Elk Grove	Mapped	Animals - Reptiles - Natricidae - Thamnophis gigas
Animals - Reptiles	Thamnophis gigas	giant garter snake	ARADB36150	Threatened	Threatened	-	-	3812144	Florin	Mapped	Animals - Reptiles - Natricidae - Thamnophis gigas
Community - Terrestrial	Elderberry Savanna	Elderberry Savanna	CTT63440CA	None	None	-	-	3812154	Sacramento East	Mapped	Community - Terrestrial - Elderberry Savanna
Community - Terrestrial	Great Valley Valley Oak Riparian Forest	Great Valley Valley Oak Riparian Forest	CTT61430CA	None	None	-	-	3812143	Elk Grove	Mapped	Community - Terrestrial - Great Valley Valley Oak Riparian Forest
Community - Terrestrial	Northern Claypan Vernal Pool	Northern Claypan Vernal Pool	CTT44120CA	None	None	-	-	3812164	Rio Linda	Mapped	Community - Terrestrial - Northern Claypan Vernal Pool
Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CTT44110CA	None	None	-	-	3812164	Rio Linda	Mapped	Community - Terrestrial - Northern Hardpan Vernal Pool
Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CTT44110CA	None	None	-	-	3812162	Folsom	Mapped	Community - Terrestrial - Northern Hardpan Vernal Pool

Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CTT44110CA	None	None	-	-	3812144	Florin	Mapped	Community - Terrestrial - Northern Hardpan Vernal Pool
Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CTT44110CA	None	None	-	-	3812143	Elk Grove	Mapped	Community - Terrestrial - Northern Hardpan Vernal Pool
Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CTT44110CA	None	None	-	-	3812142	Sloughhouse	Mapped	Community - Terrestrial - Northern Hardpan Vernal Pool
Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CTT44110CA	None	None	-	-	3812153	Carmichael	Mapped	Community - Terrestrial - Northern Hardpan Vernal Pool
Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	CTT44110CA	None	None	-	-	3812152	Buffalo Creek	Mapped	Community - Terrestrial - Northern Hardpan Vernal Pool
Community - Terrestrial	Northern Volcanic Mud Flow Vernal Pool	Northern Volcanic Mud Flow Vernal Pool	CTT44132CA	None	None	-	-	3812162	Folsom	Mapped	Community - Terrestrial - Northern Volcanic Mud Flow Vernal Pool
Community - Terrestrial	Northern Volcanic Mud Flow Vernal Pool	Northern Volcanic Mud Flow Vernal Pool	CTT44132CA	None	None	-	-	3812163	Citrus Heights	Mapped	Community - Terrestrial - Northern Volcanic Mud Flow Vernal Pool
Community - Terrestrial	Valley Needlegrass Grassland	Valley Needlegrass Grassland	CTT42110CA	None	None	-	-	3812162	Folsom	Mapped	Community - Terrestrial - Valley Needlegrass Grassland
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812163	Citrus Heights	Mapped	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812154	Sacramento East	Mapped and Unprocessed	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812164	Rio Linda	Mapped	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812144	Florin	Mapped and Unprocessed	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812153	Carmichael	Mapped and Unprocessed	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812142	Sloughhouse	Mapped	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	PMALI040Q0	None	None	-	1B.2	3812143	Elk Grove	Mapped	Plants - Vascular - Alismataceae - Sagittaria sanfordii
Plants - Vascular	Centromadia parryi ssp. rudis	Parry's rough tarplant	PDAST4R0P3	None	None	-	4.2	3812144	Florin	Unprocessed	Plants - Vascular - Asteraceae - Centromadia parryi ssp. rudis
Plants - Vascular	Hesperevax caulescens	hogwallow starfish	PDASTE5020	None	None	-	4.2	3812144	Florin	Unprocessed	Plants - Vascular - Asteraceae - Hesperevax caulescens
Plants - Vascular	Lepidium latipes var. heckardii	Heckard's pepper-grass	PDBRA1M0K1	None	None	-	1B.2	3812144	Florin	Mapped	Plants - Vascular - Brassicaceae - Lepidium latipes var. heckardii
Plants - Vascular	Downingia pusilla	dwarf downingia	PDCAM060C0	None	None	-	2B.2	3812144	Florin	Mapped	Plants - Vascular - Campanulaceae - Downingia pusilla
Plants - Vascular	Downingia pusilla	dwarf downingia	PDCAM060C0	None	None	-	2B.2	3812143	Elk Grove	Mapped	Plants - Vascular - Campanulaceae - Downingia pusilla
Plants - Vascular	Downingia pusilla	dwarf downingia	PDCAM060C0	None	None	-	2B.2	3812164	Rio Linda	Mapped	Plants - Vascular - Campanulaceae - Downingia pusilla

Plants - Vascular	Downingia pusilla	dwarf downingia	PDCAM060C0	None	None	-	2B.2	3812162	Folsom	Mapped	Plants - Vascular - Campanulaceae - Downingia pusilla
Plants - Vascular	Legenere limosa	legenere	PDCAM0C010	None	None	-	1B.1	3812164	Rio Linda	Mapped	Plants - Vascular - Campanulaceae - Legenere limosa
Plants - Vascular	Legenere limosa	legenere	PDCAM0C010	None	None	-	1B.1	3812143	Elk Grove	Mapped	Plants - Vascular - Campanulaceae - Legenere limosa
Plants - Vascular	Legenere limosa	legenere	PDCAM0C010	None	None	-	1B.1	3812142	Sloughhouse	Mapped	Plants - Vascular - Campanulaceae - Legenere limosa
Plants - Vascular	Legenere limosa	legenere	PDCAM0C010	None	None	-	1B.1	3812144	Florin	Mapped	Plants - Vascular - Campanulaceae - Legenere limosa
Plants - Vascular	Legenere limosa	legenere	PDCAM0C010	None	None	-	1B.1	3812152	Buffalo Creek	Mapped and Unprocessed	Plants - Vascular - Campanulaceae - Legenere limosa
Plants - Vascular	Legenere limosa	legenere	PDCAM0C010	None	None	-	1B.1	3812153	Carmichael	Mapped	Plants - Vascular - Campanulaceae - Legenere limosa
Plants - Vascular	Cuscuta obtusiflora var. glandulosa	Peruvian dodder	PDCUS01111	None	None	-	2B.2	3812144	Florin	Mapped	Plants - Vascular - Cuscutaceae - Cuscuta obtusiflora var. glandulosa
Plants - Vascular	Trifolium hydrophilum	saline clover	PDFAB400R5	None	None	-	1B.2	3812144	Florin	Mapped	Plants - Vascular - Fabaceae - Trifolium hydrophilum
Plants - Vascular	Juglans hindsii	Northern California black walnut	PDJUG02040	None	None	-	1B.1	3812144	Florin	Mapped	Plants - Vascular - Juglandaceae - Juglans hindsii
Plants - Vascular	Juncus leiospermus var. ahartii	Ahart's dwarf rush	PMJUN011L1	None	None	-	1B.2	3812153	Carmichael	Mapped	Plants - Vascular - Juncaceae - Juncus leiospermus var. ahartii
Plants - Vascular	Juncus leiospermus var. ahartii	Ahart's dwarf rush	PMJUN011L1	None	None	-	1B.2	3812152	Buffalo Creek	Mapped	Plants - Vascular - Juncaceae - Juncus leiospermus var. ahartii
Plants - Vascular	Fritillaria agrestis	stinkbells	PMLIL0V010	None	None	-	4.2	3812142	Sloughhouse	Unprocessed	Plants - Vascular - Liliaceae - Fritillaria agrestis
Plants - Vascular	Fritillaria agrestis	stinkbells	PMLIL0V010	None	None	-	4.2	3812164	Rio Linda	Mapped and Unprocessed	Plants - Vascular - Liliaceae - Fritillaria agrestis
Plants - Vascular	Fritillaria agrestis	stinkbells	PMLIL0V010	None	None	-	4.2	3812162	Folsom	Unprocessed	Plants - Vascular - Liliaceae - Fritillaria agrestis
Plants - Vascular	Fritillaria agrestis	stinkbells	PMLIL0V010	None	None	-	4.2	3812163	Citrus Heights	Mapped and Unprocessed	Plants - Vascular - Liliaceae - Fritillaria agrestis
Plants - Vascular	Fritillaria agrestis	stinkbells	PMLIL0V010	None	None	-	4.2	3812154	Sacramento East	Unprocessed	Plants - Vascular - Liliaceae - Fritillaria agrestis
Plants - Vascular	Hibiscus lasiocarpos var. occidentalis	woolly rose-mallow	PDMAL0H0R3	None	None	-	1B.2	3812144	Florin	Mapped	Plants - Vascular - Malvaceae - Hibiscus lasiocarpos var. occidentalis
Plants - Vascular	Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	PDONA05053	None	None	-	4.2	3812162	Folsom	Mapped and Unprocessed	Plants - Vascular - Onagraceae - Clarkia biloba ssp. brandegeeae
Plants - Vascular	Gratiola heterosepala	Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	-	1B.2	3812164	Rio Linda	Mapped	Plants - Vascular - Plantaginaceae - Gratiola heterosepala
Plants - Vascular	Gratiola heterosepala	Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	-	1B.2	3812152	Buffalo Creek	Mapped	Plants - Vascular - Plantaginaceae - Gratiola heterosepala

Plants - Vascular	Gratiola heterosepala	Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	-	1B.2	3812153	Carmichael	Mapped	Plants - Vascular - Plantaginaceae - Gratiola heterosepala
Plants - Vascular	Gratiola heterosepala	Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	-	1B.2	3812142	Sloughhouse	Mapped	Plants - Vascular - Plantaginaceae - Gratiola heterosepala
Plants - Vascular	Gratiola heterosepala	Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	-	1B.2	3812143	Elk Grove	Mapped	Plants - Vascular - Plantaginaceae - Gratiola heterosepala
Plants - Vascular	Orcuttia tenuis	slender Orcutt grass	PMPOA4G050	Threatened	Endangered	-	1B.1	3812143	Elk Grove	Mapped	Plants - Vascular - Poaceae - Orcuttia tenuis
Plants - Vascular	Orcuttia tenuis	slender Orcutt grass	PMPOA4G050	Threatened	Endangered	-	1B.1	3812152	Buffalo Creek	Mapped	Plants - Vascular - Poaceae - Orcuttia tenuis
Plants - Vascular	Orcuttia viscida	Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	-	1B.1	3812152	Buffalo Creek	Mapped	Plants - Vascular - Poaceae - Orcuttia viscida
Plants - Vascular	Orcuttia viscida	Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	-	1B.1	3812153	Carmichael	Mapped	Plants - Vascular - Poaceae - Orcuttia viscida
Plants - Vascular	Orcuttia viscida	Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	-	1B.1	3812143	Elk Grove	Mapped	Plants - Vascular - Poaceae - Orcuttia viscida
Plants - Vascular	Orcuttia viscida	Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	-	1B.1	3812162	Folsom	Mapped	Plants - Vascular - Poaceae - Orcuttia viscida
Plants - Vascular	Navarretia eriocephala	hoary navarretia	PDPLM0C060	None	None	-	4.3	3812143	Elk Grove	Unprocessed	Plants - Vascular - Polemoniaceae - Navarretia eriocephala
Plants - Vascular	Navarretia myersii ssp. myersii	pincushion navarretia	PDPLM0C0X1	None	None	-	1B.1	3812162	Folsom	Mapped and Unprocessed	Plants - Vascular - Polemoniaceae - Navarretia myersii ssp. myersii

CNPS California Native Plant Rare and Endangered Plant Inventory

Plant List

25 matches found. *Click on scientific name for details*

Search Criteria

Found in 9 Quads around 38121E2

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Arctostaphylos myrtifolia	Ione manzanita	Ericaceae	perennial evergreen shrub	1B.2	S2	G2
Calandrinia breweri	Brewer's calandrinia	Montiaceae	annual herb	4.2	S34	G4
Ceanothus roderickii	Pine Hill ceanothus	Rhamnaceae	perennial evergreen shrub	1B.1	S1	G1
Chlorogalum grandiflorum	Red Hills soaproot	Agavaceae	perennial bulbiferous herb	1B.2	S2	G2
Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	Onagraceae	annual herb	4.2	S4	G4G5T4
Crocanthemum suffrutescens	Bisbee Peak rush-rose	Cistaceae	perennial evergreen shrub	3.2	S2	G2Q
Downingia pusilla	dwarf downingia	Campanulaceae	annual herb	2B.2	S2	GU
Eriogonum apricum var. apricum	Ione buckwheat	Polygonaceae	perennial herb	1B.1	S1	G2T1
Eriogonum apricum var. prostratum	Irish Hill buckwheat	Polygonaceae	perennial herb	1B.1	S1	G2T1
Eriophyllum jepsonii	Jepson's woolly sunflower	Asteraceae	perennial herb	4.3	S3	G3
Eryngium pinnatisectum	Tuolumne button-celery	Apiaceae	annual / perennial herb	1B.2	S2	G2
Fremontodendron decumbens	Pine Hill flannelbush	Malvaceae	perennial evergreen shrub	1B.2	S1	G1
Fritillaria agrestis	stinkbells	Liliaceae	perennial bulbiferous herb	4.2	S3	G3
Galium californicum ssp. sierrae	El Dorado bedstraw	Rubiaceae	perennial herb	1B.2	S1	G5T1
Gratiola heterosepala	Boggs Lake hedge-hyssop	Plantaginaceae	annual herb	1B.2	S2	G2
Horkelia parryi	Parry's horkelia	Rosaceae	perennial herb	1B.2	S2	G2
Juncus leiospermus var. ahartii	Ahart's dwarf rush	Juncaceae	annual herb	1B.2	S1	G2T1
Legenere limosa	legenere	Campanulaceae	annual herb	1B.1	S2	G2
Navarretia eriocephala	hoary navarretia	Polemoniaceae	annual herb	4.3	S4	G4
Navarretia myersii ssp. myersii	pincushion navarretia	Polemoniaceae	annual herb	1B.1	S1	G1T1

Orcuttia tenuis	slender Orcutt grass	Poaceae	annual herb	1B.1	S2	G2
Orcuttia viscida	Sacramento Orcutt grass	Poaceae	annual herb	1B.1	S1	G1
Packera layneae	Layne's ragwort	Asteraceae	perennial herb	1B.2	S2	G2
Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb	1B.2	S3	G3
Wyethia reticulata	El Dorado County mule ears	Asteraceae	perennial herb	1B.2	S2	G2

Suggested Citation

CNPS, Rare Plant Program. 2015. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website http://www.rareplants.cnps.org [accessed 24 June 2015].

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CNPS California Native Plant Rare and Endangered Plant Inventory

Plant List

18 matches found. *Click on scientific name for details*

Search Criteria

Found in 9 Quads around 38121E3

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Centromadia parryi ssp. rudis	Parry's rough tarplant	Asteraceae	annual herb	4.2	S3	G3T3
Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	Onagraceae	annual herb	4.2	S4	G4G5T4
Cuscuta obtusiflora var. glandulosa	Peruvian dodder	Convolvulaceae	annual vine (parasitic)	2B.2	SH	G5T4T5
Downingia pusilla	dwarf downingia	Campanulaceae	annual herb	2B.2	S2	GU
Fritillaria agrestis	stinkbells	Liliaceae	perennial bulbiferous herb	4.2	S3	G3
Gratiola heterosepala	Boggs Lake hedge-hyssop	Plantaginaceae	annual herb	1B.2	S2	G2
Hesperevax caulescens	hogwallow starfish	Asteraceae	annual herb	4.2	S3	G3
Hibiscus lasiocarpos var. occidentalis	woolly rose-mallow	Malvaceae	perennial rhizomatous herb	1B.2	S2	G5T2
Juglans hindsii	Northern California black walnut	Juglandaceae	perennial deciduous tree	1B.1	S1	G1
Juncus leiospermus var. ahartii	Ahart's dwarf rush	Juncaceae	annual herb	1B.2	S1	G2T1
Legenere limosa	legenere	Campanulaceae	annual herb	1B.1	S2	G2
Lepidium latipes var. heckardii	Heckard's pepper-grass	Brassicaceae	annual herb	1B.2	S2	G4T2
Navarretia eriocephala	hoary navarretia	Polemoniaceae	annual herb	4.3	S4	G4
Navarretia myersii ssp. myersii	pincushion navarretia	Polemoniaceae	annual herb	1B.1	S1	G1T1
Orcuttia tenuis	slender Orcutt grass	Poaceae	annual herb	1B.1	S2	G2
Orcuttia viscida	Sacramento Orcutt grass	Poaceae	annual herb	1B.1	S1	G1
Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb	1B.2	S3	G3
Trifolium hydrophilum	saline clover	Fabaceae	annual herb	1B.2	S2	G2

Suggested Citation

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ATTACHMENT 3

US Fish & Wildlife Service

IPaC Trust Resource Report

Project Description

NAME

My project

PROJECT CODE

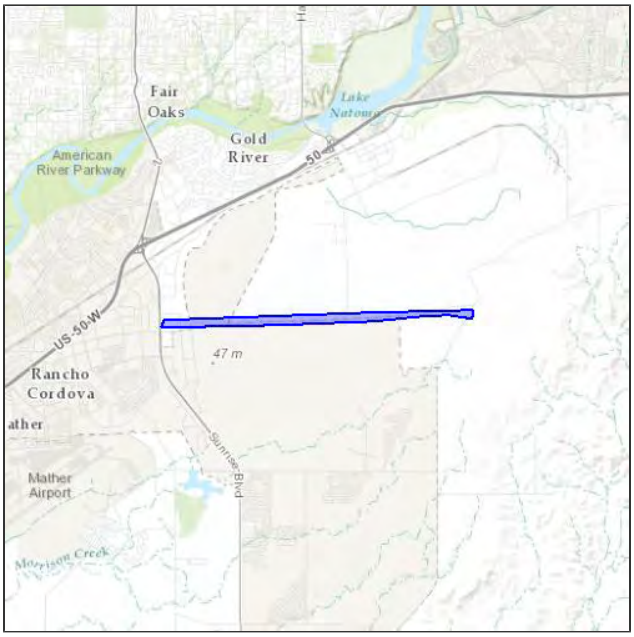
ME7AW-YULWR-GKFES-3QW5A-ZB4RUE

LOCATION

Sacramento County, California

DESCRIPTION

No description provided



U.S. Fish & Wildlife Contact Information

Species in this report are managed by:

Sacramento Fish And Wildlife Office
Federal Building
2800 COTTAGE WAY, ROOM W-2605
Sacramento, CA 95825-1846
(916) 414-6600

AGENDA ITEM 10.2

Endangered Species

Proposed, candidate, threatened, and endangered species that are managed by the Endangered Species Program and should be considered as part of an effect analysis for this project.

This unofficial species list is for informational purposes only and does not fulfill the requirements under Section 7 of the Endangered Species Act, which states that Federal agencies are required to "request of the Secretary of Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action." This requirement applies to projects which are conducted, permitted or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can be obtained by returning to this project on the IPaC website and requesting an official species list on the Regulatory Documents page.

Amphibians

California Red-legged Frog Rana draytonii — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=D02D

California Tiger Salamander Ambystoma californiense — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=D01T

Crustaceans

Conservancy Fairy Shrimp Branchinecta conservatio — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=K03D

Vernal Pool Fairy Shrimp Branchinecta lynchi — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=K03G

Vernal Pool Tadpole Shrimp Lepidurus packardi — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=K048

Fishes

Delta Smelt Hypomesus transpacificus — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=E070

Steelhead Oncorhynchus (=Salmo) mykiss — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=E08D

Flowering Plants

Sacramento Orcutt Grass Orcuttia viscida — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q1ZQ

Slender Orcutt Grass Orcuttia tenuis — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q1AZ

Insects

Valley Elderberry Longhorn Beetle Desmocerus californicus dimorphus — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=I01L

Reptiles

Giant Garter Snake Thamnophis gigas — Threatened

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=C057

Critical Habitats

Potential effects to critical habitat(s) within the project area must be analyzed along with the endangered species themselves.

There is no critical habitat within this project area

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

You are responsible for complying with the appropriate regulations for the protection of birds as part of this project. This involves analyzing potential impacts and implementing appropriate conservation measures for all project activities.

Bald Eagle Haliaeetus leucocephalus — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B008

Black Rail Laterallus jamaicensis — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B09A

Burrowing Owl Athene cunicularia — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0NC

Fox Sparrow Passerella iliaca — Bird of conservation concern
Year-round

Lewis's Woodpecker Melanerpes lewis — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HQ

Loggerhead Shrike Lanius ludovicianus — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FY

Long-billed Curlew Numenius americanus — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B06S

Marbled Godwit Limosa fedoa — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JL

Mountain Plover Charadrius montanus — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B078

Nuttall's Woodpecker Picoides nuttallii — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HT

Oak Titmouse Baeolophus inornatus — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0MJ

Peregrine Falcon Falco peregrinus — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FU

Short-eared Owl Asio flammeus — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HD

Snowy Plover Charadrius alexandrinus — Bird of conservation concern
Season: Breeding

Swainson's Hawk Buteo swainsoni — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B070

Tricolored Blackbird Agelaius tricolor — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B06P

Western Grebe aechmophorus occidentalis — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0EA

Williamson's Sapsucker Sphyrapicus thyroideus — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FX

Yellow-billed Magpie Pica nuttalli — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0N8

Refuges

Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. If your project overlaps or otherwise impacts a Refuge, please contact that Refuge to discuss the authorization process.

There are no refuges within this project area

Wetlands

Impacts to NWI wetlands and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

Project proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate U.S. Army Corps of Engineers District.

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Freshwater Emergent Wetland

PEMAx	9.47 acres
PEMFx	1.45 acres
PEMCx	0.335 acre

Freshwater Forested/shrub Wetland

PSSAx	3.46 acres

Other

PUSAx	4.1 acres

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Suite W-2605
Sacramento, California 95825-1846

In Reply Refer to:
08ESMF00-
2013-F-0444-2

JAN 26 2015

Ms. Susan D. Bauer
Chief, Environmental Management, M-1 Branch
California Department of Transportation, District 3
703 B Street
Marysville, California 95901-0911

Subject: Formal Consultation on the White Rock Road Improvements Project, Sacramento County, California (Caltrans Fed. ID# STPLCM-5482 [013])

Dear Ms. Bauer:

This letter is in response to the California Department of Transportation's (Caltrans), February 13, 2014, request for initiation of formal consultation with the U.S. Fish and Wildlife Service (Service) on the proposed White Rock Road Improvements Project (proposed project), in Sacramento County, California. Your request, which included the January 2014, *White Rock Road Improvements Biological Assessment* (biological assessment), was received by the Service on February 14, 2014. The Service requested additional information in order for consultation to be initiated in a February 28, 2014, letter. Your September 24, 2014, letter, including the additional information requested, was received in our office September 26, 2014. The biological assessment presents an evaluation of the proposed project's effects on species federally-listed under the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.) (Act).

The federal action we are consulting on is the widening and improvement of White Rock Road from Sunrise Boulevard to Grant Line Road by the city of Rancho Cordova and Sacramento County (applicants) in coordination with Caltrans and the Federal Highway Administration (FHWA). The proposed project is receiving federal funding through FHWA and Caltrans has assumed FHWA's responsibilities under the Act for this consultation in accordance with Section 1313, Surface Transportation Project Delivery Program, of the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012. The MAP-21 is described in the National Environmental Policy Act assignment Memorandum of Understanding between FHWA and Caltrans (effective October 1, 2012) and codified in 23 U.S.C. 327. This response is provided under the authority of the Act, and in accordance with the implementing regulations pertaining to interagency cooperation (50 CFR 402).

The findings presented in the biological assessment conclude that the proposed project may affect, and is likely to adversely affect the federally-listed as threatened valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) (beetle) and vernal pool fairy shrimp (*Branchinecta lynchi*) (fairy

shrimp) and the federally-listed as endangered vernal pool tadpole shrimp (*Lepidurus packardi*) (tadpole shrimp). The proposed project is not within designated or proposed critical habitat for any federally-listed species.

The Service concurs with your findings that the proposed project may affect, and is likely to adversely affect the beetle, the fairy shrimp, and the tadpole shrimp. The proposed project reaches the 'may affect' level, and the subsequent requirement for a biological assessment, due to the fact that the proposed project will occur within the known range for the beetle, the fairy shrimp, and the tadpole shrimp, suitable habitat for the species occurs within the action area, and the species are reasonably likely to be present in the action area. Therefore, this document provides our biological opinion on the effects of the proposed project on the beetle, the fairy shrimp, and the tadpole shrimp.

We based our evaluation of the biological assessment's findings on the following: (1) your February 13, 2014, letter initiating consultation and the January 2014, *White Rock Road Improvements Biological Assessment*, prepared by PMC (consultant); (2) the June 18, 2014, letter prepared by Caltrans, providing additional information; (3) the September 24, 2014, letter prepared by Caltrans, providing clarifying information; (4) email and telephone correspondence between the Service, Caltrans, and the consultant; and (5) other information available to the Service.

Consultation History

August 21, 2012	Representatives from the Service, Caltrans, and the applicants attended a meeting to discuss the proposed project and environmental documents.
February 14, 2014	The Service received the February 13, 2014, letter from Caltrans requesting initiation of formal consultation with the biological assessment enclosed.
March 19, 2014	A site visit was conducted by representatives from the Service, Caltrans, and the consultant.
June 20, 2014	The Service received the June 18, 2014, letter from Caltrans providing additional information requested on February 29, 2014.
July 21, 2014	The Service received an email from the consultant providing additional information requested on a July 2, 2014, telephone call.
September 26, 2014	The Service received a September 24, 2014, letter from Caltrans providing clarification requested on an August 5, 2014, telephone call. This date also confirms the receipt of all of the complete information in order for consultation to begin.

BIOLOGICAL OPINION

Description of the Proposed Action

The proposed project is located along White Rock Road, between Sunrise Boulevard and Grant Line Road, along the border of the city of Rancho Cordova (city) and Sacramento County (county). The

proposed project will widen the existing primarily two-lane White Rock Road to include four lanes with a 14-foot wide median, two 6-foot wide bicycle lanes, and two 3-foot wide shoulders. Cut and fill work will be required outside the existing roadway footprint, but will only be to a depth of a few feet below the existing roadway. Roadside ditches will be constructed to collect storm drainage along the length of the roadway.

Elderberry Shrub Impacts

The proposed project area contains 108 elderberry shrubs (*Sambucus* sp.), the sole host plant for the beetle, with at least one stem one inch or greater at ground level. Eight of the shrubs are beyond 100 feet from the proposed construction limits. Twenty of the shrubs are located between 20 and 100 feet of construction activities. The remaining 80 shrubs are within the construction footprint and will be removed and transplanted to a Service-approved beetle conservation bank.

Caltrans is proposing to minimize these effects by transplanting, as described in *Conservation Guidelines for the Valley Elderberry Longhorn Beetle* (Guidelines) (Service 1999). The applicants propose to compensate for the 80 shrubs removed as described in Table 1 below.

Table 1: Compensation Ratios for Affected Elderberry Shrubs

Riparian	Elderberry Stem Size	Exit Holes	Number of Stems	Seedling Ratio	Number of Replacement Elderberries	Associated Native Ratio	Number of Associated Seedlings
No	>1" and <3"	No	198	1:1	198	1:1	198
No	>3" and <5"	No	184	2:1	368	1:1	368
No	>5"	No	67	3:1	201	1:1	201
No	>1" and <3"	Yes	0	2:1	0	2:1	0
No	>3" and <5"	Yes	1	4:1	4	2:1	8
No	>5"	Yes	1	6:1	6	2:1	12
Total Stems Affected			**451**				
Total Replacement Plantings					**777**		**787**
Conservation Credits Proposed for Plantings (total replacement plantings/10)						**157**	
Note: This information is summarized from Tables 4 and 6 in the biological assessment.							

Caltrans' standard Best Management Practices (BMPs; Caltrans 2003) will be implemented throughout the proposed project area for the duration of construction, including erosion and sediment control. In addition, the applicants have proposed the following measures to avoid effects to the remaining shrubs. The measures proposed below are considered part of the proposed action evaluated by the Service in this biological opinion.

- Protective fencing will be installed between the shrubs identified for preservation and the construction area limits to prevent accidental disturbance during construction. Shrub areas that will not be disturbed will be fenced and designated as avoidance areas. Fencing will be set back a minimum of 20 feet from the dripline of each elderberry shrub not within the construction footprint;

- Signs shall be erected along the edge of elderberry avoidance areas noticing construction crews that the area is beetle habitat and must not be disturbed. These signs shall remain for the duration of construction; and

- A Worker Environmental Awareness Program shall be implemented to educate construction workers about the presence of beetle habitat in and near the project area and to instruct them on proper avoidance.

Vernal Pool Wetland Impacts

A total of 4.476 acres of wetland features are present in the vicinity of the proposed project. Of this, 1.617 acres are not considered habitat for the fairy shrimp or the tadpole shrimp because they consist of depressions in historic mine tailings that pond water, but not long enough to support the life cycles of the fairy shrimp or the tadpole shrimp. The remaining 2.859 acres provide suitable habitat for the fairy shrimp and the tadpole shrimp. The applicants have determined that 0.615 acres of this habitat will be filled and 1.068 acres will be indirectly affected. The applicants have proposed to offset the loss of the 1.693 acre (0.615 direct, 1.068 indirect, and 0.010 direct non-habitat) of vernal pool wetlands that are considered suitable habitat for the fairy shrimp and the tadpole shrimp by purchasing 3.991 acres of fairy shrimp and tadpole shrimp habitat credits at a Service-approved conservation bank(s) with a service area covering the proposed project.

The applicants have proposed the following avoidance and minimization measures to minimize effects to the vernal pool wetlands. The avoidance and minimization measures proposed below are considered part of the proposed action evaluated by the Service in this biological opinion.

- Prior to groundbreaking, the applicants propose to purchase fairy shrimp and tadpole shrimp habitat credits at a 3:1 ratio for direct impacts (0.615 x 3 = 1.845 acres), 2:1 ratio for indirect impacts (1.068 x 2 = 2.136 acres), and 1:1 ratio for direct impacts to non-habitat (0.010 acre) at a Service-approved conservation bank(s) that has a service area that covers the proposed project. The credits purchased may be in a combination of creation and preservation credits; however, no more than 0.625 acre of creation credits may be purchased for the minimization of the total direct impacts. The credits may be purchased in no more than two phases, with each applicant purchasing the total required for their portion of the proposed project;

- Soil stabilization and sediment control BMPs shall be implemented to ensure contamination of vernal pool wetlands by sediment and other pollutants does not occur. Waste management and material pollution control BMPs shall also be implemented to minimize the potential for pollutant spill or releases from construction equipment; and

- Standard staging area practices for sediment-tracking reduction will be implemented where necessary, and may include vehicle-washing and street-sweeping.

Action Area

The action area is defined in 50 CFR §402.02 as, "all areas to be affected directly or indirectly by the federal action and not merely the immediate area involved in the action." For the proposed project, the Service considers the action area to include the construction footprint, as well as any areas used for access and staging. The action area also includes all areas up to 165 feet from the construction footprint in which noise from construction activities is expected to exceed ambient levels.

Analytical Framework for the Jeopardy Analysis

In accordance with policy and regulation, the jeopardy analysis in this biological opinion relies on four components: (1) the *Status of the Species*, which evaluates the beetle's, the fairy shrimp's, and the tadpole shrimp's range-wide condition, the factors responsible for that condition, and their survival and recovery needs; (2) the *Environmental Baseline*, which evaluates the condition of the beetle, the fairy shrimp, and the tadpole shrimp in the action area, the factors responsible for that condition, and the relationship of the action area to the survival and recovery of the beetle, the fairy shrimp, and the tadpole shrimp; (3) the *Effects of the Action*, which determines the direct and indirect effects of the proposed federal action and the effects of any interrelated or interdependent activities on the beetle, the fairy shrimp, and the tadpole shrimp; and (4) the *Cumulative Effects*, which evaluates the effects of future, non-federal activities in the action area on the beetle, the fairy shrimp, and the tadpole shrimp.

In accordance with policy and regulation, the jeopardy determination is made by evaluating the effects of the proposed federal action in the context of the beetle's, the fairy shrimp's, and the tadpole shrimp's current status, taking into account any cumulative effects, to determine if implementation of the proposed action is likely to cause an appreciable reduction in the likelihood of recovery of the beetle, the fairy shrimp, or the tadpole shrimp in the wild.

The jeopardy analysis in this biological opinion places an emphasis on consideration of the range-wide survival and recovery needs of the beetle, the fairy shrimp, and the tadpole shrimp and the role of the action area in the survival and recovery of the beetle, the fairy shrimp, and the tadpole shrimp as the context for evaluating the significance of the effects of the proposed federal action, taken together with cumulative effects, for purposes of making the jeopardy determination.

Status of the Species

Valley Elderberry Longhorn Beetle

For the most recent comprehensive assessment of the range-wide status of the beetle, please refer to the *Withdrawal of the Proposed Rule To Remove the Valley Elderberry Longhorn Beetle From the Federal List of Endangered and Threatened Wildlife* (Service 2014). Threats discussed in the withdrawal continue to act on the beetle, with loss of habitat being the most significant effect. While there continue to be losses of beetle habitat throughout its range, to date no project has proposed a level of effect for which the Service has issued a biological opinion of jeopardy for the beetle.

Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp

The status of the fairy shrimp and the tadpole shrimp have been assessed in the *Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon* (Service 2005) (Recovery Plan) and 5-year reviews. For the most recent comprehensive assessment of the range-wide status of the fairy shrimp, please refer to the *Vernal Pool Fairy Shrimp (Branchinecta lynchi) 5-Year Review: Summary and Evaluation* (Service 2007a). For the most recent comprehensive assessment of the range-wide status of the tadpole shrimp, please refer to the *Vernal Pool Tadpole Shrimp (Lepidurus packardi) 5-Year Review: Summary and Evaluation* (Service 2007b).

No change in either species' listing status was recommended in the 5-year reviews. Threats such as the loss of vernal pool habitat primarily due to widespread urbanization were evaluated during the reviews and discussed in the final documents and have continued to act on the fairy shrimp and tadpole shrimp since the 2007 5-year reviews were finalized. The construction of infrastructure associated with urbanization also has contributed greatly to the loss and fragmentation of vernal pool species including the construction of roads. Habitat loss exacerbates the highly fragmented distribution of these species. Direct losses of habitat generally represent an irreversible damage to vernal pools. The alteration and destruction of habitat disrupts the physical processes conducive to functional vernal pool ecosystems. Vernal pool hydrology may be altered by further changes to the patterns of surface and subsurface flow due to the increase in the runoff associated with infrastructure.

While there have been continued losses of vernal pool habitat throughout the various vernal pool regions identified in the Recovery Plan, including the Southeastern Sacramento Valley Vernal Pool Region where the proposed project is located, to date no project has proposed a level of effect for which the Service has issued a biological opinion of jeopardy for either species. The Service is in the process of finalizing its most current 5-year reviews for both the fairy shrimp and the tadpole shrimp.

Environmental Baseline

Portions of the action area have undergone previous consultations with the Service for effects on the beetle, the fairy shrimp, and the tadpole shrimp. A small portion of the action area north of White Rock Road within the city limits overlaps the action area of the Rancho Cordova Parkway (Service File Number 08ESMF00-2011-F-0889-2), which has not yet begun construction. The area south of White Rock Road, from the edge of development just east of Luyung Road to the city limits is within the action area of the Rio del Oro Specific Plan (Service File Number 81420-2010-F-0891-1). To date, construction has not begun on the portion of the action area that overlaps that of the proposed project. The eastern end of the proposed project's action area is wi the action area of the White Rock Road Widening Project (Service File Numbers 81420-2008-F-0685 and 81420-2008-F-0685-R001), which has been completed.

Valley Elderberry Longhorn Beetle

The 108 elderberry shrubs in the proposed project's action area represent a small proportion of shrubs throughout the full range of the beetle. The closest known occurrences of the beetle in the California Natural Diversity Database (CNDDB) are just under two miles from the action area, along U.S. Highway 50 (CNDDB 2014). Two exit holes were located on the stems of elderberry

shrubs during surveys for the proposed project. The elderberry shrubs within the proposed project's action area are in close proximity to White Rock Road and are therefore already regularly exposed to dust and other particulates. One elderberry shrub is also in the action area for the Rancho Cordova Parkway, but would not be adversely affected by that project due to proposed avoidance and minimization measures. A number of elderberry shrubs are present in the overlapping action area with the Rio del Oro Specific Plan; however, there is no overlap in the shrubs that will be directly affected by each project. No elderberry shrubs are present within the portion of the proposed project's action area that overlaps that of the previous White Rock Road Widening Project.

Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp

The action area is located in the Southeastern Sacramento Valley Vernal Pool Region, as described in the Recovery Plan. Core areas within each Vernal Pool Region have been identified. These core areas support high concentrations of vernal pool species, are representative of a given species range, and are where recovery actions are focused. The eastern tip of the action area for the proposed project is located within the Mather Core Recovery Area. The Mather Core Recovery Area was given a Zone 1 ranking in the Recovery Plan which outlines actions necessary to protect 95% of suitable habitat throughout the core area. The portion of the proposed project's action area within the Mather Core Recovery Area represents less than 1% of the total 24,335-acre area encompassed by the full core area.

Formal surveys for the fairy shrimp and the tadpole shrimp were not conducted within the action area; however, there are numerous occurrences of the fairy shrimp and the tadpole shrimp in the CNDDB in the vicinity of the action area (CNDDB 2014). The closest known occurrences of both the fairy shrimp and the tadpole shrimp are immediately east of the action area, just across Grant Line Road.

No vernal pool habitat is present within the portion of the proposed project's action area that overlaps that of the Rancho Cordova Parkway. Ten wetland features are present in the portion of the action area that overlaps that of the Rio del Oro Specific Plan; however, construction has not started in this portion, and the features are still present. A number of wetland features within the White Rock Road Widening Project portion of the action area have been previously filled or may have been indirectly affected due to the completed project. Since completion of the White Rock Road Widening Project, the wetland mapping has been updated; therefore, this consultation evaluates current conditions observed post-construction.

Effects of the Proposed Action

Valley Elderberry Longhorn Beetle

Twenty of the elderberry shrubs in the action area are not likely to be adversely affected based on the avoidance and minimization measures proposed by the applicants. The remaining 80 elderberry shrubs with 451 stems one inch or greater in diameter at ground level will be removed and transplanted. Any beetle larvae occupying the shrubs could be killed when the shrubs are transplanted, since the shrubs may be significantly pruned before transplantation and could experience stress due to changes in soil, hydrology, or microclimate. Mortality of transplanted elderberry shrubs would preclude their future use by the beetle. However, in addition to the

transplanting of shrubs, the compensation proposed by the applicants will provide additional habitat for the beetle that will be protected in perpetuity.

Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp

The construction of the proposed project will result in direct effects to 0.615 acre of habitat for the fairy shrimp and the tadpole shrimp. The project related activities, such as grading, placement of fill, paving, and the use of earth moving equipment, will result in the loss of fairy shrimp and tadpole shrimp habitat and the death of an unknown number of individuals and cysts. The earthmoving equipment will be moving dirt and filling fairy shrimp and tadpole shrimp habitat during construction activities and will likely crush or destroy the fairy shrimp and tadpole shrimp individuals and cysts, or otherwise prevent the cysts from hatching.

The construction of the proposed project will also result in indirect effects to 1.068 acre of habitat for the fairy shrimp and the tadpole shrimp. Indirect effects are caused by or result from the proposed action, are later in time, and are reasonably certain to occur. The mass grading and ground disturbance associated with the proposed project, in combination with the impervious nature of the paved road, is reasonably likely to impede the surface and subsurface hydrology of the vernal pool landscape located outside the project footprint, leading to the eventual loss of that vernal pool habitat. All fairy shrimp and tadpole shrimp individuals and cysts inhabiting 1.683 total acres (0.615 direct + 1.068 indirect) of habitat for the fairy shrimp and the tadpole shrimp that will be affected as part of the proposed project will be harmed, injured, or killed as a result of the direct and indirect effects from the proposed project.

The effects to the beetle, the fairy shrimp, and the tadpole shrimp are small and discrete, relative to the range of the species, and although the loss of habitat will contribute to the overall reduction of habitat within the range of the beetle and the vernal pool core area, the conservation measures will contribute to the long-term preservation and management of beetle, fairy shrimp, and tadpole shrimp habitat. The proposed project will contribute to the conservation of the beetle, the fairy shrimp, and the tadpole shrimp by preserving habitat at conservation banks that will manage large contiguous sections of habitat for the benefit of the species.

Cumulative Effects

Cumulative effects include the effects of future state, tribal, county, local or private actions that are reasonably certain to occur in the action area considered in this biological opinion. Future federal actions that are unrelated to the proposed action are not considered in this section because they require separate consultation pursuant to section 7 of the Act. A Specific Plan is under development for the Westborough property within the city limits north of the proposed project; however, the Service anticipates that any future proposed projects within the property will undergo section 7 consultation. The Service is not aware of any other future actions reasonably certain to occur in the action area that could result in cumulative effects.

Conclusion

After reviewing the current status of the beetle, the fairy shrimp, and the tadpole shrimp, the environmental baseline for the action area covered in this biological opinion, the effects of the proposed project, the cumulative effects, and the proposed conservation measures, it is the Service's

biological opinion that the White Rock Road Improvements Project, as proposed, is not likely to jeopardize the continued existence of the species. The Service reached this conclusion because the project-related effects to the species, when added to the environmental baseline and analyzed in consideration of the lack of cumulative effects, will not rise to the level of precluding recovery of the species or reducing the likelihood of survival of the species.

INCIDENTAL TAKE STATEMENT

Section 9 of the Act and federal regulation pursuant to section 4(d) of the Act prohibit the take of endangered and threatened species, respectively, without special exemption. Take is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. Harass is defined by the Service regulations at 50 CFR 17.3 as an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavior patterns which include, but are not limited to, breeding, feeding, or sheltering. Harm is defined by the same regulations as an act which actually kills or injures wildlife. Harm is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing essential behavior patterns, including breeding, feeding, or sheltering. Incidental take is defined as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. Under the terms of section 7(b)(4) and section 7(o)(2), taking that is incidental to and not intended as part of the agency action is not considered to be prohibited taking under the Act provided that such taking is in compliance with the terms and conditions of this Incidental Take Statement.

The measures described below are non-discretionary, and must be undertaken by Caltrans so that they become binding conditions of any grant or permit issued to the applicants, as appropriate, for the exemption in section 7(o)(2) to apply. Caltrans has a continuing duty to regulate the activity covered by this incidental take statement. If Caltrans (1) fails to assume and implement the terms and conditions or (2) fails to require the applicants to adhere to the terms and conditions of the incidental take statement through enforceable terms that are added to the permits or grant documents, the protective coverage of section 7(o)(2) may lapse. In order to monitor the impact of incidental take, Caltrans must report the progress of the action and its impact on the species to the Service as specified in the incidental take statement. [50 CFR §402.14(i)(3)]

Amount or Extent of Take

The incidental take of the beetle anticipated for this proposed project will result from direct effects to the 80 elderberry shrubs with 451 stems one inch or greater in diameter at ground level that will be transplanted. The life stage affected by this action will be the beetle larvae living within the stems of the elderberry shrubs. The life cycle of the beetle takes one or two years to complete, during which it spends most of its life in the larval stage. Due to the fact that it is not possible to know how many beetle larvae are in the stems of any elderberry shrub, the Service cannot quantify the total number of beetles that we anticipate will be taken as a result of the proposed action. In instances in which the total number of individuals anticipated to be taken cannot be determined, the Service may use the amount of habitat impacted as a surrogate; since the take of individuals anticipated will result from the transplantation of the elderberry shrubs, the quantification of suitable habitat serves as a direct surrogate for the beetles that will be lost. Therefore, the Service anticipates take incidental to this project as the 80 affected elderberry shrubs with 451 stems one inch or greater in diameter at ground level that will be transplanted.

The incidental take of fairy shrimp and tadpole shrimp anticipated for this project will result from the grading and destruction of 0.615 acre of vernal pool habitat on-site. The life stage affected by this action will be the mature fairy shrimp and tadpole shrimp, because work could occur during the time that the wetland features are inundated, and their cysts, which are embedded in the soil of the wetland features. In addition, 1.068 acres of habitat for the fairy shrimp and the tadpole shrimp will be indirectly affected due to the ground disturbance associated with project construction within the project footprint. These effects will result later in time and will affect fairy shrimp and tadpole shrimp cysts by preventing those wetland features from inundating. Due to the fact that it is not possible to know how many individuals are in any wetland feature or cysts are in the soil of any wetland feature, or how many individuals or cysts will occupy any wetland feature later in time, the Service cannot quantify the total number of fairy shrimp or tadpole shrimp individuals or cysts that we anticipate will be taken as a result of the proposed action. In instances in which the total number of cysts and/or individuals anticipated to be taken cannot be determined, the Service may use the acreage of habitat impacted as a surrogate; since the take of cysts and individuals anticipated will result from the destruction or the altered hydrology of the vernal pool habitat, the quantification of habitat acreage serves as a direct surrogate for the fairy shrimp and tadpole shrimp that will be lost. Therefore, the Service anticipates take incidental to this project as the 1.683 acres (0.615 acres direct and 1.068 acres indirect) that will be destroyed and altered by grading activities.

Effect of the Take

The Service has determined that this level of anticipated take is not likely to result in jeopardy to the beetle, the fairy shrimp, or the tadpole shrimp.

Reasonable and Prudent Measure

The Service has determined that the following reasonable and prudent measure is necessary and appropriate to minimize the effects of the proposed project on the beetle, the fairy shrimp, and the tadpole shrimp:

1. All conservation measures proposed in the biological assessment, and as re-stated in the project description section of this biological opinion, must be fully implemented and adhered to. Further, this Reasonable and Prudent Measure shall be supplemented by the Terms and Conditions below.

Terms and Conditions

In order to be exempt from the prohibitions of section 9 of the Act, Caltrans must ensure compliance with the following terms and conditions, which implement the reasonable and prudent measure described above. These terms and conditions are nondiscretionary.

1. Caltrans shall include full implementation and adherence to the conservation measures proposed in the biological assessment and restated in this biological opinion as a condition of any permit or contract issued for the project.

2. In order to monitor whether the amount or extent of incidental take anticipated from implementation of the proposed project is approached, Caltrans shall adhere to the following reporting requirement.

a. For those components of the action that will result in habitat degradation or modification whereby incidental take in the form of harm will occur, Caltrans will provide weekly updates to the Service with a precise accounting of the total acreage of habitat affected. Updates shall also include any information about changes in project implementation.

CONSERVATION RECOMMENDATIONS

Section 7(a)(1) of the Act directs federal agencies to utilize their authorities to further the purposes of the Act by carrying out conservation programs for the benefit of endangered and threatened species. Conservation recommendations are discretionary agency activities that can be implemented to further the purposes of the Act, such as preservation of endangered species habitat, implementation of recovery actions, or development of information or data bases. The Service is providing the following conservation recommendation:

1. Caltrans should work with the Service to assist us in meeting the goals of the Recovery Plan for the fairy shrimp and the tadpole shrimp as outlined in the *December 2005, Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon* (Service 2005).

In order for the Service to be kept informed of actions minimizing or avoiding adverse effects or benefiting listed species or their habitats, the Service requests notification of the implementation of any conservation recommendation.

REINITIATION - CLOSING STATEMENT

This concludes formal consultation on the White Rock Road Improvements Project in Sacramento County, California. As provided in 50 CFR §402.16, reinitiation of formal consultation is required where discretionary federal agency involvement or control over the action has been retained or is authorized by law and: (a) if the amount or extent of taking specified in the incidental take statement is exceeded; (b) if new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered; (c) if the identified action is subsequently modified in a manner that causes an effect to listed species or critical habitat that was not considered in the biological opinion; or (d) if a new species is listed or critical habitat designated that may be affected by the identified action.

If you have questions regarding the White Rock Road Improvements Project, please contact Lily Douglas, Fish and Wildlife Biologist, or Kellie Berry, Chief, Sacramento Valley Division at (916) 414-6600.

Sincerely,

Jennifer M. Norris
Field Supervisor

cc:
Dr. Kathleen A. Dadey, U.S. Army Corps of Engineers, Sacramento, CA

LITERATURE CITED

California Natural Diversity Database (CNDDB). 2014. Biogeographic Data Branch, Department of Fish and Wildlife. Sacramento, California. Accessed 9 October 2014.

California Department of Transportation (Caltrans). 2003. Caltrans Storm Water Quality Handbooks: Construction Site Best Management Practices (BMPs) Manual. Caltrans Publication Distribution Unit, Sacramento, California. March 2003.

U.S. Fish and Wildlife Service (Service). 1999. Conservation Guidelines for the Valley Elderberry Longhorn Beetle. Sacramento Fish and Wildlife Office, Sacramento, California. 15 pp.

_____. 2005. Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon. Portland, Oregon. xxii + 574 pp.

_____. 2007a. Vernal Pool Fairy Shrimp (*Branchinecta lynchi*) 5-year Review: Summary and Evaluation. Sacramento Fish and Wildlife Office, Sacramento, California. September 2007. 75 pp.

_____ 2007b. Vernal Pool Tadpole Shrimp (*Lepidurus packardi*) 5-Year Review: Summary and Evaluation. Sacramento Fish and Wildlife Office, Sacramento, California. September 2007. 50 pp.

_____. 2014. Withdrawal of the Proposed Rule To Remove the Valley Elderberry Longhorn Beetle From the Federal List of Endangered and Threatened Wildlife. Federal Register 79:55874-55917. September 17, 2014.

Appendix H Air Quality Conformity Documentation

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Jackson, Kelly (PMC)

From: Karina OConnor <OConnor.Karina@epamail.epa.gov>
Sent: Wednesday, May 02, 2012 2:34 PM
To: Jose Luis Caceres
Cc: Brigette Tollstrup; Charles Anderson; Dave Johnston; David Melko; Gold. Charity; Jerry Barton; Jason Crow; Joseph Vaughn; Larry Robinson; Mike Brady; Matt Jones; Renee DeVere-Oki; Sharon Tang; Sondra Spaethe; Theresa Arnold
Subject: Re: Fwd: POAQC Submittal - White Rock Road Widening Project, SAC24470, Comments Due May 7
Attachments: POAQC Detemination Form 4-19-12.docx; Traffic Volumes SacDOT 4-19-12.xlsx; Initial Study.pdf; Final White Rock Road Transportation Report 9-30-08.pdf; White Rock Road Traffic Volumes 5-1-12.xlsx

EPA concurs that this is not a project of air quality concern.

Karina O'Connor
(775) 434-8176
oconnor.karina@epa.gov

From: "Jose Luis Caceres"
To: "Brigette Tollstrup" , "Charles Anderson" , "Larry Robinson" , "Jason Crow" , "Mike Brady" , "Sharon Tang" , "Joseph Vaughn" , "Dave Johnston" , "Jerry Barton" , Karina OConnor/R9/USEPA/US@EPA, "Sondra Spaethe" , "David Melko" , "Renee DeVere-Oki" , "Theresa Arnold" , "Matt Jones" ,
Cc: "Gold. Charity"
Date: 05/02/2012 01:54 PM
Subject: Fwd: POAQC Submittal - White Rock Road Widening Project, SAC24470, Comments Due May 7

Project Level Conformity Group,

This is a reminder that comments on this project are **due May 7**. It was pointed out that the original submittal did not include AADT numbers, so I'm attaching an Excel file, Traffic Volumes 5-1-12, which includes that information.

Thanks,

José Luis Cáceres
Transportation Planner, SACOG
(916) 340-6218

>>> Jose Luis Caceres 4/23/2012 11:38 AM >>>
Project Level Conformity Group,

Attached is the request for a determination of whether the White Rock Rd. Widening project is a Project of Air Quality Concern (POAQC). Please email questions and comments by **May 7th.** Use "reply all," to make comments to the group. Otherwise, you may also contact the sponsor, Charity Gold, directly. Her contact information is below.

This project falls under the 6005 federal process. As such, it requires written concurrence by EPA and FHWA.

Attachments:
1. Determination
2. Traffic Volumes
3. Initial Study/CEQA
4. Final Study
Thanks,

José Luis Cáceres
Transportation Planner, SACOG
(916) 340-6218

>>> "Gold. Charity" 4/23/2012 9:33 AM >>>
José Luis,

I have attached the revised POAQC form, as well as the CEQA document that was released for the project, and traffic information that was provided for the project by SacDOT. Because it is large, I will send the traffic study in another email. Please let me know if you need anything else.

Charity Gold
Environmental Analyst
Division of Environmental Review and Assessment (DERA)
Municipal Services Agency
goldc@saccounty.net
(916) 874-7914 (office)
(916) 874-8343 (fax)
(916) 874-7529 (direct)
www.dera.saccounty.net
Sacramento County
www.saccounty.net

From: Jose Luis Caceres [mailto:JCaceres@sacog.org]
Sent: Friday, April 06, 2012 2:51 PM
To: Gold. Charity
Subject: Re: POAQC Submittal - White Rock Road Widening Project

Hi Charity,

I'm sorry it's taken me so long to review the POAQC submittal.

I have a couple requests before I circulate this.

The submittal is missing links to the electronic source information. Step 1b says, " Provide links or electronic attachments along with page numbers for any referenced supporting documents, such as traffic studies and environmental documents."

Also, on page 3, it should say build and no-build. Instead it looks like it just says build and build. Also you say you don't expect a change in traffic volumes, but your statistics show a change from 3,400 to 9,800 between build and no build. So that doesn't make sense to me without some further explanation. Similarly, you show truck traffic percentages staying flat. You need to explain why the traffic is anticipated to stay at the same 4%.

Thanks,

José Luis Cáceres
Transportation Planner, SACOG
(916) 340-6218
>>> "Gold. Charity" 3/5/2012 3:44 PM >>>
José,

I have attached the POAQC form for the White Rock Road Widening Project along with the project's Area of Potential Effects map. Please let me know if there is additional information that I should submit.

Charity Gold
Environmental Analyst
Division of Environmental Review and Assessment (DERA)
Municipal Services Agency
(916) 874-7914 (office)
(916) 874-8343 (fax)
(916) 874-7529 (direct)
www.dera.saccounty.net
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Jackson, Kelly (PMC)

From: Sharon Tang <sharon_tang@dot.ca.gov>
Sent: Monday, May 07, 2012 10:16 AM
To: Jose Luis Caceres
Cc: Brigette Tollstrup; Charles Anderson; Dave Johnston; David Melko; Gold. Charity; Jerry Barton; Jason Crow; Joseph Vaughn; Larry Robinson; Mike Brady; Matt Jones; Karina O'Connor; Renee DeVere-Oki; Sharon Tang; Sondra Spaethe; Theresa Arnold
Subject: Re: Fwd: POAQC Submittal - White Rock Road Widening Project, SAC24470, Comments Due May 7

Caltrans concurs that this is not a POAQC for PM10 and PM2.5.

Thank you,
Sharon Tang
Environmental Planning-Air/Noise
Department of Transportation, District 3
703 B Street
Marysville, CA 95901
ph. (530)741-4577
fax: (530)741-4457

Jose Luis Caceres <JCaceres@sacog.org>
05/02/2012 01:52 PM

To: Brigette Tollstrup <BTOLLSTRUP@airquality.org>, Charles Anderson <CAnderson@airquality.org>, Larry Robinson <lrobinson@airquality.org>, Jason Crow <jcrow@arb.ca.gov>, Mike Brady <mike_brady@dot.ca.gov>, Sharon Tang <sharon.tang@dot.ca.gov>, Joseph Vaughn <Joseph.Vaughn@dot.gov>, Dave Johnston <dave.johnston@edcgov.us>, Jerry Barton <jbarton@edctc.org>, Karina O'Connor <oconnor.karina@epa.gov>, Sondra Spaethe <sspaethe@fraqmd.org>, David Melko <dmelko@pctpa.net>, Renee DeVere-Oki <RDeVere-Oki@sacog.org>, Theresa Arnold <TArnold@sacog.org>, Matt Jones <mjones@ysaqmd.org>

cc

"Gold. Charity"
<goldc@saccounty.net>

Subject

Fwd: POAQC Submittal - White Rock Road Widening Project, SAC24470, Comments Due May 7

Project Level Conformity Group,

This is a reminder that comments on this project are due May 7. It was pointed out that the original submittal did not include AADT numbers, so I'm attaching an Excel file, Traffic Volumes 5-1-12, which includes that information.

Thanks,

José Luis Cáceres
Transportation Planner, SACOG
(916) 340-6218

>>> Jose Luis Caceres 4/23/2012 11:38 AM >>>
Project Level Conformity Group,

Attached is the request for a determination of whether the White Rock Rd.
Widening project is a Project of Air Quality Concern (POAQC). Please email questions and comments by May 7th. Use "reply all," to make comments to the group. Otherwise, you may also contact the sponsor, Charity Gold, directly. Her contact information is below.

This project falls under the 6005 federal process. As such, it requires written concurrence by EPA and FHWA.

Attachments:
1.Determination
2.Traffic Volumes
3.Initial Study/CEQA
4.Final Study
Thanks,

José Luis Cáceres

Transportation Planner, SACOG
(916) 340-6218

>>> "Gold. Charity" <goldc@saccounty.net> 4/23/2012 9:33 AM >>>
José Luis,

I have attached the revised POAQC form, as well as the CEQA document that was released for the project, and traffic information that was provided for the project by SacDOT. Because it is large, I will send the traffic study in another email. Please let me know if you need anything else.

Charity Gold
Environmental Analyst
Division of Environmental Review and Assessment (DERA) Municipal Services Agency goldc@saccounty.net
(916) 874-7914 (office)
(916) 874-8343 (fax)
(916) 874-7529 (direct)
www.dera.saccounty.net
Sacramento County
www.saccounty.net

From: Jose Luis Caceres [mailto:JCaceres@sacog.org]
Sent: Friday, April 06, 2012 2:51 PM
To: Gold. Charity
Subject: Re: POAQC Submittal - White Rock Road Widening Project

Hi Charity,

I'm sorry it's taken me so long to review the POAQC submittal.

I have a couple requests before I circulate this.

The submittal is missing links to the electronic source information. Step 1b says, " Provide links or electronic attachments along with page numbers for any referenced supporting documents, such as traffic studies and environmental documents."

Also, on page 3, it should say build and no-build. Instead it looks like it just says build and build. Also you say you don't expect a change in traffic volumes, but your statistics show a change from 3,400 to 9,800 between build and no build. So that doesn't make sense to me without some further explanation. Similarly, you show truck traffic percentages staying flat. You need to explain why the traffic is anticipated to stay at the same 4%.

Thanks,

José Luis Cáceres
Transportation Planner, SACOG
(916) 340-6218
>>> "Gold. Charity" <goldc@saccounty.net> 3/5/2012 3:44 PM >>>
José,

I have attached the POAQC form for the White Rock Road Widening Project along with the project's Area of Potential Effects map. Please let me know if there is additional information that I should submit.

Charity Gold
Environmental Analyst
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[attachment "POAQC Detemination Form 4-19-12.docx" deleted by Sharon Tang/D03/Caltrans/CAGov] [attachment "Traffic Volumes SacDOT 4-19-12.xlsx"
deleted by Sharon Tang/D03/Caltrans/CAGov] [attachment "Initial Study.pdf"
deleted by Sharon Tang/D03/Caltrans/CAGov] [attachment "Final White Rock Road Transportation Report 9-30-08.pdf"
deleted by Sharon Tang/D03/Caltrans/CAGov] [attachment "White Rock Road Traffic Volumes 5-1-12.xlsx" deleted by Sharon Tang/D03/Caltrans/CAGov]

Jackson, Kelly (PMC)

From: Jose Luis Caceres <JCaceres@sacog.org>
Sent: Wednesday, June 11, 2014 12:50 PM
To: Kelly Jackson
Cc: Shalanda M@DOT Christian
Subject: Re: Fwd: POAQC Submittal - White Rock Road Widening Project, SAC24470
Attachments: Re: Fwd: POAQC Submittal - White Rock Road Widening Project, SAC24470, Comments Due May 7; RE: POAQC Submittal - White Rock Road Widening Project, SAC24470, Comments Due May 7; Re: Fwd: POAQC Submittal - White Rock Road Widening Project, SAC24470, Comments Due May 7

Hi Kelly,

Here is the email from SACOG recording that this is not a POAQC. Attached are the emails from EPA and FHWA (also required) concurring.

This should satisfy Caltrans.

--JL

>>> Jose Luis Caceres 5/17/2013 11:38 AM >>>

>>> Jose Luis Caceres 5/10/2012 11:09 AM >>>
Hi Charity,

The White Rock Rd. Widening project has been determined to not be a project of air quality concern. Please keep copies of the concurrence emails from FHWA and EPA.

Thanks,

José Luis Cáceres
Transportation Planner, SACOG
(916) 340-6218

Jackson, Kelly (PMC)

From: Joseph.Vaughn@dot.gov
Sent: Thursday, May 03, 2012 10:11 AM
To: JCaceres@sacog.org; BTOLLSTRUP@airquality.org; CAnderson@airquality.org; lrobinson@airquality.org; jcrow@arb.ca.gov; mike_brady@dot.ca.gov; sharon.tang@dot.ca.gov; dave.johnston@edcgov.us; jbarton@edctc.org; oconnor.karina@epa.gov; sspaethe@fraqmd.org; dmelko@pctpa.net; RDeVere-Oki@sacog.org; TArnold@sacog.org; mjones@ysaqmd.org
Cc: goldc@saccounty.net
Subject: RE: POAQC Submittal - White Rock Road Widening Project, SAC24470, Comments Due May 7

FHWA concurs that this is not a project of air quality concern.

Joseph Vaughn
Air Quality Specialist/MPO Coordinator
FHWA, CA Division
(916) 498-5346

From: Jose Luis Caceres [mailto:JCaceres@sacog.org]
Sent: Wednesday, May 02, 2012 1:52 PM
To: Brigette Tollstrup; Charles Anderson; Larry Robinson; Jason Crow; Mike Brady; Sharon Tang; Vaughn, Joseph (FHWA); Dave Johnston; Jerry Barton; Karina O'Connor; Sondra Spaethe; David Melko; Renee DeVere-Oki; Theresa Arnold; Matt Jones
Cc: Gold. Charity
Subject: Fwd: POAQC Submittal - White Rock Road Widening Project, SAC24470, Comments Due May 7
Project Level Conformity Group,
This is a reminder that comments on this project are **due May 7**. It was pointed out that the original submittal did not include AADT numbers, so I'm attaching an Excel file, Traffic Volumes 5-1-12, which includes that information.
Thanks,

José Luis Cáceres
Transportation Planner, SACOG
(916) 340-6218
>>> Jose Luis Caceres 4/23/2012 11:38 AM >>>
Project Level Conformity Group,
Attached is the request for a determination of whether the White Rock Rd. Widening project is a Project of Air Quality Concern (POAQC). Please email questions and comments by **May 7th.** Use "reply all," to make comments to the group. Otherwise, you may also contact the sponsor, Charity Gold, directly. Her contact information is below.
This project falls under the 6005 federal process. As such, it requires written concurrence by EPA and FHWA.
Attachments:

1. Determination
2. Traffic Volumes
3. Initial Study/CEQA

4. Final Study

Thanks,

José Luis Cáceres
Transportation Planner, SACOG
(916) 340-6218
>>> "Gold. Charity" 4/23/2012 9:33 AM >>>
José Luis,
I have attached the revised POAQC form, as well as the CEQA document that was released for the project, and traffic information that was provided for the project by SacDOT. Because it is large, I will send the traffic study in another email. Please let me know if you need anything else.

Charity Gold

Environmental Analyst

Division of Environmental Review and Assessment (DERA)

Municipal Services Agency

goldc@saccounty.net

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build and no build. So that doesn't make sense to me without some further explanation. Similarly, you show truck traffic percentages staying flat. You need to explain why the traffic is anticipated to stay at the same 4%. Thanks,

---

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Charity Gold

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U.S. Department of Transportation
Federal Highway Administration

Federal Highway Administration
California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

January 11, 2016

In Reply Refer To:
HDA-CA

Mr. Amarjeet S. Benipal
District Director
California Department of Transportation
District 3
703 B Street
Marysville, CA 95901

Attention: Jason Lee

SUBJECT: Project Level Conformity Determination for the White Rock Road Widening Project (SAC24470 & SAC24662)

Dear Mr. Benipal:

On December 14, 2015, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a complete request for a project level conformity determination for the White Rock Road Widening Project. The project is in an area that is designated Non-Attainment or Maintenance for Ozone and Particulate Matter (PM 2.5).

The project level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 CFR Part 93 have been met. The project is included in the Sacramento Area Council of Governments' (SACOG) current Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), as amended. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 CFR 93.116 and 93.123, the localized PM analyses are included in the documentation. The analyses demonstrate that the project will not create any new violations of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the White Rock Road Widening Project conforms with the State Implementation Plan (SIP) in accordance with 40 CFR Part 93.

If you have any questions pertaining to this conformity finding, please contact Joseph Vaughn at (916) 498-5346 or by email at Joseph.Vaughn@dot.gov.

Sincerely,

For: Vincent P. Mammano
Division Administrator

Appendix I Response to Comments

Introduction

This Appendix contains responses to comments received on the Initial Study with Proposed MND/Environmental Assessment (IS/EA). The comment letters, responses, and any corresponding revisions to the document do not involve any new significant impacts or "significant new information" that would require recirculation of the IS/EA under CEQA or NEPA standards.

List of Commenters

The following individuals and representatives of organizations and agencies submitted comments on the IS/EA:

Letter/ E-mail	Individual or Signatory	Affiliation	Date
A	Rob Ferrera	Sacramento Municipal Utility District	11/19/15
B	Tom Zlotkowski	Capital SouthEast Connector JPA	11/20/15
C	Stephanie Tadlock	Central Valley Regional Water Quality Control Board	11/23/15
D	Christopher Hunley	County of Sacramento Environmental Management Department	11/30/15
E	Jeffery Morneau	California Department of Transportation (Caltrans)	11/30/15
F	Chris Holm	WalkSacramento	11/30/15
G	Molly Wright	Sacramento Metropolitan Air Quality Management District	12/1/15
H	Scott Morgan	State Clearinghouse	12/1/15

Written comments on the document are included at the end of Appendix I. Responses to those comments are included in the table below. To assist in referencing comments and responses, the following coding system is used:

Letters are coded by letters and each issue raised in the comment letter is assigned a number (e.g., Comment Letter A, comment 1: A-1).

Where changes to the IS/EA text result from responding to comments, those changes are included in the text of this document and demarcated with revision marks (line in margin).

Comment Letter	Comment Number	Response
A	1	As identified on page 77 of the Draft IS/EA, the proposed widening of White Rock Road would involve the relocation of both the 69 kV and 12 kV lines. The City will consult with SMUD in the development of the relocation plan to ensure that relocation is conducted to SMUD's expectations and that the public utility easement is adequate for SMUD's use.
B	1	Comment noted. The City is aware of both the Connector project and that the proposed widening of White Rock Road is adjacent to the Connector.
	2	Comment noted. The Connector JPA was included on the distribution list for the draft environmental document and will be on the distribution list for the final environmental document The City and/or Caltrans will coordinate and collaborate with affected jurisdictions during the final design and construction of the project, as well as any future improvements at the intersection of White Rock Road and Grant Line Road.
	3	This section of the environmental document has been revised to reflect that the County's White Rock Road widening has been completed.
	4	Text referring to Figures 1.4-1a through 1.4-1t has been revised to state that the figures show the proposed right of way limits rather than typical section. Typical sections and proposed project features will be shared with the Connector JPA as part of further project coordination.
	5	Table 2.1-2 and the corresponding text are based on the circulation elements of the City of Rancho Cordova General Plan and Sacramento County's General Plan. The circulation element of the City of Rancho Cordova General Plan was amended in May 2015 to include the Capital Southeast Connector; the amendments did not change the general plan policies included in Table 2.1-2. The text in Section 2.1.1.2 has been updated to show that the City of Rancho Cordova's Land Use Element was updated in January 2015. Table 2.1-2 has also been updated to reflect the County's May 2014 update to its circulation element.
	6	The JPA Project Design Guidelines are not applicable to the Project; the intersection at White Rock Road and Grant Line Road is not part of the project.
	7	The intersection at White Rock Road and Grant Line Road is not part of the project and was not evaluated in the analysis.
	8	In accordance with CEQA, existing conditions were set based on the initiation of environmental review of the project, which occurred in 2008. Requests to modify the description of existing conditions and roadway segments to current conditions were not made since current conditions do not serve as the CEQA baseline for the proposed project. Draft IS/EA Figure 2.1-3 on page 81 illustrates the project roadway network and is based on the Final Transportation Analysis for the White Rock Road Widening Project from Grant Line Road to El Dorado County prepared by Sacramento County in September 2008. No figure showing the future roadway network assumptions was included in Final Transportation Analysis and so no figure is available for inclusion in the IS/EA. The Final Transportation Analysis did include an assumption for its 2030 model run that White Rock Road would be 6 lanes west of the Rancho Cordova City limit. As discussed in Section 2.1.1.2 of the Draft IS/EA, however, based on the economic slowdown which occurred after 2008, projected growth is behind the predictions made in 2008 and a 4 lane facility in the portion of White Rock Road between Sunrise Boulevard and Grant Line Road has been determined to be sufficient to meet the current and future (2030) needs. Based on the economic downturn, the year 2030 modeling done in 2008 is roughly equivalent to what a year 2035 analysis based on current conditions would show. The County's CEQA analysis, which included this portion of White Rock Road, did contain an existing plus project scenario that included analysis of the White Rock Road/Grant Line Road intersection. This intersection would operate at LOS A in the existing plus project condition.

Comment Letter	Comment Number	Response
C	1	Comment noted. A description of the Central Valley Regional Water Quality Control Board's authority associated with state law is described on page 110 of the Draft IS/EA.
	2	Comment noted. A description of the water quality regulatory framework associated with the project is described on Draft IS/EA pages 109-113.
	3	The Construction Storm Water General Permit is described on Draft IS/EA pages 111 and 112. The project would implement construction water quality control measures as part of a SWPPP.
	4	The City of Rancho Cordova is under a Phase II MS4 permit. The project is subject to the City's Stormwater Management and Discharge Control Ordinance (Rancho Cordova Municipal Code Chapter 15.12).
	5	The project is a roadway improvement and does not include an industrial use that would be subject to the Industrial Storm Water General Permit.
	6	The project would require permitting under Section 404 of the Clean Water Act as well as a Water Quality Certification under Section 401.
	7	See Response C-6.
	8	The project would not involve any discharges subject to Waste Discharge Requirement permitting.
	9	The project is a roadway improvement and does not include agricultural uses.
	10	As identified on Draft IS/EA page 117, the project may involve dewater operations and would require coverage under the General Order.
D	1	Potential impacts to the White Rock Road Landfill (North and South) is addressed on Draft IS/EA pages 130 and 132-141 (this includes mapping of the landfill in relation to the roadway). The analysis identifies that construction of the project may be impacted by contamination from both landfills. Soil sampling and health and safety plan would be implemented to address this impact.
	2	Project construction is not expected to involve the maintenance of a construction staging site for over a year that would handle or store hazardous materials.
	3	The project does not propose the construction or abandonment of any wells.
E	1	As identified on Draft IS/EA page 95, the project would implement a Transportation Management Plan to minimize traffic delay.
	2	The City has planned for this intersection to be signalized prior to the completion of the widening of White Rock Road.
	3	The City will continue to coordinate with Caltrans on the implementation of this project.
F	1	The final design of the roadway lane widths has not been determined and this comment will be considered in the final design. As identified on Draft IS/EA page 12, the roadway would include 6-foot wide bike lanes and 3-foot shoulders.
	2	The City will ensure that sidewalks are included in the final design of the roadway widening. The approved Rio del Oro Specific Plan Circulation Chapter identifies that 8-foot wide sidewalks would be provided along White Rock Road.
	3	The roadway improvement would include 6-foot wide bike lanes as well as sidewalk facilities (see Response F-1 and F-2) consistent with Policy C1.11.

Comment Letter	Comment Number	Response
G	1	Upon this request, the City sent the White Rock Road Air Quality and Climate Change Study Report (December 2014) to the District that includes emission model outputs. This report assumed the following regarding construction: • Start date of "2015" and duration of "18 months." Phases are as follows: • Grubbing/Land Clearing – 1.8 months • Grading/Excavation -- 8.1 months • Drainage/Utilities/Sub-grade – 5.4 months • Paving -- 2.7 months Maximum daily construction emissions are shown in Draft IS/EA Table 2.2-5. As shown in this table, the project would exceed the District NOx threshold of 85 pounds per day. Draft IS/EA pages 159-162 list measures to reduce construction emissions that include the District's Enhanced Exhaust Control Practices. As shown on CEQA Checklist in Appendix A of the Draft IS/EA, the project would have a less than significant impact with mitigation with respect to violating any air quality standard or contributing substantially to an existing or projected air quality violation. As identified in the White Rock Road Air Quality and Climate Change Study Report (page 161), the emissions would be reduced through the implementation of the measures identified on page 159-162 as follows • ROG = 5.3 lbs/day • NOx = 57.9 lbs/day • PM10 = 12.6 lbs/day • PM2.5 = 13.0 lbs/day • CO = 37.0 lbs/day Total construction emissions for ROG, NOx, and PM are not available at this time; during final design, the construction timing and methodologies will be developed further so that total construction emissions may be calculated. The SMAQMD construction-related GHG threshold is 1,100 metric tons annually. As shown on page 235 of the Draft IS/EA the project would emit 2,103 metric tons total over 18 months based on the modeling assumptions used in the White Rock Road Air Quality and Climate Change Study Report. However, project construction may take longer than 18 months but not more than 5 years; it is not expected that the project would exceed the District's threshold in any single year.
	2	The SMAQMD (2011) provides a project-level screening procedure to determine whether detailed CO hotspot modeling is required for a proposed development project. This preliminary screening methodology provides lead agencies with a conservative indication as to whether project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the thresholds of significance. According to the SMAQMD, the proposed Project would result in a less than significant impact to air quality for local CO if: • Traffic generated by the proposed Project would not result in deterioration of intersection level of service (LOS) to LOS E or F; and • The Project would not contribute additional traffic to an intersection that already operates at LOS of E or F. Because the proposed project may contribute additional traffic to the intersections of White Rock Road/Zinfandel Drive, which currently operates at LOS E in the P.M. peak hour, the second tier screening is warranted. If the first tier of screening criteria is not met then the second tier of screening criteria shall be examined. If all of the following criteria are met, the proposed project will result in a less-than-significant impact to air quality for local CO. As further noted below, the project would have a less-than-significant impact to local CO for the following reasons:

Comment Letter	Comment Number	Response
		• The project will not result in an affected intersection experiencing more than 31,600 vehicles per hour; • The project will not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air will be substantially limited; and • The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models). The project would not result in an affected intersection experiencing 31,600 vehicles per hour ; according to the Final Transportation Analysis Report and supplemental traffic analyses (DKS 2008, 2013, Figures 8 & 9) prepared for the project, none of the affected intersections would experience such volumes at any part of the day, including the AM and PM peak hours. The project also does not involve any tunnel, parking garage, below grade roadway, vehicle mix or any other feature that would substantially limit the vertical or horizontal mixing of air. Lastly, no intersections within the proposed project limits would have a substantially different vehicle mix than the County average Therefore, according to the SMAQMD, the proposed project would have a less than significant impact to local CO. See Response G-1 regarding the provision of the White Rock Road Air Quality and Climate Change Study Report. The City has sent the White Rock Road Air Quality and Climate Change Study Report to the District as requested.
	3	The following text is added to has been added to the IS/EA: *In September 2000, the California Air Resources Board (CARB) adopted the Diesel Risk Reduction Plan (DRRP), which recommends many control measures to reduce the risks associated with diesel-exhaust emissions (diesel PM) and achieve a goal of reducing diesel PM emissions by 85 percent from 2000 levels by 2020. The DRRP incorporates measures to reduce emissions from diesel-fueled vehicles and stationary diesel-fueled engines. Ongoing efforts by CARB to reduce diesel-exhaust emissions from these sources include the development of specific statewide regulations, which are designed to further reduce diesel PM emissions. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Since the initial adoption of the DRRP in September 2000, CARB has adopted numerous rules related to the reduction of diesel PM from mobile sources, as well as the use of cleaner-burning fuels. Transportation sources addressed by these rules include public transit buses, school buses, on-road heavy-duty trucks, and off-road heavy-duty equipment*.
	4	The roadway improvement would include 6-foot wide bike lanes as well as sidewalk facilities (see Response F-1 and F-2).
	5	Comment noted. The City and Caltrans will continue to coordination with SMAQMD as the project develops.
H	1	Comment noted. Response to comments from Central Valley Regional Water Quality Control Board and Caltrans are provided above (see responses to Comment Letter C and E).

Letter A

Powering forward. Together.

SMUD

November 19, 2015

Kelly McNally
Associate Environmental Planner
Department of Transportation, Environmental Planning
703 B Street
Marysville, CA 95901

Subject: White Rock Road Widening Project, Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment and Section 4(f) Evaluation

Dear Ms. McNally,

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the White Rock Road Widening Project, Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment and Section 4(f) Evaluation. SMUD is the primary energy provider for Sacramento County and the proposed project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

The aforementioned document states that the proposed project includes relocation of the following SMUD facilities:

- 69 kilovolt (kv) overhead electrical line to the north along 3,500 feet of White Rock Road east of Luyung Drive;
- 12 kv overhead electrical line to the south along 1.7 miles of White Rock Road between Nimbus Road and Grant Line Road.

Based on our review of the aforementioned document and our understanding of the proposed project, SMUD offers the following input:

- The 69 kV line along White Rock Road, which would be relocated as part of the proposed project, also has an 12 kV line underbuild on the pole line.
- SMUD requires a minimum 25-foot PUE adjacent to all public roads for 69 kV and 12 kV facilities.
- SMUD requires access to all of its facilities.
- SMUD reserves the right to use any portion of its easement and shall not be responsible for any damages to the developed property within said easement.
- There shall be no storage of fuel or combustibles and no fueling of vehicles or any operation equipment within the SMUD easement.

A-1

SMUD HQ | 6201 S Street | P.O. Box 15830 | Sacramento, CA 95852-0830 | 1.888.742.7683 | smud.org

Letter A Continued

- There shall be no long term staging or storage of construction or maintenance materials within the SMUD easement, such materials shall be removed from the easement at the completion of the project.
- All boom-operated construction equipment within SMUD's easement corridor shall be equipped with a mechanical lock-out device to prevent the boom from extending above the Cal-OSHA required clearance distance to SMUD's energized high voltage lines and fiber optic communication lines.
- No cut or fill will be allowed within the horizontal distances indicated below, measured from the face of each type of structure or anchor:
  - Wood Pole or Anchor - 15 Feet
  - Steel Pole - 25 feet

A-1 cont.

In addition, the aforementioned document states that a relocation plan would be prepared for the relocation of SMUD's existing facilities. SMUD requests that the project engineer engage SMUD during preparation of this plan. Although the exact alignment and pole locations may not be known at the time this plan is prepared, nonetheless SMUD would like to be engaged and offer input.

SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed project. Please ensure that the information included in this response is conveyed to the project planners and the appropriate project proponents.

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this project. Again, we appreciate the opportunity to provide input on this Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment and Section 4(f) Evaluation. If you have any questions regarding this letter, please contact Kim Crawford, SMUD Environmental Specialist at (916) 732-5063 or kim.crawford@smud.org.

Sincerely,

Rob Ferrera
Environmental Specialist
Environmental Management
Workforce and Enterprise Services
Sacramento Municipal Utility District

Cc: Kim Crawford
Malissa Ellis
Jose Bodipo-Memba
Pat Durham
Joseph Schofield

SMUD HQ | 6201 S Street | P.O. Box 15830 | Sacramento, CA 95852-0830 | 1.888.742.7683 | smud.org

Letter B

CAPITAL | SOUTHEAST
CONNECTOR JPA
Connecting Communities

WWW.CONNECTORJPA.NET
10640 Mather Blvd., Suite 120 Mather, CA 95655
Tel: 916.876.9094 Fax: 916.854.9304

November 20, 2015

Kelly McNally
Environmental Planning
Caltrans District 3
703 B Street
Marysville, CA 95901

RE: WHITE ROCK ROAD WIDENING PROJECT

Dear Ms. McNally,

The Capital SouthEast Connector (Connector) is a 34-mile limited-access roadway spanning from the Interstate 5 / Hood-Franklin interchange, south of Elk Grove, to U.S. 50 at the Silva Valley Parkway interchange just east of El Dorado Hills. The alignment of the Connector consists of Kammerer, Grant Line, and White Rock Roads. In particular, the subject White Rock Road Widening Project terminates at the Connector and is planned to have an interchange at the White Rock Road/Grant Line Road intersection.

The Connector is managed by a Joint Powers Authority (Connector JPA) that includes the cities of Folsom, Elk Grove and Rancho Cordova, and El Dorado and Sacramento counties. The JPA was formed in December, 2006 when the cities and counties formalized their collaboration to proceed with planning, environmental review, engineering design and development of what was initially called the Elk Grove-Rancho Cordova-El Dorado Connector Project. **B-1**

Since being formed in 2006, the JPA has prepared a Program-level Environmental Impact Report (PEIR) for the Connector Project. The PEIR was certified by the JPA Board in 2012. In 2014, the Connector was adopted into the General Plan of Sacramento County. In 2015, the Connector was adopted into the General Plan of the City of Rancho Cordova.

The Connector JPA submits the following comments regarding the Initial Study/ Proposed Mitigated Negative Declaration ("IS/MND") for the White Rock Road Widening Project ("Project").

1. **General.** Please note that there is no specific reference relating to the Connector. This Project is subject to review by various local jurisdictions such as the County of Sacramento and, as it relates to the intersection with the Connector, the Connector JPA. Please coordinate and collaborate with affected jurisdictions for the planning, design, phasing and construction of the Project.

2. **General.** The Connector JPA is a very active partner in the vicinity of the Project and was not aware of the planned activity reflected in the IS/MND. Please add us to your mailing list for notification of the release of future environmental documents. Our mailing address is 10640 Mather Boulevard, Suite 120, Mather, CA 95655. **B-2**

3. **General**. The Connector was adopted into the General Plan of the City of Rancho Cordova. The Connector JPA is proceeding with a four-lane improvement project (Phase 1) on Grant Line Road from White Rock Road south to State Route 16. Ultimately, the Connector will construct an

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Letter B Continued

interchange at the intersection of White Rock Road and Grant Line Road. In addition, a Class 1 multi-purpose path in planned along the length of the Connector and Class 2 facilities will be prohibited within the Expressway segments. Please coordinate with the Connector JPA staff regarding the construction timing of the Project. B-2 cont.

4. **Chapter 1.2.3.** Please correct this paragraph to reflect the completed construction of White Rock Road from Grant Line Road to Prairie City Road. B-3

5. **Chapter 1.4.1 and Figures 1.4a-1.4t.** This chapter refers to a typical section that cannot be found in the Figures. In addition, these Figures do not depict the proposed project – they only depict the proposed right of way. Provide typical sections of the Project and provide figures that depict what the proposed Project will entail. B-4

6. **Chapter 2.1.1.2.** Update the various paragraphs on General Plans to refer to the latest amended plan date. Correct references to the transportation facilities if necessary. B-5

7. **Chapter 2.1.1.2.** Reference the Connector PEIR and the Connector Project Design Guidelines as the Connector is the eastern terminus of the Project. B-6

8. **Chapter 2.1.5.** The Connector JPA Project Design Guidelines have adopted a Level of Service (LOS) C threshold. Revise this Chapter to refer to LOS C for the Connector, in particular the intersection of the Project with Grant Line Road. B-7

9. **Chapter 2.1.5.** This Chapter repeatedly refers to "existing", as in existing LOS, existing traffic volumes, etc. Please clarify what year the existing data is referring to.

10. **Chapter 2.1.5.** Revise the description of White Rock Road under the Roadway Network subheading to reflect the recently completed project by the County of Sacramento and to reflect the Connector Segments D3, E1 and E2. Please note that the Connector JPA recently publicly circulated a draft IS/MND in October 2015.

11. **Chapter 2.1.5, Table 2.1-6.** Revise this Table to include the existing traffic operations conditions for the existing signalized intersection of White Rock Road and Grant Line Road. Note the LOS threshold is LOS C.

12. **Chapter 2.1.5, Table 2.1-9.** Revise this Table to include the existing Segment LOS between Fitzgerald Road and Grant Line Road. B-8

13. **Chapter 2.1.5, Environmental Consequences.** Please provide figures that show the roadway network assumptions. Numerous new roads and intersections are described on pages 89-93 yet it is not clear where these intersections are located.

14. **Chapter 2.1.5, Environmental Consequences.** Please clarify the use of Design Year 2030 and how the project was analyzed for operations. This document states:

    1) "*The design year for the project is 2030, but as noted in Section 2.1.1.2 it is fully anticipated that the proposed project will meet traffic needs up to and beyond 2035*"

Letter B Continued

2) *"White Rock Road is six lanes wide west of the Rancho Cordova City limit"*

These statements are conflicting. In addition, how can White Rock Road be assumed to be six lanes when this document is only considering four lanes? Does the project have Independent Utility if six lanes are needed by the Design Year? Is this document saying that four lanes are not sufficient to meet demand by the Design Year? Is it reasonable to assume that this project will be complete and open by 2020 when funding for future phases of project delivery have not been identified? For consistency with the MTP, General Plans and other regional planning documents, we highly recommend that a 2035 analysis be performed.

15. **Chapter 2.1.5, Environmental Consequences.** Numerous assumptions on the 2030 roadway network are outdated and unreasonable. The latest City/Counties CIP should be consulted and the Draft 2016 MTP Update on projects that are defined as "Programmed", "Planned", or "Project Development Only" in should be used. In addition, Grant Line Road will not be 6 lanes south of the White Rock Road intersection as this is the Connector and per the Connector Guidelines, County General Plan and City General Plan, the Connector is 4 lanes.

16. **Chapter 2.1.5, Table 2.1-12.** Revise this Table to include the traffic operations conditions for the signalized intersection of White Rock Road and Grant Line Road. Note the LOS threshold is LOS C.

B-8 cont.

If any of the comments above are unclear or warrant further discussion please feel free to contact our Project Manager, Derek Minnema at (916) 876-9094 or MinnemaD@ConnectorJPA.net.

Sincerely,

Tom Zlotkowski
Executive Director

Letter C

California Water Boards

Central Valley Regional Water Quality Control Board

Edmund G. Brown, Jr., Governor

Matthew Rodriquez, Secretary for Environmental Protection

23 November 2015

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

CERTIFIED MAIL
91 7199 9991 7035 8420 8922

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, WHITE ROCK ROAD WIDENING PROJECT, SCH# 2015102083, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 29 October 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the White Rock Road Widening Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38. C-1

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

Karl E. Longley ScD, P.E., chair | Pamela C. Creedon P.E., BCEE, Executive Officer

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Letter C Continued

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. C-1 cont.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

C-2

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

C-3

Letter C Continued

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml. C-3 cont.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/. C-4

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml. C-5

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water C-6

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Letter C Continued

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. C-6 cont.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. C-7

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. C-8

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply: C-9

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating

Letter C Continued

in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov. C-9 cont.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf C-10

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.

Stephanie Tadlock

Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Environmental Management Department
Val F. Siebal, Director

Letter D

County of Sacramento

November 30, 2015

Caltrans District 3 Office
Attn: Kelly McNally
703 B Street
Marysville, CA 95901
Kelly.mcnally@dot.ca.gov

SUBJECT: COMMENTS REGARDING THE NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION / NOTICE OF AVAILABILITY ENVIRONMENTAL ASSESSMENT – WHITE ROCK ROAD WIDENING PROJECT

Thank you for the opportunity to comment on the proposed adoption of a Mitigated Negative Declaration for the White Rock Road Widening Project (project). The Environmental Management Department (EMD) has been designated as the Sacramento region's Certified Unified Program Agency (CUPA) by California Environmental Protection Agency (Cal EPA), the Local Enforcement Agency (LEA) for the California Department of Resources, Recycling and Recovery (Cal Recycle), and acts as the local regulatory agency for wells, noise, and other environmental health related programs. This letter presents recommendations to address public health and environmental safety that should be addressed in the public review draft Environmental Document.

EMD's LEA program comments focus on the project's proximity to two closed landfills known as White Rock Road Landfill-North (Landfill-North) and White Rock Road Landfill-South (Landfill-South). EMD is responsible for inspecting both of these closed solid waste disposal sites to ensure compliance with state minimum standards for closed landfills contained in Title 27 of the California Code of Regulations including site security and maintenance of the soil and vegetative landfill cap. The LEA must also approve any changes to post closure land use for these sites. The permitted boundary of Landfill-North is adjacent to the northern edge of the project. The permitted boundary of Landfill-South is adjacent to the southern edge of the project. **D-1**

Please address how the road widening project could potentially affect the landfills such as:

1. The proximity of the newly proposed roadway to the Landfill-North and Landfill-South boundaries.
2. The effects of roadway construction on the landfills.
3. Potential future site development of the Landfill-North and Landfill-South.

If you have any questions regarding the LEA program's comments, please contact Ms. Lisa Jameson at (916) 876-7883 or jamesonl@saccounty.net

EMD's CUPA program comments focus on Hazardous Material Storage and Hazardous Material Waste Generation, as follows:

10590 Armstrong Ave. Suite A • Mather, CA 95655 • phone (916) 875-8550 • fax (916) 875-8513 • www.emd.saccounty.net

Letter D Continued

Section 2.2.2 discusses Hazardous Waste/Materials related to the project. As the project is going to be construction site for at least a year, please add the following language:

1. If the handling and/or storage of hazardous material equal to or greater than the minimum reportable quantities (55 gallons for liquids, 500 pounds for solids and 200 cubic feet (at standard temperature and pressure) for compressed gases) occurs at any laydown area along the project, separate hazardous materials permits may be required for each location. Permits are business and owner specific and may not be transferred to other owners or locations. Since construction of the project is anticipated to last until 2020 the construction exemption outlined in Sacramento County Code (SCC) section 6.96.095 may not apply. Also, incorporate adequate protections for the public health and the environment and groundwater from risks or adverse effects associated with the storage of hazardous materials. Please address the handling and/or storage of hazardous materials. D-2

2. If hazardous waste is generated at any laydown area along the project, separate hazardous waste permits may be required for each location. Permits are business and owner specific and may not be transferred to other owners or locations. Since construction of the project is anticipated to last until 2020 the construction exemption outlined in Sacramento County Code (SCC) section 6.96.095 may not apply. Also, incorporate adequate protections for the public health and the environment and groundwater from risks or adverse effects associated with the generation of hazardous waste. Please address how the facility will ensure compliance with the Hazardous Waste Control Act, verify Hazardous Waste accumulation, labeling, container and tank management standards, and waste generator status, and respond to complaints of illegal disposal of hazardous waste. Please address the generation of hazardous waste.

If you have any questions or concerns regarding the CUPA's comments, please contact Ms. Jeni VanDusen at (916) 875-8418 or VanDusenJ@saccounty.net

EMD's well program comments focus on concerns about the impact of the project on groundwater, as follows:

1. All new wells must be constructed under EMD's permitting process and meet EMD well construction standards. Wells include but are not limited to monitoring wells, piezometers, environmental and/or geotechnical exploratory soil borings. EMD standards are more restrictive than the minimum state standards in order to protect Sacramento County's groundwater supply. D-3

2. Please address project well(s) that will penetrate more than one aquifer and how water quality will be maintained throughout the multi water bearing zones.

3. All wells, including abandoned wells, located throughout the project boundaries should be identified and reported to EMD for tracking. In order to protect the groundwater from potential surface contamination, wells not intended for future use need to be destroyed through EMD's permitting process prior to any grading or well destruction activities.

Letter D Continued

Thank you again for the opportunity to provide comments on the proposed adoption of a Mitigated Negative Declaration for the White Rock Road Widening Project. If you have any questions, please feel free to contact me at (916) 876-7277 or at hunleyc@saccounty.net

Sincerely,

Christopher Hunley, REHS
Environmental Specialist
Environmental Compliance Division

CWH:LJJ:BM

c: Mark Thomas, City of Rancho Cordova
Jaco Fourie, Aerojet Rocketdyne
Mark Varljen, Aerojet Rocketdyne

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Letter E

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3—SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, SUITE 150
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FAX (916) 274-0602
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November 30, 2015

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SCH # 2015102083

Mr. Pat Angell
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

White Rock Road Widening- Mitigated Negative Declaration (MND)

Dear Mr. Angell:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the White Rock Road Widening MND. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The MND is for a proposed improvement of the 6-lane portion of White Rock Road near its intersection with Sunrise Boulevard and the widening of White Rock Road from 2 lanes to 4 lanes from Luyung Drive to Grant Line Road. The widening includes two 12-foot wide lanes in each direction, 14-foot wide median, two 6-foot wide bike lanes, and two 3-foot wide shoulders. The following comments are based on the MND received.

Traffic Operations

- As identified by Table 2.1-7, access control will have significant impact to the roadway capacity. It has been observed that existing driveways from the adjacent warehouses and quarries have generated delay and congestion on this segment of White Rock Rd. Therefore, during the PS&E phase of the project, we advise the project sponsor have a plan to control the access to the project to maintain roadway capacity. **E-1**

- Table 2.1-12 indicates that the intersection of Fitzgerald Road-Sunrise Park Drive/White Rock Road will be a signalized intersection by year 2030. Currently, the existing intersection is stop sign controlled and operating at LOS F for the eastbound direction **E-2**

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Letter E Continued

during the PM peak hour. We suggest this intersection be signalized during the widening of White Rock Rd. By signalizing this intersection, it would reduce delay and improve multi-modal safety. **E-2 cont.**

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development. **E-3**

If you have any questions regarding these comments or require additional information, please contact Emily Mraovich, Intergovernmental Review Coordinator at (916) 274-0635 or by email at: emily.mraovich@dot.ca.gov.

Sincerely,

JEFFERY MORNEAU, Chief (Acting)
Office of Transportation Planning—South

"Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability"

Letter F

WALKSACRAMENTO

11/30/2015 VIA EMAIL

Kelly McNally, Associate Environmental Planner
Department of Transportation, Environmental Planning
703 B Street
Marysville, CA 95901

RE: White Rock Road Widening Project Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment and Section 4(f) Evaluation STPLCM-5482(013)

Thank you for the opportunity to comment on the *White Rock Road Widening Project Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment and Section 4(f) Evaluation STPLCM-5482(013) (IS/EA)*.

The *IS/EA* describes the project as including a four-lane configuration with 12-foot-wide lanes. However, the design standards for both the City of Rancho Cordova[1] and Sacramento County[2] specify that 4-lane and 6-lane arterials shall have 11' lanes with 12' inside lanes. The IS/EA doesn't indicate a reason for this design exception. Marking 11' and 12' lanes can free up one to two feet of pavement on each side of the roadway that could be used for additional shoulder width or bike lane buffers within segments, and for curb extensions at intersections. All references to roadway lane widths should be changed to "11' lanes with 12' inside lanes", especially in the project description on page *i* and the build alternative on page 12. F-1

The *IS/EA* also describes the project as having 3-foot-wide shoulders with no mention of sidewalks. It should be anticipated that pedestrians will travel along White Rock Road within the project area, including the existing industrial area at the western end of the project area and particularly at the Westborough Specific Plan and Rio Del Oro Specific Plan areas when development occurs. The regulatory setting of the *IS/EA* is discussed on page 78 in Section 2.1.5 Traffic and Transportation/Pedestrian and Bicycle Facilities, which states that Federal-aid highway projects should give full consideration to safe accommodation of pedestrians. The Cummulative Impacts "Traffic and Transportation/Pedestrian and Bicycle Facilities" section for the Build Alternative on page 226 states "The proposed project would also have a beneficial impact to pedestrian and bicycle facilities by adding bike lanes and sidewalks where there currently are none." A shoulder is not a safe travelway for pedestrians, especially when traffic volumes and speeds are high, such as is expected for White Rock Road. Sidewalks should be F-2

[1] http://www.cityofranchocordova.org/Modules/ShowDocument.aspx?documentid=9350
[2] http://www.engineering.saccounty.net/Documents/Sect4StreetStds_Saccounty_%20Ver11_01_09.pdf

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www.walksacramento.org

Letter F Continued

constructed with the project or a schedule for sidewalk construction should be part of the proposed project. F-2 cont.

The October 2010 *White Rock Road Improvements Initial Study (Control Number 2009-70081)* on page IS-14 identifies three goals and policies of the City of Rancho Cordova General Plan that are applicable to the project, one of which relates to pedestrians. Policy C.1.11 reads "As part of major individual roadway enhancement project (e.g., intersection redesign, signalization of previously un-signalized intersection), enhance and upgrade pedestrian and bicycle facilities within one-quarter mile of the project." This policy is not found in the *IS/EA*. The *IS/EA* should include discussion of Policy C.1.11 in Section 2.1.1.2 Consistency with State, Regional, and Local Plans and Programs, and include Policy C.1.11 in Table 2.1-2 Consistency with Local Plans and Programs F-3

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255.

Sincerely,

Chris Holm
Project Manager

909 12th Street, Suite 203 • Sacramento, CA 95814 • 916-446-9255
www.walksacramento.org

Letter G

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Larry Greene
AIR POLLUTION CONTROL OFFICER

December 1, 2015

SENT VIA E-MAIL

Kelly McNally, Associate Environmental Planner
Department of Transportation, Environmental Planning
703 B Street, Marysville, CA 95901

Subject: White Rock Road Widening Project Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment and Section 4(f) Evaluation

Dear Ms. McNally:

Thank you for providing the Sacramento Metropolitan Air Quality Management District (District) with the opportunity to review the Initial Study with Proposed Mitigated Negative Declaration / Environmental Assessment and Section 4(f) Evaluation (MND/EA) for this project. District comments follow.

Construction Emissions

The District's *Guide to Air Quality Assessment in Sacramento County* (Guide) lists the analysis expectations for construction-generated criteria air pollutant emissions. Following is an overview of applicable expectations where we request more information.

- Timing, phasing and duration of construction – the MND/EA provides a brief discussion, but please provide us the model output for the Road Construction Emissions Model (RCEM) used for the data in table 2.2-5 so we can properly evaluate it.
- Quantification of daily emissions for reactive organic gases (ROG), oxides of nitrogen (NOx) and particulate matter (PM) – table 2.2-5 provides this, but the RCEM model output is also necessary to evaluate this table.
- Total construction emissions for ROG, NOx and PM – please state this explicitly.
- Discussion of whether emissions exceed the District's NOx threshold (available in the Guide) – please explicitly reference the District's NOx threshold.

G-1

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Letter G Continued

- Significance determination about construction-generated emissions without mitigation – please include this.
- Discussion of feasible mitigation necessary to reduce impacts and whether the reduction is sufficient to reduce impacts to a less-than-significant (LTS) level – we commend inclusion of the District's Enhance Exhaust Control Practices as mitigation, but please include a discussion of whether it is sufficient to reduce impacts to LTS.

G-1 cont.

Additionally, the MND/EA Climate Change section does not include a discussion of whether emissions exceed the District's threshold for construction-generated greenhouse gases. Please include this discussion and mitigation as appropriate.

Carbon Monoxide Hot Spots

The Carbon Monoxide (CO) hot spot analysis seems to reference section 4.7.1 of the Caltrans *Transportation Project-Level Carbon Monoxide CO Protocol* to determine that the project will not worsen air quality and no further analysis is needed. The three criteria for worsening air quality in 4.7.1 are that the project significantly increases the percentage of vehicles operating in cold start mode, the project significantly increases traffic volumes, and that the project worsens traffic flow. The evaluation of the criterion on cold starts relies on information from the Air Quality Study Report. Please provide us with this report.

The criteria references MND/EA traffic analyses, although the MND/EA traffic and transportation section indicates that there would be higher traffic volumes on the road as a result of the widening, regardless of the project's effects on volumes in the overall area's transportation network. Please explicitly state whether this criterion is fulfilled before determining that no further analysis is needed.

G-2

Further, this analysis says that existing CO concentrations in the project area are substantially below ambient air quality standards, and includes this as rationale for providing no further analysis of localized mobile-source CO concentrations. However, the MND/EA does not provide estimated CO concentrations for the project build alternative, only emissions generated per year. Please provide this estimate, and associated model output. Finally, for your reference, please note that the District's Guide to air quality assessment also provides some guidance for CO dispersion modeling.

Mobile Source Air Toxics

Please expand the discussion of mobile source air toxics (MSATs) to include California agencies' regulatory and scientific framework for addressing MSATs. The MND/EA discusses MSATs from the federal perspective in highlighting the Federal Highway Administration's position that appropriate tools do not exist to forecast project-specific health impacts due to changes in MSAT emissions. Expanding the discussion to include California frameworks would provide a more complete perspective. This would include

G-3

Letter G Continued

referencing the California Air Resources Board *Air Quality and Land use Handbook*, the District's *Recommended Protocol For Evaluating The Location Of Sensitive Land Uses Adjacent To Major Roadways*, and the Office of Environmental Health Hazard Assessment's *Guidance Manual for Preparation of Health Risk Assessments*. G-3 cont.

Multimodal Accommodations

As the project area builds out, the roadway will need to accommodate its pedestrian and bicycle needs. The MND/EA does not provide complete improvement dimensions for the project, including cross sections, so it is not possible to fully evaluate the extent to which it anticipates these needs. It is important to note, however, that environmental review for future improvements to the roadway, to support future development, will need to identify and mitigate any impacts to pedestrian and bicycle transportation as consistent with applicable general plan elements, specific plans, and pedestrian or bicycle plans. G-4

General Comments

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. The attached document describes SMAQMD rules which may apply to this project whether the air quality impacts are determined to be significant or not. If you have additional questions or require further assistance, please contact me at mwright@airquality.org or 916-874-4207 G-5

Sincerely,

Molly Wright

Molly Wright
Air Quality Planner / Analyst

Attachment: SMAQMD Rules and Regulations Statement

Cc: Larry Robinson, Program Coordinator, SMAQMD

Letter G Continued

SMAQMD Rules & Regulations Statement (revised 3/12)

*The following statement is recommended as standard condition of approval or construction document language for **all** development projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916.874.4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

Rule 201: General Permit Requirements. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the SMAQMD early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration. Other general types of uses that require a permit include, but are not limited to dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.

Rule 403: Fugitive Dust. The developer or contractor is required to control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

Rule 414: Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 BTU PER Hour. The developer or contractor is required to install water heaters (including residence water heaters), boilers or process heaters that comply with the emission limits specified in the rule.

Rule 417: Wood Burning Appliances. This rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

Rule 442: Architectural Coatings. The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

Rule 460: Adhesives and Sealants. The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

Rule 902: Asbestos. The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Naturally Occurring Asbestos: The developer or contractor is required to notify SMAQMD of earth moving projects, greater than 1 acre in size in areas "Moderately Likely to Contain Asbestos" within eastern Sacramento County. Asbestos Airborne Toxic Control Measures, Section 93105 & 93106 contain specific requirements for surveying, notification, and handling soil that contains naturally occurring asbestos.

Letter H

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

December 1, 2015

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

Subject: White Rock Road Widening
SCH#: 2015102083

Dear Pat Angell:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 30, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

A-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Letter H Continued

Document Details Report
State Clearinghouse Data Base

SCH#	2015102083
Project Title	White Rock Road Widening
Lead Agency	Rancho Cordova, City of
Type	MND Mitigated Negative Declaration
Description	Proposed improvement of the 6-lane portion of White Rock Road near its intersection with Sunrise Boulevard and the widening of White Rock Road from 2 lanes to 4 lanes from Luyung Drive to Grant Line Road. This includes median, shoulder, and bike lane improvements.

Lead Agency Contact

Name	Pat Angell		
Agency	City of Rancho Cordova		
Phone	916 231 3373	*Fax*	
email			
Address	2729 Prospect Park Drive		
City	Rancho Cordova	*State* CA	*Zip* 95670

Project Location

County	Sacramento			
City	Rancho Cordova			
Region				
Lat / Long	38° 58' N / 121° 25' W			
Cross Streets	White Rock Road and Sunrise Boulevard			
Parcel No.				
Township	*Range*	*Section*	*Base*	

Proximity to:

Highways	US 50
Airports	Mather
Railways	UPRR
Waterways	Buffalo Creek
Schools	
Land Use	Existing roadway

Project Issues	Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Noise; Population/Housing Balance; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects
Reviewing Agencies	Resources Agency; Department of Fish and Wildlife, Region 2; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 3 S; Air Resources Board; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 10/29/2015 *Start of Review* 10/29/2015 *End of Review* 11/30/2015

Note: Blanks in data fields result from insufficient information provided by lead agency

Letter H Continued

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3—SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, SUITE 150
SACRAMENTO, CA 95833
PHONE (916) 274-0638
FAX (916) 274-0602
TTY 711
www.dot.ca.gov

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STATE CLEARING HOUSE

November 30, 2015

032015-SAC-0175
03-SAC-50 PM 17.278
SCH # 2015102083

Mr. Pat Angell
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

White Rock Road Widening- Mitigated Negative Declaration (MND)

Dear Mr. Angell:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the White Rock Road Widening MND. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The MND is for a proposed improvement of the 6-lane portion of White Rock Road near its intersection with Sunrise Boulevard and the widening of White Rock Road from 2 lanes to 4 lanes from Luyung Drive to Grant Line Road. The widening includes two 12-foot wide lanes in each direction, 14-foot wide median, two 6-foot wide bike lanes, and two 3-foot wide shoulders. The following comments are based on the MND received.

Traffic Operations

- As identified by Table 2.1-7, access control will have significant impact to the roadway capacity. It has been observed that existing driveways from the adjacent warehouses and quarries have generated delay and congestion on this segment of White Rock Rd. Therefore, during the PS&E phase of the project, we advise the project sponsor have a plan to control the access to the project to maintain roadway capacity.

- Table 2.1-12 indicates that the intersection of Fitzgerald Road-Sunrise Park Drive/White Rock Road will be a signalized intersection by year 2030. Currently, the existing intersection is stop sign controlled and operating at LOS F for the eastbound direction

Letter H Continued

during the PM peak hour. We suggest this intersection be signalized during the widening of White Rock Rd. By signalizing this intersection, it would reduce delay and improve multi-modal safety.

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Emily Mraovich, Intergovernmental Review Coordinator at (916) 274-0635 or by email at: emily.mraovich@dot.ca.gov.

Sincerely,

JEFFERY MORNEAU, Chief (Acting)
Office of Transportation Planning—South

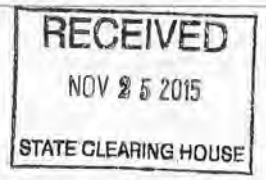
"Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability"

Letter H Continued





Central Valley Regional Water Quality Control Board



clear 11/30/15

23 November 2015

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

CERTIFIED MAIL
91 7199 9991 7035 8420 8922

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, WHITE ROCK ROAD WIDENING PROJECT, SCH# 2015102083, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 29 October 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the White Rock Road Widening Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

Letter H Continued

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. **Permitting Requirements**

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

Letter H Continued

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]
The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit
Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit
If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Letter H Continued

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification
If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State
If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture
If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating

Letter H Continued

in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.

Stephanie Tadlock

Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

List of Technical Studies

Air Quality Study Report, December 2014, Ambient Air Quality & Noise Consulting

Air Quality Conformity Analysis, December 2015, Environmental Science Associates

Archaeological Survey Report, December 2014, AECOM

Biological Assessment, January 2014, PMC

Geotechnical Report, May 2012, Wallace Kuhl & Associates

Historic Property Survey Report, March 2015, AECOM

Historic Resources Evaluation Report, December 2014, AECOM

Initial Site Assessment, May 2015, Red Rock Inc.

Natural Environment Study, February 2014, PMC

Noise Study Report, January 2014, Ambient Air Quality & Noise Consulting

Revised Initial Site Assessment Addendum and Sampling and Analysis Plan, May 2015, Apex Envirotech, Inc.

Transportation Analysis, September 2008, DKS Associates

Traffic Analysis Memorandum, October 2013, DKS Associates

Traffic Supplemental Analysis, April 2014, DKS Associates

Visual Impact Memorandum, February 2013, PMC

Water Quality Report, April 2012, Sacramento County

MEMORANDUM

DATE: January 19, 2016

TO: Honorable Mayor and Council Members

FROM: Matthew Diaz, Associate Planner

SUBJECT: **PROPOSED BRIDGEWAY SQUARE APARTMENT PROJECT: CAPITAL VILLAGE SPECIAL PLANNING AREA AND DEVELOPMENT AGREEMENT AMENDMENTS TO ALLOW FOR HIGH DENSITY HOUSING, MAJOR DESIGN REVIEW AND PARKING ADJUSTMENT; PROJECT NO. DD8588 – LOCATED AT SOUTHWEST OF THE INTERSECTION OF BRIDGEWAY DRIVE AND DISK DRIVE WITHIN THE CAPITAL VILLAGE COMMUNITY.**

PROPERTY OWNERS:	**APPLICANT/DEVELOPER:**
Beazer Homes 1731 Roseville Parkway, Suite 140 Roseville, CA 95661	A.G. Spanos Companies Mr. Tom Allen 10100 Trinity Parkway, 5th Floor Stockton, CA 95219

PROJECT:	The applicant is requesting a Special Planning Area and Development Agreement Amendment, Major Design Review Permit and an Adjustment Permit to construct a new 199-unit; 4-5 story market rate housing project with an associated 7,080 square foot club house and outdoor pool area. Construction also would include new parking areas, lighting, landscaping, and pedestrian gathering areas for an undeveloped site at the southwest corner of Bridgeway Drive and Data/Disk Drive.
FILE:	DD8588
LOCATION:	Southwest of the intersection of Bridgeway Drive and Disk Drive
APN:	072-0680-072-0000
PLANNER:	Matthew Diaz, Associate Planner

RECOMMENDATION

Staff recommends the City Council take one of the following actions:

1. If Council finds that this project is generally consistent with the vision and criteria for this site within the Special Planning Area and desires to approve it:
   a. Approve Resolution 146-2015 Approving an Addendum to the Capital Village Mitigated Negative Declaration, Pursuant to Requirements of the California Environmental Quality Act;
   b. Introduce and waive first reading of Ordinance No. 16-2015, Adopting Amendments to Section 3.6, Regarding the Loft District, of the Capital Village Special Planning Area (CVSPA) Handbook to Allow for High Density Residential as an Allowed Use;

c. Introduce and waive first reading of Ordinance No. 17-2015 Adopting a Second Amendment to the Development Agreement for the Capital Village Special Planning Area; and
d. Approve Resolution No. 147-2015 Approving Major Design Review and Conditions of Approval for the 199-unit, 4- to 5-Story Market Rate Apartment Complex With a 7,080-Square Foot Clubhouse and Outdoor Pool, Including a Parking Adjustment, on 5.12 acres within the Capital Village Special Planning Area.

OR

2. If significant changes are required for City Council approval, direct staff and the applicant on how the City Council would like to improve the project for final decision and continue the item to a future meeting; OR

3. If Council finds that the proposed project is not consistent with the "live-work" vision and criteria for this site within the adopted Special Planning Area, it may recommend denial of the project.

RESULT OF RECOMMENDED ACTION

1. Approval of project would allow the applicant to submit applications for building permits and improvement plans to construct a new 199-unit; 4-5 story market rate housing complex with a clubhouse, pool area, parking, and landscaping on an undeveloped 5.12 acres of land at the southwest corner of Bridgeway Drive and Data/Disk Drive. The adjustment permit would allow a reduction to the required amount of parking for the apartment complex.
2. Granting of the continuance would reschedule this item to a future City Council meeting. Staff and the applicant would prepare a formal response to the City Council's direction for a possible final decision of approval or denial.
3. If Council finds that the proposed project does not correspond with the "live-work" vision and criteria for this site within the adopted Special Planning Area, a recommendation to deny the project would not allow the applicant to proceed.

BACKGROUND

The Capital Village Special Planning Area was approved in 2005 and outlined the vision for the mixed use, multi density community with development standards and funding mechanisms in place to achieve that vision. While completion of the community plan was stalled due to the national housing recession, the recent improvement in the economy has led to new construction that would complete the original vision of the 2005 plan. One of the remaining vacant parcels for this community plan is the 5.12 acre (**Figure 1**) project site zoned "Loft" district. This site was originally conceptualized to include mixed use buildings with underground parking, retail on the ground floor, and residential loft units on the upper floors. While there are few design and development standards for this designation, residential uses were permitted up to 40 units/acre with a 150-foot maximum building height. The subject property is bounded by Data and Disk Drives to the north, Bridgeway Drive and Village Green Park to the east, Capital Village Lane to the south, and existing commercial development to the west.

On May 18, 2015 staff presented a discussion item to the City Council in anticipation of an impending application for the proposed 194-unit; 4-story market rate housing project. At that meeting, the City Council directed staff to involve the surrounding community to assure any potential concerns or impacts would be addressed prior to presenting a future application to the City Council for consideration. Since that date, there has been considerable activity associated with the subject property. Below is a brief outline of the events since the initial City Council meeting.

- May 18, 2015: Staff shared the Council's comments about the conceptual project with the applicant.
- May 20, 2015: A formal application was made to the City by AG Spanos for the 194 unit apartment project.
- June 23, 2015: The applicant hosted a neighborhood meeting to introduce the project to the residents and collect feedback on the proposed plan.
- June 25, 2015: City staff provided the applicant a comment letter based on the initial submittal.
- July 2015: The applicant provided a summary letter of the issues heard at the June 23rd neighborhood meeting.
- September 18, 2015: The applicant resubmitted plans based on staff's comment letter and the issues heard at the neighborhood meeting.
- October 15, 2015: Staff presented the revised plan to the residents and business community for input and feedback on the project's changes and findings of staff's initial review.
- October 27, 2015: Staff presents the revised plans and summary of the project at a City Council work session for comment and direction moving forward. The City Council provided the applicant and staff with specific comments on what their expectations were for the project and what they would like to see improved upon. These comments are included on **Attachment 12.**

Following the October 27th work session, the applicant provided the following items in response to the Council's comments: revised elevations; detail on the economic reasoning for selecting the site and design; revised parking analysis, added amenities; and, other responses to the direction given by the City Council. In addition, to add more parking, the applicant revised the western building adjacent to the commercial property to include internal ground floor parking and relocated the ground floor units to a new 5th floor. This will add 5 new units, for a new total of 199 units, and add 25 ground floor parking spaces. A detailed description is described in the analysis section below and the project has been reviewed by all departments and applicable agencies for its consistency with all Federal, State, and local regulations.

REQUIRED PERMITS AND REGULATORY BASIS

Approval of this request would require the following entitlements:

- **Addendum to Capital Village Mitigated Negative Declaration.**
- **Special Planning Area (SPA) Amendment:** The project area is zoned "loft" which is consistent with the City's Commercial Mixed Use (CMU) zone. An amendment to the

Figure 1: Location Map (5.12 acres)

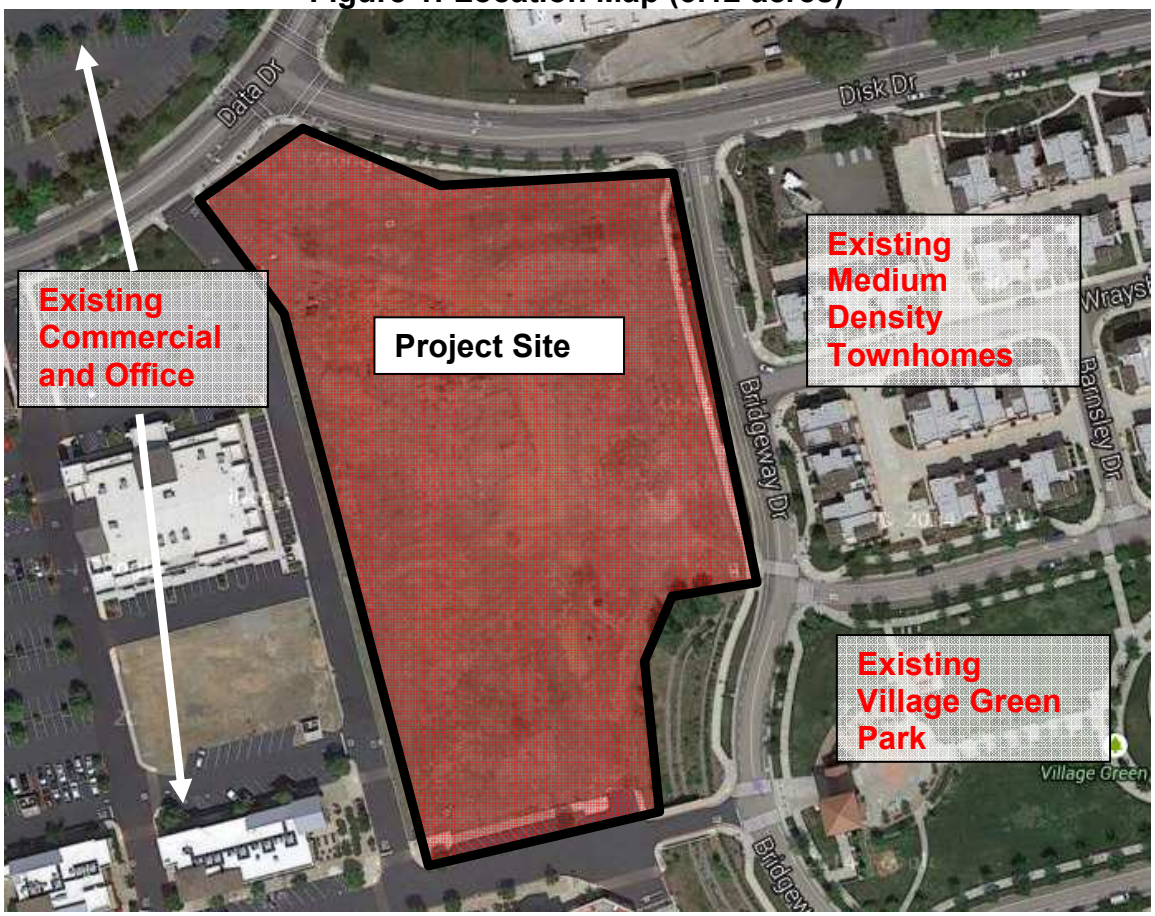


Table 1: Surrounding Designations and Existing Uses

Location	Existing Use	General Plan Designation	Zoning Designation
Project Site	Undeveloped 5.12-acre parcel.	CVSPA-Commercial Mixed Use (Capital Village Special Planning Area)	Loft
North	Existing Office and Commercial Spaces (Zinfandel Place) with Parking area and Landscaping.	DTPA (Office Mixed Use-Downtown Planning Area)	OPMU (Office Professional Mixed Use)
East	Existing Capital Village Townhomes (13-15 units/ac)	CVSPA-Medium Density Residential (MDR)	CVSPA/Park and Townhome District
South	Lowe's Home Improvement Store and Capital Village Main Street	CVSPA/ MDR/DTPA (Local Town Center-Downtown Planning Area)	CVSPA/C-MS (Commercial Main Street)
West	Existing Capital Village Office and Commercial buildings	CVSPA/ DTPA (Local Town Center-Downtown Planning Area)	CVSPA/C-MS (Commercial Main Street)

SPA has been proposed to allow high density housing as a permitted use instead of just the Loft/Commercial Mixed Use (CMU) with the same density standard. A detail of the revised language is included in **Attachment 2, Exhibit 2A.**

- **Development Agreement (DA) amendment:** Similar to the SPA amendment, this would amend the "permitted uses" section to include high density housing instead of just CMU.
- **Major Design Review Permit:** Required for the construction of a 4-5 story apartment complex with parking area and landscaping. A traffic report has been prepared for the submittal.
- **Adjustment Permit (Parking):** Required to address the project's parking shortfall which, based on the conceptual site plan, would be approximately 11%.

Permits Required after Approval:

- Improvement Plans/Grading Permit
- Building Permit

ANALYSIS

General Plan:

The project site is within the Capital Village Special Planning Area which designates the site as commercial mixed use and "Loft" zoning. The site's land use designation was amended from the County designation of light industrial per the Capital Village Special Planning Area 2005 adoption. There are little details in the Capital Village Special Planning Area for the specific land use. The proposed project is consistent with the overall zoning and land use policies of the General Plan and the Special Planning Area in that it would add a higher-density residential component—currently lacking in the immediate area—to the planning area, which was established to create a mixed-use and multi-density community.

Compliance with Housing Element:

The following General Plan housing policies apply to the proposed project:

- *Policy H.1.2* – Maintain adequate sites that support a range of housing types appropriate for the City's housing needs, taking into account employment projections, household growth, and the City's share of regional housing needs.
- *Policy H.1.4* – Promote higher density housing in close proximity to transit, employment, and appropriate services, such as transit-oriented development.
- *Policy H.3.1* – Ensure that neighborhoods are developed in a balanced, sustainable manner, avoiding over-concentration of affordable housing or oversized rental complexes and providing a range of housing prices and rents.
- *Policy H.4.1* – Require energy efficiency in the design and construction of housing developments through implementation of the State Energy Conservation Standards (Title 24). The long-term economic and environmental benefits of energy efficiency shall be weighed against any increased initial costs of energy saving measures. Encourage sustainable development by reducing energy use.
- *Regional Housing Needs Allocation (RHNA):* This involves the state's housing requirement for Rancho Cordova. As discussed in the City's Housing Element Appendix A, the project site was estimated to contain 138 market rate units that could be calculated as helping to meet the City's state housing requirement for market and above market rate housing.

The proposed project is consistent with the polices of the Housing Element in that it allows for high-density housing on a site zoned for mixed-use development within walking distance to employment centers, shopping centers and transit routes. Such housing advances the Housing Element policies because it adds to the City's mix of housing needs, promotes higher density housing in close proximity to regional transit, and helps the City meet its requirements to provide market rate housing under its Regional Housing Needs Allocation.

Special Planning Area Amendment:
The Special Planning Area standards do not currently include high density residential under permitted uses for the Loft district. Included in **Attachment 2, Exhibit 2A**, the main change to the Special Planning Area standards is to add "High Density Housing" by right. Minor changes have also been added to update the general design criteria for the CVSPA Loft zone.

Zoning (Special Planning Area):
The project is also generally consistent with the zoning for this location under the General Plan as well as the Special Planning Area designations. The project site's current zoning is "Loft," which envisioned a mixed use podium building of up to three to five stories of residential units (at up to 40 units per acre) over one to two stories of structured parking, and ground floor retail, service or other active use (e.g. community room, recreation room, community service facility, etc.).

Capital Village Design Guidelines:
Key design elements for the zoning designation include:

- Architectural features to be placed on all four sides of the building.
- The site shall have direct pedestrian access to commercial properties and will share a service drive with the 2 major retail tenants to the west.
- Buildings in the Loft District may be part of the same building, building complex, share a common wall or may be separated from the proposed building facing Main Street.
- The Loft District design shall be comprised of an urban architectural style that will be compatible with both the Town Home District to the east and the Commercial and Main Street District to the west and south.

While the proposed project is generally consistent with the zoning described above, it does require an amendment to the Development Agreement and Special Planning Area to ensure that high density residential is an allowed use.

In addition to the above design guidelines, the Loft district also has the following design standards (**Table 2**). An elevation of how the proposed project complies with these standards is provided later in the analysis.

Table 2: "Loft" Development Standards

Subject	Permitted/Required	Proposed	Surrounding
Uses	Commercial Mixed Use: ground floor retail envisioned with loft residential units above	High-density housing with no ground floor retail	Commercial and Medium Density Residential
Density	40 units/acre	38 units/acre	15-16 units/acre
Potential Units	204 units	199 units	N/A

Height	150ft Max	4-stories (56ft tower, 45ft roofline), 5th floor (64ft tower and 58ft roofline), club house (36ft tower and 24ft roofline), .	37ft max (townhomes), 60ft max(commercial), and 65ft (tower)
Parking	418 required per 199 units (2 covered per townhome plus 0.1 guests).	332 total (270 uncovered with 62 ground floor/ covered parking) Roughly 1.66 spaces per unit.	(3.5 spaces per 1,000 sqft commercial space); (2 covered per townhome plus 0.6 per total for guests).

Project Revisions:
As previously noted, the Council provided specific comments on items they would like addressed in the proposed project. These items include:

- Design Revisions (stone and color)
- Parking Analysis and Reasoning for the Adjustment for the deficiency in parking.
- Amenities and Lighting
- Market Analysis

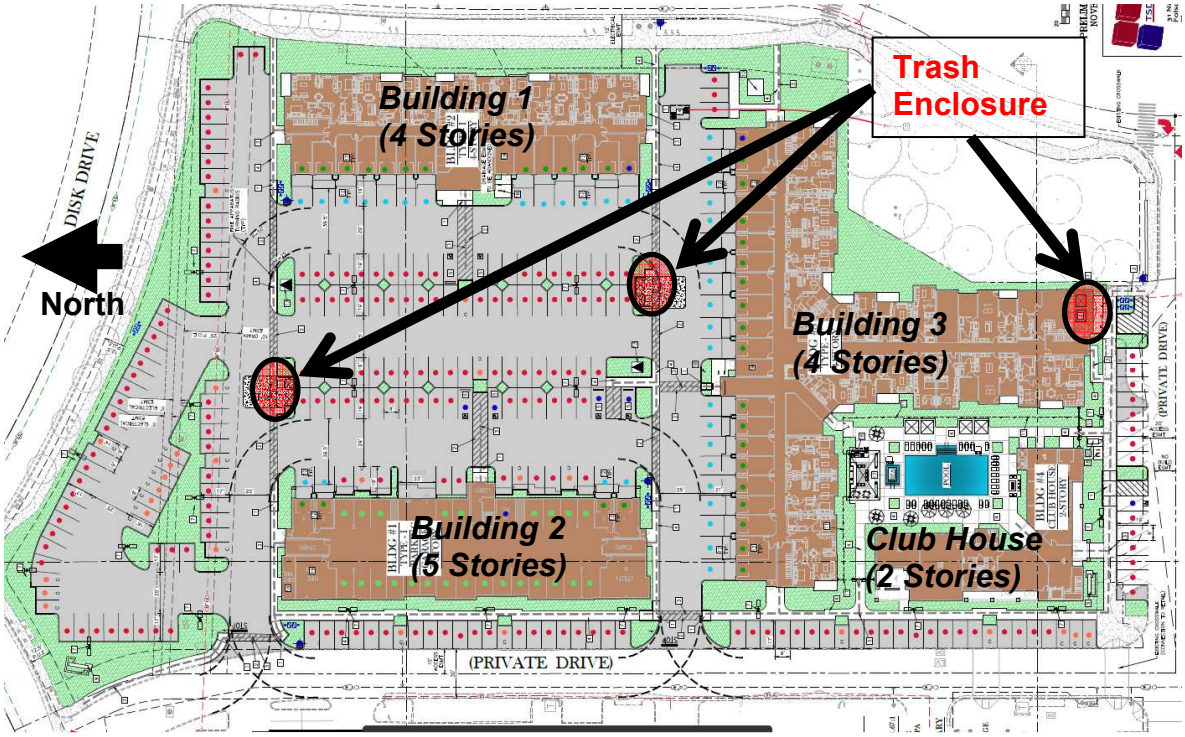
Provided below is a discussion of these items.

Design:
All renovations and new construction must adhere to the Capital Village Special Planning Area design guidelines to ensure all improvements and additions will be attractive while integrating into the surrounding environment. Originally, the applicant's initial design contained architectural elements described in the Capital Village Special Planning Area guidelines; however, the overall theme was not entirely compatible with the surrounding commercial buildings or townhome design. These design issues (along with the other project completeness items) were addressed in the staff comment letter dated June 25, 2015 **(Attachment 9)** and mentioned again at the City Council work session on October 27, 2015. Based on those comments, the applicant revised the design and resubmitted plans. Figures 2-10 show the revised site plan, main building elevations, and renderings. A complete review of the project site plan and building elevations will be provided by the applicant at the Council meeting.

Site Plan and Landscaping:
In order to create a more pedestrian friendly streetscape, the buildings have been placed closer to the surrounding streets and drive aisle to bring the buildings closer to the pedestrian right-of-ways and increase pedestrian connectivity. This is also an attempt to screen a large portion of the parking area where the trash receptacles will be located. Due to existing SMUD utility easements along Data and Disk Drive, a large portion of the parking will be located on the north parcel boundary as structures are prohibited in this area due to existing underground utilities. In response to one of the Council's concerns, the trash enclosure previously located on the south of building 3 has been integrated into the main building so it's not as visible on Main Street. A condition of approval has been added to ensure the trash receptacles are to remain hidden on non-trash pick-up days. The revised design will improve the appearance of the project as seen

from Main Street and will also allow for a more pedestrian friendly streetscape during special events at the nearby park.

Figure 2: Site Plan



The project landscaping includes a mix of 15-gallon Trident Maple, Red Maple, Italian Cypress, Keith Davey Pistache, Newport Flowering Plum, and Sawleaf Zelkova with 24-inch box Bloodgood Amur Maple, October Glory Maple, Strawberry Tree Standard, Desert Willow, and Muskogee Crape Myrtle. Landscaping will also include other low water consuming groundcover and shrubs throughout the site and along the project's boundary. A combination of trees and shrubs will be used along the building facades and pedestrian areas to help break up the wall's massing and a final landscaping plan with water conserving irrigation plans and soil study will be required prior to construction.

Building Elevations:
The building façade will use a combination of materials (stucco, stone veneer, and metal and concrete tile roofing) and color to enhance the design and appearance of the project. This is consistent with the Special Planning Area Design Guidelines which are aimed at creating a more unique and diverse building elevation with defined edges and multi façade projections. The building roofline has varying heights of 62-feet to 48-feet for the 4 story buildings, 64-feet to 58-feet for the 5 story floor building, and 36-feet to 24-feet for the club house (**Table 2**). These are consistent with Special Planning Area regulations for height and are intended to break up the massing of the façades by matching up with the varying façade projections. A variety of warm (beige and muted light green accent) and cool (muted grey and brownish grey) colors have been used to further break up the façade massing while making the building aesthetically pleasing and compatible to the surrounding tower, townhomes, and commercial structures.

Figure 3: Preliminary Landscape Plan



Each of the main building entrances will be clearly defined with a canopy that will lead to the interior stairs and elevators. Additional windows, doors, balcony railings, and landscaping have been added to provide visual breaks within the main building facades facing the adjacent right-of-ways. As per the City Council direction, additional stone and accent color has been added to wrap around the buildings and help define the edging. The color scheme has been amended to blend the designs of the adjacent townhomes and commercial businesses which are currently very different in color and theme. This includes the design and materials of the nearby tower feature located along Bridgeway Drive.

Parking:
The new apartment complex is subject to the Capital Village Special Planning Area (CVSPA) parking requirements that require 2 covered spaces per unit and 0.1 guest parking per the entire unit count. Based on this standard, the proposed 199-unit apartment complex would be required to provide 418-spaces. As shown on the project site plan (**Figure 2**), the applicant is proposing 62-covered and garage spaces and 270 uncovered spaces, for a total 332-space. This proposal results in a parking deficiency of 86-spaces. Due to this deficiency, the applicant has requested a 10 percent reduction (41 spaces) as allowed by Zoning Code 23.719.090.B.2-4 for being within one-quarter mile of a major transit stop (bus transit to light rail), and for providing additional bicycle parking, and onsite amenities in place of parking lots. Even with the 10 percent reduction the project will still not satisfy the parking requirements, an Adjustment permit is required to compensate for the approximate 11 percent (45 spaces) remaining shortfall. This is within the 30 percent maximum reduction allowed by Section 23.131.020 (125-spaces). An outline of each reduction is listed below. Although this project vested in 2005 and therefore is not held to the Zoning Code's current parking standards, staff and the applicant are using such standards as a guide for the adjustment because the Special Planning Area Handbook language on parking does not contain details on such adjustments.

Figure 4: Building 1 (4 stories Adjacent to Bridgeway Drive)



Figure 5: Building 2 (5 stories Adjacent to Commercial Sites)



Figure 6: Building 3 (4 stories Adjacent to Club House)

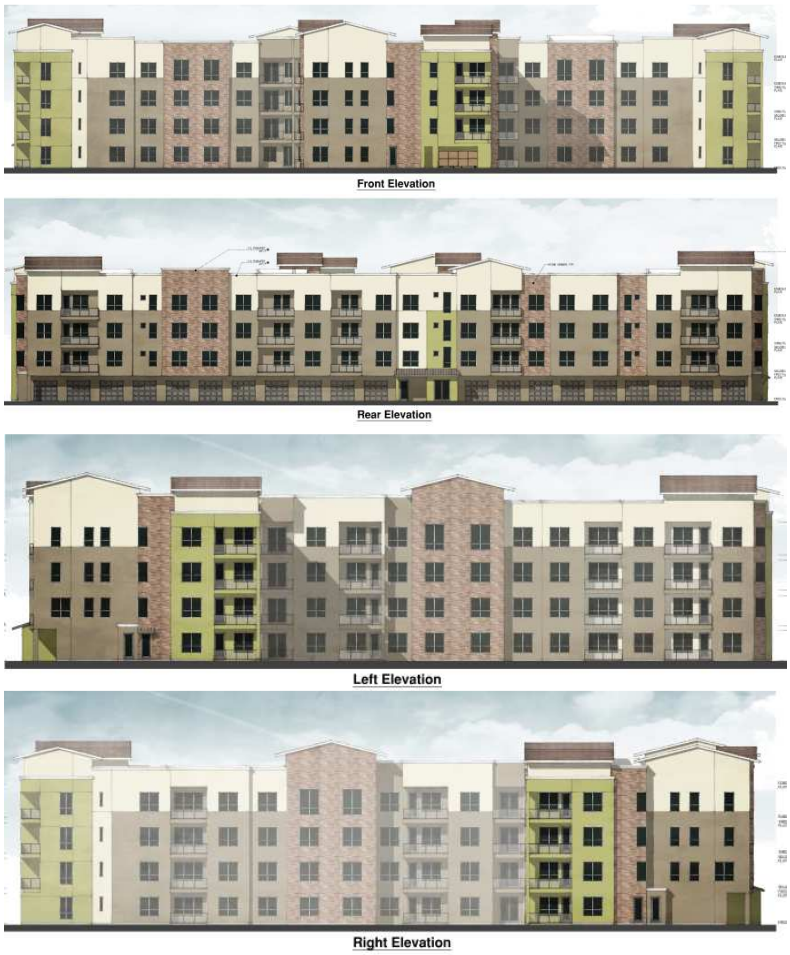


Figure 7: Club House (Adjacent to Main Street)



Figure 8: Apartment Renderings (Building 1-3)





Figure 9: Club House and Pool Renderings







Figure 10: Aerial Visualization



Staff notes that a shift in planning standards related to parking is occurring statewide. The State Legislature recently approved Assembly Bill 744, which prohibits cities from imposing parking minimums greater than 0.5 spaces for certain affordable and senior housing developments near major transit. Although this bill does not apply directly to this project, it is indicative of the trend toward more urban-like parking requirements and walkable neighborhoods. AB 744 states, in part: "the Legislature…declares that the need to address infill development and excessive parking requirements is a matter of statewide concern."

- **10-Percent Reduction per Zoning Code 23.719.090.B:** Parking requirements may be reduced by 10 percent for being within one-quarter mile of a major transit stop (bus transit to light rail), additional bicycle parking, and onsite amenities in place of parking lots (23.719.090.B.2-4).
    - The project is within 750 feet of a bus stop (route 176 and 177) which transports residents 0.75 miles to the Zinfandel Light Rail station north of the project and other sections of Rancho Cordova. The site is also within 0.40 miles of the existing Class I bike paths at Capital Village and the Stonecreek community.
    - Based on typical zoning standards bike parking is calculated at 5 percent of the total parking stalls required. That means this project would require roughly 21 bike spaces for short and long term parking. The current design offers 24 short term bike spaces and 22 long term spaces through the use of lockers. All parking will be located close to main entrances and be covered and illuminated. Since this amount of bike parking is double the required amount, this has been included towards meeting the 10 percent reduction.
    - While not required, the Club house and pool area offer a desirable feature which is preferred over an additional parking area. Although this area will not be available for non-apartment residents, the streetscape has been designed with larger sidewalks and utility tie-ins for community events on Main Street.

- **11-Percent Reduction for Adjustment Permit:** A summary of the findings of approval for the Adjustment Permit for parking includes the following:
    - *Finding: That the proposed development is of sufficient size and is designed so as to provide a desirable environment within its own boundaries.*
        - Evidence: The proposed apartment complex is consistent with the Capital Village Special Planning Area standards and has been designed as an urban village that will incorporate multimodal modes of transportation. The project will provide 1.6 spaces per unit while the current code requires 2 per unit. Since roughly 60 percent of the units will be for 1-bedroom and studio units, the 2 covered spaces per unit is excessive for a majority of the proposed project.
    - *Finding: That the proposed development is compatible with existing and proposed land uses in the surrounding area.*
        - Evidence: The proposed high density housing will be supported by commercial and public areas by bringing more residents into closer proximity to certain goods and services. The high density is consistent with the current zoning standards and directs parking and automobile circulation away from the existing medium density housing on Bridgeway Drive.
    - *Finding: That any exceptions to, or deviations from, the density requirements or design standards result in the creation of project amenities that would not be available through strict adherence to code provisions (e.g., additional open space, protection of natural resources, improved pedestrian connectivity, public plazas, etc.).*
        - Evidence: The adjustment is to provide the apartment complex with some flexibility in meeting the required parking and achieving the vision of the Loft zone under the adopted CVSPA. The site will add double the required bike parking, proposed a club house with pool instead of parking, and will not be gated allowing new pathways for all community members that will provide additional access from Bridgeway Drive to the commercial properties.
    - *Finding: Granting the adjustment will not adversely affect the interests of the public or the interests of residents and property owners in the vicinity of the premises in question.*
        - Evidence: The project site is bordered on the north by existing office and light industrial uses, existing commercial to the west and south, and medium density residential uses to the east. The proposed parking adjustment as conditioned will allow the apartment complex to maximize existing parking onsite without prohibiting future businesses or creating any potential conflicts through increased automobile congestions onsite.
    - *Finding: The adjustment is consistent with the General Plan or any applicable Specific Plan or development agreement.*
        - Evidence: The General Plan and Zoning regulations encourage high density uses along Zinfandel Drive in order to make the area a more urban environment due to the downtown planning overlay. The parking adjustment allows for flexibility in providing 1.6 parking spaces per unit while encouraging multi modal forms of transportation.
    - *Finding: The adjustment is the minimum required to achieve the desired result.*
        - Evidence: The 11% adjustment (45 spaces) is well within the maximum 30% (125 spaces) the Zoning Code allows. The applicant has already amended the design to include 25 gross additional spaces (15 net spaces

due to 5-unit increase) and other amenities such as additional bike parking and club house instead of parking area. While the applicant is still open to a shared parking agreement, the City cannot require the adjacent owner to enter into an agreement to accommodate the parking shortfall.

In addition to the requests for a reduction to project parking, the applicant has also provided regional examples of the how the CVSPA parking standards are inconsistent with the surrounding jurisdictions standards for infill high density projects. A summary of the main topics is provided below, but a detailed description is contained within **Attachment 14** of this report.

- The applicant states the CVSPA parking requirement is outdated as it envisions a conventional 2-car garage for an apartment complex which is based upon a typical garden style two or three story apartment project. This garden style usually includes a mix of 40% 1-bedrooms, 40-45% 2-bedrooms and 15-20% 3-bedrooms with an average unit size of over 1,000 square feet. A 2 car garage is more appropriate for single family detached housing that is reliant on automobile transportation as opposed to multimodal
- In contrast, the Bridgeway Square project is designed with a much different unit mix with 63% studios and 1-bedrooms, 37% 2-bedrooms, and **no 3-bedrooms at all**. This project will have an average unit size of approximately 828 square feet. Because of this type of mix, the number of residents will be considerably less and therefore the number of cars will be considerably less.
- The other factor that justifies a legitimate parking reduction is the unique location of the proposed project. Like other downtown locations, the residents will easily be able to go to work, shop and access the light rail by walking and/or bicycle, without a need for a car. More and more people are choosing to live without cars and this is a location that enables them to do this. Our studios, as well as smaller one-bedrooms will definitely appeal to this renter demographic.
- A.G. Spanos recently completed an urban in-fill project located in Denver, “Element 47”. This property has 265 units and is similar to Bridgeway Square in several ways. Element 47 has an average unit size of 838 square feet and the property has a total of 437 parking spaces (or 1.65 spaces per unit.) Included in the parking count are 66 tandem spaces which account for just over 15% of the total parking. The property has enjoyed a high occupancy once it was leased up and is presently 97% occupied. This high level of occupancy is achievable and sustainable with this successful parking plan.

Lighting:
A lighting plan was submitted and included within **Attachment 4, Exhibit 4A.** This plan includes a photometric plan and street lighting details that are consistent with the Special Planning Area and lighting standards contained in section 23.725 (Outdoor Lighting) of the City’s Zoning code. All outdoor lighting will be constructed with full shielding and/or recessed to reduce light trespass to adjoining properties. Each fixture will be directed downward and away from adjoining properties and public rights-of-way, so that no light fixture directly illuminates an area outside of the site. The project has been designed and conditioned with the following illumination standards consistent with the CVSPA and zoning code:

- The parking lots, driveways, trash enclosures/areas, public phones, and group mailboxes are illuminated with a minimum maintained one foot-candle of light and an average not to exceed four foot-candles of light.
- Pedestrian walkways will be illuminated with a minimum maintained one-half foot-candle of light and an average not to exceed two foot-candles of light.

- Entryways and exterior doors of nonresidential structures will be illuminated during the hours of darkness, with a minimum maintained one foot-candle of light, measured within a five-foot radius on each side of the door at ground level.
- In order to minimize light trespass on abutting residential property, illumination measured at the nearest residential structure or rear yard setback line will not exceed the moon's potential ambient illumination of one-tenth foot-candle. This is shown on Figure 11.
- The project will be conditioned to state the maximum height of freestanding outdoor light fixtures abutting residential development will be 18 feet. This is a two foot reduction from the current proposed height. Height shall be measured from the finish grade, inclusive of the pedestal, to the top of the fixture.
- Outdoor lighting shall utilize energy-efficient (high pressure sodium, metal halide, low pressure sodium, hard-wired compact fluorescent, or other lighting technology that is of equal or greater efficiency) fixtures and lamps. All new outdoor lighting fixtures will be energy-efficient with a rated average bulb life of not less than 10,000 hours.

The lighting along Main Street has also been designed and conditioned to integrate electrical hookups for events along the Capital Village main street. These designs allow for quick electrical access for public events and could include tie-ins for speakers, lighting, or venders for special outdoor sales (i.e. food trucks, farmers market, park events, etc.). These electrical tie-ins are included in condition #34 of **Attachment 4, Exhibit 4B.**

Figure 11: Lighting/Photometric Plans

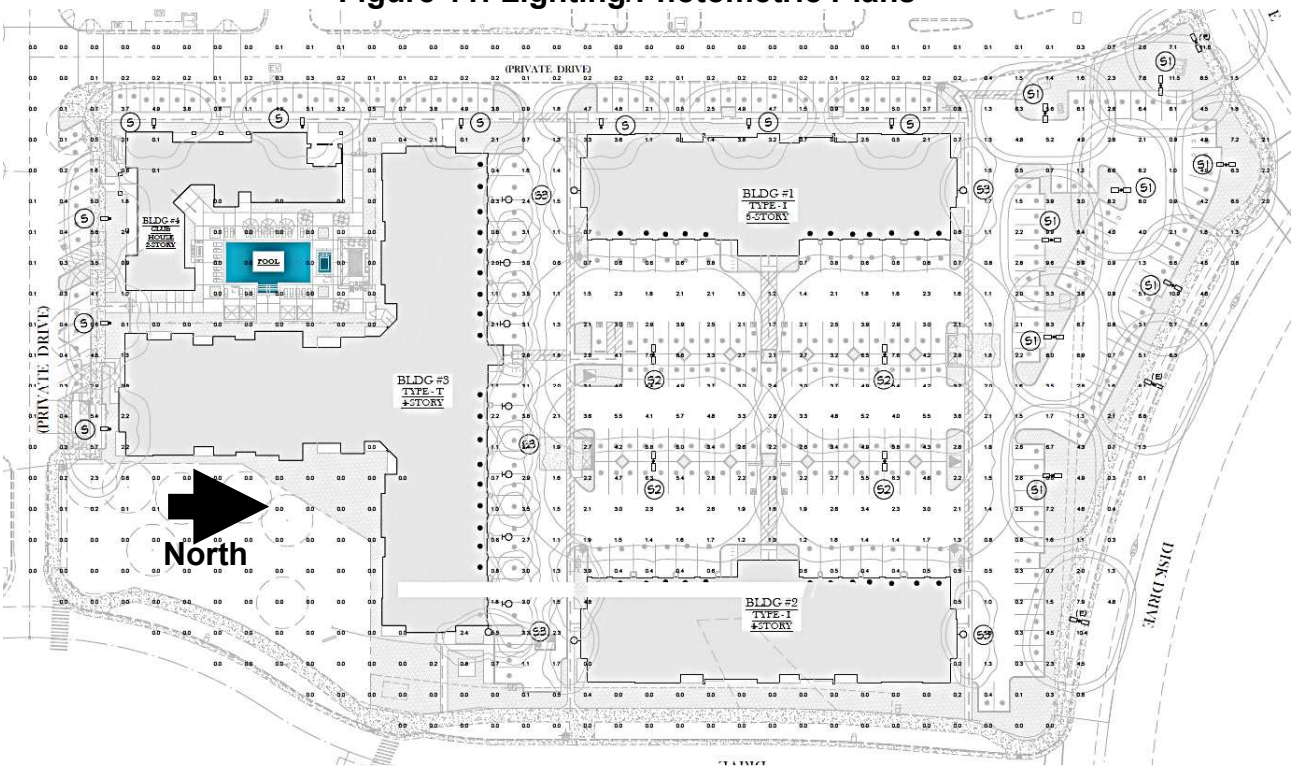
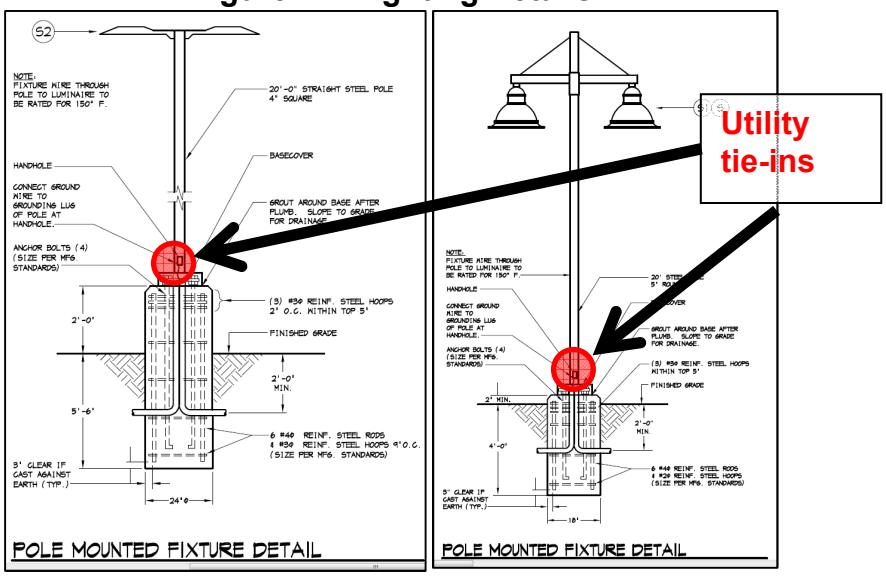


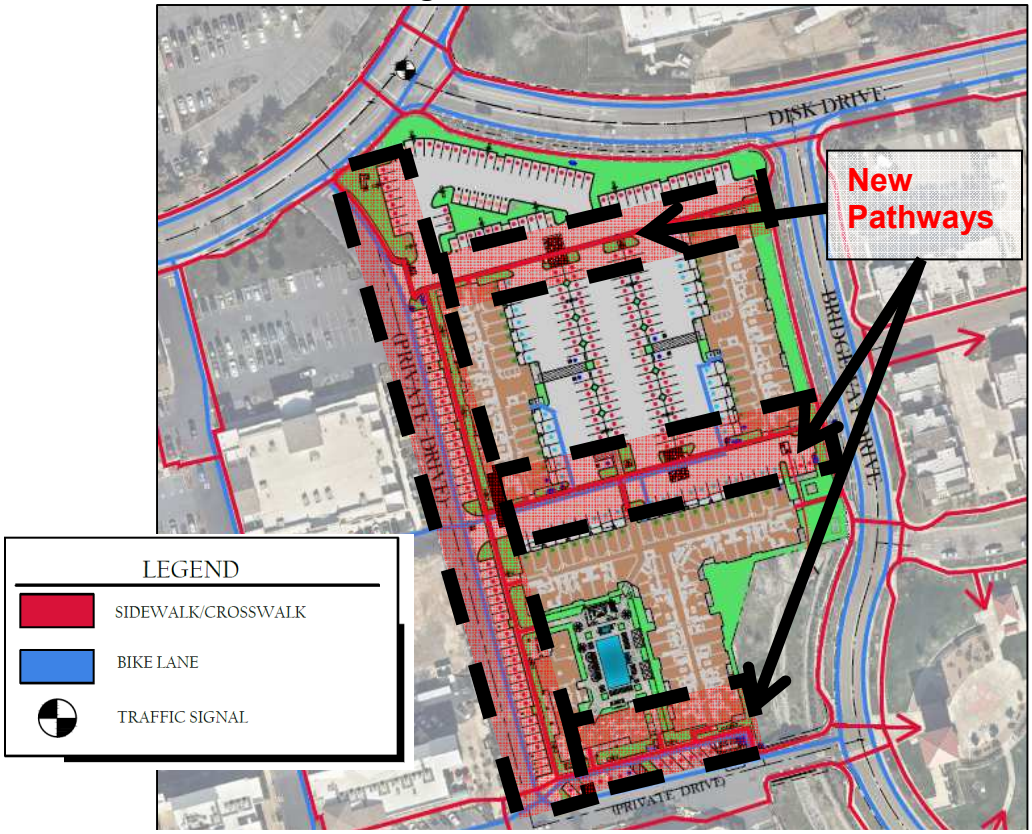
Figure 12: Lighting Details



Pedestrian Access:

The existing bike and pedestrian paths will not be impacted or changed as a result of this project as the apartment complex will not be gated and is currently surrounded by existing 5-foot sidewalks on the north and east. A new 5-foot sidewalk with integrated tree wells will be installed on the east side adjacent to the commercial area that will connect pedestrians from Data Drive to the Main Street private aisle to the south. New 5-foot east-west pathways will be added connecting pedestrians traveling on Bridgeway Drive to the commercial area without having to travel to Disk/Data Drive (**Figure 13**). The project also proposes to add an 8-foot sidewalk along Main Street that would include utility tie-ins for public events along Main Street. The utility tie-ins and are discussed in the *Lighting* section above.

Figure 13: Pedestrian Plan



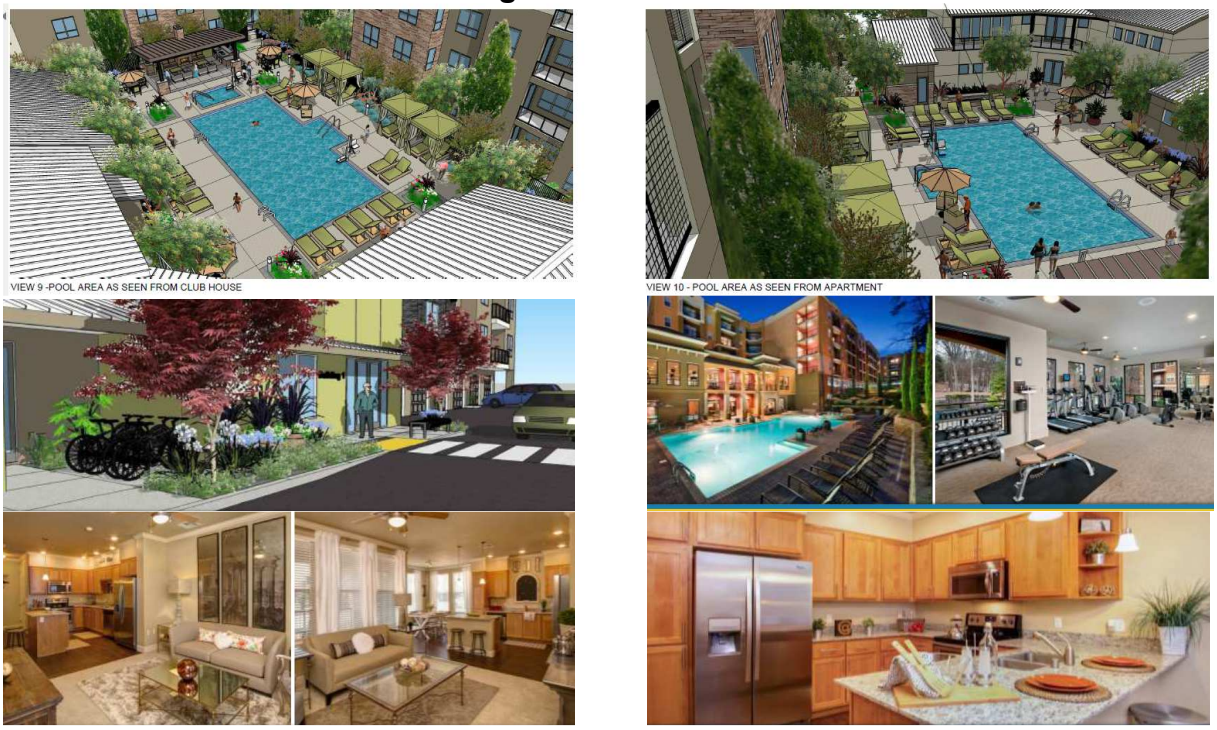
Amenities:
The applicant has described the project as being market rate/luxury apartment intended for moderate to above moderate income levels. As part of the Project Plans in **Attachment 4, Exhibit 4A**, the applicant has submitted a full list of the project amenities.

Table 3: Amenities

Unit Amenities:	**Community Amenities:**
Elevators	24-Hour State of the Art Fitness Center and Yoga Room
Audible Intrusion Alarms	Large Salt Water Resort-Style Pool and Spa with Tanning Deck
Gourmet Kitchen with Island	Poolside Cabana with Outdoor Fireplace, BBQ, and Kitchen Amenities
Nine and Ten-foot Ceilings	Spectacular Clubhouse with Game Room featuring Billiards and Shuffleboard, Rooftop Terrace, E Lounge, Café, Gourmet Kitchen & Media Room with a Large Screen and Gaming Console
Designer Cabinetry	Wi-Fi Throughout Common Areas
Side-by-Side Refrigerators with Ice Makers	Controlled Access Privately Secured
Luxurious Garden Tubs	Internal Bike Storage with Bike Repair Area
Multi-Cycle Dishwashers	Attached Parking Garages

Unit Amenities:	Community Amenities:
Built-in Microwave Ovens	Pet Friendly
Granite Countertops in Kitchens and Vanities	Electric Vehicle Charging Stations
Ceiling Fans in Bedrooms and Living Rooms	
Full Size Washer and Dryer	
Stainless Steel Kitchen Appliances	
Glass Doors to Large Balconies	
Central Heating and Air Conditioning	
Modern LED Lighting	
Fiber Optic Served	
Simulated Wood Flooring	
Crown Molding	
Wire Shelving	

Figure 14: Amenities



Market Analysis:

The *Market Analysis* section is contained in **Attachment 13** of this report while the applicant's letters of support for the development are contained in **Attachment 16**. The below analysis includes the council direction and overlay project compatibility with the Special Planning Area design standards.

Consistency with the Capital Village Special Planning Area:

As discussed in the previous sections of this report, the current proposal for a new apartment project is consistent with the development standards of the Capital Village Special Planning

Area (CVSPA). While the previous sections have dealt with the General Plan, Zoning, and design, the following sections pertain to the overall compliance to the entire CVSPA area which includes parks, infrastructure, and other impacts. This project will be subject to the CVSPA as well as the previous project Mitigation Measures and financial obligations contained within the CVSPA's Development Agreement. These obligations include improvement costs for previous construction (existing parks, streets, and infrastructure) and annual maintenance fees for those items. This project will not be subject to the same Convenants, Conditions & Restrictions (CC&Rs) as the Home Owners Associations (HOA), but will be subject to their share of annual maintenance cost associated with the existing facilities which could lower the cost to those HOAs.

Parks:
There are two existing parks within Capital Village (Village Green Park and Renaissance Park). A third park, Cobblestone Park, has been approved for construction in Capital Village Phase 3. While the project would increase in population and use of the parks, the population generated by this project was previously anticipated in the original 2005 Capital Village Community Plan and is consistent with the goals of the plan. The construction cost of the three Capital Village parks has already been accounted for as the applicant will be responsible for paying Development Impact Fees toward improvements and construction. Current residents will not incur any additional costs and any new residents will contribute their fair share of annual taxes to the Capital Village Communities Facility District.

Utilities:
The Capital Village Special Planning Area had been approved to include an 8-inch sewer line through the project site and an 8-inch water line along the private drive aisle adjacent to the commercial sites and a 12-inch water line along Bridgeway Drive. Onsite drainage will flow into the existing stormdrain system and the surrounding street system has already been constructed per the 2005 Capital Village approval. Conditions of approval have been added to address the project's sanitation and electric needs.

Traffic:
The 2005 Capital Village Special Planning Area Project included a traffic analysis as part of the Mitigated Negative Declaration (MND) for the project's California Environmental Quality Act (CEQA) compliance. According to the traffic analysis the site was previously analyzed as a "live retail" space with a mix of multi-family (43 dwelling units) and retail (24,800 SF) uses. However, the approved Capital Village Special Planning Area (SPA) allows up to 40 dwelling units per acre in addition to ground floor retail and service space.

Fehr & Peers has completed a supplemental evaluation which included a trip generation comparison of the approved and proposed project site, an analysis of potential impacts to local intersections, and review of site access and on-site circulation **(Attachment 6)**. The proposed project calls for 199 multi-family residences with no retail land uses, which is within the current allowable density of 40 dwelling units per acre under the SPA. To be conservative, the 2015 analysis compared the trip generation for the proposed project to the previously analyzed project description in the (MND). The analysis concluded the project would result in an increase of 54 trips in the AM peak hour and 19 trips in the PM peak hour (see **Table 4**) when compared to the previously analyzed land use. Also, trip delays of 1 to 2 seconds at the major intersections could be anticipated due to the new apartment complex. The Sacramento County *Traffic Impact Analysis Guidelines* states a significant impact to the existing street system generally consists of delay times greater than 5 seconds. Based on these findings, it has been determined that the traffic increases will be less than significant and will not need additional

mitigation. The summary of this analysis has been included in the 2015 Addendum MND per Resolution 146-2015 **(Attachment 1).**

FISCAL ANALYSIS OF PROJECT

Although the exact fiscal impacts cannot be determined at this time, staff has outlined a variety of different concerns:

- *Impact to the surrounding Property Values:*
  The question of impact to property values has been raised by some of the surrounding residents. While staff will continue to research all state and local resources, we have not yet been able to find evidence, case studies, or court cases that have indicated there is a direct correlation to new multifamily housing and decreases in property values and/or increases in blight. Although there are numerous factors (housing age, income levels, housing options, lack of infrastructure, etc.) that can contribute to the loss of property values, new market rate housing by itself has not been a factor in these findings. Staff has coordinated this effort with the City's Housing Department, the City's legal team, the State Department of Housing and Community Development (HCD), the US Housing & Urban Development Department (HUD), as well as the residents themselves. Due to the fact staff was unable to find direct evidence linking market rate/high density housing to loss of property values, staff concludes that there can be no direct coloration unless proven otherwise.

- *Impacts to the surrounding businesses:*
  As discussed in the applicant's reasoning for proposing the project in Rancho Cordova (**Attachment 13**), they have received a lot of interest from the business community about having multifamily residents in that proximity to the Capital Village commercial center. Staff anticipates the project to have a positive fiscal impact due to the opportunity to meet an unmet housing market for millennials and senior citizens, increases in population, and increase in use for the adjacent Capital Village office and commercial businesses.

ENVIRONMENTAL

The City prepared an Addendum to analyze whether supplemental environmental review to the previously adopted 2005 Mitigated Negative Declaration and 2006 Supplemental Mitigated Negative Declaration (collectively, MND) was required for the Project under CEQA ("2015 Addendum"). The analysis in the 2015 Addendum shows that none of the standards under CEQA for preparation of subsequent or supplement environmental review (either a Negative Declaration or EIR) have occurred or are met for the Project. The Bridgeway Square Apartment project will not result in any new or substantially more severe impacts and the prior analysis contained in the MND adequately address all environmental impacts. Further environmental review is not required because the proposed amendments do not meet the criteria for preparing a subsequent EIR or Negative Declaration under Public Resources Code section 21166 and State CEQA Guidelines sections 15162 and 15163.

RECOMMENDED MOTIONS

Staff recommends that the City Council select one of the following actions:

1. Find the project to be in compliance with the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15162 and 15163 and adopt Resolution 146-2015 Approving the Addendum to the Capital Village Mitigated Negative Declaration; introduce and waive first reading of Ordinance 16-2015, Approving the Amendments to Section 3.6 of the Capital Village Special Planning Area Handbook Regarding the Loft District Standards; and introduce and waive first reading of Ordinance 17-2015 Approving the Second Amendment to the Development Agreement for the Capital Village Special Planning Area; and approve Resolution 147-2015 approving the Major Design Review Permit and Adjustment Permit for the Bridgeway Square Apartment project DD8588, subject to the findings, Project Plans (**Exhibit 4A**) and Conditions of Approval (**Exhibit 4B**).”; OR
2. If significant changes are required for City Council approval, direct staff and the applicant on how the City Council would like to improve the project for final decision and continue the item to a future meeting; OR
3. If Council finds that the proposed project is not consistent with the “live-work” vision and criteria for this site within the adopted Special Planning Area, it may recommend denial of the project based on its legislative authority.

ATTACHMENTS

1. Resolution No. 146-2015 Approving an Addendum (**Exhibit 1A**) to the Capital Village Mitigated Negative Declaration, Pursuant to Requirements of the California Environmental Quality Act.
2. Ordinance No. 16-2015 Adopting Amendments to Section 3.6 (**Exhibit 2A**), Regarding the Loft District, of the Capital Village Special Planning Area Handbook to Allow for High Density Residential as an Allowed Use.
3. Ordinance No. 17-2015 Adopting a Second Amendment to the Development Agreement (**Exhibit 3A**) for the Capital Village Special Planning Area.
4. Resolution No. 147-2015 Approving Major Design Review (**Exhibit 4A**) and Conditions of Approval (**Exhibit 4B**) for the 199-unit, 4- to 5-Story Market Rate Apartment Complex With a 7,080-Square Foot Clubhouse and Outdoor Pool, Including a Parking Adjustment, on 5.12 acres within the Capital Village Special Planning Area.
5. 500’ Radius Map with Mailing Labels.
6. 2015 Traffic Analysis.
7. Staff Report to council May 18, 2015.
8. Comment letter sent to applicant May 20, 2015.
9. Completeness letter sent to applicant on June 25, 2015.
10. 1st Neighborhood Meeting Items.
11. 2nd Neighborhood Meeting Items.
12. Items from the October 27, 2015 Work Session and Summary of the City Council’s Direction.
13. Applicant’s Market Analysis.
14. Applicant’s Parking Analysis.
15. Summary of Opposition Comments received.
16. Letters of Support.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 146-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING THE 2015 ADDENDUM TO THE CAPITAL VILLAGE SPECIAL PLANNING AREA MITIGATED NEGATIVE DECLARATION FOR THE BRIDGEWAY SQUARE APARTMENT PROJECT - PROJECT NO. DD8588

WHEREAS, on October 6, 2005, the City of Rancho Cordova ("City") and Beazer Homes Holding Corporation ("Landowner") entered into a Development Agreement for the Capital Village Special Planning Area Project (referred to as Capital Village), consisting of 117 acres of mixed use development. (Effective date of Ordinance Number 19-2005) The Capital Village Project is bounded by Zinfandel Drive to the west, Prospect Park Drive to the east, Data and Disk Drives to the north, and the Villages of Zinfandel Development to the south, beyond International Drive. The Capital Village Project is mostly developed; however the "Loft District", comprised of 5.12 acres at the southwest corner of Disk Drive and Bridgeway Drive, has not been developed; while the residential units approved under Phases 3 and 4 are under construction. All recitals and findings of determination in Ordinance 19-2005, which adopted the Development Agreement, are still accurate and relevant; and

WHEREAS, on March 21, 2005, the City Council approved with conditions the original Capital Village Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA), and concluded that the Project would not have a significant impact on the environment due to the mitigation measures adopted. On June 8, 2006 the City Council approved a Supplemental Mitigated Negative Declaration pursuant to CEQA to address site changes in the commercial portion of the project, eliminating a grocery store anchor and 147,880 square feet of retail space and adding a 167,584-square-foot home improvement center, 26,350 square feet of major retail and about 20,000 square feet of other commercial and retail uses. The Mitigated Negative Declaration and Supplemental Mitigated Negative Declaration are hereby referred to collectively as the "MND"; and

WHEREAS, on May 6, 2015, via the effective date of approved Ordinance No. 5-2015, the City and Landowner entered into a First Amendment to Development Agreement for Capital Village ("First Amendment") to extend the term of the Development Agreement by ten (10) years. All recitals and findings of determination in Ordinance 5-2015, which adopted the First Amendment, are still accurate and relevant; and

WHEREAS, On May 20, 2015, A.G. Spanos Companies ("Applicant") submitted plans and an application to the City to build the 194-unit Bridgeway Square Apartment project with parking, landscaping, and a clubhouse/outdoor pool on the 5.12-acre Loft District site within the Capital Village Special Planning Area, which requires an amendment to the Capital Village Special Planning Area Handbook to add high-density residential as an allowed use, an amendment to the development agreement, environmental review, major design review and a parking adjustments ("the Project"); and

WHEREAS, the Project was presented at two neighborhood meetings and a City Council work session for comment and direction; and

WHEREAS, the Project was reviewed at the City's Development Service Team (DST), all applicable City departments, and agencies for comments and conditions; and

ATTACHMENT 1

WHEREAS, the City Council is the appropriate authority to hear and take action on the Project; and

WHEREAS, the Project's Major Design Review and Adjustment Permit are contained within Resolution 147-2015; 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; and

WHEREAS, the Addendum and MND were reviewed by the City Council during a public hearing.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA makes the following findings to support the determination that no further environmental review is required under CEQA for the proposed Project. These findings are based on information contained in the 2015 Addendum, the MND, the General Plan EIR, the staff reports to the City Council, and all other information contained in the record before the City Council. These findings constitute a summary of the information contained in the entire record. The detailed facts to support the findings are set forth in the Addendum and elsewhere in the record. Other facts and information in the record that support each finding that are not included below are incorporated herein by reference:

A. Finding: None of the standards under CEQA for preparation of subsequent or supplement environmental review (either a Negative Declaration or EIR) under Public Resources Code Section 21166 or CEQA Guidelines Sections 15162 or 15163 have occurred or are met for the Project. The Project impacts are identified in the MND, 2015 Addendum and General Plan EIR and no further environmental review is required under CEQA.

Evidence: These findings constitute a summary of the information contained in the entire record relating to the Project. The detailed facts to support the findings are set forth in the 2015 Addendum, and elsewhere in the record. Other facts and information in the record that support each finding that are not included below are incorporated herein by reference.

1. The Project does not constitute substantial changes to the approved Capital Village Project that will require major revisions to the MND due to new significant environmental effects or a substantial increase in severity of previously identified significant effects.

2. The Project will not result in new or substantially more severe significant impacts that were not identified in the MND. As set forth in the 2015 Addendum, the Project would have similar or lesser impacts than those identified in the MND.

3. The City is not aware of any new information of substantial importance or substantial changes in circumstances that would result in new or substantially more severe impacts or meet any other standards in Sections 21166 or CEQA Guidelines Sections 15162 or 15163. The impacts of development of urban uses within the City limits and Planning Area were analyzed in the General Plan EIR. There have been no major amendments to the City General Plan that significantly change projected development in the City under the City's 2006 General Plan which included the CVSPA and the

Capital Village Project. Furthermore, due to the recession, development is proceeding slower than was projected under the MND.

BE IT FURTHER RESOLVED by the City Council of the City of Rancho Cordova that

1. No further environmental review under CEQA is required for the Project because there is no substantial evidence in the record as a whole that any of the standards under Public Resources Code section 21166 or CEQA Guidelines sections 15162 and 15163 are met.

2. The City has properly prepared an Addendum under CEQA Guidelines section 15164 to explain its decision not to prepare a subsequent or supplemental EIR or conduct further environmental review for the Project.

3. The City Council hereby approves the Addendum, attached hereto as **Exhibit 1A**.

4. The City Council has considered the information in the MND and Addendum and approved the Addendum prior to approving the Project.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____ 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
David M. Sander, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

2558173.2

CITY OF RANCHO CORDOVA
BRIDGEWAY SQUARE APARTMENTS PROJECT
ADDENDUM TO THE CAPITAL VILLAGE MND

Prepared for:

CITY OF RANCHO CORDOVA
2729 PROSPECT PARK DRIVE
RANCHO CORDOVA, CA 95670

Prepared by:

Michael Baker INTERNATIONAL

2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

NOVEMBER 2015

EXHIBIT 1A

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EXHIBIT 1A

1.0 INTRODUCTION

EXHIBIT 1A

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. This document serves as an Addendum to the previously adopted Mitigated Negative Declaration (SCH No. 2005022026) for the Capital Village Project. The City of Rancho Cordova (City) was the lead agency for the prior Capital Village Project. The City has prepared this Addendum to evaluate the impacts associated with modifying the Capital Village Project to add high-density residential as a permitted use on the parcel approved for Commercial Mixed Use (CMU) and designated as the Loft District in the Capital Village Special Planning Area Handbook. These changes constitute minor changes to the project that would result in slightly different impacts than those originally identified in the MND.

1.1 BACKGROUND AND PURPOSE OF THE ADDENDUM

The original Capital Village 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. The Capital Village Project area comprises approximately 117 acres and is bounded by Zinfandel Drive to the west, Prospect Park Drive to the east, Disk Drive to the north, and the Villages of Zinfandel development to the south. The approved Capital Village Project is composed of 52.16 acres of single-family residential, 14.19 acres of townhomes, 6.55 acres of commercial/mixed use, 25.25 acres of retail, 7.67 acres of parks, 1.88 acres of open space, 4.92 acres of landscape corridors, and 4.35 acres of roads. It included approximately 827 single-family and townhome units with commercial uses along Zinfandel Drive and three community parks.

In June 2006, the City prepared a Supplemental MND to addressed site changes in the commercial portion of the project, which eliminated the "grocery store" anchor and 147,880 square feet of retail space. In exchange, the modification addressed in the Supplemental MND added a 167,584-square-foot home improvement center, 26,350 square feet of major retail (anchor stores), a 4,040-square-foot restaurant, a 5,400-square-foot bank, and a 15,580-square-foot pharmacy uses. With the changes made in the Supplemental MND, the approved Capital Village Project was composed of 52.16 acres of single-family residential, 14.19 acres of townhomes, 4.43 acres of commercial/mixed use (CMU) live/work units, 27.37 acres of retail, 7.67 acres of parks, 1.88 acres of open space, 4.92 acres of landscape corridors, and 4.35 acres of roads.

The site plan for the Capital Village Project included a parcel approved as CMU live/work and designated in the Capital Village Special Planning Area Handbook (Handbook) as the "Loft District." The MND assumed development in the Loft District of 43 residential units and 24,800 square feet of retail space. The approved land use for the Loft District parcel included a four- to seven-story mixed-use development conceptualized to consist of three to five stories of residential units over one to two stories of structured parking, and ground floor retail, service, or other active uses. The approved density for the site was up to 40 dwelling units per acre (204 dwelling units for 5.12 acres). The City Council found that the MND adequately addressed the impacts of the project as approved.

The approved permitted uses in the Loft District were permanent single-family dwellings, temporary sales offices and model homes/units, home occupations as allowed in the City of Rancho Cordova Zoning Code Title II, Chapter 1, and commercial retail uses as allowed in the City of Rancho Cordova Zoning Code Title II, Chapter 25 with the exceptions listed in the Handbook.

Changes are proposed on the Loft District parcel to add high-density residential as a permitted use to accommodate the proposed 5.12-acre and 199-unit Bridgeway Square Apartments Project (Bridgeway Square Project).

In determining whether an addendum is the appropriate document to analyze the modifications to the CVSPA Project and its approval, CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) states [subsection a is not relevant and so is not quoted]:

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

1.2 BASIS FOR DECISION TO PREPARE ADDENDUM

When a final environmental impact report (EIR) or negative declaration has been previously certified or adopted for a project, Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163 set forth the criteria for determining whether a subsequent or supplemental EIR or negative declaration should be prepared in support of further agency action on the project. Under these guidelines, a subsequent or supplemental EIR or negative declaration is to be prepared if any of the following criteria are 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 alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, and addendum, or no further documentation.

As demonstrated in Section 3.0, Environmental Checklist, the proposed changes to the Capital Village Project do not meet the criteria for preparing a subsequent or supplemental EIR or negative declaration. An Addendum is appropriate here because, as addressed in Section 3.0, none of the conditions calling for preparation of a subsequent or supplemental EIR or negative declaration have occurred.

EXHIBIT 1A

2.0 PROJECT DESCRIPTION

EXHIBIT 1A

This section provides a description of the proposed changes to the Loft District within the Capital Village Project to Section 3.0, Environmental Checklist, for an analysis of the environmental effects of this project in relation to the previous analysis provided in the Mitigated Negative Declaration prepared for the Capital Village Project.

2.1 PROJECT LOCATION

The Capital Village 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.

Since the approval of the MND and Supplemental MND, the Capital Village Project area has been mostly developed. However, a 5.12-acre parcel on the Property identified as Assessor Parcel Number 072-0680-072-0000 and designated as the "Loft District," consistent with the City's Commercial Mixed Use ("CMU") zone, has not been developed. The Bridgeway Square Apartments Project (Bridgeway Square Project) is proposed for the undeveloped 5.12-acre Loft District parcel within the Capital Village Project area. The Loft District parcel (project site) is located at the southwestern corner of Data Drive and Bridgeway Drive in Rancho Cordova.

2.2 PROJECT SETTING AND SURROUNDING USES

The project site is bordered by existing office uses to the north, retail uses to the south and west, and an established residential neighborhood and park to the east. Since approval of the Capital Village Project, the project site has been graded and underground infrastructure installed. The project site is currently vacant and undeveloped, consisting of hard-packed dirt surfaces and seasonal grasses with landscaped detached sidewalks along the site's northern, eastern, and southern boundaries. There is an existing drainage basin and access bridge at the south end of the property adjacent to Bridgeway Drive. Existing utility easements at the north end adjacent to Disk Drive and Data Drive prevent any permanent structure from being located there.

2.3 PROPOSED PROJECT

The project site was assumed for development of 43 residential dwelling units and 24,800 square feet of retail space in the Mitigated Negative Declaration (MND) for the Capital Village Project. However, the Loft District parcel was approved for a four- to seven-story mixed-use development, conceptualized to include three to five stories of residential units over one to two stories of structured parking, and ground floor retail, service, or other active uses. The approved density for the site was up to 40 dwelling units per acre (204 dwelling units for 5.12 acres).The City Council found that the MND adequately addressed the impacts of the Capital Village Project as approved.

The applicant is requesting a Special Planning Area Amendment, Development Agreement Amendment, Major Design Review, and an Adjustment Permit to construct a new 199-unit; 4-5 story market rate housing project with an associated 7,080 square foot club house and outdoor pool area (Bridgeway Square Apartment Project; proposed project). Construction also would include new parking areas, lighting, landscaping, and pedestrian gathering areas for an undeveloped site at the southwest corner of Bridgeway Drive and Data/Disk Drive.

Approval of this request would require the following entitlements:

- **Special Planning Area (SPA) Amendment:** The project area is zoned "loft" which is consistent with the City's Commercial Mixed Use (CMU) zone. An amendment to the SPA has been proposed to allow high density housing as a permitted use, instead of just the Loft/Commercial Mixed Use (CMU), with the same density standard.

- **Development Agreement (DA) amendment:** To amend the "permitted uses" section to include high density housing instead of just CMU. Staff will need to clarify all fees and maintenance obligations associated with the new multifamily complex.

- **Design Review:** This will be required for the construction of a four-story apartment complex with parking area and landscaping. A traffic report has been prepared for the submittal.

- **Adjustment Permit (Parking):** Based on the conceptual site plan's approximate 11% parking deficiency.

The proposed Bridgeway Square Project would be subject to all applicable mitigation measures identified in the adopted Mitigation Monitoring and Reporting Program for the Capital Village Project.

RESIDENTIAL UNITS

The proposed apartment units would range in size from 442 to 1,158 square feet with a mix of studio, one-bedroom, and two-bedroom units. The second through fourth stories in the two four-story buildings, and the second through fifth stories in the one western-most five-story building, would be accessed by internal elevators, and some of the upper units would have exterior balconies.

PARKING

The proposed Bridgeway Square Project would provide a total of 332 parking spaces for a ratio of 1.7 spaces per dwelling unit. These proposed parking spaces include 35 covered garage spaces, 37 attached tandem garage spaces, 25 covered podium garage parking spaces, and 235 uncovered spaces located in auto courts or along private drives. The proposed parking areas would feature integrated landscaping, lighting, and pedestrian walkways consistent with City regulations.

CLUBHOUSE/COMMON AREAS

The proposed Bridgeway Square Project would include a 7,500-square-foot clubhouse in the southwestern corner of the Project Site featuring a pool, spa, workout area, business center, media room, game room, outdoor lounge, barbecue, and kitchen facilities. On-street and internal walkways would provide pedestrian connections to the clubhouse, adjacent parks, and adjacent commercial and residential neighborhoods.

All open space features, driveways, streetscapes, walks, and other common area facilities would be maintained by a property management group.

3.0 ENVIRONMENTAL CHECKLIST

EXHIBIT 1A

1. **Project Title:** Capital Village Project and Bridgeway Square Apartments Project

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

3. **Contact Person and Phone Number:** Bret Sampson; (916) 851-8758

4 **Project Location:** Changes are proposed to the undeveloped 5.12-acre "Loft District" parcel within the Capital Village Project area located at the southwestern corner of Data Drive and Bridgeway Drive in Rancho Cordova.

5. **Project Sponsor's Name and Address:** The Spanos Corporation
10100 Trinity Parkway, 5th Floor
Stockton, CA 95219

6. **General Plan Designation(s):** Loft District - Commercial Mixed Use (CMU))

7. **Zoning:** Capital Village Special Planning Area (CVSPA)

8. **APN:** 072-0680-072

9. **Description of the Project**: The Capital Village Project area comprises approximately 117 acres and is bounded by Zinfandel Drive to the west, Prospect Park Drive to the east, Disk Drive to the north, and the Villages of Zinfandel development to the south. With the changes made in the Supplemental MND, the approved Capital Village Project was composed of 52.16 acres of single-family residential, 14.19 acres of townhomes, 4.43 acres of commercial/mixed use (CMU) live/work units, 27.37 acres of retail, 7.67 acres of parks, 1.88 acres of open space, 4.92 acres of landscape corridors, and 4.35 acres of roads. The Capital Village Project included a parcel approved for commercial mixed uses (CMU) Live/Work and designated on the site plan as the "Loft District." Changes are proposed on the project site to add high-density residential as a permitted use to accommodate the proposed 5.12-acre and 199-unit Bridgeway Square Apartments Project (Bridgeway Square Project). The reader is referred to Section 2.0, Project Description, for a detailed description of the proposed Bridgeway Square Project.

10. **Surrounding Land Uses and Setting:** The project site is located within the Capital Village Project area, which is mostly developed. The project site is bordered by existing office uses to the north, retail uses to the south and west, and an established residential neighborhood and park to the east. The property is currently vacant and undeveloped, consisting of hard-packed dirt surfaces and seasonal grasses with landscaped detached sidewalks along the site's northern, eastern, and southern boundaries. There is an existing drainage basin and access bridge at the south end of the Project Site adjacent to Bridgeway Drive. Existing utility easements at the north end adjacent to Disk Drive and Data Drive prevent any permanent structure from being located there.

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).

- Sacramento County Water Agency (SCWA)
- Sacramento Metropolitan Air Quality Management District (SMAQMD)
- Sacramento Metropolitan Utility District (SMUD)
- County Sanitation District (CSD-1)

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 Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Hazards and Hazardous Materials	☐ Public Services
☐ Agriculture and Forestry Resources	☐ Hydrology and Water Quality	☐ Recreation
☐ Air Quality	☐ Land Use and Planning	☐ Transportation and Traffic
☐ Biological Resources	☐ Mineral Resources	☐ Utilities and Service Systems
☐ Cultural Resources	☐ Noise	☐ Mandatory Findings of Significance
☐ Geology and Soils	☐ Population and Housing	

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15164 to determine whether the proposed Bridgeway Square Project would require further environmental review to the approved Mitigated Negative Declaration and Supplemental Mitigated Negative Declaration prepared for the Capital Village Project (collectively Capital Village MND) in the form of a subsequent or supplemental EIR or mitigated negative declaration under the standards of Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163. Based on the analysis in this Modified Initial Study Checklist, the proposed project does not meet the criteria for preparing a subsequent or supplemental EIR or negative declaration and an Addendum to the approved Capital Village MND is appropriate for the environmental review for the project.

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) "No New Impact" means that the proposed project will not result in any new or substantially more severe significant impact than disclosed and analyzed in the Capital Village MND and no other standards for subsequent or supplemental environmental review under CEQA are met. Therefore, the conclusion on the significance of project impacts is the same as in the Capital Village MND. All mitigation measures in the Capital Village MND will apply to the proposed project as applicable.

3) 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.

4) 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.

5) "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.

6) "Potentially Significant Unless Mitigation Incorporated" applies where mitigation from the adopted MND is not adequate to reduce an impact to less than significant and the incorporation of new mitigation measures is required to reduce 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.

7) "Reviewed Under a Previous Document" means that the impact was analyzed in the Capital Village MND.

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.

PREVIOUS ANALYSIS

At the time of approval of the Capital Village MND and Supplemental MND, the issue of contribution of greenhouse gases to climate change was a prominent issue of concern as evidenced by passage of AB 32 in 2006. On March 18, 2010, amendments to the State CEQA Guidelines took effect which set forth requirements for the analysis of greenhouse gases under CEQA. The topic of the project's contribution to greenhouse gas emissions and climate change was not analyzed in the Capital Village MND or Supplemental MND. Since the Supplemental MND has already been approved, the determination of whether greenhouse gases and climate change needs to be analyzed for this proposed project is governed by the law on supplemental or subsequent EIRs (Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163). Greenhouse gases and climate change are not required to be analyzed under those standards unless it constitutes "new information of substantial importance, which was not known and could not have been known at the time" the previous Supplemental MND was approved (CEQA Guidelines Section 15162(a)(3)).

The issue of greenhouse gas and climate change impacts is not new information that was not known or could not have been known at the time of the approval of the Capital Village MND and Supplemental MND. The issue of climate change and greenhouse gases was widely known prior to the MND approval. The United Nations Framework Convention on Climate Change was established in 1992. The regulation of greenhouse gas (GHG) emissions to reduce climate change impacts was extensively debated and analyzed throughout the early 1990s. The studies and analyses of this issue resulted in the adoption of the Kyoto Protocol in 1997. In the early and mid-2000s, GHGs and climate change were extensively discussed and analyzed in California. In 2000, Senate Bill (SB) 1771 established the California Climate Action Registry for the recordation of greenhouse gas emissions to provide information about potential environmental impacts. In 2005, the Governor issued Executive Order S-03-05 establishing greenhouse gas emission reduction targets in California. Assembly Bill (AB) 32 was adopted in 2006.

As is clear from documents in the administrative record, the fact that GHGs could have a significant adverse environmental impact was known at the time the Capital Village MND was approved in 2005, and at the time the Supplemental MND was approved in 2006. Consistent with the statutory language, the courts have repeatedly held that new information that "was known" or "could have been known with the exercise of reasonable diligence" at the time of the EIR certification does not trigger the supplemental EIR standard. (*Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515, 532 ("*CREED II*"); *A Local and Regional Monitor v. City of Los Angeles* (1993) 12 Cal.App.4th 1773, 1800–1803 (*ALARM*").) In particular, the courts have held that information on GHGs could have been known as early as 1994 and therefore do not trigger the new information standard under Section 21166 for EIRs certified after that date (*CREED II*, supra, 196 Cal.App.4th at 530–532 [Impact from GHGs not new information for EIR certified in 1994.]). Since the Capital Village MND was approved in 2005, and the Supplemental MND was approved in 2006, *CREED II* is dispositive and establishes that no review of this environmental issue is required for this project. (See also *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal. App. 4th 1301 [court held that potential effects of GHGs were known and could have been addressed in conjunction with the approval of the EIR in 2002].) Therefore, the impact of greenhouse gases on climate change was

known at the time of adoption of the Capital Village MND in 2005 and Supplemental MND in 2006. Under CEQA standards, it is not new information that requires analysis in a supplemental EIR or negative declaration. No supplemental environmental analysis of the project's impacts on this issue is required under CEQA.

CHANGES IN CIRCUMSTANCES SINCE ADOPTION OF THE MND

Due to the recession that began in 2007, the level of growth in the City did not occur as was projected. Projects that were approved prior to the Capital Village Project were, in many cases, put on hold and even today have not started construction. For instance, the Sunridge East project, located in the City's Sunridge Specific Plan, included 2,627 units and has not started construction. Furthermore, North Douglas, also included as part of the Sunridge Specific Plan, includes 680 units that only began construction in 2015. Other projects, such as Sunridge Park, Anatolia I, II, and III, have all been under construction, but have not built out as expected. Therefore, the current and cumulative conditions with respect to background growth assumed in the Capital Village MND have not occurred and the cumulative effects, as well as the project's contribution to those effects, are less than previously assumed.

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.

☐ 841.8588 2551890.2

☐ 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 "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (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, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Bret Sampson	Project Planner
Printed Name	Title

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New 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) **No New Impact**. The Capital Village MND determined that there are no scenic vistas in the project area and that the Capital Village Project would have a less than significant impact on views from surrounding parcels. Currently, the area surrounding the project site is developed with urban uses including residential, commercial, office, and park uses. The proposed project would not result in a new or substantial increase in the severity of a significant adverse effect on a scenic vista compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

b) **No New Impact**. There are no officially designated state or local scenic highways in the vicinity of the project site. Therefore, project implementation would have no effect on scenic resources within a scenic highway corridor. The proposed project would not result in a new or substantial increase in the severity of a significant adverse effect on scenic resources in a state scenic highway compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

c) **No New Impact**. Under the Capital Village Project, the Loft District parcel was approved for up to a seven-story mixed-use development. The Capital Village MND concluded that development of the site would be consistent with the existing and planned development in the area and would have a less than significant impact on the existing visual character of the site and its surroundings. The Bridgeway Square Project proposes two detached four-story structures and one detached five-story structure (facing the existing commercial uses on the western side) on the Loft District parcel (project site). The proposed project would result in residential development that would be considered consistent with the urban land use conditions that exist in the vicinity, including two- to three-story townhomes east of the site or with the multi-story office buildings north and west of the site. The proposed Bridgeway Square Project would not result in a new or substantial increase in the severity of changes to visual character compared to that

identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

d) **No New Impact**. The Capital Village MND determined that development of the Capital Village Project site would not substantially increase light or glare, as the surrounding area is currently developed with other urban uses. Like the development analyzed in the Capital Village MND, the proposed Bridgeway Square Project would be subject to Rancho Cordova Municipal Code Chapter 23.725, Outdoor Lighting, which generally requires all outdoor lighting to be directed downward and shielded so as to prevent glare, light trespass, and light pollution. Therefore, this impact would be less than significant. The proposed project would not result in a new or substantial increase in light and glare compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of aesthetic and visual resources impacts compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New Impact	Reviewed Under Previous Document
II. AGRICULTURE AND FORESTRY 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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 nonagricultural use?	☐	☐	☐	☒	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☒
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒	☒
d) Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒	☒

Discussion of Impacts

a–e) **No New Impact**. The Capital Village Project site and surrounding parcels are not designated Prime Farmland, Farmland of Statewide Importance, or Unique Farmland; are not zoned for agricultural use; and are not subject to a Williamson Act contract. The project site contains no trees and is not zoned for forestland, timberland, or timberland production. Furthermore, the project site has been graded and is surrounded by urban uses. Therefore, the proposed Bridgeway Square Project would have no impacts, direct or indirect, on agriculture or forest resources. The proposed project would not result in a new or substantial increase in the severity of a significant adverse effect on agricultural

or forestry resources compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of impacts on agriculture or forestry resources compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New 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 nonattainment 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 New Impact.** The Capital Village MND identified less than significant impacts regarding the potential to conflict with implementation of the applicable air quality plans in the project region. The Sacramento Metropolitan Air Quality Management District (SMAQMD) coordinates the work of government agencies, businesses, and private citizens to achieve and maintain healthy air quality for the Sacramento area. The SMAQMD develops market-based programs to reduce emissions associated with mobile sources, processes permits, ensures compliance with permit conditions and with SMAQMD rules and regulations, and conducts long-term planning related to air quality.

Sacramento County, and thus Rancho Cordova, is classified as a nonattainment region for federal and state ozone, coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$) standards (CARB 2013). Since Sacramento County is classified as a nonattainment area, the SMAQMD is required to submit air quality plans and rate-of-progress milestone evaluations in accordance with the federal Clean Air Act. The SMAQMD air quality attainment plans and reports, which include the Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan (2008), the PM_{10} Implementation/Maintenance Plan and Re-Designation Request for Sacramento County (2010), and $PM_{2.5}$ State Implementation Plan (2013), present comprehensive strategies to reduce the ozone precursor pollutants (reactive organic gases [ROG] and nitrous oxides [NO_X]) as well as particulate matter (PM) emissions from stationary, area, mobile, and indirect sources. The Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan includes the information and analyses to fulfill Clean Air Act requirements for demonstrating reasonable further progress toward attaining the 8-hour ozone national ambient air quality standards (NAAQS) for the Sacramento region. In addition, this plan establishes an

updated emissions inventory and maintains existing motor vehicle emission budgets for transportation conformity purposes. The PM_{10} Implementation/Maintenance Plan and Re-Designation Request for Sacramento County and $PM_{2.5}$ State Implementation Plan attempt to fulfill the requirements of the US Environmental Protection Agency (EPA) to redesignate Sacramento County from nonattainment to attainment of the PM_{10} and $PM_{2.5}$ national ambient air quality standards.

According to SMAQMD guidance (2011a), if a project results in a change in a designated land use and corresponding substantial increases in vehicle miles traveled (VMT), the resultant increase in VMT may be unaccounted for in regional emissions inventories contained in the regional air quality control plans described above, which are based on local planning documents and general plans. Substantial increases in VMT that are not accounted for in the emissions inventory of these air quality plans may conflict with these air quality plans and therefore result in a contribution to the region's existing air quality nonattainment status.

As described in subsection XVI, Transportation/Traffic, the proposed project would result in 94 new external trips in the AM peak hour and 105 new external trips in the PM peak hour. In comparison, the uses on the parcel in the Capital Village MND would result in 40 trips in the AM peak hour and 86 trips in the PM peak hour. Based on a review of the Caltrans Traffic Census Program (2015), the number of trips in the highest peak hour is generally representative of 9 through 11 percent of the average daily total. For the purposes of this analysis, the traffic increase in the PM peak hour is considered to represent 9 percent of the daily total in order to provide a conservative analysis. As a result, the proposed project would result in approximately 1,167 daily trips. In comparison, the previously analyzed project would generate 956 daily trips. Therefore, the proposed project would result in 211 more daily trips than the uses on the parcel in the Capital Village MND.

The SMAQMD (2008) estimates a total of 69 million VMT in Sacramento County in 2015 and 75 million VMT in Sacramento County in 2020. According to the Federal Highway Administration (2009), the average vehicle trip length is 9.72 miles. Assuming each of the 211 additional daily traffic trips spanned 20 miles, the result would be 2,051 VMT, which is an increase of 0.003 percent of the estimated vehicle miles traveled in 2015 and 0.002 percent of the estimated vehicle miles traveled in 2020.

Although the proposed project would result in an increase in the number of trips compared to the uses previously analyzed in the Capital Village MND, the resultant VMT from trips generated by the proposed project would not constitute a substantial increase in VMT from that anticipated in the applicable air quality control plans. The proposed project would not conflict with the Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan, the PM_{10} Implementation/Maintenance Plan and Re-Designation Request for Sacramento County, or the $PM_{2.5}$ State Implementation Plan. The proposed project would not result in a new or substantial increase in the severity of a significant adverse effect on air quality compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

b) **No New Impact.** The Capital Village MND identified less than significant air quality–related impacts with the imposition of construction-related mitigation measures that reduce coarse particulate matter (PM_{10}) and nitrogen oxide (NO_x) emissions, and operational mitigation measures, including the implementation of an Operational Air Quality Mitigation Plan, which the SMAQMD has determined will reduce all operational

emissions by 18 percent. Mitigation measures in the MND also required payment of off-site mitigation fees.

Construction Emissions

Projected emissions associated with construction of the proposed Bridgeway Square Project are compared to construction emissions of the approved Commercial Mixed Use (CMU) Live/Work land use mix that was evaluated for the project site in the Capital Village MND and are presented in **Table 1**. As shown, construction of the proposed project would result in higher pollutant emissions compared with the approved land use mix in the Loft District evaluated in the Capital Village MND. However, it is noted that the CMU Live/Work land use evaluated in the MND for the project site planned for subterranean parking garages, the construction of which includes substantial amounts of excavation and the need to haul large amounts of soil off-site with heavy-duty haul trucks. The proposed Bridgeway Square Project does not include subterranean parking garages. Construction of the subterranean garages was not included in the emissions modeling in the MND, as the amount of soil excavation needed had not been determined at the time of the previous analysis. Therefore, emissions associated with the construction of the approved land use mix evaluated in the MND would be greater than those shown in **Table 1**.

Nonetheless, the emissions of the proposed Bridgeway Square Project would be less than the SMAQMD construction emission threshold of 85 pounds of nitrogen oxide (NO_x) per day. In addition, adherence to Capital Village MND mitigation measure **MM 3.1e** would reduce NO_x and PM emissions generated by construction equipment by 20 percent and 45 percent, respectively. Furthermore, Capital Village MND mitigation measures **MM 3.1a through MM 3.1d** would reduce fugitive dust emissions during construction.

TABLE 1
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS
(MAXIMUM POUNDS PER DAY)

Construction Activities	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Proposed Project						
Maximum Daily Emissions	16.29	57.72	53.81	0.08	21.14	12.67
MND Land Uses						
Maximum Daily Emissions	*14.57*	*55.22*	*42.80*	*0.06*	*21.14*	*12.67*
Difference						
	+1.72	+2.50	+11.01	+0.02	0.00	0.00

*Source: CalEEMod version 2013.2.2. See **Appendix A** for emission model outputs.*

Operational Emissions

Projected emissions associated with operations of the proposed Bridgeway Square Project are compared to operational emissions of the approved land use mix evaluated in the Capital Village MND for the project site and are presented in **Table 2**. As shown, operations of the proposed project would result in an increase in pollutant emissions

compared with operations of the approved land use mix evaluated in the MND for the project site. However, the emissions would be less than the SMAQMD thresholds of 65 pounds of either nitrogen oxide (NO_x) or ROG per day.

TABLE 2
LONG-TERM OPERATIONAL EMISSIONS
(MAXIMUM POUNDS PER DAY)

Operations	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Proposed Project						
Maximum Daily Emissions	11.83	9.06	61.25	0.09	6.59	1.93
MND Land Uses						
Maximum Daily Emissions	*6.78*	*4.66*	*25.29*	*0.04*	*2.49*	*0.76*
Difference						
	+5.05	+4.40	+35.96	+0.05	+4.10	+1.17

*Source: CalEEMod version 2013.2.2. See **Appendix A** for emission model outputs.*

In both construction activities and project operations, the proposed project would result in a relatively minor increase of air pollutant emissions compared with the land use mix previously evaluated for the project site. Regarding construction activities, the proposed project would still be required to comply with the all applicable construction-related mitigation measures from the Capital Village MND, which include requirements related to construction equipment as well as the payment of fees. In addition, construction would be subject to and would comply with the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations (CCR) that limits the idling of vehicles to no more than 5 minutes, which would further reduce air pollutant emissions.

Compliance with the mitigation measures identified in the Capital Village MND would ensure a less than significant impact during construction. Similarly, the proposed project would also be required to adhere to the operational-related mitigation measures contained in the MND, including compliance with the Capital Village Operational Air Quality Mitigation Plan, which requires a reduction of emissions of 18 percent and a payment of a fee for emissions that will still exceed the SMAQMD thresholds after imposition of the 18 percent reduction. However, the development of 199 residential units at the project site conforms to the intent of the Operational Air Quality Mitigation Plan in that it locates a residential land use in an area with a diversity of land uses. Consistent with the plan, the proposed project would provide moderate-density housing in a location in a convenient walking distance of employment centers, shopping centers, and transit routes. Compliance with the mitigation measures identified in the Capital Village MND would ensure a less than significant impact. The proposed project would not result in a new or substantial increase in the severity of a significant adverse effect concerning the violation of an air quality standard compared to that identified in the Capital Village MND, and no new impacts would result. Therefore, no further CEQA review is required.

c) **No New Impact.** Due to the region's nonattainment status for ozone and PM_{10}, the SMAQMD considers projects that are consistent with all applicable air quality plans intended to bring the basin into attainment for all criteria pollutants, and below SMAQMD significance thresholds, to have less than significant cumulative impacts. As discussed in Issues a) and b), the proposed project would not result in a new or substantial increase in the severity of a significant adverse effect on air quality compared to that identified in the Capital Village MND for the project site and no new impacts would result. Therefore, the Bridgeway Square Project's air pollutant contribution would not be cumulatively considerable and no further CEQA review is required.

d) **No New Impact.** Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. An existing residential neighborhood and a park are located directly to the east of the project site.

Air Toxics

The Bridgeway Square Project would not be a source of air toxics, as it proposes residential development, which does not generate air toxics. However, construction activities would involve the use of a variety of gasoline- and diesel-powered equipment that emits exhaust fumes. Sensitive receptors in the project vicinity could be exposed to nuisance dust and heavy equipment emission odors (i.e., diesel exhaust) during construction. However, the use of diesel-powered construction equipment would be temporary and episodic and would occur over several locations isolated from one another. Additionally, construction activities would occur within an area that is approximately 5 acres. Construction projects contained in a site of such size are generally considered by the California Air Resources Board to represent less than significant health risk impacts due to (1) limitations on the off-road diesel equipment able to operate and thus a reduced amount of generated diesel PM, (2) the reduced amount of dust-generating ground disturbance possible compared to larger construction sites, and (3) the reduced duration of construction activities compared to the development of larger sites. In addition, construction activities would be subject to SMAQMD Rule 403, which requires taking reasonable precautions, such as using water or chemicals for control of dust during construction operations, the construction of roadways, or the clearing of land, to prevent the emissions of fine particulate matter.

According to the SMAQMD, when a project includes development of new sensitive receptors, such as residential development, all sources of air toxics within a half mile (2,640 feet) of the proposed project with potential to affect the proposed development should be analyzed. According to the California Air Resources Board's (CARB) (2013) Community Health Air Pollution Information System, there are no sources of toxic air contaminants within a half mile of the proposed project site. This search was augmented by the EPA's (2013) National Air Toxic Program Release Chemical Report, which similarly identifies no sources of air toxics within a half mile of the proposed project site. Therefore, the project would not locate a residential neighborhood in the vicinity of a stationary air toxic source.

Freeways and major roadways are another source of air toxics. These roadways are sources of diesel particulate matter (diesel PM), which CARB lists as a toxic air contaminant. The SMAQMD (2011b) has prepared the Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways. This protocol

sets a screening threshold to determine whether a proposed sensitive land use would be negatively affected by its location adjacent to a freeway and/or major roadway. The protocol recommends that sensitive land uses be sited no closer than 500 feet from a high traffic roadway, defined as a freeway with greater than 100,000 vehicles per day or a roadway with greater than 50,000 vehicles per day. The project site is approximately 2,000 feet south of US Route 50, which is greater than the SMAQMD screening distance. Therefore, there would not be a substantial risk related to air toxics from high-volume roadways.

For the reasons stated, the proposed project would not result in a new or substantial increase in the severity of a significant adverse effect concerning the exposure to air toxics compared to that identified in the Capital Village MND, and no new impacts would result.

e) **No New Impact.** According to the SMAQMD, land uses commonly considered to be potential sources of odorous emissions include wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, and food packaging plants. No major sources of odors were identified in the vicinity of the project site that could potentially affect proposed on-site residential land uses. In addition, the proposed project would not result in the development or long-term operation of any on-site sources of odors due to its nature as a residential land use. The proposed project would not result in a new or substantial increase in the severity of a significant adverse effect concerning odors compared to that identified in the Capital Village MND, and no new impacts would result.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of impacts related to air quality compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New 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 Wildlife or US 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 Wildlife or US 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?	☐	☐	☐	☒	☒

Discussion of Impacts

a) **No New Impact**. The Capital Village MND identified the presence of elderberry shrubs and the past presence of a transient burrowing owl on the Capital Village Project site, and determined the impact to be potentially significant. The MND provided mitigation measure MM 4.1, prohibiting the stockpiling of debris during construction which could attract burrowing owls, and mitigation measure MM 4.2, requiring a preconstruction survey for elderberry shrubs and measures to mitigate for loss, if necessary. With

implementation of these mitigation measures, the impact was determined to be less than significant.

The proposed Bridgeway Square Project would be constructed on the Loft District parcel within the footprint of the Capital Village Project site evaluated in the Capital Village MND and would be subject to mitigation measures MM 4.1 and MM 4.2. Furthermore, since approval of the Capital Village MND, a majority of the Capital Village Project area has been developed, and the project site has been graded and underground infrastructure installed. Therefore, with mitigation, the proposed project would have a less than significant impact to special-status species. The proposed project would not result in a new or substantial increase in the severity of a significant adverse effect on special-status species compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

b–f) **No New Impact**. The Capital Village MND determined that the Capital Village Project site does not contain any sensitive natural communities, federally protected wetlands, or wildlife migratory corridors or nursery sites, and the site is not subject to any adopted habitat conservation plans or natural resource conservation plans. The MND also determined that development of the Capital Village Project site would not conflict with any local policies or ordinances protecting biological resources.

Given that the proposed Bridgeway Square Project would be constructed on the Loft District parcel within Capital Village Project site, the other parts of the Capital Village Project area have been built out with urban uses, and the Loft District parcel has been graded since approval of the Capital Village Project, the proposed Bridgeway Square Project would result in less than significant impacts to biological resources. The proposed project would not result in a new or substantial increase in the severity of a significant adverse effect on sensitive natural communities, federally protected wetlands, or wildlife migratory corridors or nursery sites compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of impacts on biological resources compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New 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) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	☒
d) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code?	☐	☐	☐	☒	☒

Discussion of Impacts

a–d) **No New Impact**. The Capital Village MND included an archaeological investigation that did not identify any prehistoric sites, historic sites, or unique archaeological resources on the Capital Village Project site. The MND did identify the potential for soil-disturbing construction activities to disturb unknown subsurface cultural resources and/or human remains. Thus, the MND determined that the impact would be potentially significant and provided mitigation measure MM 5.1, which requires all work to stop in the vicinity of any discovered resources and a qualified archaeologist to be consulted to determine appropriate mitigation measures.

The proposed Bridgeway Square Project would be constructed on the Loft District parcel of the Capital Village Project and would therefore have the same potential to disturb unknown cultural resources and/or human remains as that identified in the Capital Village MND. The proposed project would be subject to mitigation measure MM 5.1. In addition, as noted above, since approval of the Capital Village Project, the Loft District parcel has been graded and underground infrastructure installed and no resources have been encountered during excavation. Therefore, the proposed project would result in less than significant impacts to cultural resources. The proposed project would not result in a new or substantial increase in the severity of a significant adverse effect on cultural resources compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of impacts on cultural resources compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New 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?	☐	☐	☐	☒	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☒

Discussion of Impacts

a) **No New Impact**. The MND concluded that the site is at a low risk for strong seismic ground shaking and related hazards and that compliance with the seismic standards enforced by the Uniform Building Code would reduce this impact to a less than significant level.

The proposed Bridgeway Square Project would be constructed on the Loft District parcel within the Capital Village Project area evaluated in the Capital Village MND and would therefore result in similar geologic impacts. The project applicant would incorporate recommendations from the geotechnical report into the project design. Furthermore, the proposed project would be subject to the minimum standards for structural design and site development provided by the State of California through the California Building Code (CBC) (California Code of Regulations (CCR), Title 24, Part 2). The City of Rancho Cordova adopted the 2013 CBC as the basis for the City's Building Code (Rancho Cordova Municipal Code Section 16.04.010). All buildings constructed in the city, including those that would be developed on the Loft District parcel under the proposed project, would be required to comply with the CBC, which includes special design requirements for building and foundation capabilities, masonry and concrete reinforcement, and building spacing to accommodate moderate earthquake shaking. The City's enforcement of its Building Code ensures the project would be consistent with the CBC. It has been shown that compliance with modern building codes can greatly reduce risks associated with ground shaking. The CBC design requirements reduce impacts associated with seismic ground shaking by preparing structures to accommodate moderate earthquake-related ground movement. Compliance with these seismic design parameters would ensure that impacts resulting from seismic ground shaking at the project site would be less than significant. The proposed project would not result in a new or substantial increase in the severity of substantial adverse risks related to geologic conditions compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

b) **No New Impact**. The Capital Village MND determined that compliance with existing grading and erosion control regulations in place at the time of project approval would reduce erosion impacts to a less than significant level.

The proposed Bridgeway Square Project would be subject to the City's Erosion Control ordinance and the current National Pollutant Discharge Elimination System (NPDES) permit conditions for Rancho Cordova, which would minimize erosion during project construction and operation. Therefore, this impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of a substantial effect from erosion or loss of topsoil compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

c, d) **No New Impact**. The MND concluded that the Capital Village Project site is suitable for development but identified two geotechnical concerns—compressible soil and expansive soil—and provided appropriate recommendations to address these concerns. In addition, the report recommended that a project-specific geotechnical study be prepared once a building plan is available to address specific conditions at the building locations. With incorporation of these recommendations, these impacts were determined to be less than significant.

The proposed Bridgeway Square Project would be constructed on the Loft District parcel within the Capital Village Project and would therefore have the same potential for impacts related to compressible and/or expansive soils and those evaluated in the Capital Village MND. The project would incorporate the recommendations from the project-specific geotechnical study into project design. Therefore, these impacts would be less than significant. The proposed project would not result in a new or substantial increase in the severity of substantial adverse risks related to unstable or expansive soils

compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

e) **No New Impact**. Neither the Capital Village project nor the proposed project includes the installation of any septic tanks or other alternative wastewater disposal systems. Therefore, there would be no impact. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects from septic tanks or other alternative wastewater disposal systems compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

f) **No New Impact**. Potential impacts to paleontological resources for the Capital Village project were evaluated in subsection V, Cultural Resources. The Capital Village MND concluded that ground-disturbing construction activities could potentially disturb unanticipated paleontological resources on the site. The MND determined that implementation of mitigation measure MM 5.1 would reduce this impact to a less than significant level. As described previously, the proposed Bridgeway Square Project would be constructed on the Loft District parcel within the Capital Village Project, and grading and subsurface work has already been completed on the project site and no resources have been discovered. Therefore, the proposed project would have a less than significant impact on paleontological resources. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects on paleontological resources compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of impacts related to geology and soils compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New Impact	Reviewed Under Previous Document
VII. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒	☐

Discussion of Impacts

a, b) **No New Impact**. As noted above under "Previous Analysis," the impact of greenhouse gases on climate change was known at the time of adoption of the Capital Village MND in 2005 and Supplemental MND in 2006. Under CEQA standards, it is not new information that requires subsequent analysis. Therefore, no environmental analysis of the project's impacts on this issue is required under CEQA.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New Impact	Reviewed Under Previous Document
VIII. 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 Section 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 2 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–d) **No New Impact**. Based on an initial Phase I Environmental Site Assessment (ESA) prepared for the Capital Village Project site, the Capital Village MND identified potential hazardous impacts resulting from exposure to off-site groundwater contamination; exposure to residual agricultural chemicals; potential Kiefer Landfill impacts; exposure to toxic air emission sources; exposure to polychlorinated biphenyls (PCB) and radon; and the potential of exposure to asbestos during the construction period. The report provided various recommendations to address these concerns (required as mitigation measures MM 7.1a through MM 7.1c) and recommended preparation of a Phase II ESA. The Phase II ESA concluded that mercury levels on the Capital Village Project site were consistent with expected naturally occurring background levels and no further testing was needed.

As described previously, the proposed Bridgeway Square Project would occur on the Loft District parcel of the Capital Village Project and would therefore result in similar impacts related to hazards and hazardous materials as those evaluated in the Capital Village MND. The proposed project would not result in the use or storage of large volumes of hazardous materials on the project site and would not emit any hazardous emissions. In addition, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List). Furthermore, the proposed project would be subject to mitigation measures MM 7.1a through MM 7.1c, which would minimize exposure to the potential hazardous impacts identified in the Phase I ESA. Therefore, these impacts would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to exposure to hazardous materials or hazardous waste compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

e, f) **No New Impact**. The Bridgeway Square Project site is located within approximately 1.5 miles of Mather Airport but is not within the airport's safety zone identified in its Comprehensive Land Use Plan (SACOG 1997). The Bridgeway Square Project would not involve any tall structures that could interfere with aircraft operations, and in fact proposes structures with fewer stories than are currently approved in the Loft District. Therefore, the project would not result in a safety hazard for people residing or working in the project area. This impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects from airports or airstrips compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

g) **No New Impact**. The project site is not located along a major route or near any critical facilities and would not interfere with emergency response or evacuation. This impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects on emergency response or evacuation compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

h) **No New Impact**. The project site is located in an urbanized area and is not at risk of wildfire. Therefore, project implementation would not expose people or structures to risks associated with wildland fire. This impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to wildland fire compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of impacts related to hazards and hazardous materials compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New Impact	Reviewed Under Previous Document
IX. 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) Have the potential for discharge of stormwater 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) Have the potential for discharge of stormwater to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	☐	☐	☐	☒	☒
g) Have the potential for the discharge of stormwater to cause significant harm on the biological integrity of the waterways and water bodies?	☐	☐	☐	☒	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New Impact	Reviewed Under Previous Document
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?	☐	☐	☐	☒	☒
m) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☒

Discussion of Impacts

a, e, f, g, i) **No New Impact**. The Capital Village MND determined that compliance with applicable water quality standards and waste discharge requirements would reduce the project's impacts to water quality to a less than significant level.

The proposed Bridgeway Square Project would be constructed on the Loft District parcel within the Capital Village Project and would be subject to the same water quality standards and waste discharge requirements evaluated in the Capital Village MND. The proposed project would be required to comply with all applicable water quality standards and waste discharge requirements as a condition of project approval. Additionally, the proposed project would be required to obtain coverage under the State's General Construction NPDES permit, which requires projects to develop and implement a stormwater pollutant prevention plan (SWPPP) that includes best management practices (BMPs) and requires inspections of stormwater control structures and pollution prevention measures both during and post construction. The proposed project does not result in any new or substantially more severe significant impact than those previously analyzed in the Capital Village MND. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to water quality in discharges compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

b) **No New Impact**. The Capital Village MND determined that the project's impacts to groundwater supplies and recharge would be less than significant.

Based on an average per capita water use of 255 gallons per day per multi-family unit, the proposed Bridgeway Square Project would have a total water demand of approximately 50,745 gallons per day or 56.8 acre-feet per year. The 43 residential units and 24,800 square feet of retail uses analyzed for the Loft District in the Capital Village MND would generate demand of approximately 19,160 gallons per day or 21.5 acre-feet per year. Therefore, the proposed project's water demand would be approximately 35.3 acre-feet per year more than demand for the land uses assumed for the Loft District in the MND.

The project site is located in Golden State Water Company's Cordova System. Golden State Water Company reviewed the proposed Bridgeway Square Project and provided confirmation that it will be able to provide domestic and fire protection water service to the project (Golden State 2015). According to the water company's 2010 Urban Water Management Plan (UWMP) – Cordova, the Cordova System is supplied in part by groundwater from seven active production wells located in the Central Sacramento Basin (also known as the South American Subbasin). The Central Sacramento Basin is not in overdraft condition and is actively managed by the Central Sacramento County Groundwater Forum, which has identified a peak reliable groundwater extraction capacity for the basin (13,372 acre-feet per year) and developed the Central Sacramento County Groundwater Management Plan to ensure reliability of the groundwater resource. The UWMP for its Cordova System projects a water supply surplus of 3,742 acre-feet per year through 2035 during normal, single dry, and multiple dry year scenarios. Therefore, increased project demand would not result in a substantial increase in groundwater extraction or demand from that projected in the UWMP such that groundwater supplies would be substantially depleted. This impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to groundwater compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

c, d, h) **No New Impact**. The Capital Village MND determined that construction of the Capital Village Project would increase runoff volumes and flow rates but the proposed on-site drainage system would detain runoff, preventing flooding. The proposed Bridgeway Square Project would result in the construction of impervious surfaces over much of the Loft District parcel and would result in similar increases in runoff volumes and flow rates as those evaluated in the MND. The proposed project includes an on-site drainage system that would be designed to ensure post-construction runoff volumes and rates do not exceed pre-construction runoff volumes and rates. The impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to runoff volumes and flow rates compared to that identified for the Loft District in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

j–m) **No New Impact**. The Capital Village MND determined that the entire Capital Village Project site was located outside the 100-year flood hazard area and due to its location, was not at risk of tsunami or seiche waves. As described previously, the proposed project would be constructed on the Loft District parcel within the Capital Village Project area, which was evaluated in the Capital Village MND. Therefore, this impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to hazards in a 100-year floodplain compared to that identified for the Loft District in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of impacts related to water quality, flooding, or groundwater compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New Impact	Reviewed Under Previous Document
X. LAND USE AND PLANNING. Would the project:					
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) **No New Impact**. The project site is surrounded by urban development. Project implementation would not interfere with vehicle or pedestrian movement through the area and would not otherwise divide the surrounding community. This impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects from dividing an established community compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

b) **No New Impact**. The proposed project would not conflict with any land use plans or policies intended to mitigate environmental effects. Therefore, this impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to conflicts with land use plans compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

c) **No New Impact**. No adopted habitat conservation plans or natural community conservation plans cover the project site. Therefore, there would be no impact. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to habitat conservation plans or natural community conservation plans compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of effects related to land use and planning compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New Impact	Reviewed Under Previous Document
XI. 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, b) **No New Impact**. The Capital Village MND determined that the project site is not identified as a high-quality mineral resource area and is not located in a designated mineral resource zone. As described previously, the proposed project would be constructed on the Loft District parcel within the Capital Village Project, which was evaluated in the MND. Therefore, project implementation would have no impact on mineral resources. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to mineral resources compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of effects on mineral resources compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New Impact	Reviewed Under Previous Document
XII. 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 2 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, c) **No New Impact**. Based on an environmental noise assessment, the Capital Village MND determined that there was potential for the residential uses to be exposed to noise levels in excess of applicable noise standards resulting from operation of the proposed commercial uses and from traffic on the adjacent International Drive. Mitigation measures MM 11.1, MM 11.2, and MM 11.3 were provided requiring construction of a 6-foot-tall noise barrier near the loading dock area and parapets along rooflines to shield rooftop equipment, as well as installation of noise-reducing windows and air conditioners in units facing International Drive.

The proposed project would also result in the development of residential units on the project site that could be exposed to noise in the project vicinity, including traffic noise from adjacent roadways. However, the proposed project would not be located adjacent to International Drive and mitigation measure MM 11.3 would not apply. The roadways adjacent to the project site (Bridgeway Drive, Data Drive, and Disk Drive) are all minor streets with limited traffic that would not be expected to expose the proposed

residential units to noise levels in excess of the City's applicable noise standards. Furthermore, because the proposed project does not include any commercial uses, the proposed residential units would not be exposed to noise associated with an on-site loading dock and mitigation measure MM 11.1 would not apply. Existing uses surrounding the project site include residential units, office and commercial buildings, and a small neighborhood park. The MND assumed development of residential uses on the Loft District parcel and considered noise generated by the uses adjacent to the site, so the noise exposure of the proposed project would be the same as that assumed in the MND.

Operation of the proposed project would generate noise resulting from increased vehicle traffic and operation of rooftop equipment potentially exposing surrounding uses to excessive noise. However, as discussed in subsection XVI, Transportation/Traffic, the proposed project would result in up to approximately 54 net new vehicle trips in the AM peak hour and 19 additional trips in the PM peak hour. Such increases would only incrementally increase traffic noise on area roadways, but a doubling of traffic is required in order to increase traffic noise by 3 decibels. The traffic study for the Capital Village Project estimated 939 total AM peak-hour trips and 2,007 PM peak-hour trips, so the proposed project would not result in a substantial change in traffic noise or exceed the City's applicable noise standards. Operation of proposed rooftop equipment could expose adjacent uses to excessive noise levels. Mitigation measure MM 11.2, which requires construction of parapet walls to shield such equipment on buildings on the project site, would reduce noise from proposed rooftop equipment. Therefore, with mitigation, this impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to substantial permanent increases in ambient noise levels compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

b) **No New Impact**. The Capital Village MND determined that compliance with the City's Noise Ordinance would reduce impacts related to groundborne vibration to a less than significant level.

Groundborne vibrations and noise can result from both grading and construction activities. The project site has been graded and underground utilities installed. Therefore, site preparation activities should be minimal and no groundborne vibration would be expected. While some localized vibrations may occur during construction, such vibrations are expected to be minor and would not affect the closest sensitive receptors, the residential neighborhood east of the site. Once construction of the proposed project is completed, no substantial ground vibrations or noises are expected to occur. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to groundborne vibration compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

d) **No New Impact**. The Capital Village MND determined that temporary construction noise would be a potentially significant impact and provided mitigation measure MM 11.4, which requires various measures to minimize construction-related nuisances. Similarly, the proposed Bridgeway Square Project would require the use and transport of heavy equipment during construction, temporarily increasing ambient noise levels in the area. Construction activities would be limited to daylight hours in accordance with the City's Noise Ordinance. In addition, the proposed project would be subject to mitigation measure MM 11.4. Construction of the proposed project would require similar construction equipment and construction techniques, so mitigation measure MM 11.4

would have the same mitigating effect as assumed in the MND. Therefore, with mitigation, this impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to substantial temporary increases in ambient noise levels compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

e, f) **No New Impact**. The Capital Village MND determined that while the Capital Village Project site is located within approximately 1 mile of Mather Airport, no adverse or excessive noise impacts are anticipated and the impact would be less than significant.

According to the Mather Airport Comprehensive Land Use Plan (SACOG 1997, Figure 7), the Loft District is located outside of the noise contours identified for the airport and would not be exposed to excessive noise related to airport operations. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to substantial aircraft noise compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of effects related to noise and vibration compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New Impact	Reviewed Under Previous Document
XIII. POPULATION AND HOUSING. Would the project:					
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☒

Discussion of Impacts

a) **No New Impact**. The Capital Village MND analyzed the development of 827 residential units for the Capital Village Project, with construction of 43 dwelling units and 24,800 square feet of retail space on the Loft District parcel. Assuming 2.81 persons per household (DOF 2015a), the Capital Village Project would generate 2,324 residents. The MND concluded that the Capital Village Project would have a less than significant impact related to population growth.

Based on an average of 2.81 persons per household, the proposed Bridgeway Square Project would provide housing for approximately 559 people, an increase of approximately 438 over that evaluated for the Loft District in the Capital Village MND ([199 X 2.81 = 559] - [43 X 2.81= 121] = 438). However, the proposed project would not include any retail space and therefore would not indirectly induce population growth through the creation of new jobs.

As of January 2015, Rancho Cordova had an estimated population of 69,112 (DOF 2015b). The proposed project would result in a 0.8 percent increase in the city's total population. This would not be considered a substantial increase and would not exceed the city's projected population of 127,109 at buildout of its General Plan (beyond year 2030) (City of Rancho Cordova 2006, p. 4.3-11). Therefore, this impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to population growth compared to that identified in the MND and no new impacts would result. No further CEQA review is required.

b, c) **No New Impact**. The project site is currently vacant. Therefore, project implementation would not displace any existing housing or people and would not require the construction of replacement housing elsewhere. There would be no impact. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to the displacement of housing or people compared

to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of effects related to population and housing compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New Impact	Reviewed Under Previous Document
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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?	☐	☐	☐	☒	☒

Discussion of Impacts

a) **No New Impact**. The proposed Bridgeway Square Project would increase the population by 438 persons more than would have occurred with the 827 residential units assumed in the Capital Village MND, thereby increasing demand for fire protection services beyond that assumed in the MND. However, the project site is currently served for fire protection services and the project would not individually trigger the need to construct new or expanded fire protection facilities. Furthermore, the project would be subject to the Sacramento Metropolitan Fire District's adopted Capital Fire Facilities Fee Schedule in effect at the time a building permit is issued. The payment of this fee would fund any necessary expansion of services to serve the proposed project. Therefore, this impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to fire protection compared to that identified in the Capital Village MND and no new impacts would result. Therefore, no further CEQA review is required.

b) **No New Impact**. The proposed Bridgeway Square Project would increase the population by 438 persons more than would have occurred with the 827 residential units assumed in the Capital Village MND, thereby increasing demand for law enforcement services beyond that assumed in the MND. However, the project site is in an area that is currently served by law enforcement and would not individually trigger the need to construct new or expanded law enforcement facilities. Furthermore, the project would be subject to the City's adopted Community Facilities Fee program, which provides funding for necessary community facilities, including police stations. Therefore, this impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to police protection compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

c) **No New Impact**. The project site is located within the boundaries of the Folsom Cordova Unified School District (FCUSD). The FCUSD has established school impact mitigation fees to address the facility impacts created by residential, commercial, and industrial development. Because the Bridgeway Square Project is a new residential use, the project applicant would be required to pay developer impact fees for residential uses in effect at the time of building permit application. The FCUSD uses these fees to pay for facility

expansion and upgrades needed to serve new students. Pursuant to California Government Code Section 65996, payment of these fees is considered full mitigation for project impacts to the FCUSD. Therefore, this impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to schools compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

d) **No New Impact**. See subsection XV, Recreation.

e) **No New Impact**. The proposed Bridgeway Square Project is not expected to substantially increase demand for other public services and would not trigger the need to construct new public facilities. This impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to provision of public facilities compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of effects related to provision of public services compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

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

Discussion of Impacts

a, b) **No New Impact**. The Capital Village project included the dedication of 15 acres of parkland and open space including three neighborhood parks and landscaped corridors to meet the recreational demands of future residents. Based on the analysis in the Capital Village MND and the City's parkland standard of 5 acres per 1,000 residents (General Plan Action OSPT.1.1.1), that project would have been required to dedicate 0.6 acres of parkland.

The proposed Bridgeway Square Project involves the development of 156 more dwelling units than were evaluated for the Loft District in the Capital Village MND and would be required to dedicate an additional 2.2 acres of land for park development. The proposed development would include on-site private recreational facilities to serve residents, including a clubhouse with pool, spa, media room, game room, and outdoor lounge, but would not include any parkland. Therefore, the project applicant would be required under City ordinance to pay an in-lieu fee to fund the acquisition of land for park development elsewhere in the city. Payment of this fee would ensure that adequate parkland is provided to serve the project's future residents.

Construction of the proposed on-site recreational facilities could result in numerous environmental effects, including temporary aesthetic impacts, disturbance of biological and/or cultural resources, soil erosion, release of hazardous materials and/or air emissions associated with construction equipment, and temporary noise and traffic impacts. Each of these potential effects is addressed in the appropriate subsection of this document and, where necessary, mitigation is provided to reduce impacts to levels that are less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to deterioration of existing parks or construction of new parks compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of effects related to deterioration of existing parks or construction of new parks compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New Impact	Reviewed Under Previous Document
XVI. TRANSPORTATION/TRAFFIC. Would the project:					
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards 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) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒	☒

Discussion of Impacts

a, b) **No New Impact**. The Capital Village MND determined that the addition of project traffic would degrade operations at the Zinfandel Drive/Data Drive intersection from level of service (LOS) E to LOS F. Mitigation measure MM 15.1 was provided requiring the project applicant to pay its fair share to construct needed improvements at this intersection. The MND also determined that the Capital Village project would contribute to cumulative traffic at the following intersections: Zinfandel Drive/Data Drive, Zinfandel Drive/White Rock Road, Data Drive/Disk Drive, and Kilgore Road/White Rock Road. With implementation of mitigation measures 15.2 through 15.5, the impact was determined to be less than significant.

A supplemental traffic analysis was prepared for the proposed project in November 2015 (Fehr & Peers; see **Appendix B**) to compare the trip generation for the proposed

Bridgeway Square Project to the project previously analyzed for the Loft District in the Capital Village MND. Following is a summary of this analysis and its findings.

Trip Generation for the Previously Analyzed Land Use

Table 3 displays the previously analyzed project's weekday AM and PM peak-hour trip generation. The portion of the Capital Village Project on the Loft District parcel would generate 48 gross trips during the AM peak hour and 136 gross trips during the PM peak hour. Gross trips represent the total volume entering/exiting the project site and include both new trips generated and pass-by trips that enter/exit the project site en route to a different primary destination. After accounting for internal trips (trips that remain within the Capital Village mixed-use site) and pass-by trips, the previously assumed use in the Loft District would generate 40 new external trips during the AM peak hour and 86 external trips during the PM peak hour.

TABLE 3
TRIP GENERATION FOR PREVIOUSLY ANALYZED LAND USE

Land Use	Quantity	Trip Rate[1]		AM Peak-Hour Trips			PM Peak-Hour Trips		
		AM	PM	In	Out	Total	In	Out	Total
Retail	24.8 KSF[2]	1.03	4.40	16	10	26	52	57	109
		Internal Trips		*-2*	*-1*	*-3*	*-7*	*-11*	*-18*
		Pass-by Trips		*-2*	*-1*	*-3*	*-14*	*-14*	*-28*
		Net External Trips		12	8	20	31	32	63
Multi-Family Residential	43 DU[3]	0.51	0.62	4	18	22	18	9	27
		Internal Trips		*-1*	*-1*	*-2*	*-3*	*-1*	*-4*
		Net External Trips		*3*	*17*	*20*	*15*	*8*	*23*
Total Trip Generation				20	28	48	70	66	136
Total Internal Trips				-3	-2	-5	-10	-12	-22
Total Net External Trips				17	26	43	60	54	114
Total Pass-by Trips				-2	-1	-3	-14	-14	-28
Total Net New External Trips				**15**	**25**	**40**	**46**	**40**	**86**

Source: Fehr & Peers 2015, p. 3
Notes:
1. *Trip rates, internalization percentages, and pass-by percentages derived from Tables 4 and 5 in MRO Engineers, Inc., Revised Supplemental Traffic Analysis/Trip Generation Comparison Capital Village Retail Center – Rancho Cordova, California, February 6, 2006.*
2. *KSF = 1,000 square feet*
3. *DU = dwelling units*

Trip Generation for the Proposed Project

Table 4 displays the proposed project's weekday AM and PM peak-hour trip generation. The proposed project would generate 101 gross trips during the AM peak hour and 123 gross trips during the PM peak hour. After accounting for internal trips, the project would generate 94 new external trips during the AM peak hour and 105 new external trips during the PM peak hour.

Therefore, the proposed project would result in an increase of 54 trips in the AM peak hour and 19 trips in the PM peak hour (see **Table 5**) when compared to the previously analyzed project.

TABLE 4
TRIP GENERATION FOR PROPOSED LAND USE

Land Use	Quantity	Trip Rate[1]		AM Peak-Hour Trips			PM Peak-Hour Trips		
		AM	PM	In	Out	Total	In	Out	Total
Multi-Family Residential	199 DU[2]	0.51	0.62	20	81	101	80	43	123
		Internal Trips[3]		*-3*	*-4*	*-7*	*-12*	*-6*	*-18*
Total Net New External Trips				17	77	94	68	37	105

Source: Fehr & Peers 2015
Notes:
1. *Trip rates based on Apartment (220) land use category published in the Trip Generation Manual (Institute of Transportation Engineers 2012).*
2. *DU = dwelling units*
3. *Internalization percentages were derived from Table 5 in MRO Engineers, Inc., Revised Supplemental Traffic Analysis/Trip Generation Comparison Capital Village Retail Center – Rancho Cordova, California, February 6, 2006.*

TABLE 5
TRIP GENERATION COMPARISON

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Previously Analyzed	15	25	40	46	40	86
Proposed	17	77	94	68	37	105
Difference	+2	+52	+54	+22	-3	+19

Source: Fehr & Peers 2015, p. 4

Intersection Analysis

The following five intersections were selected for analysis:

1. White Rock Road/Zinfandel Drive
2. White Rock Road/Data Drive
3. Data Drive/Zinfandel Drive
4. Data Drive/Disk Drive
5. Disk Drive/Bridgeway Drive

For each of these intersections, Fehr & Peers collected existing AM (7:00–9:00) and PM (4:00–6:00) peak-period intersection turning movement counts, analyzed existing traffic operations, and determined the resulting level of service.[1] As shown in **Table 6,** the White

[1] Level of service is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions.

Rock Road/Zinfandel Drive intersection is the only study intersection operating unacceptably (LOS F).

Traffic operations at the study intersections with the proposed project in place were then analyzed. The resulting levels of service are shown in **Table 6**. The addition of project trips to the roadway network would cause changes in delay at the following intersections:

- White Rock Road/Zinfandel Drive – The PM peak-hour delay increases by 2 seconds. Although the intersection already operates unacceptably, according to Sacramento County's *Traffic Impact Analysis Guidelines*, July 2004, this is not considered a significant impact because the increase in delay is less than 5 seconds.

- White Rock Road/Data Drive – The PM peak-hour delay increases by 1 second. The intersection level of service is unchanged and operates acceptably.

- Data Drive/Zinfandel Drive – Delay increases by 1 second in the AM peak hour and 2 seconds in the PM peak hour. The level of service results are unchanged, and the intersection operates acceptably in both time periods.

- Data Drive/Disk Drive – The AM peak-hour delay decreases by 1 second. Since intersection delay is calculated as a volume-weighted average of approach delays, the intersection has lower delay under plus project conditions because the project volume was added to an approach with low delay and the other approaches have low volume. Even though additional volume will increase delay on the conflicting approaches, the volume weighting of the average means that more vehicles traveling with a low delay can decrease the overall average.

TABLE 6
INTERSECTION LEVEL OF SERVICE – EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Intersection	Control	Existing Conditions				Existing Plus Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. White Rock Road/Zinfandel Drive	Signal	26	C	**85**	**F**	26	C	**87**	**F**
2. White Rock Road/Data Drive	Signal	21	C	21	C	21	C	22	C
3. Data Drive/Zinfandel Drive	Signal	14	B	20	C	15	B	22	C
4. Data Drive/Disk Drive	Signal	9	A	8	A	8	A	8	A
5. Disk Drive/Bridgeway Drive	SSSC[2]	3 (10)	A (A)	2 (11)	A (B)	3 (10)	A (A)	2 (11)	A (B)

Source: Fehr & Peers 2015, p. 8
Notes:
1. *Delay is reported per 2010 HCM methodologies. Average intersection delay, in seconds per vehicle, reported for signal and all-way-stop intersections. Worst movement delay, in seconds per vehicle, reported for side-street stop intersections in parentheses. All results are rounded to the nearest second.*
2. *SSSC = side-street stop control*

***Bold** type indicates unacceptable operations.*

Based on the preceding analysis, the proposed project would not cause operations at any of the study intersections to significantly degrade compared to the uses evaluated for the Loft District in the Capital Village MND. The proposed project would be subject to

mitigation measures MM 5.1 through 15.5 provided in the Capital Village MND to mitigate impacts to the Zinfandel Drive/Data Drive, Zinfandel Drive/White Rock Road, Data Drive/Disk Drive, and Kilgore Road/White Rock Road intersections. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to generation of traffic compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

c) **No New Impact**. The project site is located within approximately 1.5 miles of Mather Airport. However, the proposed Bridgeway Square Project would not increase the air traffic level and would not include any structures of such a height as to interfere with or cause changes to existing air traffic patterns. In fact the proposed project buildings will have fewer stories than those currently approved for the Loft District and evaluated in the Capital Village MND. This impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects on air traffic compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required

d, e) **No New Impact**. The proposed Bridgeway Square Project site plan includes two entrances to be constructed along an existing private driveway east of the existing UC Davis Medical Group building. The proposed improvements have been designed in accordance with City road and improvement standards. Therefore, the proposed project would not result in the development of any new hazards to motorists or pedestrians and would provide sufficient emergency access. As described previously, the proposed project would be compatible with the surrounding development, which includes other multi-family residential uses. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects related to hazards due to roadway design features and emergency access compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

f) **No New Impact.** The roadways surrounding the project site have been constructed in accordance with the City's General Plan Circulation Element, including sidewalks and bicycle lanes. The proposed project includes an additional pedestrian crossing near the intersection of Bridgeway Drive and Atherstone Drive, as well as pedestrian access through the proposed on-site parking areas. The proposed project would not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. This impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects on public transit, bicycle, or pedestrian facilities compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of effects related to transportation and traffic compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVII. 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 stormwater 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, b, e) **No New Impact**. The Capital Village MND determined that compliance with the requirements of County Sanitation District-1 and the Central Valley Regional Water Quality Control Board would reduce these impacts to less than significant.

The proposed Bridgeway Square Project would result in development of 156 more residential units, with approximately 438 additional residents, but would not include the 24,800 square feet of retail assumed in the Capital Village MND. While the proposed project would result in more water demand and generate more wastewater than analyzed in the MND, the site has been planned for urban development and the serving infrastructure has been sized to accommodate its development. There would be adequate capacity to serve the project's anticipated demand. Therefore, no new or expanded wastewater infrastructure or treatment facilities would be required. The

proposed project would not result in a new or substantial increase in the severity of significant adverse effects on water or wastewater facilities compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

b, d) **No New Impact**. The Capital Village MND determined that the Capital Village Project's impacts related to water supply would be less than significant.

As described in subsection IX, Hydrology and Water Quality, the proposed project would have an estimated water demand of 56.8 acre-feet per year, which is approximately 35.3 acre-feet per year more than demand for the land uses assumed in the MND. The Golden State Water Company's 2010 UWMP for its Cordova System projects a water supply surplus of 3,742 acre-feet per year through 2035 during normal, single dry, and multiple dry year scenarios. On June 19, 2015, the Golden State Water Company (GSWC), the water provider for the Capital Village Project area, provided a will-serve letter to the project applicant for the Bridgeway Square Project (Golden State 2015). The GSWC did not indicate the need for additional water treatment facilities or additional supply sources. Therefore, there would be sufficient water supplies available to serve the proposed project, and no new or expanded water entitlements or water treatment facilities would be required. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects on water treatment facilities or water sources compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

c) **No New Impact**. Stormwater facilities to serve the project site have been constructed within the adjacent roadways. The proposed project would involve the construction of on-site drains and connections to these existing stormwater facilities. The construction of these on-site improvements was assumed as part of the project description and evaluated in the Capital Village MND and throughout this document. Potential impacts include disturbance of biological and/or cultural resources, temporary air emissions, soil erosion and water quality degradation, handling of hazardous materials, temporary construction noise, and temporary construction traffic. This impact would be less than significant. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects on stormwater facilities compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

f, g) **No New Impact**. The Capital Village MND determined that the project would have no impacts related to solid waste. Based on the assumptions in the Capital Village MND and estimated solid waste generation rates provided by the California Department of Resources Recycling and Recovery (CalRecycle 2013a, 2013b), the 43 units and 24,800 square feet commercial assumed in the Capital Village MND would generate an estimated 131 tons of solid waste per year.[2]

[2] 24,800 square feet commercial retail space X 0.02 pounds per square foot per day (CalRecycle 2013a) = 496 pounds per day X 365 days per year = 181,040 pounds per year / 2,000 pounds per ton = 91 tons per year. 43 multi-family dwelling units X 5.1 pounds per unit per day (CalRecycle 2013b) = 219.3 pounds per day X 365 days per year = 80,045 pounds per year / 2,000 pounds per ton = 40 tons per year

The proposed project would result in the construction of 199 multi-family dwelling units, which would generate an estimated 185.2 tons of solid waste per year.[3] This estimated increase in solid waste generation would be considered negligible and would not exceed the remaining capacity at the Sacramento County (Kiefer) Landfill, which is estimated at nearly 113 million cubic yards. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects on solid waste facilities compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of effects related to utilities and infrastructure compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

[3] 199 multi-family dwelling units X 5.1 pounds per unit per day (CalRecycle 2013b) = 1014.9 pounds per day X 365 days per year = 370,438.5 pounds per year / 2,000 pounds per ton = 185.2 tons per year

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No New Impact	Reviewed Under Previous Document
XVIII. 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, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	☐	☐	☐	☒	☒
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒	☒

Discussion of Impacts

a) **No New Impact.** The proposed project would be constructed on the Loft District parcel within the Capital Village Project, which was analyzed in the Capital Village MND and the Loft District has been graded since approval of the Capital Village project. The Capital Village MND identified mitigation measures prohibiting the stockpiling of debris during construction which could attract burrowing owls and requiring a preconstruction survey for elderberry shrubs and measures to mitigate for loss, if necessary. With implementation of these mitigation measures, the impact was determined to be less than significant. The project site does not contain any sensitive natural communities, federally protected wetlands, or wildlife migratory corridors or nursery sites, and is not subject to any adopted habitat conservation plans or natural resource conservation plans.

The proposed project would be constructed on the Loft District parcel within the Capital Village Project and would therefore have the same potential to disturb unknown cultural resources and/or human remains as that identified in the Capital Village MND. The proposed project would be subject to mitigation measure MM 5.1. In addition, as noted above, since approval of the Capital Village project, the project site has been graded and underground infrastructure installed. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects on biological or

cultural resources compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

b) **No New Impact**. The project site was approved for a four- to seven-story mixed-use development, conceptualized to include three to five stories of residential units over one to two stories of structured parking, and ground floor retail, service, or other active uses, and allows residential uses up to 40 dwelling units per acre (204 dwelling units). The City Council found that the MND adequately addressed the impacts of the project as approved. As previously discussed, since approval of the Capital Village Project, many projects approved prior to the Capital Village Project were put on hold and have not started construction. Therefore, the background growth assumed in the MND has not occurred and the cumulative effects, as well as the project's contribution to those effects, are less than previously assumed. Therefore, the proposed project's contribution to cumulative effects would not be more severe than previously considered.

c) **No New Impact.** The Capital Village MND determined that residents could be exposed to air emissions, hazards, or noise levels that exceed City noise standards and provided mitigation that would reduce those potential impacts to a less than significant level. The proposed project would add residents to the project area who could be exposed to noise levels in excess of City standards. Implementation of measures identified for the Capital Village project would ensure that residents would not be exposed to excessive noise. Similarly, mitigation identified in the MND for air emissions and hazardous materials would have the same mitigating effect for the proposed project as for the residential development assumed for the project site in the MND. Therefore, the project would not cause substantial adverse effects on human beings. The proposed project would not result in a new or substantial increase in the severity of significant adverse effects on human beings compared to that identified in the MND and no new impacts would result. Therefore, no further CEQA review is required.

Conclusion

The proposed project would not result in a new impact or substantially increase the severity of physical environmental effects compared to those identified in the Capital Village MND and no new impacts would result. No other standards for triggering supplemental environmental review are met. Therefore, no further CEQA review of this impact area is required.

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EXHIBIT 1A

APPENDICES

EXHIBIT 1A

APPENDIX A - CALEEMOD EMISSIONS OUTPUTS

EXHIBIT 1A

Bridgeway Apartment - ORIGINALLY APPROVED PROJECT

Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	175.00	Space	1.57	70,000.00	0
High Turnover (Sit Down Restaurant)	12.40	1000sqft	0.28	12,400.00	0
Condo/Townhouse	43.00	Dwelling Unit	2.98	43,000.00	115
Strip Mall	12.40	1000sqft	0.28	12,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2017
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Nonresidential square footage mix derived from historic growth pattern in Capital Village

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

ehicle Trips - Trip generation derived from traffic report peak hour trips, which are assumed to represent 9% of the average daily, consistent with Caltrans' porting

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	PhaseEndDate	11/16/2017	12/29/2016
tblConstructionPhase	PhaseEndDate	11/16/2017	12/29/2016
tblConstructionPhase	PhaseStartDate	12/30/2016	2/12/2016
tblConstructionPhase	PhaseStartDate	12/30/2016	2/12/2016
tblLandUse	LotAcreage	2.69	2.98
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	7.16	2.60
tblVehicleTrips	ST_TR	158.37	49.26
tblVehicleTrips	ST_TR	42.04	18.81
tblVehicleTrips	SU_TR	6.07	2.60
tblVehicleTrips	SU_TR	131.84	49.26
tblVehicleTrips	SU_TR	20.43	18.81
tblVehicleTrips	WD_TR	6.59	2.60
tblVehicleTrips	WD_TR	127.15	49.26
tblVehicleTrips	WD_TR	44.32	18.81

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	14.5738	55.2277	42.8040	0.0659	18.2032	3.4568	21.1429	9.9670	3.2344	12.6715	0.0000	6,476.1139	6,476.1139	1.4354	0.0000	6,506.2580
Total	**14.5738**	**55.2277**	**42.8040**	**0.0659**	**18.2032**	**3.4568**	**21.1429**	**9.9670**	**3.2344**	**12.6715**	**0.0000**	**6,476.1139**	**6,476.1139**	**1.4354**	**0.0000**	**6,506.2580**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	14.5738	55.2277	42.8040	0.0659	18.2032	3.4568	21.1429	9.9670	3.2344	12.6715	0.0000	6,476.1139	6,476.1139	1.4354	0.0000	6,506.2580
Total	**14.5738**	**55.2277**	**42.8040**	**0.0659**	**18.2032**	**3.4568**	**21.1429**	**9.9670**	**3.2344**	**12.6715**	**0.0000**	**6,476.1139**	**6,476.1139**	**1.4354**	**0.0000**	**6,506.2580**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5711	0.0420	3.6041	1.9000e-004		0.0195	0.0195		0.0195	0.0195	0.0000	6.4315	6.4315	6.5300e-003	0.0000	6.5687
Energy	0.0962	0.8590	0.6230	5.2500e-003		0.0664	0.0664		0.0664	0.0664		1,049.0119	1,049.0119	0.0201	0.0192	1,055.3960
Mobile	3.1199	3.7684	21.0652	0.0368	2.3640	0.0488	2.4128	0.6315	0.0449	0.6764		3,076.3780	3,076.3780	0.1324		3,079.1593
Total	**6.7871**	**4.6694**	**25.2922**	**0.0422**	**2.3640**	**0.1348**	**2.4988**	**0.6315**	**0.1309**	**0.7624**	**0.0000**	**4,131.8214**	**4,131.8214**	**0.1591**	**0.0192**	**4,141.1240**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5711	0.0420	3.6041	1.9000e-004		0.0195	0.0195		0.0195	0.0195	0.0000	6.4315	6.4315	6.5300e-003	0.0000	6.5687
Energy	0.0962	0.8590	0.6230	5.2500e-003		0.0664	0.0664		0.0664	0.0664		1,049.0119	1,049.0119	0.0201	0.0192	1,055.3960
Mobile	3.1199	3.7684	21.0652	0.0368	2.3640	0.0488	2.4128	0.6315	0.0449	0.6764		3,076.3780	3,076.3780	0.1324		3,079.1593
Total	**6.7871**	**4.6694**	**25.2922**	**0.0422**	**2.3640**	**0.1348**	**2.4988**	**0.6315**	**0.1309**	**0.7624**	**0.0000**	**4,131.8214**	**4,131.8214**	**0.1591**	**0.0192**	**4,141.1240**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2016	1/14/2016	5	10	
2	Grading	Grading	1/15/2016	2/11/2016	5	20	
3	Building Construction	Building Construction	2/12/2016	12/29/2016	5	230	
4	Paving	Paving	2/12/2016	12/29/2016	5	230	
5	Architectural Coating	Architectural Coating	2/12/2016	12/29/2016	5	230	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 87,075; Residential Outdoor: 29,025; Non-Residential Indoor: 142,200; Non-Residential Outdoor: 47,400 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	70.00	20.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

1 Mitigation Measures Construction

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0663**	**2.9387**	**21.0049**	**9.9307**	**2.7036**	**12.6343**		**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0721	0.0649	0.8686	1.7500e-003	0.1369	1.0100e-003	0.1379	0.0363	9.2000e-004	0.0373		143.8975	143.8975	6.9500e-003		144.0434
Total	**0.0721**	**0.0649**	**0.8686**	**1.7500e-003**	**0.1369**	**1.0100e-003**	**0.1379**	**0.0363**	**9.2000e-004**	**0.0373**		**143.8975**	**143.8975**	**6.9500e-003**		**144.0434**

3.2 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0663**	**2.9387**	**21.0049**	**9.9307**	**2.7036**	**12.6343**	**0.0000**	**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0721	0.0649	0.8686	1.7500e-003	0.1369	1.0100e-003	0.1379	0.0363	9.2000e-004	0.0373		143.8975	143.8975	6.9500e-003		144.0434
Total	**0.0721**	**0.0649**	**0.8686**	**1.7500e-003**	**0.1369**	**1.0100e-003**	**0.1379**	**0.0363**	**9.2000e-004**	**0.0373**		**143.8975**	**143.8975**	**6.9500e-003**		**144.0434**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225		3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**6.5523**	**2.1984**	**8.7507**	**3.3675**	**2.0225**	**5.3900**		**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0541	0.7239	1.4600e-003	0.1141	8.4000e-004	0.1149	0.0303	7.7000e-004	0.0310		119.9145	119.9145	5.7900e-003		120.0362
Total	**0.0601**	**0.0541**	**0.7239**	**1.4600e-003**	**0.1141**	**8.4000e-004**	**0.1149**	**0.0303**	**7.7000e-004**	**0.0310**		**119.9145**	**119.9145**	**5.7900e-003**		**120.0362**

3.3 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225	0.0000	3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**6.5523**	**2.1984**	**8.7507**	**3.3675**	**2.0225**	**5.3900**	**0.0000**	**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0541	0.7239	1.4600e-003	0.1141	8.4000e-004	0.1149	0.0303	7.7000e-004	0.0310		119.9145	119.9145	5.7900e-003		120.0362
Total	**0.0601**	**0.0541**	**0.7239**	**1.4600e-003**	**0.1141**	**8.4000e-004**	**0.1149**	**0.0303**	**7.7000e-004**	**0.0310**		**119.9145**	**119.9145**	**5.7900e-003**		**120.0362**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2416	1.6063	2.8184	4.1800e-003	0.1175	0.0263	0.1438	0.0335	0.0242	0.0576		417.5668	417.5668	3.2900e-003		417.6358
Worker	0.2805	0.2524	3.3780	6.8100e-003	0.5325	3.9100e-003	0.5364	0.1413	3.5900e-003	0.1448		559.6012	559.6012	0.0270		560.1689
Total	**0.5222**	**1.8587**	**6.1964**	**0.0110**	**0.6500**	**0.0302**	**0.6802**	**0.1747**	**0.0278**	**0.2025**		**977.1680**	**977.1680**	**0.0303**		**977.8047**

3.4 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2416	1.6063	2.8184	4.1800e-003	0.1175	0.0263	0.1438	0.0335	0.0242	0.0576		417.5668	417.5668	3.2900e-003		417.6358
Worker	0.2805	0.2524	3.3780	6.8100e-003	0.5325	3.9100e-003	0.5364	0.1413	3.5900e-003	0.1448		559.6012	559.6012	0.0270		560.1689
Total	**0.5222**	**1.8587**	**6.1964**	**0.0110**	**0.6500**	**0.0302**	**0.6802**	**0.1747**	**0.0278**	**0.2025**		**977.1680**	**977.1680**	**0.0303**		**977.8047**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0898**	**22.3859**	**14.8176**	**0.0223**		**1.2610**	**1.2610**		**1.1601**	**1.1601**		**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0541	0.7239	1.4600e-003	0.1141	8.4000e-004	0.1149	0.0303	7.7000e-004	0.0310		119.9145	119.9145	5.7900e-003		120.0362
Total	**0.0601**	**0.0541**	**0.7239**	**1.4600e-003**	**0.1141**	**8.4000e-004**	**0.1149**	**0.0303**	**7.7000e-004**	**0.0310**		**119.9145**	**119.9145**	**5.7900e-003**		**120.0362**

3.5 Paving - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601	0.0000	2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0898**	**22.3859**	**14.8176**	**0.0223**		**1.2610**	**1.2610**		**1.1601**	**1.1601**	**0.0000**	**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0541	0.7239	1.4600e-003	0.1141	8.4000e-004	0.1149	0.0303	7.7000e-004	0.0310		119.9145	119.9145	5.7900e-003		120.0362
Total	**0.0601**	**0.0541**	**0.7239**	**1.4600e-003**	**0.1141**	**8.4000e-004**	**0.1149**	**0.0303**	**7.7000e-004**	**0.0310**		**119.9145**	**119.9145**	**5.7900e-003**		**120.0362**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	8.0710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**8.4394**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0561	0.0505	0.6756	1.3600e-003	0.1065	7.8000e-004	0.1073	0.0283	7.2000e-004	0.0290		111.9202	111.9202	5.4100e-003		112.0338
Total	**0.0561**	**0.0505**	**0.6756**	**1.3600e-003**	**0.1065**	**7.8000e-004**	**0.1073**	**0.0283**	**7.2000e-004**	**0.0290**		**111.9202**	**111.9202**	**5.4100e-003**		**112.0338**

3.6 Architectural Coating - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	8.0710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**8.4394**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0561	0.0505	0.6756	1.3600e-003	0.1065	7.8000e-004	0.1073	0.0283	7.2000e-004	0.0290		111.9202	111.9202	5.4100e-003		112.0338
Total	**0.0561**	**0.0505**	**0.6756**	**1.3600e-003**	**0.1065**	**7.8000e-004**	**0.1073**	**0.0283**	**7.2000e-004**	**0.0290**		**111.9202**	**111.9202**	**5.4100e-003**		**112.0338**

0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.1199	3.7684	21.0652	0.0368	2.3640	0.0488	2.4128	0.6315	0.0449	0.6764		3,076.3780	3,076.3780	0.1324		3,079.1593
Unmitigated	3.1199	3.7684	21.0652	0.0368	2.3640	0.0488	2.4128	0.6315	0.0449	0.6764		3,076.3780	3,076.3780	0.1324		3,079.1593

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	111.80	111.80	111.80	286,891	286,891
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	610.82	610.82	610.82	542,776	542,776
Strip Mall	233.24	233.24	233.24	286,816	286,816
Total	955.87	955.87	955.87	1,116,483	1,116,483

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3
nclosed Parking with Elevator	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	10.00	5.00	6.50	8.50	72.50	19.00	37	20	43
Strip Mall	10.00	5.00	6.50	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504380	0.068251	0.178421	0.147199	0.044767	0.006294	0.020809	0.016358	0.002307	0.002286	0.006181	0.000572	0.002175

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0962	0.8590	0.6230	5.2500e-003		0.0664	0.0664		0.0664	0.0664		1,049.0119	1,049.0119	0.0201	0.0192	1,055.3960
NaturalGas Unmitigated	0.0962	0.8590	0.6230	5.2500e-003		0.0664	0.0664		0.0664	0.0664		1,049.0119	1,049.0119	0.0201	0.0192	1,055.3960

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	2581.39	0.0278	0.2379	0.1012	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.6930	303.6930	5.8200e-003	5.5700e-003	305.5412
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	6143.27	0.0663	0.6023	0.5059	3.6100e-003		0.0458	0.0458		0.0458	0.0458		722.7372	722.7372	0.0139	0.0133	727.1356
Strip Mall	191.945	2.0700e-003	0.0188	0.0158	1.1000e-004		1.4300e-003	1.4300e-003		1.4300e-003	1.4300e-003		22.5818	22.5818	4.3000e-004	4.1000e-004	22.7192
Total		**0.0962**	**0.8590**	**0.6230**	**5.2400e-003**		**0.0664**	**0.0664**		**0.0664**	**0.0664**		**1,049.0119**	**1,049.0119**	**0.0201**	**0.0192**	**1,055.3960**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	6.14327	0.0663	0.6023	0.5059	3.6100e-003		0.0458	0.0458		0.0458	0.0458		722.7372	722.7372	0.0139	0.0133	727.1356
Strip Mall	0.191945	2.0700e-003	0.0188	0.0158	1.1000e-004		1.4300e-003	1.4300e-003		1.4300e-003	1.4300e-003		22.5818	22.5818	4.3000e-004	4.1000e-004	22.7192
Condo/Townhouse	2.58139	0.0278	0.2379	0.1012	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.6930	303.6930	5.8200e-003	5.5700e-003	305.5412
Total		**0.0962**	**0.8590**	**0.6230**	**5.2400e-003**		**0.0664**	**0.0664**		**0.0664**	**0.0664**		**1,049.0119**	**1,049.0119**	**0.0201**	**0.0192**	**1,055.3960**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.5711	0.0420	3.6041	1.9000e-004		0.0195	0.0195		0.0195	0.0195	0.0000	6.4315	6.4315	6.5300e-003	0.0000	6.5687
Unmitigated	3.5711	0.0420	3.6041	1.9000e-004		0.0195	0.0195		0.0195	0.0195	0.0000	6.4315	6.4315	6.5300e-003	0.0000	6.5687

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5086					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.9489					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1136	0.0420	3.6041	1.9000e-004		0.0195	0.0195		0.0195	0.0195		6.4315	6.4315	6.5300e-003		6.5687
Total	**3.5711**	**0.0420**	**3.6041**	**1.9000e-004**		**0.0195**	**0.0195**		**0.0195**	**0.0195**	**0.0000**	**6.4315**	**6.4315**	**6.5300e-003**	**0.0000**	**6.5687**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5086					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.9489					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1136	0.0420	3.6041	1.9000e-004		0.0195	0.0195		0.0195	0.0195		6.4315	6.4315	6.5300e-003		6.5687
Total	**3.5711**	**0.0420**	**3.6041**	**1.9000e-004**		**0.0195**	**0.0195**		**0.0195**	**0.0195**	**0.0000**	**6.4315**	**6.4315**	**6.5300e-003**	**0.0000**	**6.5687**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Bridgeway Apartments - PROPOSED PROJECT

Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Health Club	7.50	1000sqft	0.00	7,500.00	0
Apartments Mid Rise	199.00	Dwelling Unit	5.12	150,167.00	531
Parking Lot	332.00	Space	0.00	132,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2017
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Parking accommodated on project streets and shared garages. Square footage per Site Plan.

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Vehicle Trips - Trip generation derived from traffic report peak hour trips, which are assumed to represent 9% of the average daily, consistent with Caltrans' reporting

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	PhaseEndDate	11/16/2017	12/29/2016
tblConstructionPhase	PhaseEndDate	11/16/2017	12/29/2016
tblConstructionPhase	PhaseStartDate	12/30/2016	2/12/2016
tblConstructionPhase	PhaseStartDate	12/30/2016	2/12/2016
tblLandUse	LandUseSquareFeet	199,000.00	150,167.00
tblLandUse	LotAcreage	0.17	0.00
tblLandUse	LotAcreage	5.24	5.12
tblLandUse	LotAcreage	2.99	0.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	7.16	5.86
tblVehicleTrips	ST_TR	20.87	0.00
tblVehicleTrips	SU_TR	6.07	5.86
tblVehicleTrips	SU_TR	26.73	0.00
tblVehicleTrips	WD_TR	6.59	5.86
tblVehicleTrips	WD_TR	32.93	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	16.2910	57.7249	53.8107	0.0863	18.2032	3.4973	21.1429	9.9670	3.2716	12.6715	0.0000	8,240.2939	8,240.2939	1.5004	0.0000	8,271.8022
Total	**16.2910**	**57.7249**	**53.8107**	**0.0863**	**18.2032**	**3.4973**	**21.1429**	**9.9670**	**3.2716**	**12.6715**	**0.0000**	**8,240.2939**	**8,240.2939**	**1.5004**	**0.0000**	**8,271.8022**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	16.2910	57.7249	53.8107	0.0863	18.2032	3.4973	21.1429	9.9670	3.2716	12.6715	0.0000	8,240.2939	8,240.2939	1.5004	0.0000	8,271.8022
Total	**16.2910**	**57.7249**	**53.8107**	**0.0863**	**18.2032**	**3.4973**	**21.1429**	**9.9670**	**3.2716**	**12.6715**	**0.0000**	**8,240.2939**	**8,240.2939**	**1.5004**	**0.0000**	**8,271.8022**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.2944	0.1936	16.6185	8.7000e-004		0.0902	0.0902		0.0902	0.0902	0.0000	29.6362	29.6362	0.0299	0.0000	30.2636
Energy	0.0669	0.5759	0.2760	3.6500e-003		0.0462	0.0462		0.0462	0.0462		729.4896	729.4896	0.0140	0.0134	733.9292
Mobile	4.4748	8.2915	44.3595	0.0951	6.3361	0.1187	6.4548	1.6926	0.1092	1.8018		7,950.2181	7,950.2181	0.3114		7,956.7565
Total	**11.8360**	**9.0610**	**61.2539**	**0.0996**	**6.3361**	**0.2551**	**6.5912**	**1.6926**	**0.2456**	**1.9381**	**0.0000**	**8,709.3439**	**8,709.3439**	**0.3552**	**0.0134**	**8,720.9493**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.2944	0.1936	16.6185	8.7000e-004		0.0902	0.0902		0.0902	0.0902	0.0000	29.6362	29.6362	0.0299	0.0000	30.2636
Energy	0.0669	0.5759	0.2760	3.6500e-003		0.0462	0.0462		0.0462	0.0462		729.4896	729.4896	0.0140	0.0134	733.9292
Mobile	4.4748	8.2915	44.3595	0.0951	6.3361	0.1187	6.4548	1.6926	0.1092	1.8018		7,950.2181	7,950.2181	0.3114		7,956.7565
Total	**11.8360**	**9.0610**	**61.2539**	**0.0996**	**6.3361**	**0.2551**	**6.5912**	**1.6926**	**0.2456**	**1.9381**	**0.0000**	**8,709.3439**	**8,709.3439**	**0.3552**	**0.0134**	**8,720.9493**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2016	1/14/2016	5	10	
2	Grading	Grading	1/15/2016	2/11/2016	5	20	
3	Building Construction	Building Construction	2/12/2016	12/29/2016	5	230	
4	Paving	Paving	2/12/2016	12/29/2016	5	230	
5	Architectural Coating	Architectural Coating	2/12/2016	12/29/2016	5	230	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 304,088; Residential Outdoor: 101,363; Non-Residential Indoor: 17,226; Non-Residential Outdoor: 5,742 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	202.00	44.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	40.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

1 Mitigation Measures Construction

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0663**	**2.9387**	**21.0049**	**9.9307**	**2.7036**	**12.6343**		**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0721	0.0649	0.8686	1.7500e-003	0.1369	1.0100e-003	0.1379	0.0363	9.2000e-004	0.0373		143.8975	143.8975	6.9500e-003		144.0434
Total	**0.0721**	**0.0649**	**0.8686**	**1.7500e-003**	**0.1369**	**1.0100e-003**	**0.1379**	**0.0363**	**9.2000e-004**	**0.0373**		**143.8975**	**143.8975**	**6.9500e-003**		**144.0434**

3.2 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0663**	**2.9387**	**21.0049**	**9.9307**	**2.7036**	**12.6343**	**0.0000**	**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0721	0.0649	0.8686	1.7500e-003	0.1369	1.0100e-003	0.1379	0.0363	9.2000e-004	0.0373		143.8975	143.8975	6.9500e-003		144.0434
Total	**0.0721**	**0.0649**	**0.8686**	**1.7500e-003**	**0.1369**	**1.0100e-003**	**0.1379**	**0.0363**	**9.2000e-004**	**0.0373**		**143.8975**	**143.8975**	**6.9500e-003**		**144.0434**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225		3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**6.5523**	**2.1984**	**8.7507**	**3.3675**	**2.0225**	**5.3900**		**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0541	0.7239	1.4600e-003	0.1141	8.4000e-004	0.1149	0.0303	7.7000e-004	0.0310		119.9145	119.9145	5.7900e-003		120.0362
Total	**0.0601**	**0.0541**	**0.7239**	**1.4600e-003**	**0.1141**	**8.4000e-004**	**0.1149**	**0.0303**	**7.7000e-004**	**0.0310**		**119.9145**	**119.9145**	**5.7900e-003**		**120.0362**

3.3 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225	0.0000	3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**6.5523**	**2.1984**	**8.7507**	**3.3675**	**2.0225**	**5.3900**	**0.0000**	**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0541	0.7239	1.4600e-003	0.1141	8.4000e-004	0.1149	0.0303	7.7000e-004	0.0310		119.9145	119.9145	5.7900e-003		120.0362
Total	**0.0601**	**0.0541**	**0.7239**	**1.4600e-003**	**0.1141**	**8.4000e-004**	**0.1149**	**0.0303**	**7.7000e-004**	**0.0310**		**119.9145**	**119.9145**	**5.7900e-003**		**120.0362**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5316	3.5339	6.2005	9.2000e-003	0.2585	0.0579	0.3164	0.0736	0.0532	0.1268		918.6469	918.6469	7.2300e-003		918.7987
Worker	0.8095	0.7282	9.7479	0.0197	1.5366	0.0113	1.5479	0.4076	0.0104	0.4180		1,614.8492	1,614.8492	0.0780		1,616.4874
Total	**1.3412**	**4.2621**	**15.9484**	**0.0289**	**1.7951**	**0.0692**	**1.8643**	**0.4812**	**0.0636**	**0.5447**		**2,533.4961**	**2,533.4961**	**0.0852**		**2,535.2861**

3.4 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5316	3.5339	6.2005	9.2000e-003	0.2585	0.0579	0.3164	0.0736	0.0532	0.1268		918.6469	918.6469	7.2300e-003		918.7987
Worker	0.8095	0.7282	9.7479	0.0197	1.5366	0.0113	1.5479	0.4076	0.0104	0.4180		1,614.8492	1,614.8492	0.0780		1,616.4874
Total	**1.3412**	**4.2621**	**15.9484**	**0.0289**	**1.7951**	**0.0692**	**1.8643**	**0.4812**	**0.0636**	**0.5447**		**2,533.4961**	**2,533.4961**	**0.0852**		**2,535.2861**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0898**	**22.3859**	**14.8176**	**0.0223**		**1.2610**	**1.2610**		**1.1601**	**1.1601**		**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0541	0.7239	1.4600e-003	0.1141	8.4000e-004	0.1149	0.0303	7.7000e-004	0.0310		119.9145	119.9145	5.7900e-003		120.0362
Total	**0.0601**	**0.0541**	**0.7239**	**1.4600e-003**	**0.1141**	**8.4000e-004**	**0.1149**	**0.0303**	**7.7000e-004**	**0.0310**		**119.9145**	**119.9145**	**5.7900e-003**		**120.0362**

3.5 Paving - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601	0.0000	2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0898**	**22.3859**	**14.8176**	**0.0223**		**1.2610**	**1.2610**		**1.1601**	**1.1601**	**0.0000**	**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0541	0.7239	1.4600e-003	0.1141	8.4000e-004	0.1149	0.0303	7.7000e-004	0.0310		119.9145	119.9145	5.7900e-003		120.0362
Total	**0.0601**	**0.0541**	**0.7239**	**1.4600e-003**	**0.1141**	**8.4000e-004**	**0.1149**	**0.0303**	**7.7000e-004**	**0.0310**		**119.9145**	**119.9145**	**5.7900e-003**		**120.0362**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	8.8650					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**9.2335**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1603	0.1442	1.9303	3.8900e-003	0.3043	2.2400e-003	0.3065	0.0807	2.0500e-003	0.0828		319.7721	319.7721	0.0155		320.0965
Total	**0.1603**	**0.1442**	**1.9303**	**3.8900e-003**	**0.3043**	**2.2400e-003**	**0.3065**	**0.0807**	**2.0500e-003**	**0.0828**		**319.7721**	**319.7721**	**0.0155**		**320.0965**

3.6 Architectural Coating - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	8.8650					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**9.2335**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1603	0.1442	1.9303	3.8900e-003	0.3043	2.2400e-003	0.3065	0.0807	2.0500e-003	0.0828		319.7721	319.7721	0.0155		320.0965
Total	**0.1603**	**0.1442**	**1.9303**	**3.8900e-003**	**0.3043**	**2.2400e-003**	**0.3065**	**0.0807**	**2.0500e-003**	**0.0828**		**319.7721**	**319.7721**	**0.0155**		**320.0965**

0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.4748	8.2915	44.3595	0.0951	6.3361	0.1187	6.4548	1.6926	0.1092	1.8018		7,950.2181	7,950.2181	0.3114		7,956.7565
Unmitigated	4.4748	8.2915	44.3595	0.0951	6.3361	0.1187	6.4548	1.6926	0.1092	1.8018		7,950.2181	7,950.2181	0.3114		7,956.7565

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,166.14	1,166.14	1166.14	2,992,442	2,992,442
Parking Lot	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
Total	1,166.14	1,166.14	1,166.14	2,992,442	2,992,442

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3
Parking Lot	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Health Club	10.00	5.00	6.50	16.90	64.10	19.00	52	39	9

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504380	0.068251	0.178421	0.147199	0.044767	0.006294	0.020809	0.016358	0.002307	0.002286	0.006181	0.000572	0.002175

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0669	0.5759	0.2760	3.6500e-003		0.0462	0.0462		0.0462	0.0462		729.4896	729.4896	0.0140	0.0134	733.9292
NaturalGas Unmitigated	0.0669	0.5759	0.2760	3.6500e-003		0.0462	0.0462		0.0462	0.0462		729.4896	729.4896	0.0140	0.0134	733.9292

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	5439.77	0.0587	0.5013	0.2133	3.2000e-003		0.0405	0.0405		0.0405	0.0405		639.9731	639.9731	0.0123	0.0117	643.8679
Health Club	760.89	8.2100e-003	0.0746	0.0627	4.5000e-004		5.6700e-003	5.6700e-003		5.6700e-003	5.6700e-003		89.5165	89.5165	1.7200e-003	1.6400e-003	90.0613
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0669**	**0.5759**	**0.2760**	**3.6500e-003**		**0.0462**	**0.0462**		**0.0462**	**0.0462**		**729.4896**	**729.4896**	**0.0140**	**0.0134**	**733.9292**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Health Club	0.76089	8.2100e-003	0.0746	0.0627	4.5000e-004		5.6700e-003	5.6700e-003		5.6700e-003	5.6700e-003		89.5165	89.5165	1.7200e-003	1.6400e-003	90.0613
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
artments Mid Rise	5.43977	0.0587	0.5013	0.2133	3.2000e-003		0.0405	0.0405		0.0405	0.0405		639.9731	639.9731	0.0123	0.0117	643.8679
Total		**0.0669**	**0.5759**	**0.2760**	**3.6500e-003**		**0.0462**	**0.0462**		**0.0462**	**0.0462**		**729.4896**	**729.4896**	**0.0140**	**0.0134**	**733.9292**

0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.2944	0.1936	16.6185	8.7000e-004		0.0902	0.0902		0.0902	0.0902	0.0000	29.6362	29.6362	0.0299	0.0000	30.2636
Unmitigated	7.2944	0.1936	16.6185	8.7000e-004		0.0902	0.0902		0.0902	0.0902	0.0000	29.6362	29.6362	0.0299	0.0000	30.2636

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5586					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.2160					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.5197	0.1936	16.6185	8.7000e-004		0.0902	0.0902		0.0902	0.0902		29.6362	29.6362	0.0299		30.2636
Total	**7.2944**	**0.1936**	**16.6185**	**8.7000e-004**		**0.0902**	**0.0902**		**0.0902**	**0.0902**	**0.0000**	**29.6362**	**29.6362**	**0.0299**	**0.0000**	**30.2636**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5586					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.2160					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.5197	0.1936	16.6185	8.7000e-004		0.0902	0.0902		0.0902	0.0902		29.6362	29.6362	0.0299		30.2636
Total	**7.2944**	**0.1936**	**16.6185**	**8.7000e-004**		**0.0902**	**0.0902**		**0.0902**	**0.0902**	**0.0000**	**29.6362**	**29.6362**	**0.0299**	**0.0000**	**30.2636**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

APPENDIX B - TRAFFIC ANALYSIS

EXHIBIT 1A

EXHIBIT 1A

FEHR PEERS

MEMORANDUM

Date: November 11, 2015

To: Jeff Morgan, A.G Spanos Companies

From: Kwasi Donkor & David Robinson, Fehr & Peers

Subject: Bridgeway Square Apartments Traffic Analysis

RS15-3316

Fehr & Peers has completed a supplemental evaluation for the proposed Bridgeway Square Apartments project in Rancho Cordova, CA. The evaluation addressed comments received from the City of Rancho Cordova related to the following:

- Trip generation comparison of the approved and proposed project site only, using a consistent methodology.
- Analysis of potential impacts to local intersections.
- Review of site access and on-site circulation.

PROPOSED LAND USES

The project site is located in the southwest corner of the Disk Drive/Bridgeway Drive intersection. According to the traffic analysis of the Capital Village Final Supplemental Mitigated Negative Declaration (FSMND) document, the site was previously analyzed as a "live retail" space with a mix of multi-family (43 dwelling units) and retail (24,800 SF) uses. However, the approved Capital Village Special Planning Area (SPA) allows up to 40 dwelling units per acre in addition to ground floor retail and service space.

The proposed project calls for 199 multi-family residences with no retail land uses, which is within the current allowable density of 40 dwelling units per acre under the SPA. Nevertheless, to be conservative, the following analysis compares the trip generation for the proposed project to the previously analyzed project description in the (FSMND). Table 1 compares the proposed land use for the project site to the previously analyzed and approved land use descriptions.

Table 1: Land Use Comparison		
Approved[1]	Previously Analyzed[2]	Proposed
• Up to 204 residential dwelling units (40 du/acre for a 5.12 acre site)	• 43 multi-family dwelling units	• 199 multi-family dwelling units
• Ground floor retail or service uses	• 24,800 SF of retail space	

Notes:
[1]Capital Village Special Planning Area Handbook, Amended June 8, 2006
[2]MRO Engineers, Inc., Revised Supplemental Traffic Analysis/Trip Generation Comparison Capital Village Retail Center - Rancho Cordova, California, February 6, 2006
Source: Fehr & Peers, 2015

TRIP GENERATION

The trip generation estimate for the previously analyzed land uses was based on *Trip Generation (*7th Edition, Institute of Transportation Engineers, 2003). The proposed land use trip generation estimate was developed using *Trip Generation* (9th Edition, Institute of Transportation Engineers, 2012). However, the Apartment (220) land use category trip rates remained unchanged from the 7th edition and are consistent with the previous analysis.

The *Manual* is the most widely used industry resource for this type of data. The trip generation data are organized by land use types, with more than 170 different categories of land uses. For each category, the *Manual* provides a data set for use in estimating the number of vehicle and person trips generated by a site based on its characteristics such as physical size or intensity.

Trips may be estimated by direction (entering or exiting the site), and for time periods typically pertaining to a full day (weekday or weekend), peak periods of the adjacent roadway, and peak hours of the particular land use. Used properly, the *Trip Generation Manual* provides an objective basis for estimating trips generated by a proposed development.

Internalization estimates for the proposed land use were also derived from the previous traffic analysis to maintain consistency.

Table 2 displays the previously analyzed project's weekday AM and PM peak hour trip generation. The project was reported to generate 48 gross trips during the AM peak hour and 136 gross trips during the PM peak hour. Gross trips represent the total volume entering/exiting the project site and include both new trips generated by the project as well as pass-by trips that enter/exit the project site en route to a different primary destination. After accounting for internal trips (trips that remain within the Capital Village mixed-use site) and pass-by trips, the project would generate 40 new external trips during the AM peak hour and 86 new external trips during the PM peak hour.

Table 2: Trip Generation for Previously Analyzed Land Use									
Land Use	Quantity	Trip Rate[1]		AM Peak Hour Trips			PM Peak Hour Trips		
		AM	PM	In	Out	Total	In	Out	Total
Retail	24.8 KSF[2]	1.03	4.40	16	10	26	52	57	109
		Internal Trips		*-2*	*-1*	*-3*	*-7*	*-11*	*-18*
		Pass-by Trips		*-2*	*-1*	*-3*	*-14*	*-14*	*-28*
		Net External Trips		12	8	20	31	32	63
Multi-family Residential	43 DU[3]	0.51	0.62	4	18	22	18	9	27
		Internal Trips		*-1*	*-1*	*-2*	*-3*	*-1*	*-4*
		Net External Trips		3	17	20	15	8	23
Total Trip Generation				20	28	48	70	66	136
Total Internal Trips				*-3*	*-2*	*-5*	*-10*	*-12*	*-22*
Total Net External Trips				*17*	*26*	*43*	*60*	*54*	*114*
Total Pass-by Trips				*-2*	*-1*	*-3*	*-14*	*-14*	*-28*
Total Net New External Trips				15	25	40	46	40	86

Notes:
[1]Trip Rates, internalization percentages, and pass-by percentages derived from Tables 4 & 5 in MRO Engineers, Inc., Revised Supplemental Traffic Analysis/Trip Generation Comparison Capital Village Retail Center - Rancho Cordova, California, February 6, 2006
[2]KSF - 1000 square feet
[3]DU - Dwelling Units
Source: Fehr & Peers, 2015

Table 3 displays the proposed project's weekday AM and PM peak hour trip generation. The proposed project would generate 101 gross trips during the AM peak hour and 123 gross trips during the PM peak hour. After accounting for internal trips, the project would generate 94 new external trips during the AM peak hour and 105 new external trips during the PM peak hour.

Therefore, the proposed project would result in an increase of 54 trips in the AM peak hour and 19 trips in the PM peak hour (see Table 4) when compared to the previously analyzed land use.

Table 3: Trip Generation for Proposed Land Use									
Land Use	Quantity	Trip Rate[1]		AM Peak Hour Trips			PM Peak Hour Trips		
		AM	PM	In	Out	Total	In	Out	Total
Multi-family Residential	199 DU[2]	0.51	0.62	20	81	101	80	43	123
		Internal Trips[3]		*-3*	*-4*	*-7*	*-12*	*-6*	*-18*
Total Net New External Trips				17	77	94	68	37	105

Notes:
[1]Trip rates based on Apartment (220) land use category published in Trip Generation (Institute of Transportation Engineers, 2012)
[2]DU - Dwelling Units
[3]Internalization percentages were derived from Table 5 in MRO Engineers, Inc., Revised Supplemental Traffic Analysis/Trip Generation Comparison Capital Village Retail Center - Rancho Cordova, California, February 6, 2006
Source: Fehr & Peers, 2015

Table 4: Trip Generation Comparison						
Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Previously Analyzed	15	25	40	46	40	86
Proposed	17	77	94	68	37	105
Difference	*+2*	*+52*	*+54*	*+22*	*-3*	*+19*
Source: Fehr & Peers, 2015						

INTERSECTION ANALYSIS

To evaluate the effect of the proposed land use change on intersections near the project site, we performed an analysis that included the following steps:

Step 1 Identified study intersections by performing a select zone analysis using the regional SACMET travel forecasting model. The study intersections selected are listed below:

- White Rock Road / Zinfandel Drive
- White Rock Road / Data Drive
- Data Drive / Zinfandel Drive
- Data Drive / Disk Drive
- Disk Drive / Bridgeway Drive

Step 2 Collected existing AM (7:00-9:00) and PM (4:00-6:00) peak period intersection turning movement counts at the study intersections in summer, 2015. Because schools were on summer recess, we developed a seasonal factor adjustment using counts collected in analogous areas while schools were in session. The intersection counts were increased by 5% to account for the influence of school-related traffic.

Step 3 Analyzed existing traffic operations at the study intersections using procedures and methodologies contained in the Highway Capacity Manual (Transportation Research Board, 2010) for calculating delay at intersections. These methodologies were applied using the Synchro/Simtraffic software package (Version 8). The level of service results are reported in Table 6 below. The White Rock Road / Zinfandel Drive intersection is the only study intersection operating unacceptably.

Level of service is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions. Table 5 displays the average delay ranges associated with each LOS category for signalized and unsignalized intersections.

Table 5: Intersection Level of Service Criteria

Level of Service	Description	Average Control Delay (seconds per vehicle) [1]	
		Signalized Intersections[2]	Unsignalized Intersections[3]
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	≤ 10	≤ 10
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	> 10 to 20	> 10 to 15
C	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	> 20 to 35	> 15 to 25
D	Represents high-density, but stable flow.	> 35 to 55	> 25 to 35

Table 5: Intersection Level of Service Criteria			
Level of Service	Description	Average Control Delay (seconds per vehicle) [1]	
		Signalized Intersections[2]	Unsignalized Intersections[3]
E	Represents operating conditions at or near the capacity level.	> 55 to 80	> 35 to 50
F	Represents forced or breakdown flow.	> 80	> 50

Notes:

[1] Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay based on *Highway Capacity Manual* (Transportation Research Board, 2010). Delay is reported in seconds per vehicle for the overall intersection.

[2]Highway Capacity Manual 2010, Chapter 18, Signalized Intersections

[3]Highway Capacity Manual 2010, Chapter 20, AWSC Intersections

Source: Fehr & Peers, 2015

Table 6: Intersection Level of Service – Existing Conditions					
Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS	Delay	LOS
1. White Rock Road / Zinfandel Drive	Signal	26	C	**85**	**F**
2. White Rock Road / Data Drive	Signal	21	C	21	C
3. Data Drive / Zinfandel Drive	Signal	14	B	20	C
4. Data Drive / Disk Drive	Signal	9	A	8	A
5. Disk Drive / Bridgeway Drive	SSSC[2]	3 (10)	A (A)	2 (11)	A (B)

Notes:

[1] Delay is reported per *2010 HCM* methodologies. Average intersection delay, in seconds per vehicle, reported for signal and all-way stop intersections. Worst movement delay, in seconds per vehicle, reported for side-street stop intersections in parenthesis. All results are rounded to the nearest second.

[2] SSSC = Side-Street Stop Control

BOLD type indicates unacceptable operations.

Source: Fehr & Peers, 2015

Step 4 Developed trip distribution for the project based on the select zone analysis using the SACMET travel forecasting model and existing turning movement volumes at the Capital Village retail center driveways. It was necessary to develop separate inbound and outbound percentages due to the effects of restricted driveway turning access at the project site. The estimated percentages are summarized in Table 7:

Table 7: Project Trip Distribution

Directionality	Inbound	Outbound
To/From the north on Zinfandel Drive	58%	52%
To/From the south on Zinfandel Drive	6%	7%
To/From the east on White Rock Road	11%	11%
To/From the west on White Rock Road	6%	5%
To/From the east on Disk Drive	1%	7%
To/From the west on Data Drive (west of Zinfandel)	6%	1%
To/From the east on International Drive	6%	4%
To/From the west on International Drive	6%	13%
Total	100%	100%

Source: Fehr & Peers, 2015

Step 5 Analyzed traffic operations at the study intersections with the project in place. The level of service results are reported in Table 8 below. The addition of project trips to the roadway network causes changes in delay at the following intersections:

- White Rock Road / Zinfandel Drive – The PM peak hour delay increases by 2 seconds. Although the intersection already operates unacceptably, according to Sacramento County's *Traffic Impact Analysis Guidelines*, July 2004, this is not considered a significant impact because the increase in delay is less than 5 seconds.
- White Rock Road / Data Drive – The PM peak hour delay increases by 1 second. The intersection level of service is unchanged and operates acceptably.
- Data Drive / Zinfandel Drive – Delay increases by 1 second in the AM peak hour and 2 seconds in the PM peak hour. The level of service results are unchanged and the intersection operates acceptably in both time periods.
- Data Drive / Disk Drive – The AM peak hour delay decreases by 1 second. Since intersection delay is calculated as a volume-weighted average of approach

delays, the intersection has lower delay under plus project conditions because the project volume was added to an approach with low delay and the other approaches have low volume. Even though additional volume will increase delay on the conflicting approaches, the volume-weighting of the average means that more vehicles traveling with a low delay can decrease the overall average.

Table 8: Intersection Level of Service – Existing & Existing Plus Project Conditions

Intersection	Control	Existing Conditions				Existing Plus Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. White Rock Road / Zinfandel Drive	Signal	26	C	**85**	**F**	26	C	**87**	**F**
2. White Rock Road / Data Drive	Signal	21	C	21	C	21	C	22	C
3. Data Drive / Zinfandel Drive	Signal	14	B	20	C	15	B	22	C
4. Data Drive / Disk Drive	Signal	9	A	8	A	8	A	8	A
5. Disk Drive / Bridgeway Drive	SSSC[2]	3 (10)	A (A)	2 (11)	A (B)	3 (10)	A (A)	2 (11)	A (B)

Notes:

[1] Delay is reported per *2010 HCM* methodologies. Average intersection delay, in seconds per vehicle, reported for signal and all-way stop intersections. Worst movement delay, in seconds per vehicle, reported for side-street stop intersections in parenthesis. All results are rounded to the nearest second.

[2] SSSC = Side-Street Stop Control

BOLD type indicates unacceptable operations.

Source: Fehr & Peers, 2015

SITE ACCESS EVALUATION

Fehr & Peers completed a qualitative review of the preliminary site plan (TSD Engineering, Inc., 9/18/2015) shown on Figure 1 to determine if the proposed project access would cause any potential operational or circulation issues near the project site. The project site plan includes two entrances to be constructed along an existing private driveway east of the UC Davis Medical Group building. The primary access would be located just south of the UC Davis Medical Group building while the secondary access would be located to the north, directly across from an existing parking lot. Figure 2 displays the location of the project site and surrounding driveways.

EXHIBIT 1A

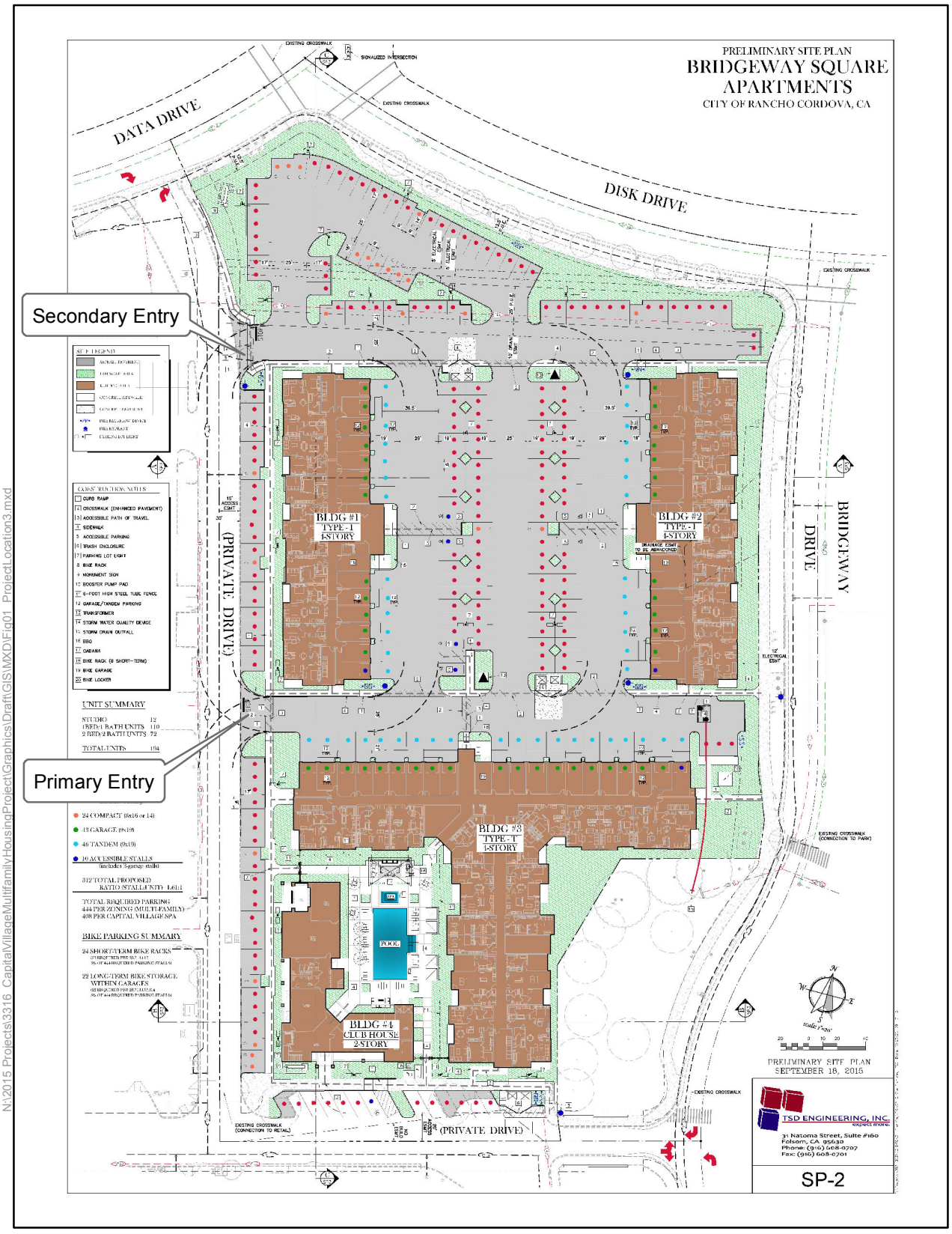

Figure 1

Bridgeway Square Apartments Site Plan



Project Site

Figure 2

Project Location & Existing Driveway Locations

The following describes our evaluation of elements of the project site.

Cut-through Trips - The existing private driveway (Driveway C) has a north terminus at Data Drive. According to City of Rancho Cordova staff, the private drive/Data Drive intersection will continue to operate with right-in/right-out access. Given the limited access, there is a likelihood that project residents will cut through the existing retail parking lot to access the two other driveways located to the west (Driveways A and B) to turn left onto westbound Data Drive.

Existing counts at the two driveways show 30 vehicles in the AM and 80 in the PM peak hours turn left onto Data Drive. According to our trip generation and distribution estimates, approximately 26% (20) and 24% (9) of outbound trips would turn left onto Data Drive in the AM and PM peak hours, respectively. The remaining motorists would travel eastbound on Data Drive to White Rock Road or exit the project site using Capital Village Lane. Table 9 summarizes the number of project trips at the retail driveways.

Table 9: Project Trips at Retail Driveways

Driveway	AM Peak Hour		PM Peak Hour	
	Inbound	Outbound	Inbound	Outbound
A	2	8	4	3
B	2	12	11	6
C	12	35	47	18
Total	16	55	62	27

Source: Fehr & Peers, 2015

Recommendation – Given the magnitude of potential cut-through travel (20 and 9 trips in the AM and PM peak hours, respectively), consider signage to direct residents to the right-in/right out driveway.

ATTACHMENT 2

CITY OF RANCHO CORDOVA

ORDINANCE NO. 16-2015

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA ADOPTING AMENDMENTS TO SECTION 3.6 OF THE CAPITAL VILLAGE SPECIAL PLANNING AREA HANDBOOK PREVIOUSLY ADOPTED BY ORDINANCE 6-2005 AND REFERENCED IN SECTION 23.1000.030(C)(7) OF THE RANCHO CORDOVA ZONING CODE

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

Section 1. Purpose, Declarations, and Findings.

A. The purpose of this Ordinance is to amend portions of Section 3.6 of the Capital Village Special Planning Area Handbook, as shown in **Exhibit 2A** attached hereto.

B. On April 4, 2005, the City of Rancho Cordova ("City") approved Ordinance 6-2005, adopting the Capital Village Special Planning Area Handbook ("SPA Handbook") and amending the City Zoning Map for the parcels making up the Capital Village Special Planning Area to accommodate for the mixed-use project, which included zoning a portion of the site as the "Loft District," consistent with the City's Commercial Mixed Use zone.

C. Amendments to the SPA Handbook were made via City Council Ordinance 46-2006, adopted July 17, 2006; and such amendments included changes to the standards within the Loft District to allow for the district's mixed-use buildings, ranging three to five stories with a maximum height of 150-feet, to accommodate residential units over ground floor retail and a maximum density of 40 dwelling units per acre.

D. This Ordinance further amends the SPA Handbook to allow high-density residential as a permitted use within the Loft District zone to accommodate the proposed 5.12-acre, 199-unit Bridgeway Square Apartments Project (Bridgeway Square Project) on Assessor Parcel Number 072-0680-072-0000 at the southwestern corner of Data Drive and Bridgeway Drive.

E. The amendments to the SPA Handbook set forth in this Ordinance do not alter the density standard within the Loft Zone, which will remain at 40 dwelling units per acre.

F. Pursuant to Government Code section 65454, the proposed amendments to the SPA Handbook are consistent with and implement the goals, objectives, general land uses, programs and policies of the applicable General Plan of the City of Rancho Cordova in that high density housing is consistent with the overall commercial mixed-use zoning for the site and advances the Housing Element Goals to add a mix of housing to the City, promotes higher densities near regional transit.

G. The proposed amendments to the SPA Handbook would not be detrimental to the public interest, health, safety, convenience, or welfare of the City, as such amendments add to the Loft District zone description to allow for high-density residential as a permitted use within the previously approved density and height allowances, and such amendments accommodate a residential project that will bring needed market rate apartments to the City and advance the SPA Handbook's planning goals to bring mixed-use development and higher intensities and residential densities to the City center within walkable distance to shopping, transit, and employment centers.

ATTACHMENT 2

H. The proposed amendments to the SPA Handbook comply with the California Environmental Quality Act ("CEQA"), as set forth in City Council Resolution 146-2015, adopting the Addendum to the Capital Village Mitigated Negative Declaration.

I. The City Council public hearing on the proposed amendments to the SPA Handbook was properly noticed pursuant to Government Code sections 65090 and 65091.

Section 2. Adoption of Amended SPA Handbook. Section 3.6 of the Capital Village SPA Handbook referenced in Rancho Cordova Municipal Code section 23.1000.030(C)(7) and attached as Exhibit 4 to the Development Agreement for the Capital Village Special Planning Area is hereby amended as shown in **Exhibit 2A**, attached hereto and included herein.

Section 3. Severability. If any provision of this Ordinance, or the application thereof to any person or circumstance, is held invalid, the remainder of the Ordinance, including the application of such part or provision to other persons or circumstances, shall not be affected thereby and shall continue in full force and effect. To this end, provisions of this Ordinance are severable. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases be held unconstitutional, invalid or unenforceable.

Section 4. Effective Date. Within fifteen (15) days after adoption, a Summary of this Ordinance shall be published once in the Grapevine Independent, or the Sacramento Bee, a newspaper of general circulation printed and published in Sacramento County and circulated in the City of Rancho Cordova, in accordance with Government Code section 36933. This Ordinance shall take effect and be enforced thirty (30) days after its adoption.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
David M. Sander, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

2557433.1

The Loft District

3.6.1 Description

This district encourages a mixed use podium design which could include three to five stories of residential units over one to two stories of structured parking, and ground floor retail, service or other active use (e.g. community room, recreation room, community service facility, etc.). Major architectural facades should face north to Data and Disk Drives, east to the Town Home District and Tower Park, and south to the Main Street retail corridor. Retail, service or other active ground floors uses will be encouraged to face south towards Main Street and east towards Road "B." Building in the Loft District shall have direct pedestrian access to Main Street and Road "B." 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 or the loading areas of Major 1 or Major 2. Buildings in the Loft District may be part of the same building, building complex, share a common wall or may be separated from the proposed building facing Main Street.

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 Commercial and Main Street District to the west and south.

3.6.3 Permitted Uses

Permitted uses include:

1. Permanent Single Family dwellings
2. Temporary Sales offices and Model Homes/Units
3. Home occupations as allowed in the City of Rancho Cordova Zoning Code
4. Commercial Retail uses as allowed in the City of Rancho Cordova Zoning Code with the exceptions listed below in 3.6.4
5. High-density residential housing

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

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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:	150’

Parking Requirements

Single-family/loft residential:	Parking provided at 2 covered spaces per unit +0.1 guest spaces per total units. Guest spaces may be uncovered.
High-density residential:	The parking requirement may be reduced from the above amount for projects with unique on-site constraints and/or if the project will achieve the desired vision outlined within the Special Planning Area Loft District. This reduction shall be reviewed by City staff prior to necessary staff approval, and to the extent possible, be consistent with all applicable standards.

3.6.6 Design Review

This project is subject to the City of Rancho Cordova Design Review process and shall be consistent with site plan characteristics and architecture of the Town Home District. For design alternatives that are not addressed within the Town Home or Loft District standards, the developer will use a combination of the City’s current Design Guidelines and zoning standards as guidelines when the Special Planning Area standards are silent

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ATTACHMENT 3

CITY OF RANCHO CORDOVA

ORDINANCE NO. 17-2015

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA ADOPTING A SECOND AMENDMENT TO THE DEVELOPMENT AGREEMENT FOR THE CAPITAL VILLAGE SPECIAL PLANNING AREA

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

Section 1. Recitals**.**

A. In order 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"), authorizing the City, and any person having a legal or equitable interest in the real property, to enter into a development agreement and establish certain development rights in the property, which is the subject of the development project application. Pursuant to Government Code section 65868, Development Agreements may be amended by mutual assent of the parties.

B. On October 6, 2005, the City of Rancho Cordova ("City") and Beazer Homes Holding Corporation ("Landowner") entered into a Development Agreement for the Capital Village Special Planning Area Project (referred to as Capital Village), consisting of 117 acres of mixed use development. (Effective date of Ordinance Number 19-2005.) The Capital Village Project is bounded by Zinfandel Drive to the west, Prospect Park Drive to the east, Data and Disk Drives to the north, and the Villages of Zinfandel Development to the south, beyond International Drive. The Capital Village Project is mostly developed; however the "Loft District," comprised of 5.12 acres at the southwest corner of Disk Drive and Bridgeway Drive, has not been developed; while the residential units approved under Phases 3 and 4 are under construction. All recitals and findings of determination in Ordinance 19-2005, which adopted the Development Agreement, are still accurate and relevant and incorporated as part of this Ordinance.

C. A mitigated negative declaration was adopted for the Capital Village Project in March 2005, and a Supplemental Mitigated Negative Declaration was adopted in June 2006 to reflect project changes. Collectively, these documents are hereby referred to as the "MND." The City Council on _____, 2016, adopted the Addendum to the MND ("Addendum") related to the proposed project amendments via Resolution 146-2015.

D. On May 6, 2015, via the effective date of approved Ordinance No. 5-2015, the City and Landowner entered into a First Amendment to Development Agreement for Capital Village ("First Amendment") to extend the term of the Development Agreement by ten (10) years agreement in order to secure the financial provisions relating to financing public services, construction and maintenance of public facilities, park development fees. All recitals and findings of determination in Ordinance 5-2015, which adopted the First Amendment, are still accurate and relevant and incorporated as part of this Ordinance.

E. Pursuant to Government Code section 65868, City and Landowner desire to modify the Development Agreement to include high-density residential as a permitted land use within Section 6.2, update the recitals in Section 5 related to environmental reviews, update Sections 6.4 through 6.6 related to project approvals, and related sections, as more fully set forth in the attached Second Amendment to the Development Agreement ("Second Amendment").

F. On _____, 2016, 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 regarding the Second Amendment, and considered all comments received in writing and all testimony received at the public hearing.

Section 2: Findings.

Therefore, on the basis of: (a) the foregoing recitals, which are hereby incorporated herein; (b) the City of Rancho Cordova's applicable General Plan and General Plan EIR; (c) and the Capital Village MND and Addendum to said MND, the City Council finds and determines that:

A. Pursuant to Government Code section 65867.5, the Second Amendment to the Development Agreement is consistent with the objectives, policies, general land uses and programs specified and contained in the City's applicable General Plan and the approved Special Planning Area in that the property is designated for commercial mixed use and zoned as the "Loft District," allowing for residential and commercial uses at 40 dwelling units per acre.

B. The Second Amendment is compatible with the uses authorized in, and the regulations prescribed for, the land use area in which the real property is located and entitlements associated with such land use area, in that it is consistent with the overall zoning for the site and the greater Capital Village Project area, which was approved in 2005 and outlined the vision for a mixed-use, multi-density community.

C. The Second Amendment is in conformity with public convenience, general welfare and good land use policies in that the Second Amendment and Amended Development Agreement will continue to implement land use guidelines set forth in the applicable General Plan and help ensure a successful development that meets community and market needs. The Second Amendment is consistent with the polices of the Housing Element within the applicable General Plan, in that it allows for high density housing on a site zoned for mixed use development within walking distance to employment centers, shopping centers and transit routes. Such housing advances the Housing Element policies because it adds to the City's mix of housing needs, promotes higher density housing in close proximity to regional transit, and helps the City meet its requirements to provide market rate housing under its Regional Housing Needs Allocation.

D. The Second Amendment will not be detrimental to the health, safety and general welfare in that the Project will proceed in accordance with the programs and policies of the applicable General Plan and other Project entitlements, including the Capital Village Special Planning Area Handbook and the guidelines and standards set forth within these documents. The Second Amendment is consistent with the guidelines and standards of the Capital Village Special Planning Area Handbook in that the addition of multi-family housing to the Loft District zone advances the planning goals within the special planning area, including the goal to "bring compact, mixed-used development (higher intensity and residential densities) to the Heart of Rancho Cordova" by adding higher density housing in the City center and the goal to develop "walkable neighborhoods" by locating high density housing in close proximity to shopping, jobs, and transit centers.

E. The Second Amendment will not adversely affect the orderly development of property, or the preservation of property values, in that the amendment is consistent with the applicable General Plan and the Capital Village Special Planning Area Handbook and there is no evidence to suggest that the addition of high density residential as an allowed use lowers property values.

F. The Second Amendment is consistent with and includes the substantive elements of Government Code sections 65864 through 65869.5, and has been processed consistent with all the procedural requirements thereof.

Section 3: Approval of Second Amendment to Development Agreement.

The City Council hereby approves the Second Amendment to the Development Agreement, attached to this Ordinance and incorporated herein by reference as **Exhibit 3A**, and authorizes the City Manager to execute the Second Amendment to the Development Agreement after the effective date of this Ordinance.

Section 4: Recordation.

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

Section 5: 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 6: Publication and Effective Date.

Within fifteen (15) days after adoption, a summary of this Ordinance shall be published once in the Grapevine Independent or the Sacramento Bee, a newspaper of general circulation printed and published in Sacramento County and circulated in the City of Rancho Cordova, in accordance with Government Code section 36933. This Ordinance shall take effect and be enforced thirty (30) days after its adoption. This Ordinance shall not be codified in the Rancho Cordova Municipal Code.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this ____ day of _____, 2016, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
David M. Sander, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk
2542620.1

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EXHIBIT 3A

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
Attention: City Clerk

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

SECOND AMENDMENT TO DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF RANCHO CORDOVA, BEAZER HOME HOLDINGS CORP. AND HEARTHSTONE MULTI-ASSET ENTITY B, L.P.

RELATIVE TO CAPITAL VILLAGE

This Second Amendment ("**Second Amendment**") to Development Agreement is entered into this __ day of _____ 2016, by and between the CITY OF RANCHO CORDOVA, a California municipal corporation ("**City**"), BEAZER HOMES HOLDING CORP., a Delaware Corporation, and HEARTHSTONE MULTI-ASSET ENTITY B, L.P., a California limited partnership (collectively, "**Landowner**"). City and Landowner are hereinafter collectively referred to as the "Parties," and singularly as a "Party."

RECITALS

A. On October 6, 2005, the effective date of City Council Ordinance 19-2005, the City of Rancho Cordova and Landowner entered into that certain agreement entitled Development Agreement by and between the City of Rancho Cordova and Beazer Homes Holding Corp. and Hearthstone Multi-Asset Entity B, L.P. (the "**Development Agreement**").

B. Pursuant to the Development Agreement, Landowner agreed to develop certain property, more particularly described in the Development Agreement, 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 April 6, 2006, in Book 20060406, Page 1536.

C. On April 6, 2015, the Parties entered into the First Amendment to the Development Agreement, which extended the expiration date of said Development Agreement an additional ten (10) years, or until April 6, 2025.

D. The Project area is mostly developed; however a 5.12-acre parcel on the Property identified as Assessor Parcel Number 072-0680-072-0000 and designated as "Loft" (hereinafter the "Loft district"), consistent with the City's Commercial Mixed Use ("CMU") zone, has not been developed.

E. On March 21, 2005, the City Council certified as adequate and complete the Mitigated Negative Declaration ("**MND**") for the Project on the Property. Subsequently, in

June 2006, the City Council approved a Supplemental Mitigated Negative Declaration ("**SMND**"). All environmental impacts associated with development of the Project were reviewed and addressed in the MND and the SMND.

F. Landowner has requested a further amendment to the Development Agreement to allow for high-density residential as a permitted use in the Loft district. To reflect changed market conditions and current housing demands, the Second Amendment to the Development Agreement will amend permitted uses for the Loft district, as described in Section 3.6 of the Capital Village Special Planning Area Handbook. Pursuant to Landowner's request and Government Code section 65868, this Second Amendment to the Development Agreement (**"Second Amendment**") would allow for the desired higher density residential uses in the Loft district.

G. The City evaluated the impacts associated with the proposed high-density residential uses in the Loft district in the Addendum to the Capital Village Mitigated Negative Declaration ("**Addendum"**), adopted on _____, 2016 by City Council Resolution 146-2015.

H. All recitals and findings of determination in City Council Ordinance 19-2005, which adopted the Development Agreement on September 6, 2005, are still accurate and relevant to this Second Amendment and incorporated herein. All findings contained in City Council Ordinance 17-2015 adopting this Second Amendment are incorporated herein.

I. The Parties acknowledge the existing Park Development Agreement ("**PDA**") between the Cordova Recreation and Park District and Beazer Homes, and that such PDA runs with the land.

J. This Second Amendment is consistent with the objectives, policies, general land uses and programs specified and contained in the City's General Plan on October 6, 2005, the date the Development Agreement was executed.

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants contained herein, the Parties hereby agree to amend the Agreement as follows:

AGREEMENT

1. Incorporation of Recitals. Recitals A through J are hereby incorporated herein, including the documents referenced in the Recitals.

2. Amendment of Section 5 of the Recitals Concerning "Environmental Review." Section 5 of the Recitals of the Development Agreement is hereby amended by deleting section 5 and replacing it with the following section:

"**5. Environmental Review.** The following environmental review documents have been prepared for the Project.

5.1 On March 21, 2005, the City Council certified as adequate and complete the Mitigated Negative Declaration ("MND") for the Project, which included required mitigation measures.

5.2 On June 8, 2006, the City Council approved a Supplemental Mitigated Negative Declaration ("SMND") that evaluated the modification of the commercial aspect of the Project to add approximately 65,000 square feet of retail uses as part of a new home improvement center and modified the mitigation measures to address the change. The MND and SMND are hereby collectively referred to as the "MND."

5.3 On _____, 2016, the City Council approved an Addendum to the MND to evaluate the addition of high density residential as a permitted use on the commercial mixed use (CMU) parcel designated as the Loft district and modified the mitigation measures to address the change.

5.4 The mitigation measures adopted as part of the MND, as modified by the SMND and the Addendum, are incorporated into the Project and into the terms and conditions of this Agreement, as reflected by the findings adopted by the City Council concurrently with the adoption of the Development Agreement in 2005 and the adoption of the Second Amendment on _____, 201_."

3. Amendment of Section 6 of the Recitals Concerning "Project Approvals." Section 6 of the Recitals of the Development Agreement is hereby amended by deleting subsection 6.4 and replacing it with the following:

"**6.4** The Development Agreement approved by the City Council on September 6, 2005 by City Council Ordinance 19-2005 and amended on April 6, 2015 by City Council Ordinance No. 5-2015 adopting the First Amendment and as amended on _____, 2016 by City Ordinance No. ___-201_ adopting the Second Amendment."

Section 6 of the Recitals of the Development Agreement is hereby amended by deleting subsection 6.5 and replacing it with the following:

"**6.5** The approval of the Capital Village Special Planning Area ("SPA"), which contains design guidelines and specifications pertaining to the Project (attached hereto as Exhibit 4), as adopted by City Council Ordinance No. 06-2005, and as may be amended from time to time by City Council Ordinance."

Section 6 of the Recitals of the Development Agreement is hereby amended by deleting section 6.6 and replacing it with the following section:

6.6 Environmental Review and Mitigation. The Mitigation Measures in the MND, including any changes provided in the SMND and the Addendum, are incorporated into the Project and into the terms and conditions of this Agreement."

4. Amendment of Section 6.2, concerning the "Permitted Uses." City and Landowner agree that Section 6.2 of the Agreement is hereby deleted and replaced with the following:

"6.2 Permitted Uses. The permitted uses of the Property, the density and intensity of use, the maximum height and size of the 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 following land uses and approximate acreages for the Property:

784 single family residential units, including townhomes, on 66.35 ± acres;

199 high-density residential units on 5.12± acres within the "Loft" district;

25.25± acres of retail/commercial mixed use

7.67± acres of parks;

1.8703± acres of open space;

5.2393± acres of right of way for roads; and

4.9181± acres of landscape corridors;

all as set forth in Exhibit 3. Such uses shall be developed in accordance with the Project Approvals, as such Project Approvals provide on the Effective Date of this Agreement."

5. Amendment of Section 6.4.1 of the Agreement, concerning "New Park Development Obligation." City and Landowner agree that subdivision (ii) of Section 6.4.1 of the Agreement is amended to add the following sentence at the end of the paragraph:

"The Parties acknowledge that the Parks DA was executed on April 12, 2006 and it is understood that park impact fees will be collected and dispersed pursuant to the terms of said agreement."

6. Amendment of Section 8.3, concerning "CEQA Mitigation Measures." City and Landowner agree that Section 8.3 of the Agreement is hereby deleted and replaced with the following:

"**8.3 CEQA Mitigation Measures**. Notwithstanding any other provision in this Agreement to the contrary, as and when Landowner elects to develop the Property, Landowner shall be bound by, and shall perform, all mitigation measures contained in the MND, as amended in the SMND and the Addendum, and the Conditions of Approval/MMRP, as approved by the City on _____, 2016 by Resolution No. 146-2015 and Resolution No. 147-2015, related to such development, which are adopted by the City, and are identified as being a responsibility of Landowner."

7. Amendment of Exhibit 4, Capital Village Special Planning Area Handbook. City and Landowner agree that Section 3.6 of the Capital Village Special Planning Area Handbook is hereby deleted and replaced with the language approved by City Council through Ordinance No. 16-2015 on _____ and provided in **Attachment 1** to this Second Amendment. This amended Section 3.6 shall replace Section 3.6 within Exhibit 4 to the Development Agreement.

8. Definition of Terms. All capitalized terms used in this Second Amendment shall have the same definition as provided in the Agreement, except where a different definition has been supplied in this Second Amendment.

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EXHIBIT 3A

9. All Other Terms in Force. Except as amended by this Second Amendment, all terms and conditions of the Agreement, including its First Amendment, remain in full force and effect.

10. Recording. Within ten (10) days after the Effective Date, City shall record this Second Amendment with the Sacramento County Recorder's Office.

11. Counterparts. The Parties may execute this Second Amendment in counterparts, each of which will be considered an original, but all of which will constitute the same instrument.

12. Entire Agreement. This Second Amendment sets forth the Parties' entire understanding regarding the matters set forth above. It supersedes all prior or contemporaneous agreements, representations, and negotiations regarding those matters (whether written, oral, express, or implied) and may be modified only by another written agreement signed by all Parties. This Second Amendment will control if any conflict arises between it and the Agreement.

IN WITNESS WHEREOF, the City of Rancho Cordova, a municipal corporation, has authorized the execution of this Second Amendment in duplicate by its City Manager and attested to by its City Clerk under the authority of Ordinance No. _____, adopted by the Council of the City on _____ day of _____, 20__, and Landowner has caused this Second Amendment to be executed.

"**CITY**"

CITY OF RANCHO CORDOVA,
a municipal corporation

By:_____

Name:_____

Its:_____

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
Adam U. Lindgren
City Attorney

"**LANDOWNER**"

BEAZER HOMES HOLDING CORP.,
a Delaware corporation

By:_____

Name: _____

Its: _____

HEARTHSTONE MULTI-ASSET ENTITY B, L.P., a California limited partnership

By: HHP GP, LLC, A California limited liability company, its General Partner

By: HEARTHSTONE, INC., a California corporation, its Manager

By:_____

Name: _____

Its: _____

2540295.1

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EXHIBIT 3A

ATTACHMENT 1

Amended Section 3.6 of SPA Handbook

The Loft District

3.6.1 Description

This district encourages a mixed use podium design which could include three to five stories of residential units over one to two stories of structured parking, and ground floor retail, service or other active use (e.g. community room, recreation room, community service facility, etc.). Major architectural facades should face north to Data and Disk Drives, east to the Town Home District and Tower Park, and south to the Main Street retail corridor. Retail, service or other active ground floors uses will be encouraged to face south towards Main Street and east towards Road "B." Building in the Loft District shall have direct pedestrian access to Main Street and Road "B." 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 or the loading areas of Major 1 or Major 2. Buildings in the Loft District may be part of the same building, building complex, share a common wall or may be separated from the proposed building facing Main Street.

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 Commercial and Main Street District to the west and south.

3.6.3 Permitted Uses

Permitted uses include:

1. Permanent Single Family dwellings
2. Temporary Sales offices and Model Homes/Units
3. Home occupations as allowed in the City of Rancho Cordova Zoning Code
4. Commercial Retail uses as allowed in the City of Rancho Cordova Zoning Code with the exceptions listed below in 3.6.4
5. High-density residential housing

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:	150’

Parking Requirements

Single-family/loft residential:	Parking provided at 2 covered spaces per unit +0.1 guest spaces per total units. Guest spaces may be uncovered.
High-density residential:	The parking requirement may be reduced from the above amount for projects with unique on-site constraints and/or if the project will achieve the desired vision outlined within the Special Planning Area Loft District. This reduction shall be reviewed by City staff prior to necessary staff approval, and to the extent possible, be consistent with all applicable standards.

3.6.6 Design Review

This project is subject to the City of Rancho Cordova Design Review process and shall be consistent with site plan characteristics and architecture of the Town Home District. For design alternatives that are not addressed within the Town Home or Loft District standards, the developer will use a combination of the City’s current Design Guidelines and zoning standards as guidelines when the Special Planning Area standards are silent

ATTACHMENT 4

CITY OF RANCHO CORDOVA

RESOLUTION NO. 147-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING THE BRIDGEWAY SQUARE APARTMETNT MAJOR DESIGN REVIEW PERMITAND ADJUSTMENT PERMIT - PROJECT NO. DD8588

WHEREAS, On September 19, 2005, the City of Rancho Cordova ("City") and Beazer Homes Holding Corporation ("Landowner") entered into a Development Agreement for the Capital Village Special Planning Area Project (referred to as Capital Village), consisting of 117 acres of mixed use development. (Ordinance Number 19-2005). The Capital Village Project is located at the southeast corner of Zinfandel Drive and Data Drive, to the northwest corner of Prospect Park Drive and the northern boundary of the Villages of Zinfandel Special Planning Area located south of International Drive. The Capital Village Project is mostly developed; however the multifamily "loft" designation has not been developed while the Phases 3 and 4 residential units are under construction. This approval included a rezone, special plan area standards and zoning, and certified a Mitigated Negative Declaration ("MND") that concluded that the Project would not have a significant impact on the environment due to the mitigation measures adopted. The City Council adopted the Addendum to the MND ("Addendum") related to the proposed project amendments. All recitals and findings of determination in Ordinance 19-2005, which adopted the Development Agreement, are still accurate and relevant to the Amendment; and

WHEREAS, On March 16, 2015, via Ordinance No. 5-2015, the City and Landowner entered into a First Amendment to Development Agreement for Capital Village ("First Amendment") to extend the term of the Development Agreement by ten (10) year agreement in order to secure the financial provisions relating to financing public services, construction and maintenance of public facilities, park development fees. All recitals and findings of determination in Ordinance 5-2015, which adopted the First Amendment, are still accurate and relevant to the Amendment; and

WHEREAS, On May 20, 2015, A.G. Spanos Companies ("Applicant") submitted plans to construct a new 199 unit 4-5 story apartment complex with a club house, outdoor pool area, landscaping, lighting, parking area on a vacant parcel located at the southwest intersection of Disk Drive and Bridgeway Drive; and

WHEREAS, the project was presented at two neighborhood meetings and a City Council work session for comment and direction; and

WHEREAS, this project was reviewed at the City's Development Service Team (DST), all applicable City departments, and agencies for comments and conditions; and

WHEREAS, the City Council is the appropriate authority to hear and take action on this project; and

WHEREAS, the City Council of the City of Rancho Cordova has conducted a properly noticed public hearing pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the Council approves the Bridgeway Square Apartment Major Design Review Permit and Adjustment Permit **(Exhibit 4A)**, subject to the following findings and attached Conditions of Approval **(Exhibit 4B)**:

ATTACHMENT 4

A. The findings for the project's compliance with the California Environmental Quality Act (CEQA) are contained within Resolution 146-2015:

B. Approve the **Major Design Review** subject to the Conditions of Approval herein, and subject to the findings as defined by Zoning Code Section 23.141.050 and evidence as follows:

1. *Finding: The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Specific Plan provisions, and special planning area provisions, and is consistent with the applicable Rancho Cordova design guidelines.*

   Evidence: The proposed project is consistent with the purpose and intent of adopted policies and regulations, including the General Plan, the Capital Village Special Planning Area, and the Municipal Code. The vision for the General Plan and Capital Village Special Planning area consist of the project site containing a dense urban use that would support the Downtown Planning Area and fulfil an important housing need by providing additional housing options for renters. The project consists of a market rate apartment complex with club house and outdoor pool area that is in keeping with the Loft district zone and all applicable standards, and guidelines.

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

   Evidence: The proposed overall design includes a new parking area, lighting, landscaping, and pedestrian gathering areas for undeveloped areas which flow well with the site design of the apartment complex and club house. These designs will also enhance the character of the community as the project site is currently a vacant lot and will be developed into an area that will complement the surrounding parks and businesses. The building's façade and use of color and material are consistent with the Special Planning Area and City's Design Guidelines.

3. *Finding: The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing, and similar elements, establishes a clear design concept and is compatible with the character of existing townhomes, tower feature, and commercial businesses.*

   Evidence: The design and proposed use of the project is established clearly within the submitted application for Major Design Review and Adjustment. The design and use are consistent with the existing businesses in the area which consist of offices, restaurants, and townhomes. The design, color, and materials are compatible with the character of existing development and have been designed to foster a more human scale façade.

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

   Evidence: The proposed project will not substantially affect current traffic flows or existing modes of transportation circulation as the main entrance will be oriented

towards the existing commercial buildings and not the medium density residential townhomes. The project has been conditioned to improve safety for pedestrians coming from Zinfandel Drive or that utilize the existing bus route services. Also improvements will be made to the existing sidewalks and right-of-way along the project site in accordance with all local standards.

C. Approve the **Adjustment permit** subject to the Conditions of Approval herein, and subject to the findings as defined by Zoning Code sections 23.131.040 and evidence as follows:

1. *Finding: That the proposed development is of sufficient size and is designed so as to provide a desirable environment within its own boundaries.*

   Evidence: The proposed apartment complex is consistent with the Capital Village Special Planning Area standards and has been designed as an urban village that will incorporate multimodal modes of transportation. The project will provide 1.6 spaces per unit while the current code requires 2 per unit. Since roughly 60 percent of the units will be for 1-bedroom and studio units, the 2 covered spaces per unit is excessive for a majority of the proposed project.

2. *Finding: That the proposed development is compatible with existing and proposed land uses in the surrounding area.*

   Evidence: The proposed high density housing will be supported by commercial and public areas by bringing more residents into closer proximity to certain goods and services. The high density is consistent with the current zoning standards and directs parking and automobile circulation away from the existing medium density housing on Bridgeway Drive.

3. *Finding: That any exceptions to, or deviations from, the density requirements or design standards result in the creation of project amenities that would not be available through strict adherence to code provisions (e.g., additional open space, protection of natural resources, improved pedestrian connectivity, public plazas, etc.).*

   Evidence: The adjustment is to provide the apartment complex with some flexibility in meeting the required parking and achieving the vision of the Loft zone under the adopted CVSPA. The site will add double the required bike parking, proposed a club house with pool instead of parking, and will not be gated allowing new pathways for all community members that will provide additional access from Bridgeway Drive to the commercial properties.

4. *Finding: Granting the adjustment will not adversely affect the interests of the public or the interests of residents and property owners in the vicinity of the premises in question.*

   Evidence: The project site is bordered on the north by existing office and light industrial uses, existing commercial to the west and south, and medium density residential uses to the east. The proposed parking adjustment as conditioned will allow the apartment complex to maximize existing parking onsite without prohibiting future businesses or creating any potential conflicts through increased automobile congestions onsite.

ATTACHMENT 4

5. *Finding: The adjustment is consistent with the General Plan or any applicable Specific Plan or development agreement.*

   Evidence: The General Plan and Zoning regulations encourage high density uses along Zinfandel Drive in order to make the area a more urban environment due to the downtown planning overlay. The parking adjustment allows for flexibility in providing 1.6 parking spaces per unit while encouraging multi modal forms of transportation.

6. *Finding: The adjustment is the minimum required to achieve the desired result*

   Evidence: The 11% adjustment (45 spaces) is well within the maximum 30% (125 spaces) the Zoning Code allows. The applicant has already amended the design to include 25 gross additional spaces (15 net spaces due to 5-unit increase) and other amenities such as additional bike parking and club house instead of parking area. While the applicant is still open to a shared parking agreement, the City cannot require the adjacent owner to enter into an agreement to accommodate the parking shortfall.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the _____ day of _____ 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
David M. Sander, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

A.G. Spanos Companies

Bridgeway Square Apartments is a 199 unit, type 5A, sprinkled multi-family neighborhood situated on 5.2 acres of land. The proposed construction is type 5A Located along southwest of Bridgeway Drive and Disc Drive, the site is bordered by existing office uses to the North, a retail main street and retail uses to the South and West, and an established residential neighborhood and park to the East. The apartment homes range in size from 442 to 1,158 square feet with a mix of Studio/1 bedroom at 63% and 2 bedrooms at 37%.

The 199 dwelling units are situated in two 4-story on-grade buildings and one four story over one podium five story building. There are a total of 332 parking spaces provided for a ratio of 1.7 spaces per dwelling unit. Each building will include one elevator. There are 37 attached garage spaces with 37 associated tandem parking spaces and 25 podium garage spaces. The remaining parking spaces are located within internal auto courts or along private drives. A majority of the parking has been internalized to minimize views from adjacent public spaces.

A 7,500 square feet clubhouse is located on the southwest corner of the property and will include leasing, pool, spa, workout area, and business center, a media room behind a game room, outdoor lounge, barbeque, and kitchen facilities.

The exterior design of the buildings promotes a distinctive multi-family structure with materials, massing, and details that are compatible with the nearby residential and commercial neighborhoods. The architectural character of the buildings emphasizes an upscale suburban architecture punctuated with gabled roofs and parapets. The massing is broken up with carefully placed color and stone to establish a pleasing rhythm on the façade. The exterior materials are comprised of stucco and manufactured stone. The windows will be insulated vinyl. There will be three proposed stucco colors for each building.

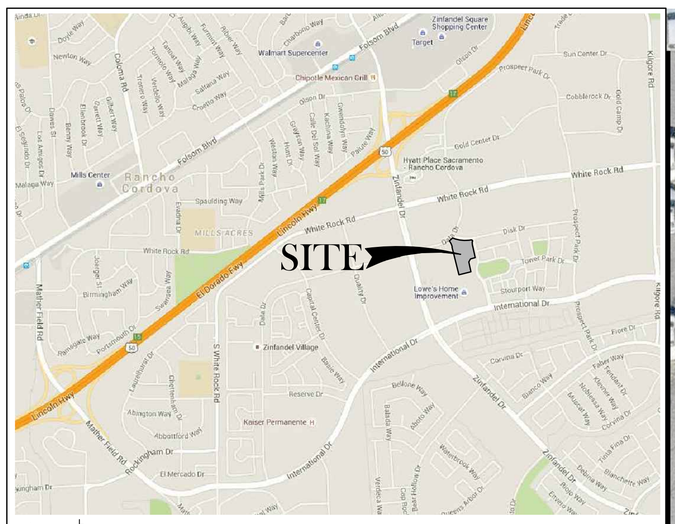
On-street and internal walks provide pedestrian connections to the clubhouse, adjacent parks, and adjacent commercial and residential neighborhoods. All open space features, driveways, streetscape, walks and other common area facilities will be maintained by a property management group.

10100 Trinity Parkway, 5th Floor
Stockton, CA 95219
(209) 478-7954 phone (209) 955-2588 fax

COVER SHEET

BRIDGEWAY SQUARE APARTMENTS

CITY OF RANCHO CORDOVA, CA
SACRAMENTO COUNTY, CA



NORTH
N.T.S.

VICINITY MAP
NOT TO SCALE

INDEX OF DRAWINGS

SHEET	TITLE
SP1	COVER SHEET
SP2	PRELIMINARY SITE PLAN
SP3	PRELIMINARY SITE SECTIONS
SP4	SITE PHOTO EXHIBIT
V1	ALTA – ACSM SURVEY
A0.1	CLUB HOUSE PERSPECTIVE
A0.2	T BUILDING PERSPECTIVE
A1.0	FIRST FLOOR SITE PLANS
A1.1	SECOND FLOOR SITE PLANS
A1.2	ROOF PLAN
A2.0	I BUILDING ELEVATIONS
A2.1	I PODIUM BUILDING ELEVATIONS
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A2.3	T BUILDING ELEVATIONS
A2.4	CLUB HOUSE & POOL CABANA ELEVATIONS
A3.0	MATERIAL & MECHANICAL SCREEN DIAGRAM
PLA–01	PRELIMINARY LANDSCAPE PLAN
PLA–02	PRELIMINARY PLANT LIST
PLA–03	VARIOUS STRUCTURES
PLA–04	MISCELLANEOUS LANDSCAPE IMAGES
E1.0	SYMBOLS LIST & LTG FIXTURE SCHEDULE
E2.0	SITE PLAN – PHOTOMETRIC
E3.0	LIGHTING TITLE 24

PROJECT INFORMATION

OWNER
BEAZER HOMES
1731 ROSEVILLE PARKWAY, SUITE 140
ROSEVILLE, CA 95661
ATTN. KEN DOHRN
916-746-8316

DEVELOPER/APPLICANT
THE SPANOS COOPERATION
10100 TRINITY PARKWAY, 5TH FLOOR
STOCKTON, CA 95219
ATTN: ALEXANDROS ECONOMOU
209-908-7954

PLANNER/ENGINEER
TSD ENGINEERING, INC
31 NATOMA STREET, SUITE 160
FOLSOM, CA 95630
ATTN: CHRIS SCHULZE
916-608-0707 x 101

ARCHITECT
BSB DESIGN, INC
300 UNIVERSITY AVENUE, SUITE 220
SACRAMENTO, CA 95825
ATTN: BURKE BAIR
916-550-9720

LANDSCAPE ARCHITECT
OMNI-MEANS, LTD
943 RESERVE DRIVE, SUITE 100
ROSEVILLE, CA 95678
ATTN: SCOTT ROBERTSON
916-782-8688

SITE ELECTRICAL
CAPITOL CITY DESIGN, INC
1731 CEBRIAN STREET
WEST SACRAMENTO, CA 95691
916-375-0135
ATTN: TONY BAKER

PROPERTY DESCRIPTION

ADDRESS:	DATA DRIVE RANCHO CORDOVA, CA SACRAMENTO COUNTY
APN:	072-0680-072
PROPERTY AREA:	±5.491 AC (±239,204 SF)

BUILDING DESCRIPTION

(2)4-STORY APARTMENT BUILDINGS	
(1)5-STORY APARTMENT BUILDINGS	
STUDIO UNITS	12
ONE-BEDROOM UNITS	114
TWO-BEDROOM UNITS	73
TOTAL UNITS	199

PARKING SUMMARY

GARAGE STALLS (2 ACCESSIBLE)	37
ON-SITE (EXCLUSIVE-TANDEM)	37
PARKING GARAGE (1 ACCESSIBLE)	25
STANDARD (7 ACCESSIBLE)	206
COMPACT	27
TOTAL PROPOSED (10 ACCESSIBLE)	332
RATIO (STALL:UNIT)	1.67:1

TOTAL REQUIRED PARKING
418 PER CAPITAL VILLAGE SPA

COVER SHEET
NOVEMBER 17, 2015

TSD ENGINEERING, INC.
expect more.
31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

AGENDA ITEM 11.1

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EXHIBIT 4A

PRELIMINARY SITE PLAN 719
BRIDGEWAY SQUARE APARTMENTS
CITY OF RANCHO CORDOVA, CA

DATA DRIVE

DISK DRIVE

BRIDGEWAY DRIVE

(PRIVATE DRIVE)

EXISTING CROSSWALK

SIGNALIZED INTERSECTION

EXISTING CROSSWALK

EXISTING CROSSWALK

EXISTING CROSSWALK (CONNECTION TO RETAIL)

EXISTING CROSSWALK (CONNECTION TO PARK)

STOP

STOP

STOP

BLDG #1
TYPE - I
w/PARKING GARAGE
5-STORY

BLDG #2
TYPE - I
4-STORY

BLDG #3
TYPE - T
4-STORY

BLDG #4
CLUB HOUSE
2-STORY

POOL

SPA

SPA

DRAINAGE ESMT TO BE ABANDONED

FIRE APPARATUS TURNING RADIUS (TYP)

R=50'

R=25'

10' DRAIN ESMT

25' P.U.E.

12.5' P.U.E.

12.5' P.U.E.

5' ELECTRICAL ESMT

5' ELECTRICAL ESMT

15' ACCESS ESMT

20' ACCESS ESMT

NO BUILD ESMT

12' ELECTRICAL ESMT

SITE LEGEND

- ASPHALT PAVEMENT
- LANDSCAPE AREA
- BUILDING AREA
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- FIRE BACKFLOW DEVICE
- FIRE HYDRANT
- PARKING LOT LIGHT

CONSTRUCTION NOTES

1. CURB RAMP
2. CROSSWALK (ENHANCED PAVEMENT)
3. ACCESSIBLE PATH OF TRAVEL
4. SIDEWALK
5. ACCESSIBLE PARKING
6. TRASH ENCLOSURE
7. PARKING LOT LIGHT
8. BIKE RACK
9. MONUMENT SIGN
10. BOOSTER PUMP PAD
11. 6-FOOT HIGH STEEL TUBE FENCE
12. GARAGE/TANDEM PARKING
13. TRANSFORMER
14. STORM WATER QUALITY DEVICE
15. STORM DRAIN OUTFALL
16. BBQ
17. CABANA
18. BIKE RACK (6 SHORT-TERM)
19. BIKE GARAGE
20. BIKE LOCKER

UNIT SUMMARY

STUDIO	12
1BED/1 BATH UNITS	114
2 BED/2 BATH UNITS	73
TOTAL UNITS	199

PARKING SUMMARY

199 UNITS

- 206 STANDARD (9x19 or 17)
  (7 ACCESSIBLE) (includes existing)
- 27 COMPACT (8x16 or 14)
- 25 PARKING GARAGE (9x19)
  (1 ACCESSIBLE)
- 37 GARAGE (9x19)
  (2 ACCESSIBLE)
- 37 TANDEM (9x19)
- ACCESSIBLE STALLS

332 TOTAL PROPOSED
(10 ACCESSIBLE)
RATIO (STALL:UNIT) 1.67:1

TOTAL REQUIRED PARKING
418 PER CAPITAL VILLAGE SPA

BIKE PARKING SUMMARY

24 SHORT-TERM BIKE RACKS
(22 REQUIRED PER 23.719.115
5% OF 444 REQUIRED PARKING STALLS)

22 LONG-TERM BIKE STORAGE WITHIN GARAGES
(22 REQUIRED PER 23.719.115.B.4
5% OF 444 REQUIRED PARKING STALLS)

scale: 1"=20'

20 0 10 20 40

PRELIMINARY SITE PLAN
NOVEMBER 17, 2015

TSD ENGINEERING, INC.
expect more.
31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

AGENDA ITEM 11.1

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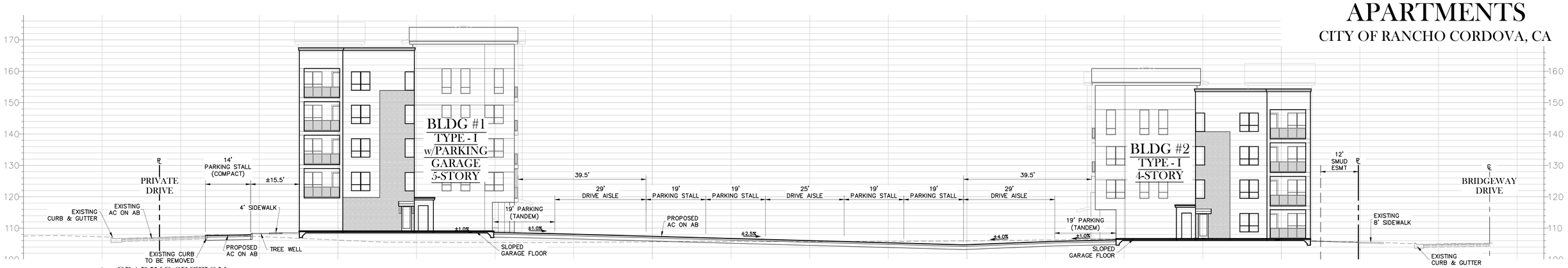
EXHIBIT 4A

PRELIMINARY SITE SECTIONS
BRIDGEWAY SQUARE APARTMENTS
CITY OF RANCHO CORDOVA, CA



A GRADING SECTION
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B GRADING SECTION
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C GRADING SECTION
NOT TO SCALE



C GRADING SECTION - CONTINUED
NOT TO SCALE

AGENDA ITEM 11.1

PRELIMINARY SITE SECTIONS
NOVEMBER 17, 2015

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Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

SP-3

720

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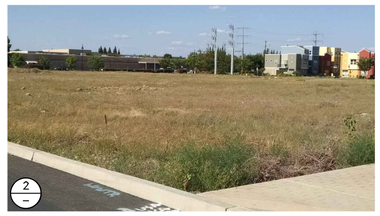
SITE PHOTO EXHIBIT
BRIDGEWAY SQUARE APARTMENTS
CITY OF RANCHO CORDOVA, CA















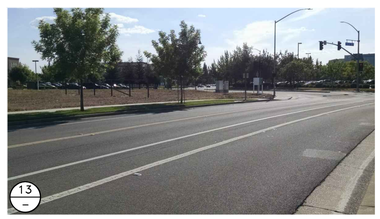


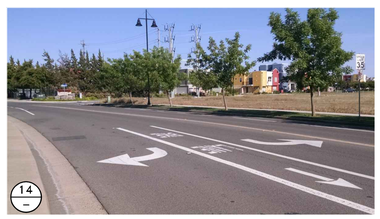












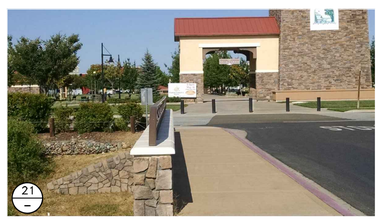




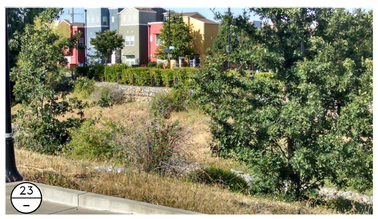






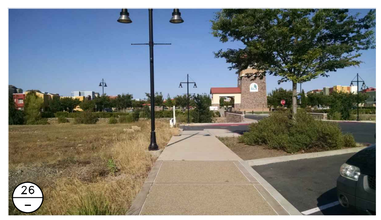



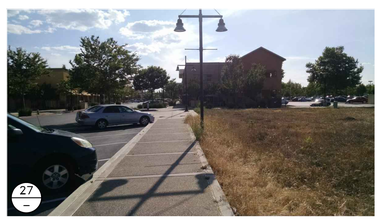




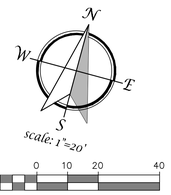












SITE PHOTO EXHIBIT
NOVEMBER 17, 2015

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expect more.
31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

SP-□

721

AGENDA ITEM 11.1

CERTIFICATION*:

TO: THE SPANOS CORPORATION AND FIRST AMERICAN TITLE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6(b), 7(a), 8, 9, 11(a), 13, 14, 16, 17, 18, 19 AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON APRIL 10, 2015.

DATE OF MAP: APRIL 22, 2015

JOHN E. KLAMM L.S. 7375

PROFESSIONAL LAND SURVEYOR — JOHN E. KLAMM — No. 7375 — Exp. 12-31-15 — STATE OF CALIFORNIA

*THE WORDS "CERTIFICATION" AND "CERTIFY" AS USED HEREON ARE DEFINED PURSUANT TO THE STATE OF CALIFORNIA BUSINESS AND PROFESSIONS CODE, PROFESSIONAL LAND SURVEYOR'S ACT, SECTION 8770.6, AS AMENDED JANUARY 1, 2015.

DESCRIPTION:

THE SURVEYED PROPERTY SHOWN HEREON IS SITUATED IN THE CITY OF F CORDOVA, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL A:
PARCEL 3-2 AS SHOWN ON BOUNDARY LINE ADJUSTMENT NO. RC-05-176, AS EVIDENCED BY DOCUMENT RECORDED MAY 27, 2005 IN BOOK 20050527 PAGE 1371 AND RE-RECORDED SEPTEMBER 29, 2005 IN BOOK 20050929 PAGE 0581 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A PORTION OF LOT 51 OF THE PARCEL MAP RECORDED APRIL 10, 1986, IN BOOK 93 OF PARCEL MAPS, PAGE 7 MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST NORTHERLY CORNER OF LOT 51, THENCE ALONG THE NORTH LINE OF LOT 51, ALONG THE ARC OF A CURVE TO THE LEFT, WITH A RADIUS OF 700 FEET AND A CHORD THAT BEARS SOUTH 82°54'39" EAST, 353.44 FEET; THENCE LEAVING SAID NORTH LINE, SOUTH 7°31'58" EAST, 33.50 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, WITH A RADIUS OF 15 FEET AND A CHORD THAT BEARS SOUTH 47°26'06" EAST, 23.01 FEET; THENCE SOUTH 2°39'46" WEST 32.39 FEET; THENCE SOUTH 10°52'39" EAST, 47.82 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT, WITH A RADIUS OF 1036.67 FEET AND A CHORD THAT BEARS SOUTH 12°58'19" EAST, 75.77 FEET; THENCE SOUTH 15°03'58" EAST, 147.34 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE RIGHT, WITH A RADIUS OF 208.33 FEET AND A CHORD THAT BEARS SOUTH 13°09'14" EAST, 13.90 FEET; THENCE SOUTH 21°57'18" EAST, 35.95 FEET; THENCE SOUTH 7°12'21" EAST, 27.57 FEET; THENCE SOUTH 74°56'02" WEST, 97.42 FEET; THENCE SOUTH 15°50'19" WEST, 87.41 FEET; THENCE SOUTH 15°03'58" EAST, 106.00 FEET; THENCE SOUTH 22°12'24" EAST, 18.14 FEET; THENCE SOUTH 74°56'02" WEST, 240.36 FEET; THENCE NORTH 15°03'58" WEST, 609.66 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT, WITH A RADIUS OF 100 FEET AND A CHORD THAT BEARS NORTH 27°23'17" WEST, 42.68 FEET; THENCE NORTH 39°42'36" WEST, 60.16 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT, WITH A RADIUS OF 500 FEET AND A CHORD THAT BEARS NORTH 43°53'51" EAST, 111.32 FEET TO THE POINT OF BEGINNING.

PARCEL B:
A RECIPROCAL NON-EXCLUSIVE EASEMENTS FOR PEDESTRIAN AND VEHICULAR ACCESS, INGRESS AND EGRESS AS SHOWN IN RECIPROCAL EASEMENT AGREEMENT RECORDED SEPTEMBER 29, 2006 IN BOOK 20060929 PAGE 1949 OF OFFICIAL RECORDS.

APN: 072-0680-072-0000

NOTES:

THIS MAP WAS PREPARED IN ACCORDANCE WITH THE PRELIMINARY REPORT ISSUED BY FIRST AMERICAN TITLE COMPANY, ORDER NO. NCS-721002-SAC4, DATED MARCH 10, 2015 AND DEPICTS THE REAL PROPERTY AND PLOTTABLE EXCEPTIONS DESCRIBED THEREIN. EXCEPTIONS OTHER THAN EASEMENTS, SERVITUDES AND RIGHTS OF WAY, AS SPECIFIED IN THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, ARE BEYOND THE SCOPE OF THIS SURVEY AND ARE NOT REPRESENTED HEREON. EASEMENTS, SERVITUDES AND RIGHTS OF WAY ARE DESIGNATED BELOW WITH THE CORRESPONDING NUMBER FROM THE EXCEPTIONS OF SAID PRELIMINARY REPORT.

EXCEPTIONS:

(7) DRAINAGE EASEMENT PER BOOK 830413, PAGE 956, O.R.S.C. (PLOTTED). EASEMENT WAS SHOWN TO BE ABANDONED ON BOOK 93 OF PARCEL MAPS, AT PAGE 7.

(8) ELECTRICAL EASEMENT PER BOOK 830610, PAGE 1237, O.R.S.C. (PLOTTED).

(9) ELECTRICAL EASEMENT PER BOOK 830610, PAGE 1240, O.R.S.C. (PLOTTED).

(10) ELECTROLIER EASEMENT PER BOOK 830803, PAGE 1131, O.R.S.C. (PLOTTED).

(11) COVENANTS, CONDITIONS, RESTRICTIONS, EASEMENTS, EXCEPTIONS AND RESERVATIONS PER BOOK 841214, PAGE 1025, O.R.S.C. (BLANKET IN NATURE).

(12) COVENANTS, CONDITIONS AND RESTRICTIONS PER BOOK 851231, PAGE 2738, O.R.S.C. (BLANKET IN NATURE).

(14a) PUBLIC UTILITY EASEMENT PER BOOK 93 OF PARCEL MAPS, AT PAGE 7 (PLOTTED).

(14b) DRAINAGE EASEMENT PER BOOK 93 OF PARCEL MAPS, AT PAGE 7 (PLOTTED).

(15) COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS PER BOOK 20040722, PAGE 488, O.R.S.C. (BLANKET IN NATURE).

(18) AVIGATION AND NOISE EASEMENT PER BOOK 20050810, PAGE 2616, O.R.S.C. (BLANKET IN NATURE).

(20) RECIPROCAL ACCESS EASEMENTS BOOK 20060929, PAGE 1949, O.R.S.C (PLOTTED).

(21) NO-BUILD EASEMENT BOOK 20060929, PAGE 1951, O.R.S.C (PLOTTED).

(22) ELECTRICAL EASEMENT PER BOOK 20070502, PAGE 1921, O.R.S.C. (PLOTTED).

(23) WATER RIGHTS, CLAIMS OR TITLE TO WATER (BLANKET IN NATURE).

BASIS OF BEARINGS: THE BASIS OF BEARINGS FOR THIS SURVEY IS IDENTICAL WITH THE THE PARCEL MAP OF "CAPITAL VILLAGE COMMERCIAL", FILED IN BOOK 195 OF PARCEL MAPS, AT PAGE 7, BASED UPON FOUND MONUMENTS SHOWN HEREON.

BASIS OF ELEVATIONS: BENCHMARK "ZINFANDEL" HAVING AN ELEVATION OF 99.83 FEET (NAVD88), BEING A 3/4" ALUMINUM ALLOY ROD DRIVEN TO REFUSAL, WITH A CADT/CSRC ALUMINUM SURVEY DISK AFFIXED, SET IN A 6" DIAMETER PVC WELL CASING WITH AN ALUMINUM ACCESS COVER. THE STATION LIES 33.1 METERS NORTHEAST OF A TWO POLE, 'RANCHO CORDOVA/GOLD CENTER DRIVE' SIGN, 23.0 METERS EAST OF A METAL WITNESS POST, 12.2 METERS SOUTH OF THE HIGHWAY 50 EDGE OF PAVEMENT, 10.3 METERS NORTHEAST OF A METAL DROP INLET GRATE, 1.0 METER NORTH OF A METAL GUARD POST, AND ABOUT 0.1 METER LOWER THAN THE HIGHWAY.

ADDRESS: DATA DRIVE, RANCHO CORDOVA, CA 95670
(VACANT SITE – NO ADDRESS ASSIGNED)

FLOOD ZONE: THE SURVEYED PROPERTY IS LOCATED IN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, MAP NO. 0607C0208H, DATED AUGUST 16, 2012.

LAND AREA: 239,204± SQUARE FEET OR 5.491± ACRES

ZONING: CVSPA – CAPITAL VILLAGE SPECIAL PLANNING AREA – LOFT DISTRICT

DEVELOPMENT STANDARDS: THE SURVEYED PROPERTY IS SUBJECT TO THE CITY OF RANCHO CORDOVA DESIGN REVIEW PROCESS.

PARKING SPACES: THERE ARE 10 REGULAR PARKING SPACES MARKED ON THE SURVEYED PROPERTY.

THERE WAS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN THE SURVEYED PROPERTY.

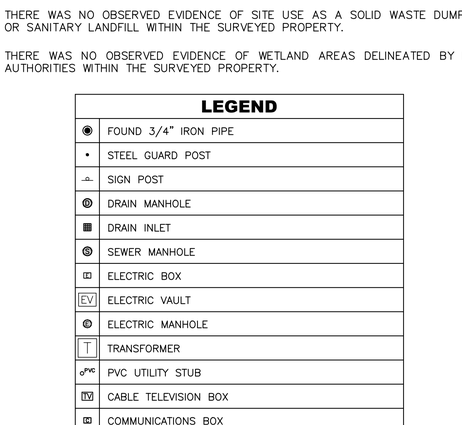
THERE WERE NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES DISCLOSED WHILE CONDUCTING THIS SURVEY. THERE WAS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WITHIN THE SURVEYED PROPERTY.

THERE WAS NO OBSERVED EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL WITHIN THE SURVEYED PROPERTY.

THERE WAS NO OBSERVED EVIDENCE OF WETLAND AREAS DELINEATED BY PROPER AUTHORITIES WITHIN THE SURVEYED PROPERTY.

LEGEND

◉	FOUND 3/4" IRON PIPE
•	STEEL GUARD POST
-o-	SIGN POST
Ⓓ	DRAIN MANHOLE
▦	DRAIN INLET
Ⓢ	SEWER MANHOLE
◫	ELECTRIC BOX
EV	ELECTRIC VAULT
Ⓔ	ELECTRIC MANHOLE
T	TRANSFORMER
PVC	PVC UTILITY STUB
TV	CABLE TELEVISION BOX
◫	COMMUNICATIONS BOX
CV	COMMUNICATIONS VAULT
✱	TRAFFIC SIGNAL
◫	TRAFFIC SIGNAL BOX
☼	LIGHT
◫	LIGHT PULL BOX
▮▮▮	BACKFLOW PREVENTER
⋈	WATER VALVE
Ⓕ	FIRE HYDRANT
Ⓕ	FIRE DEPARTMENT CONNECTION
✚	POST INDICATOR VALVE
Ⓦ	WATER MANHOLE
W	WATER BOX
ICV	IRRIGATION CONTROL VALVE
☒	IRRIGATION CONTROL BOX
×107.0	SPOT ELEVATION
105	ELEVATION CONTOUR
O.R.S.C.	OFFICIAL RECORDS OF SACRAMENTO COUNTY
	CONCRETE PAVING
8" S.S.	UNDERGROUND SANITARY SEWER (APPROXIMATE)
42" S.D.	UNDERGROUND STORM DRAIN (APPROXIMATE)
12" W	UNDERGROUND WATER LINE (APPROXIMATE)



VICINITY MAP
NOT TO SCALE

SCALE: 1" = 20'

ALTA/ACSM LAND TITLE SURVEY
PARCEL 3-2, BOUNDARY LINE ADJUSTMENT
BOOK 20050929, PAGE 581, O.R.S.C.
CITY OF RANCHO CORDOVA,
COUNTY OF SACRAMENTO
STATE OF CALIFORNIA

Scale: 1"=30' Date: APRIL 2015 Revised:

P:\Projects\303-003\02 DWG\A- Survey\MASTER\303-003-ALTA.dwg, 04-22-15

TSD ENGINEERING, INC.
expect more.
31 Natoma Street, Suite #160



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The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

Bridgeway Square Apartments

Rancho Cordova, CA

November 16, 2015

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Bridgeway Square Apartments

Rancho Cordova, CA

November 16, 2015

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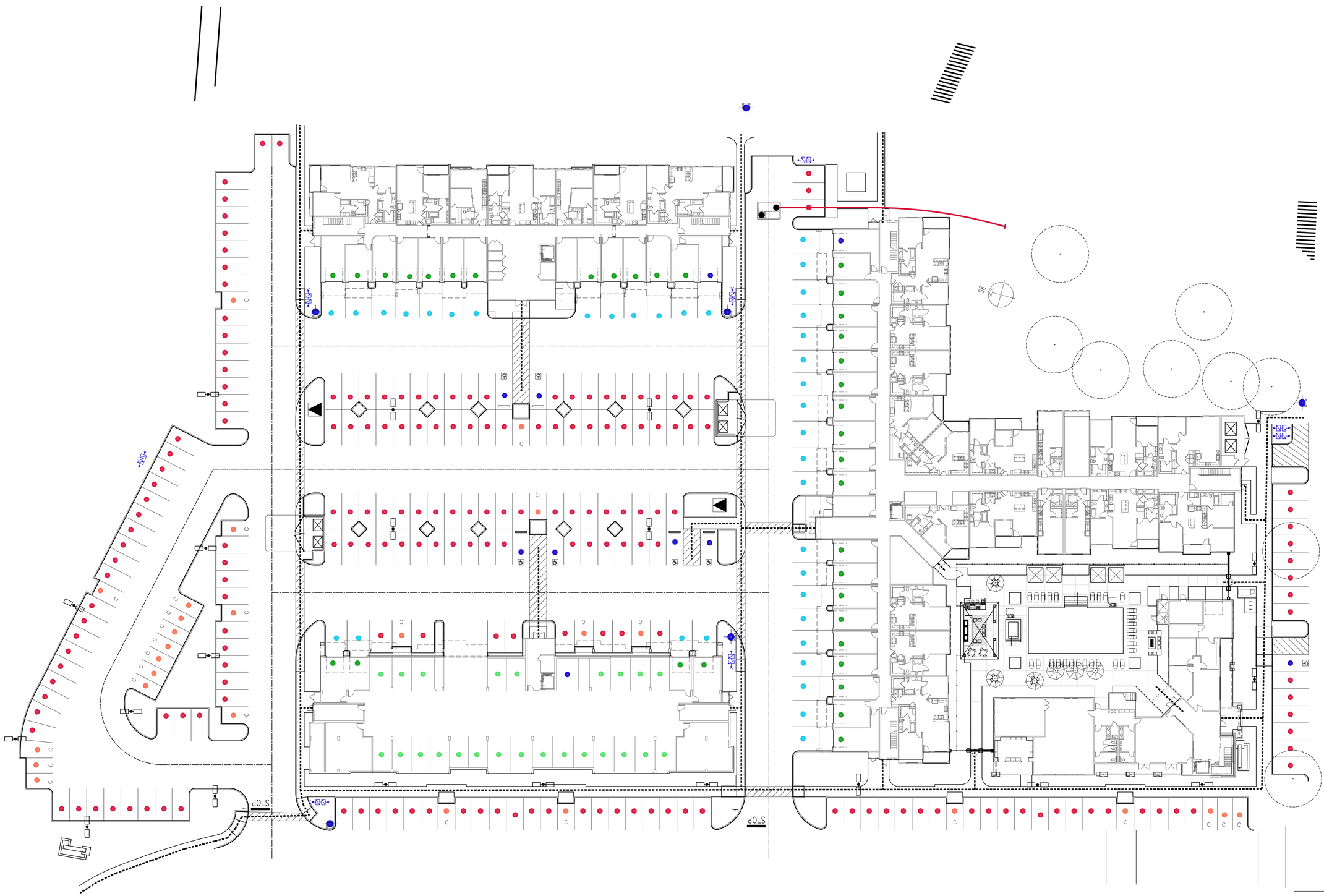
RSB GN 724 .2 Apartment Perspective



1 Overall First Floor Composite

SCALE: 1/8"=1'-0"

AGENDA ITEM 11.1

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November 16, 2015

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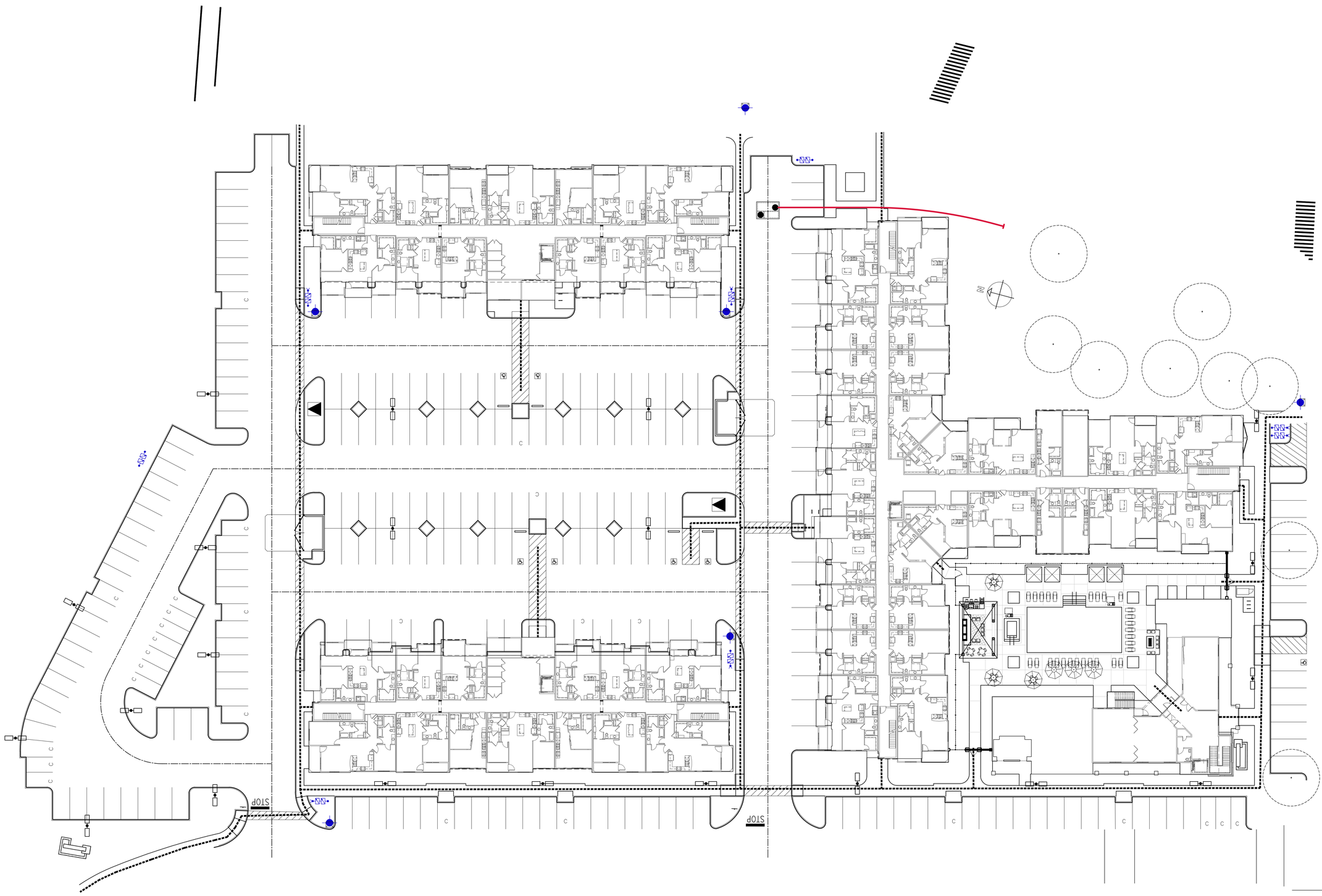
A1 1st I Site

725



1 Overall Second Floor Composite

SCALE: 1/8"=1'-0"

AGENDA ITEM 11.1

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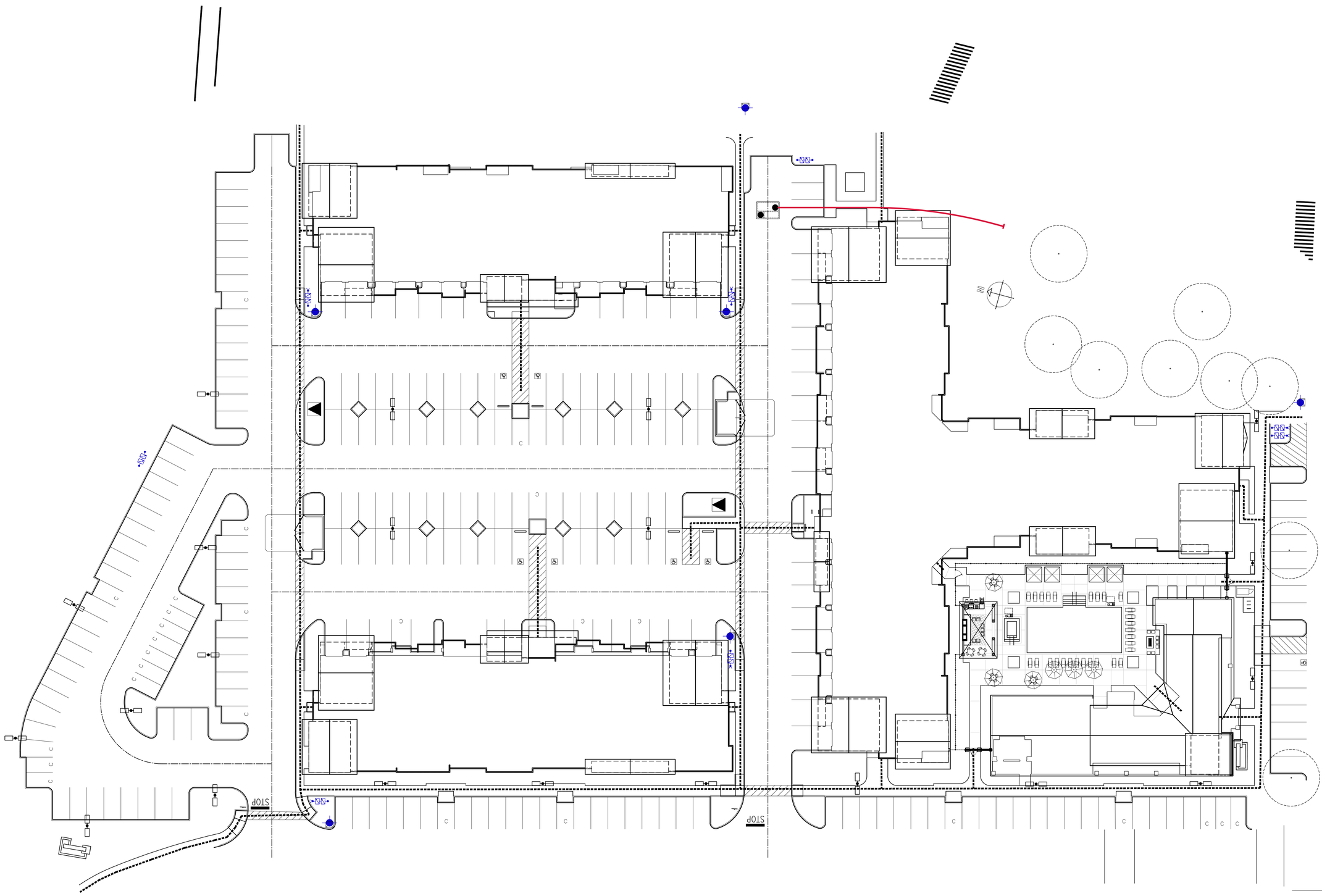
A-726

2nd Site



1 Roof Composite Plan

SCALE: 1"=20'-0"

AGENDA ITEM 11.1

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November 16, 2015

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A-1 Roof

727



Front Elevation



Left Elevation



Right Elevation

SCALE: 1/8"=1'-0"



Rear Elevation

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I Building

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A2 I Buil

728



Front Elevation



Left Elevation



Right Elevation



SCALE: 1/8"=1'-0"

Rear Elevation

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Rancho Cordova, CA

November 16, 2015

I Podium Building

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AGENDA ITEM 11.1

BSB DESI

A2 I Pod Building

729



Front Elevation



Rear Elevation

AGENDA ITEM 11.1

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T Building

Bridgeway Square Apartments

Rancho Cordova, CA

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BSB DESIGN

A2 730
T Buil



Left Elevation



Right Elevation

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T Building

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A2 T Buil

731



Pool Cabana



Right Elevation

SCALE: 1/8"=1'-0"



Rear Elevation

SCALE: 1/8"=1'-0"



Left Elevation

SCALE: 1/8"=1'-0"



Front Elevation

SCALE: 1/8"=1'-0"

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Clubhouse

Bridgeway Square Apartments

Rancho Cordova, CA

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BSB DESI

A2 732

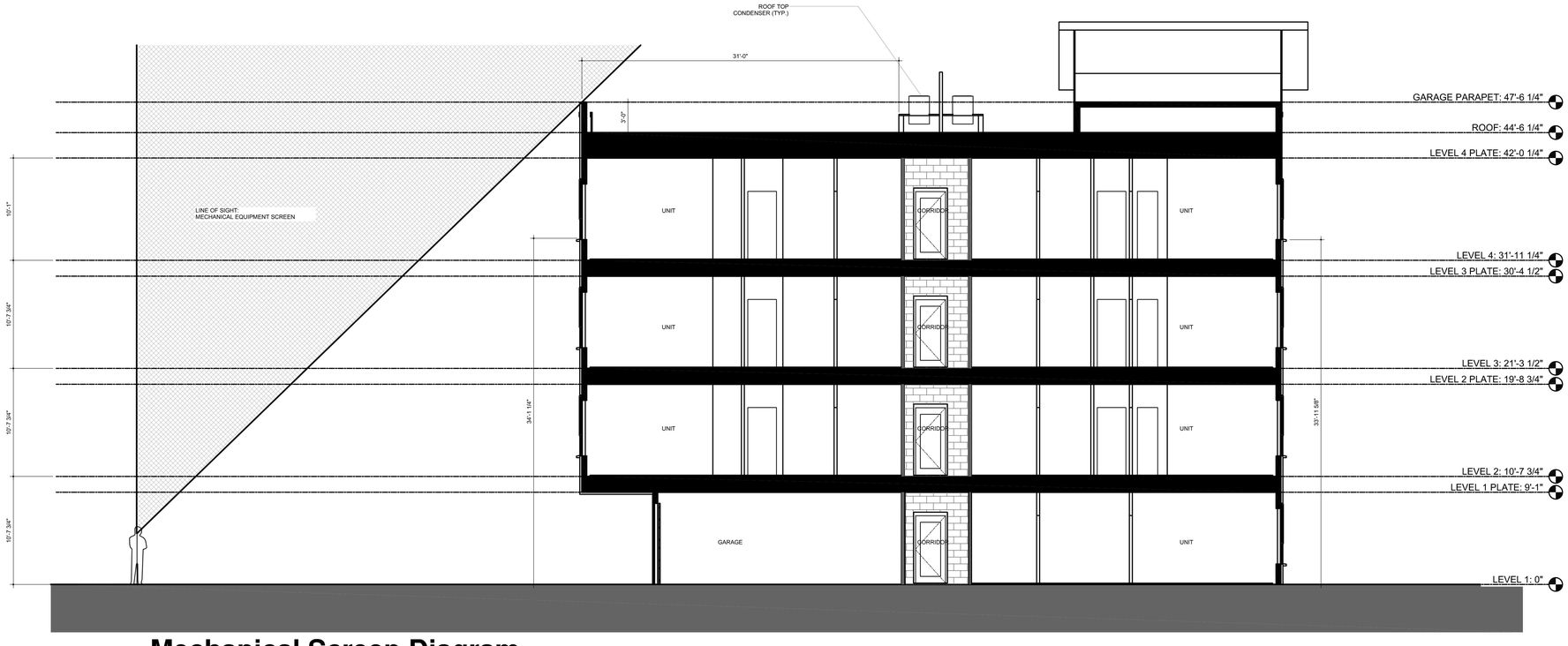
Clubhou Pool Cabana Elevations



2 Building I - Front Enlarged Elevation

MATERIAL LEGEND

- AWNINGS/ RAILINGS/ BRACKETS
- METAL ROOF - ZINC GRAY BY BERRIDGE OR SIM.
- STUCCO 1/ TRIM - KM5151 CHILD OF HEAVEN BY KELLY-MOORE PAINTS
- STUCCO 2/ FASCIA - KM5768 SAGE OF ADVICE BY KELLY-MOORE PAINTS
- STUCCO 3/ ACCENT - KM5154 ELF SLIPPERS BY KELLY-MOORE PAINTS
- STONE VENEER - CORONADO STRIP STONE - FAWN BY CORONADO



1 Mechanical Screen Diagram

AGENDA ITEM 11.1

A.G. Spanos Companies

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Bridgeway Square Apartments

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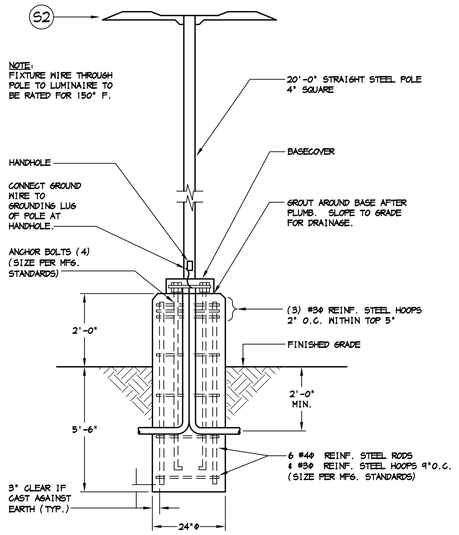
A3 Materials and Mechanical Screen Diagram

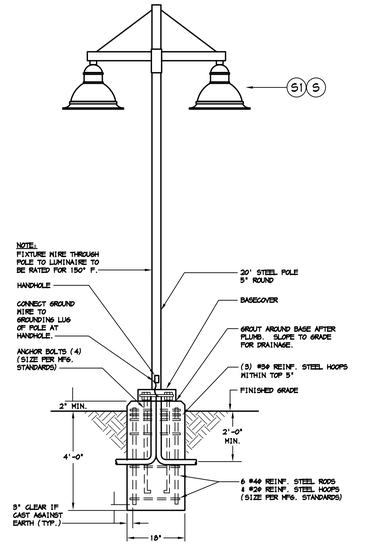
LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	MANUFACTURER & CATALOG NUMBER	LAMPS	VA	MOUNTING	REMARKS
S	LED DECORATIVE POLE LIGHT	ANTIQUE STREET LAMPS ELM25 FT 63LED 525 FT 40K/SS520 56 T20 DDB BC DECORATIVE BASE MERM 5" FINISH	109W LED	109	MOUNTED ON 20' POLE 4" DIA. ROUND	.
S1	LED DECORATIVE POLE LIGHT DOUBLE HEAD	ANTIQUE STREET LAMPS ELM25 FT 63LED 525 FT 40K/SS520 56 T20 DDB BC DECORATIVE BASE MERM 5" FINISH	109W LED	218	MOUNTED ON 20' POLE 4" DIA. ROUND	
S2	POLE MOUNTED FIXTURE DOUBLE HEAD	LITHONIA DSX1 LED 60C 1000 40K T3M MVOLT SPA PIRH BL30 DDBXD	LED	418	POLE @ 22'	
S3	HID WALL PACK	E-CONOLIGHT E-WPDM07GZ	1-70W MH	95	WALL MOUNTED +12'-0"	



POLE MOUNTED FIXTURE DETAIL

NOT TO SCALE



POLE MOUNTED FIXTURE DETAIL

NOT TO SCALE

SYMBOLS LIST

SYMBOL	DESCRIPTION
	LIGHTING FIXTURE, MOUNTED ON POLE WITH SINGLE/DOUBLE HEADS
	LIGHTING FIXTURE, MOUNTED ON POLE (POST-TOP HEAD)
A	FIXTURE TAG - 'A' DENOTES FIXTURE TYPE, SEE LIGHTING FIXTURE SCHEDULE
S	SINGLE POLE TOGGLE SWITCH, 20A, 120-277V AT +48" MAX (TOP OF BOX)
S^3	THREE WAY TOGGLE SWITCH 20A, 120-277V AT +48" MAX (TOP OF BOX)
$S^{a,b,c}$	SUBSCRIPT DENOTES OUTLET OR FIXTURE CONTROLLED AT +48" MAX (TOP OF BOX)
S^D	DIMMING SWITCH 20A, 120-277V AT +48" MAX (TOP OF BOX)
S^V	LOW VOLTAGE 3-WIRE MOMENTARY SWITCH
S^T	THERMAL OVERLOAD SWITCH
	MAIN SWITCHBOARD
	LIGHTING OR DISTRIBUTION PANEL
	TERMINAL CABINET
	JUNCTION BOX
PB	PULL BOX
	MOTOR STARTER, SEE MP#S. CONNECT AS REQUIRED
F	HEAVY DUTY SAFETY TYPE DISCONNECT SWITCH, SIZE & NEMA TYPE AS REQUIRED, F=FUSED
1	FLAG NOTE SHOWN ON SAME SHEET
	CIRCUIT CONCEALED IN CEILING OR WALL
	CIRCUIT CONCEALED IN FLOOR OR UNDERGROUND
	EXISTING CIRCUIT
	HOMERUN TO PANELBOARD OR TERMINAL CABINET
	DENOTES # OF #12 WIRES, NO MARKS = 2 #12, 1/2"C, CURVED HATCH DENOTES EQUIPMENT GROUND, DOT DENOTES ISOLATED GROUND, OTHERS AS NOTED
	TELEPHONE TERMINAL BOARD 'TTB': 4'x8'x3/4" PLYWOOD BACKBOARD WITH FOURPLEX RECEPTACLE & (1)#6 GND, UON

NOTE:
SYMBOLS INDICATED ABOVE MAY NOT NECESSARILY APPEAR AS PART OF THESE DRAWINGS IF NOT REQUIRED.

ABBREVIATIONS

AFF	ABOVE FINISHED FLOOR
C	CONDUIT
CLG	CEILING
(E)	EXISTING
EM	DENOTES EMERGENCY FIXTURE. PROVIDE WITH 90-MINUTE BATTERY BACK-UP BALLAST, SEE LIGHTING PLANS FOR LOCATIONS AND QUANTITIES.
GFCI	GROUND FAULT CIRCUIT INTERRUPT
IG	ISOLATED GROUND
MP#S	SEE MECHANICAL PLANS & SPECIFICATIONS
MT	EMPTY CONDUIT WITH NYLON PULL ROPE
(N)	NEW
NIES	NOT IN ELECTRICAL SECTION OF THESE PLANS & SPECIFICATIONS
NL	NIGHT LIGHT - FIXTURE TO BE UNSWITCHED
PFB	PROVISION FOR FUTURE BREAKER
PNL	PANELBOARD
(R)	RELOCATED
TTB	TELEPHONE TERMINAL BOARD
(TYP)	TYPICAL
UG	UNDERGROUND
UON	UNLESS OTHERWISE NOTED
WP	WEATHERPROOF, RECEPTACLE COVERS SHALL BE "WEATHERPROOF WHILE IN USE". (CEC 406.9)

BSB DESIGN
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1751 Cebrian Street
West Sacramento CA 95691
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916.375.0773 fax
www.capcitydesign.com

BRIDGEWAY APARTMENTS
RANCHO CORDOVA, CA

No.	Date	Issue
		Building Dept. Submittal

Project Architect	BB
Project Designer	TB
Date	11-17-2015
Job Number	2015-053
Drawn By	JG
Checked By	TB/JA
Title	SYMBOLS LIST, LTG FIXTURE SCHEDULE
Sheet Number	E1.0

AGENDA ITEM 11.1

C:\sdsk\PROJ\2015-053 Rancho Cordova Apartments Photometric\Drawings\15053-E1.0.dwg Time:Nov17,2015-05:17pm Login:jgaines Dimscale:1 LTScale:0.5 Images:"\BSB_Logo_Black.jpg"

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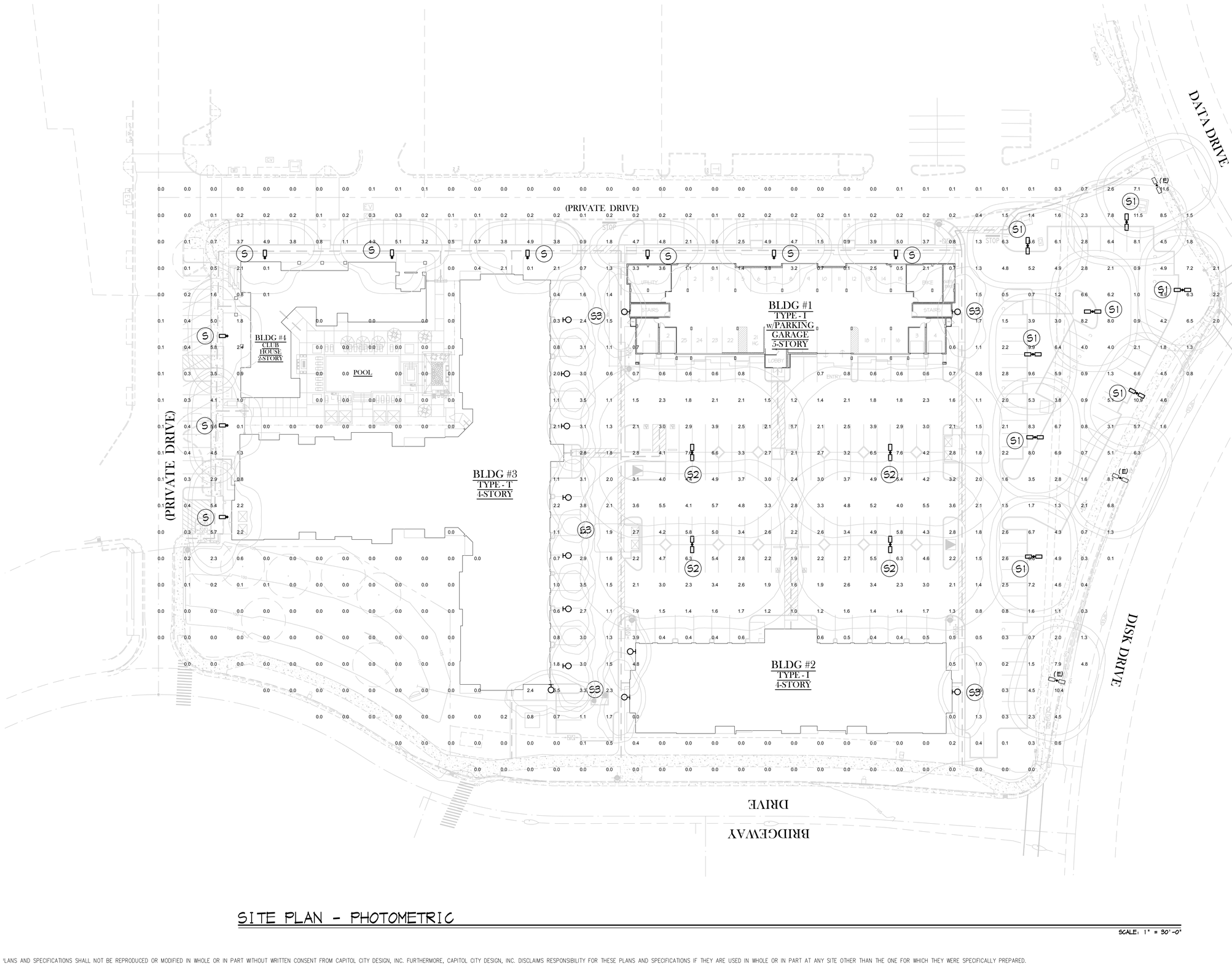
EXHIBIT 4A



SITE PLAN - PHOTOMETRIC

SCALE: 1" = 30'-0"

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SACRAMENTO, CA 95825
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916.375.0773 fax
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BRIDGEWAY APARTMENTS
RANCHO CORDOVA, CA

No.	Date	Issue
		Building Dept. Submittal

Project Architect	BB
Project Designer	TB
Date	11-17-2015
Job Number	2015-053
Drawn By	JG
Checked By	TB/JA
Title	SITE PLAN - PHOTOMETRIC
Sheet Number	E2.0

AGENDA ITEM 11.1

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C:\sdsk\PROJ\2015-053 Rancho Cordova Apartments Photometric\Drawings\15053-E2.0.dwg Time:Nov17,2015-05:15pm Login:jgaines Dimscale:360 LTScale:1 Images:"\BSB_logo_black.jpg" "303-0031-Demo.dwg" "\Xrefs\Building 1 First Floor.dwg" "\Xrefs\Building 1 First Floor.dwg" "\Xrefs\xfin0.dwg"

STATE OF CALIFORNIA
OUTDOOR LIGHTING
CEC-NRCC-LTO-01-E (Revised 06/14) — CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTO-01-E
Outdoor Lighting	(Page 1 of 5)
Project Name: PETALUMA APARTMENTS	Date Prepared: 05/19/2015

Project Address:	Total Illuminated Hardscape Area
PETALUMA, CA	251,900 SF

General Information

Phase of Construction: ☒ New Construction ☐ Addition ☐ Alteration

Outdoor Lighting Zone (OLZ) ☒ OLZ-1 ☐ OLZ-2 ☐ OLZ-3 ☐ OLZ-4

I have confirmed with the AHJ which OLZ applies to this site. For default lighting zone designations, see Title 24 Part 6, §10-114

1.

1.
2.
3.
4.
5.

LIGHTING COMPLIANCE DOCUMENTS (check box for each document included)

For detailed instructions on the use of this and all Energy Efficiency Standards compliance documents, refer to the Nonresidential Manual published by the California Energy Commission.

☒ NRCC-LTO-01-E	Certificate of Compliance
☐ NRCC-LTO-02-E	Outdoor Lighting Controls Certificate of Compliance
☒ NRCC-LTO-03-E	Outdoor Lighting Power Allowance Certificate of Compliance

Summary of Allowed Outdoor Lighting Power		Watts
1. **Sum Total ALLOWED** Outdoor Lighting Wattage from NRCC-LTO-03-E, page 1	=	27420
Complies ONLY if **Installed ≤ Allowed**		↓
2. **Sum Total INSTALLED** Outdoor lighting Wattage from NRCC-LTO-01-E, page 3		8545

Declaration of Required Installation Certificates - Declare by checking all Installation Certificates that will be submitted. (Retain copies and verify forms are completed and signed.)

CERTIFICATE OF COMPLIANCE	NRCC-LTO-01-E
Outdoor Lighting	(Page 3 of 4)
Project Name: PETALUMA APARTMENTS	Date Prepared: 05/19/2015

A. OUTDOOR LIGHTING SCHEDULE and FIELD INSPECTION ENERGY CHECKLIST

Luminaire Schedule		Installed Watts				Location	Cutoff	Field Inspector	
A	B	C	D		E	F	G	H	I	
Name or Item Tag	Complete Luminaire Description	Watts per Luminaire	How wattage was determined: CEC Default from JA4	How wattage was determined: Specified by Designer	Number of Luminaires	Total Installed Watts (E x F)	Primary Function area in which these luminaires are installed	BUG Rating	Pass	Fail
S	LED POLE LIGHT	109	☒	☒	9	981			☐	☐
S1	LED POLE LIGHT	218	☒	☒	11	2398			☐	☐
S2	LED POLE LIGHT	418	☒	☒	10	4180			☐	☐
S3	LED WALL LIGHT	74	☒	☒	14	1036			☐	☐
			☐	☐					☐	☐
			☐	☐					☐	☐
			☐	☐					☐	☐
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			☐	☐					☐	☐
			☐	☐					☐	☐
			☐	☐					☐	☐
	INSTALLED WATTS PAGE TOTAL:					8545	Enter sum total of all pages (**Sum Total INSTALLED** Outdoor lighting wattage) into NRCC-LTO-01-E; Page 1			8545

CERTIFICATE OF COMPLIANCE	NRCC-LTO-01-E
Outdoor Lighting	(Page 5 of 5)
Project Name: PETALUMA APARTMENTS	Date Prepared: 05/19/2015

DOCUMENTATION AUTHOR'S DECLARATION STATEMENT

2. I certify that this Certificate of Compliance documentation is accurate and complete.

Documentation Author Name:	Documentation Author Signature:
Company:	Signature Date:
Address:	CEA/ HERS Certification Identification (if applicable):
City/State/Zip:	Phone:

RESPONSIBLE PERSON'S DECLARATION STATEMENT

I certify the following under penalty of perjury, under the laws of the State of California:

6. The information provided on this Certificate of Compliance is true and correct.
7. I am eligible under Division 3 of the Business and Professions Code to accept responsibility for the building design or system design identified on this Certificate of Compliance (responsible designer).
8. The energy features and performance specifications, materials, components, and manufactured devices for the building design or system design identified on this Certificate of Compliance conform to the requirements of Title 24, Part 1 and Part 6 of the California Code of Regulations.
9. The building design features or system design features identified on this Certificate of Compliance are consistent with the information provided on other applicable compliance documents, worksheets, calculations, plans and specifications submitted to the enforcement agency for approval with this building permit application.
10. I will ensure that a completed signed copy of this Certificate of Compliance shall be made available with the building permit(s) issued for the building, and made available to the enforcement agency for all applicable inspections. I understand that a completed signed copy of this Certificate of Compliance is required to be included with the documentation the builder provides to the building owner at occupancy.

Responsible Designer Name:	Responsible Designer Signature:
Company :	Date Signed:
Address:	License:
City/State/Zip:	Phone:

STATE OF CALIFORNIA
OUTDOOR LIGHTING POWER ALLOWANCES
CEC-NRCC-LTO-03-E (Revised 06/14) — CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE	NRCC-LTO-03-E
Outdoor Lighting Power Allowances	(Page 1 of 4)
Project Name: PETALUMA APARTMENTS	Date Prepared: 05/19/2015

A. OUTDOOR LIGHTING POWER ALLOWANCE SUMMARY

1. General Hardscape Lighting Power Allowance (Site Total from Section B of NRCC-LTO-03-E)					1.
2. Additional Specific "use it or lose it" Lighting Power Allowances listed in each of these cells shall be identical to total allowed watts determined in Section C-1 to C-4 of NRCC-LTO-03-E.					
PER APPLICATION from Section C-1		PER UNIT LENGTH (SALES FRONTAGE) from Section C-2		PER HARDSCAPE AREA (ORNAMENTAL LIGHTING) from Section C-3		PER SPECIFIC AREA from Section C-4.		2. X
X	+	X	+	X	+	X	=	3. X
3. Sum Total ALLOWED Outdoor Lighting Wattage (add rows 1 and 2)								

B. GENERAL HARDSCAPE LIGHTING POWER ALLOWANCE FROM TABLE 140.7-A

Area Wattage Allowance (AWA)				Linear Wattage Allowance (LWA)			Initial Wattage Allowance (IWA)	Total General Hardscape Lighting Allowance
A	B	C	D	E	F	G	H	I
Name of area	Illuminated Hardscape Area	AWA Per Square Foot	AWA (B x C)	Perimeter Length of General Hardscape	LPA per Linear Foot	LWA (E x F)	IWA (Watts)	D + G + H
PARKING, SITE	251900	.092	23175	3777	0.42	3475	770	27420
							TOTAL	27420

CERTIFICATE OF COMPLIANCE	NRCC-LTO-03-E
Outdoor Lighting Power Allowances	(Page 4 of 4)
Project Name: PETALUMA APARTMENTS	Date Prepared: 05/19/2015

DOCUMENTATION AUTHOR'S DECLARATION STATEMENT

1. I certify that this Certificate of Compliance documentation is accurate and complete.

Documentation Author Name:	Documentation Author Signature:
Company:	Signature Date:
Address:	CEA/ HERS Certification Identification (if applicable):
City/State/Zip:	Phone:

RESPONSIBLE PERSON'S DECLARATION STATEMENT

I certify the following under penalty of perjury, under the laws of the State of California:

1. The information provided on this Certificate of Compliance is true and correct.
2. I am eligible under Division 3 of the Business and Professions Code to accept responsibility for the building design or system design identified on this Certificate of Compliance (responsible designer).
3. The energy features and performance specifications, materials, components, and manufactured devices for the building design or system design identified on this Certificate of Compliance conform to the requirements of Title 24, Part 1 and Part 6 of the California Code of Regulations.
4. The building design features or system design features identified on this Certificate of Compliance are consistent with the information provided on other applicable compliance documents, worksheets, calculations, plans and specifications submitted to the enforcement agency for approval with this building permit application.
5. I will ensure that a completed signed copy of this Certificate of Compliance shall be made available with the building permit(s) issued for the building, and made available to the enforcement agency for all applicable inspections. I understand that a completed signed copy of this Certificate of Compliance is required to be included with the documentation the builder provides to the building owner at occupancy.

Responsible Designer Name:	Responsible Designer Signature:
Company :	Date Signed:
Address:	License:
City/State/Zip:	Phone:

BSB DESIGN
300 UNIVERSITY AVE SUITE 220
SACRAMENTO, CA 95825
916-941-0990
WWW.BSBDESIGN.COM

CAPITOL CITY DESIGN INC
Electrical Engineering Consultants
1751 Cebrian Street
West Sacramento CA 95691
916.375.0135
916.375.0773 fax
www.capcitydesign.com

BRIDGEWAY APARTMENTS
RANCHO CORDOVA, CA

No.	Date	Issue
		Building Dept. Submittal

Project Architect	BB
Project Designer	TB
Date	11-17-2015
Job Number	2015-053
Drawn By	JG
Checked By	TB/JA
Title	LIGHTING TITLE 24
Sheet Number	E3.1

AGENDA ITEM 11.1

C:\sdsk\PROJ\2015-053 Rancho Cordova Apartments Photometric\Drawings\15053-E3.0.dwg Time:Nov17,2015-05:15pm Login: jgaines Dimscale:1 LTScale:0.5 Images: "\BSB_logo_block.jpg"

PLANS AND SPECIFICATIONS SHALL NOT BE REPRODUCED OR MODIFIED IN WHOLE OR IN PART WITHOUT WRITTEN CONSENT FROM CAPITOL CITY DESIGN, INC. FURTHERMORE, CAPITOL CITY DESIGN, INC. DISCLAIMS RESPONSIBILITY FOR THESE PLANS AND SPECIFICATIONS IF THEY ARE USED IN WHOLE OR IN PART AT ANY SITE OTHER THAN THE ONE FOR WHICH THEY WERE SPECIFICALLY PREPARED.

EXHIBIT 4A

PRELIMINARY LANDSCAPE PLAN EXHIBITS

BRIDGEWAY SQUARE APARTMENTS

CITY OF RANCHO CORDOVA, CA

737

SIGN MONUMENT LOCATION

DATA DRIVE

EXISTING PISTACHE TREES IN LAWN GRASS ALONG DISK DRIVE. ASSUMED CONTINUOUS MAINTENANCE BY CITY.

LANDSCAPE DESIGN ALONG ROAD FRONTAGE TO CONSIST OF HEDGE SHRUBS TO SCREEN PARKING LOT.

DISK DRIVE

SIDEWALK CONNECTION

EXISTING PISTACHE TREES ALONG BRIDGEWAY DRIVE

EXISTING LAWN GRASS. ASSUMED CONTIGUOUS MAINTENANCE BY CITY

NORTHERN EDGE OF SMUD ELECTRIC EASEMENT - NO TREES ALLOWED

BIKE PARKING
BIKE GARAGE

TRASH ENCLOSURE

PLANTER (TYP)

PARKING AREA LIGHTS (TYP)

BLDG #1

BLDG #2

BIKE PARKING
BIKE GARAGE

(PRIVATE DRIVE)

TRASH ENCLOSURE
ASSUMED TRANSFORMER LOCATION

BIKE PARKING
BIKE GARAGE

LIGHTS ON THE BLDG. (TYP)

PAINTED STEEL TRELLIS STRUCTURE OVER GATED ENTRY

FIRE PLACE, BALL, BBQ, SOCIAL AREA UNDER A CABANA STRUCTURE

SPA

GATED ENTRY TO BUILDING

BLDG #3

8X8 TENT CABANAS

20X50 POOL

FENCE

FIRE TABLE AREA

CLUB HOUSE

PAINTED STEEL TRELLIS STRUCTURE OVER GATED ENTRY

SIDEWALK CONNECTIONS TO PUBLIC SIDEWALK

SOUTHERN EDGE OF SMUD ELECTRIC EASEMENT - NO TREES ALLOWED

EXISTING OFF SITE COTTONWOOD TREES

OTHER EXISTING OFF-SITE TREES IN DRAINAGE AREA

BRIDGEWAY DRIVE

(PRIVATE DRIVE)

SIGN MONUMENT

BIKE PARKING

TRASH ENCLOSURE

EXISTING OLIVE TREE TO BE REMOVED

EXISTING OLIVE TREE TO BE REMOVED

SEE SHEET pLA-02 FOR MORE PLANT INFORMATION.

TREE SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME
	Acer buergerianum / Trident Maple
	Acer japonicum `Bloodgood` / Bloodgood Amur Maple
	Acer rubrum `Bowhall Red` / Red Maple
	Acer rubrum `October Glory` TM / October Glory Maple
	Arbutus unedo / Strawberry Tree Standard
	Chilopsis linearis / Desert Willow
	Cupressus sempervirens / Italian Cypress
	Lagerstroemia indica `Muskogee` / Muskogee Crape Myrtle
	Pistacia chinensis `Keith Davey` / Keith Davey Pistache
	Prunus cerasifera `Newport` / Newport Flowering Plum
	Zelkova serrata `Village Green` / Sawleaf Zelkova

PLANTING AREAS. SEE PROPOSED PLANT SCHEDULE SHEET LA-02

RED DOT REPRESENTS TREE USED FOR PARKING AREA SHADE CALCULATIONS. SEE SHEET LA-02.

VIEW POINT IMAGE ILLUSTRATED ON THE FOLLOWING LANDSCAPE EXHIBITS

N W E S

scale: 1"=20'

0 20 40 60 feet

SCALE: 1" = 20'

PRELIMINARY LANDSCAPE PLAN
November 16, 2015

Scott Robertson, Landscape Architect, LLA4271

omni · means
ENGINEERING SOLUTIONS

AGENDA ITEM 11.1

PRELIMINARY PLANT PALETTE

This plant schedule is intended to provide the basic palette of plant materials proposed for the project. This palette may contract or expand as the actual planting design is embarked upon. However, the type of plant materials reflected will remain the same. Note: Shrub and GC symbol not illustrated on Preliminary Planting Plan.

TREES	BOTANICAL NAME	COMMON NAME	CONT
	A□□r □□□r□□r□□□□□ M□d□□□ □ □□□r U□□	Tr□d□□□M□□□□	15 □□□
	A□□r □□□□□□□□□□ □B□□□d□□□d□ M□d□□□ □ □□□r U□□	B□□□d□□□d A□ □r M□□□□	2□" B□□
	A□□r r□□r□□ □B□□ □□□□R□d□ M□d□□□ □ □□□r U□□	R□d M□□□□	15 □□□
	A□□r r□□r□□ □O□□□□□r G□□r□□TM M□d□□□ □ □□□r U□□	O□□□□□r G□□r□M□□□□	2□"□□□
	Ar□□□□□ □□□d□ L□□ □ □□□r U□□	S□r□□ □□rr□ Tr□□ S□□□d□rd	2□"□□□
	C□□□□□□□□ □□□□r□□ L□□ □ □□□r U□□	D□□□r□□ □□□□	2□"□□□
	C□□r□□□□□ □□□ □□r□r□□□ L□□ □ □□□r U□□	I□□□□□ C□□r□□□	15 □□□
	L□□□r□r□□□ □□ □d□□□ □M□□□□□□□□□ L□□ □ □□□r U□□	M□□□□□□□□ Cr□□□ M□r□□□	2□"□□□
	P□□□□□□□ □□□□□□□□□ □K□□□□ D□□□□□□ L□□ □ □□□r U□□	K□□□□ D□□□□□ P□□□□□□□□	15 □□□
	Pr□□□□□ □□r□□□□r□ □N□□ □□r□□ M□d□□□ □ □□□r U□□	N□□ □□r□F□□□ □r□□□ P□□□	15 □□□
	□□□□□□□□ □□rr□□□ □V□□□□□□ Gr□□□□□ M□d□□□ □ □□□r U□□	S□□ □□□□□□□□□□□□	15 □□□

SHRUBS	BOTANICAL NAME	COMMON NAME	CONT
	A□□□□□□ □ □A□□□□□ T□ □□□□□TM M□d□□□ □ □□□r U□□	E□□□r□ A□□□□□□ □A□□□□□ □ T□ □□□□□	5 □□□
	B□r□□r□□ □□□□□□□r□□□□□□□□□□□□ L□□ □ □□□r U□□	B□r□□rr□	5 □□□
	C□□□□□□□□ □□ □□r□□□□ □L□□□□ J□□□□□ L□□ □ □□□r U□□	D□□r□B□□□□□ Br□□□	5 □□□
	C□□ □□□□□ □□□□□□□□□ M□d□□□ □ □□□r U□□	C□□ □□□□□	5 □□□
	C□r□□□□□r□□ □□□□□r□□□□ L□□ □ □□□r U□□	B□□□ A□□□□ □□□□	5 □□□
	C□□□□□□ □ □□r□□r□□□□ L□□ □ □□□r U□□	Or□□d R□□□r□□□	5 □□□
	H□□□r□□ □□□□□ □r□□□□□□□□□□ L□□ □ □□□r U□□	T□□□□□	5 □□□
	J□□□□□r□□ □□□□□□□□□□□ □B□□□ P□□□□□□ L□□ □ □□□r U□□	B□□□□ P□□□r J□□□□□r	5 □□□
	J□□□□□r□□ □□□□□□□□□□□ □S□□□ Gr□□□□□ L□□ □ □□□r U□□	S□□ Gr□□□□ J□□□□□r	5 □□□
	J□□□□□r□□ □□□□□□□□r□□ □S□□r□□□□□□□ L□□ □ □□□r U□□	S□□r□□□□□J□□□□□r	5 □□□
	J□□□□□r□□ □r□□□□□□□□□□ □S□□□□r S□r□□d□r□ L□□ □ □□□r U□□	S□□□□r S□r□□d□r J□□□□□r	5 □□□
	N□□d□□□ d□□ □□□□□□ □C□□ □□□□□□□ L□□ □ A□□r U□□	C□□ □□□□H□□□□□□□□B□□ □□□□	5 □□□
	N□□d□□□ d□□ □□□□□□ □M□□□ B□□□□TM L□□ □ □□□r U□□	M□□□□ B□□ N□□d□□□	5 □□□
	N□r□□□ □□□□□d□r □P□□□□□ S□□□ □□□□ L□□ □ □□□r U□□	P□□□□□ S□□□ □□ O□□□□d□r	5 □□□
	Pr□□□□ □□r□□□□□□□□ □C□□ □□□□□□□ L□□ □ □□□r U□□	C□r□□□□□ C□□rr□	5 □□□
	R□□□□□□□□□□□□□ □d□□□ □□□r□□□□ □□□□□□□□□ L□□ □ □□□r U□□	I□d□□ H□□ □□□r□	5 □□□
	S□□□□□ □r□□□□□□L□□□□□□□□ L□□ □ □□□r U□□	A□□□□ □S□□□	5 □□□
	T□□□r□□□ □r□□□□□□□ L□□ □ □□□r U□□	B□□□ G□r□ □□d□r	5 □□□
	□□□□□□ □ □□□□□□□□□□ □C□□ □□□□□□□ L□□ □ □□□r U□□	C□□ □□□□□□□□□□ □	5 □□□

CYCADS/PALMS	BOTANICAL NAME	COMMON NAME	CONT
	C□□□□r□□□□□□□ M□d□□□ □ □□□r U□□	S□□□ P□□□	5 □□□

GRASSES	BOTANICAL NAME	COMMON NAME	CONT
	F□□□□□□ □□□□□□ □E□□□□ B□□□□ L□□ □ □□□r U□□	E□□□□ B□□□ F□□□□□	1 □□□
	F□□□□□□ □ □r□□ L□□ □ □□□r U□□	A□□□ F□□□□□	1 □□□
	J□□□□□ □□□□□□□ M□d□□□ □□ H□□□ □ □□□r U□□	B□□□ R□□□	1 □□□
	L□□ □□dr□ □□□□□□□□□ □Br□□□□□ L□□ □ □□□r U□□	D□□r□M□□R□□□ □Br□□□□□	1 □□□
	M□□□□□□□r□□□ r□□□□□ L□□ □ □□□r U□□	D□□r Gr□□□	5 □□□

PERENNIALS AND BOLD ACCENT PLANTS	BOTANICAL NAME	COMMON NAME	CONT
	A□□□□□□□□□□ □r□□□□□□ □□ □□□□□ A□□□□□ M□d□□□ □ □□□r U□□	□ □□□□ A□□□ L□□ □□□□□ N□□	1 □□□
	A□□□□□□□□□□ S□□□□□□ M□d□□□ □ □□□r U□□	B□□□ L□□ □□□□□ N□□	5 □□□
	A□□d□□r□ □□□□□r L□□ □ □□□r U□□	C□□□Ir□□ P□□□□	5 □□□
	C□rd□□□□□ □ □B□□□r□□ L□□ □ □□□r U□□	B□□□r□□ Dr□□□□□□	5 □□□
	D□□□□□ □□□□□□ □J□□□□□□□□□ L□□ □ □□□r U□□	F□r□□□□□□L□□□	5 □□□
	G□□r□ □□d□□□□ □r□D□r□P□□□□ L□□ □ □□□r U□□	D□r□P□□□G□□r□	1 □□□
	H□□ □r□□□□□□ □□□r'd M□d□□□ □ □□□r U□□	D□□□□□ "E□□r□r□□□" V□r□□□□	2 □□□
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	P□□r□ □□□ □□□□□ □□□r□□□□ □□□□□□□□ L□□ □ □□□r U□□	N□□ □□□□□d F□□□	5 □□□
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	Y□□□□ r□□□r□□□□□ L□□ □ □□□r U□□	S□□□□□□□ Y□□□□	5 □□□
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VINE/ESPALIER	BOTANICAL NAME	COMMON NAME	CONT
	S□□□□□□ □□□□ □□□d□□ M□d□□□ □ □□□r U□□	P□□□□ V□□	1 □□□

□OODY GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT
	L□□□□□ □□□ □r□ □S□□□□r□□ L□□ □ □□□r U□□	S□□□□r□□S□r□□d□□ L□□□□□	1 □□□
	M□□□□□ □□□□□□□□ □C□□ □□□□□□ M□d□□□ □ □□□r U□□	C□□ □□□□Or□□□□ Gr□□□	5 □□□

	M□□□□□□r□□□□□ M□d□□□ □ □□□r U□□	Cr□□□□□ M□□□□□	1 □□□
	M□□□□r□□ □ □□ □□□□ L□□ □ □□□r U□□	M□□□r□r□□ □ □□□	1 □□□
	R□□□ □□□□□□r□ □F□□□ □r C□r□□□V□r□□□□□ M□d□□□ □ □□□r □□□	R□d Gr□□□d□□□r R□□□	2 □□□
	R□□□ □r□□□ □□□□□□□□ □H□□□□□□□ C□r□□□ L□□ □ □□□r U□□	H□□□□□□□ C□r□□□R□□□ □r□	1 □□□
	Tr□□□□□□□r□ □□ □□□□□□□ □A□□□□□ M□d□□□ □ □□□r U□□	A□□□□ J□□□ □□□	1 □□□
	Tr□□□□□□□r□ □□ □□□□ □□d□□ M□d□□□ □ □□□r U□□	S□r J□□□ □□□	1 □□□

GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT
	A□□□□F□□□r□ H□□□ □ □□□r U□□	S□□□□□F□□□r□ □□□□□d □□ □□□r□□□r	□"□□□
	RIVER RUN ROCK MULCH	□" SI□E RIVER RUN COBBLE ROCK	SF

PRELIMINARY LANDSCAPE PLAN EXHIBITS

BRIDGEWAY SQUARE APARTMENTS

CITY OF RANCHO CORDOVA, CA

GENERAL LANDSCAPE DESIGN NOTES

The design of the landscape and irrigation system is intended to meet the State of California's Model Landscape Water Efficient Landscape Ordinance. Toward this end, the project will include the following best practices:

1. If proposed, lawn grass areas will utilize a low water use hybrid sod grass, and will be limited in its use. Lawn area shall be irrigated by a low volume pop-up rotary sprinkler system.
2. Plant materials will be located based on their micro-climate expectations.
3. Hydrozone irrigation techniques will be incorporated.
4. The plant palette will utilize low (majority of plant materials) to medium water use plant materials appropriate to the climate zone region.
5. Common area and perimeter area landscape irrigation will consist of a combination of water conserving low volume rotary sprays (where appropriate in lawn or large ground cover areas), traditional drip irrigation, and/or an in-line drip irrigation system.
6. All electronic irrigation valves shall be connected to an automatic "SMART" irrigation control system.
7. The irrigation system shall be designed to meet the most current State and local agency water conservation policies / standards.
8. Trees shall be planted from a minimum 15-gallon container size. Root barriers shall be utilized where trees are planted within 10-ft. of streets or sidewalks.
9. Shrub planting shall be a minimum 5-gallon size container.
10. Various small perennial plants, ornamental grasses, and ground covers shall be planted from a minimum 1-gallon container. Some fast growing groundcovers may be planted from 4" pots.
11. Parking areas will be screened from the street by plant materials with a minimum height of 30".
12. A minimum 3-inches of wood bark mulch shall be spread in all non-lawn grass planter areas to conserve water and mitigate weeds.

PARKING AREA SHADE CALCULATION

Square footage coverage for type of tree based on City of Sacramento shade tree list (note Rancho Cordova does not have a shade coverage list by tree)

Trees used for parking area shade calculations

25-30 ft. Crown Diameter

BOTANICAL NAME	*706*	*530*	*354*	*177*	*TOTAL S.F.*	
	100%	*75%*	*50%*	*25%*		
Acer Rubrum 'October Glory'	11	10	11	0	**16960**	
Pistache Chinensis 'Keith Davey'	0	1	11	0	**4424**	
Zelkova serrata 'Village Green'	0	1	9	0	**3716**	
						25100

20-25 ft. Crown Diameter

BOTANICAL NAME	*491*	*368*	*246*	*123*	*TOTAL S.F.*	
	100%	*75%*	*50%*	*25%*		
Arbutus undedo	6	4	7	0	**6140**	
Prunus cerasifera 'Newport'	0	0	1	1	**369**	
						6509

15-20 ft. Crown Diameter

BOTANICAL NAME	*314*	*236*	*157*	*79*	*TOTAL S.F.*	
	100%	*75%*	*50%*	*25%*		
Acer buergerianmnum	0	0	3	0	**471**	
Acer rubrum 'Bowhall'	0	0	7	0	**1099**	
Lagerstromeia indica	0	0	11	0	**1727**	
						3297

Total Tree Shade (SF)	34,906
Total Parking Area (includes backup) (SF)	87,599
Percent Shade	40%

November 16, 2015

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PRELIMINARY LANDSCAPE PLAN EXHIBITS

BRIDGEWAY SQUARE APARTMENTS

CITY OF RANCHO CORDOVA, CA

PROJECT SIGN MONUMENT CONCEPT

T O FREESTANDING SIGN MONUMENTS AT THE CLUB HOUSE,AND AT DATA DR. PRIVATE DR., REFLECTING THE THEME MONUMENTS ESTABLISHED BY THE CAPITAL VILLAGE SIGN MONUMENT GUIDELINES. THE SIGN AT THE CLUB HOUSE ILL BE A SCALED DO N VERSION REFLECTING A SIMILAR THEME.



SIGN MONUMENT ELEVATION



VIE 1 - SIGN MONUMENT AT THE CORNER OF DATA DRIVE AND PRIVATE DRIVE



SIGN MONUMENT LEFT SIDE PERSPECTIVE



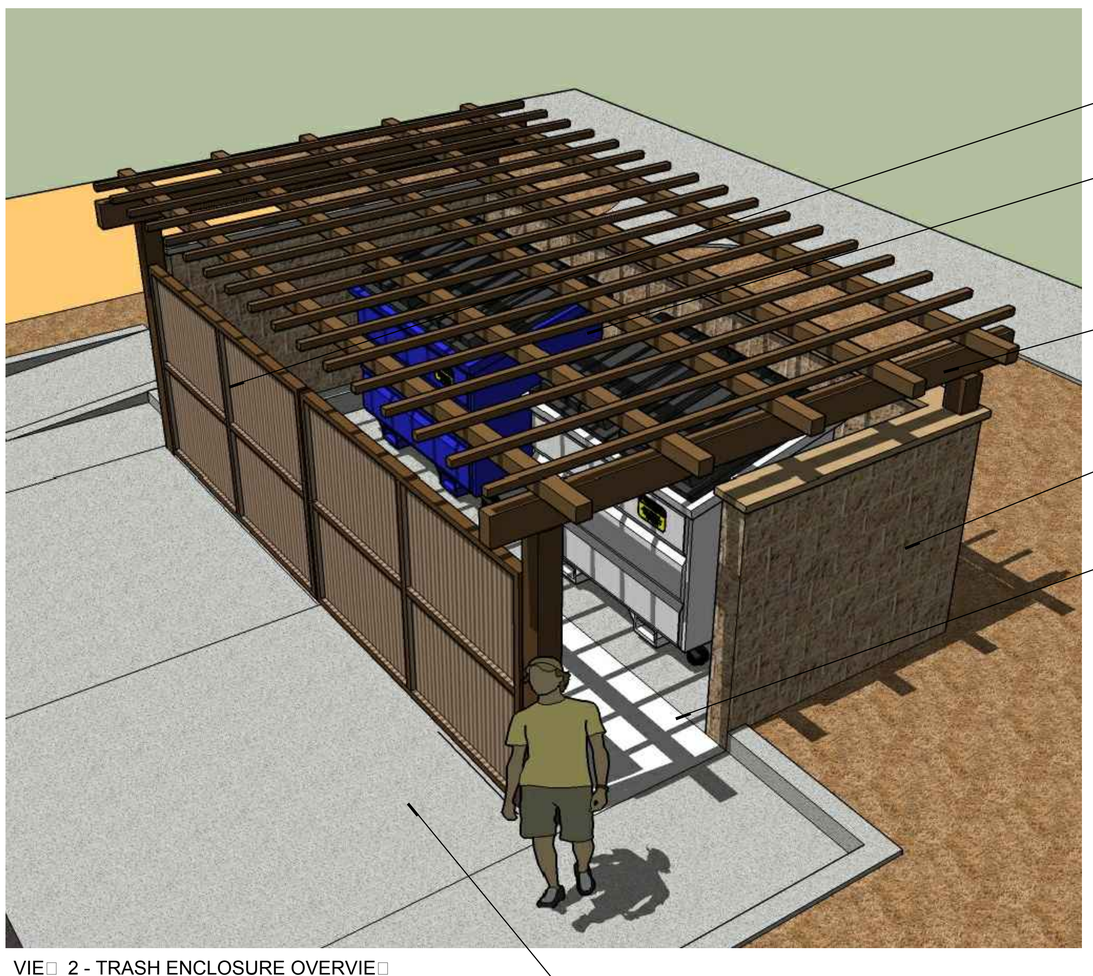
SIGN MONUMENT RIGHT SIDE PERSPECTIVE



SIGN MONUMENT AT CLUBHOUSE - ELEVATION

TRASH ENCLOSURE DESIGN ELEMENTS

- -FT. TALL SPLIT FACE CMU ITH TUBULAR STEEL LATTICE SHADE STRUCTURE.
- TUBULAR STEEL METAL GATE FRAME ITH CORRUGATED GATE PANELS.
- ENCLOSURE PROVIDES FOR UP TO 2 -CUBIC YARD DUMPSTER BINS TO ACCOMMODATE TRASH AND RECYCLE MATERIALS.
- BOTH BINS ILL BE "ACCESSIBLE" PER CALIFORNIA TITLE2 .
- PLANT MATERIALS ILL BE PLANTED TO SOFTEN THE VISUAL IMPACT OF THE STRUCTURE.



VIE 2 - TRASH ENCLOSURE OVERVIE

VARIOUS STRUCTURES
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PRELIMINARY LANDSCAPE PLAN EXHIBITS

BRIDGEWAY SQUARE APARTMENTS

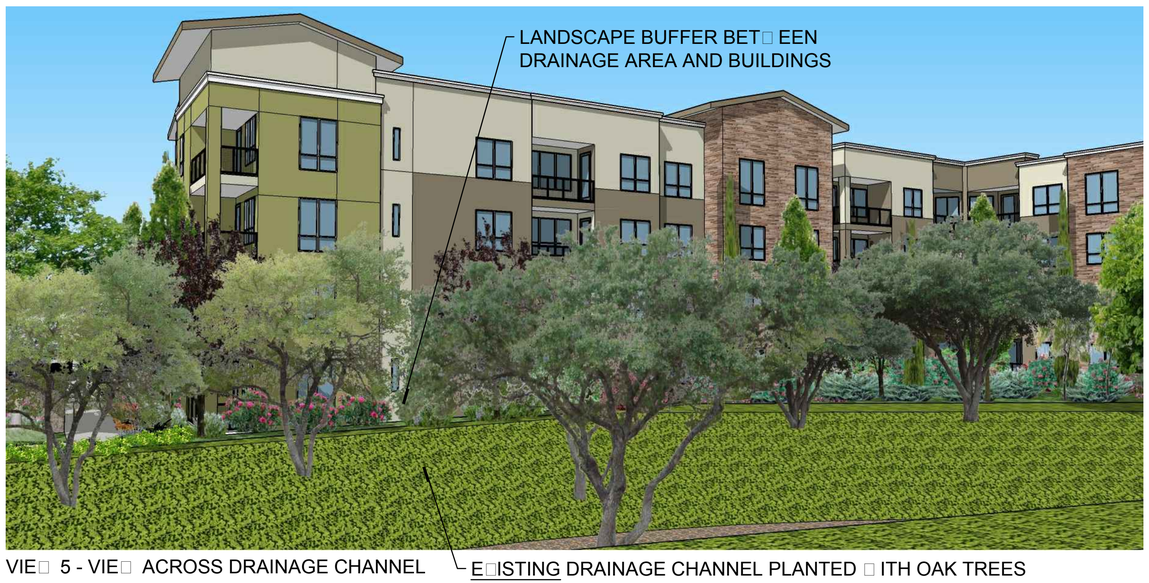
CITY OF RANCHO CORDOVA, CA



VIE□ 3 - CLUB HOUSE AS SEEN FROM COMMERCIAL AREA



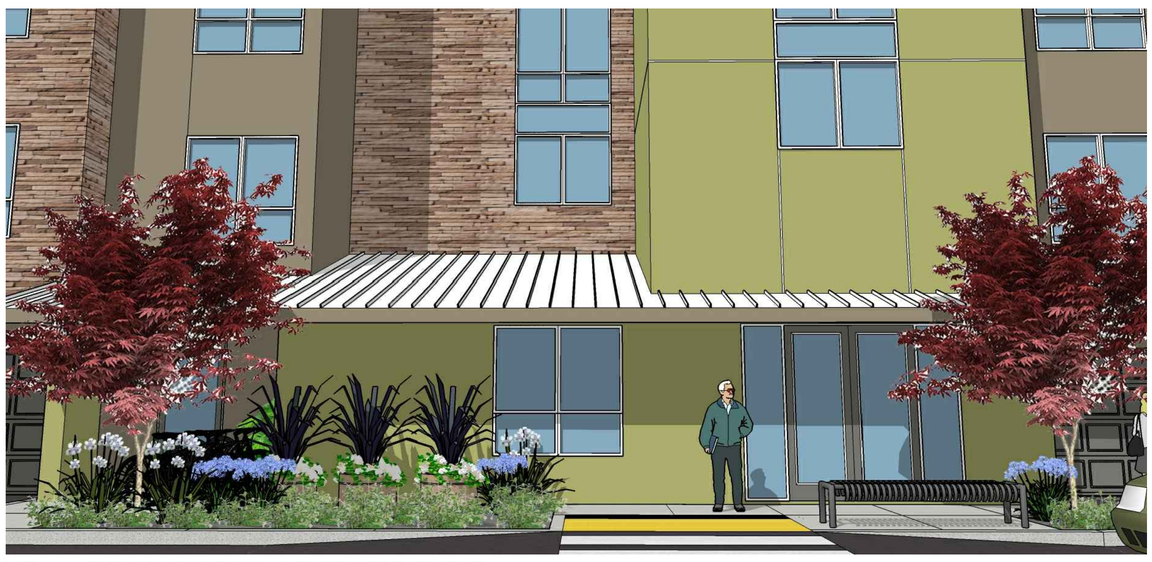
VIE□ □- FRONT OF CLUB HOUSE



VIE□ 5 - VIE□ ACROSS DRAINAGE CHANNEL



VIE□ □- TYPICAL BUILDING □2 ENTRY TREATMENT



VIE□ □- TYPICAL BUILDING □2 ENTRY TREATMENT



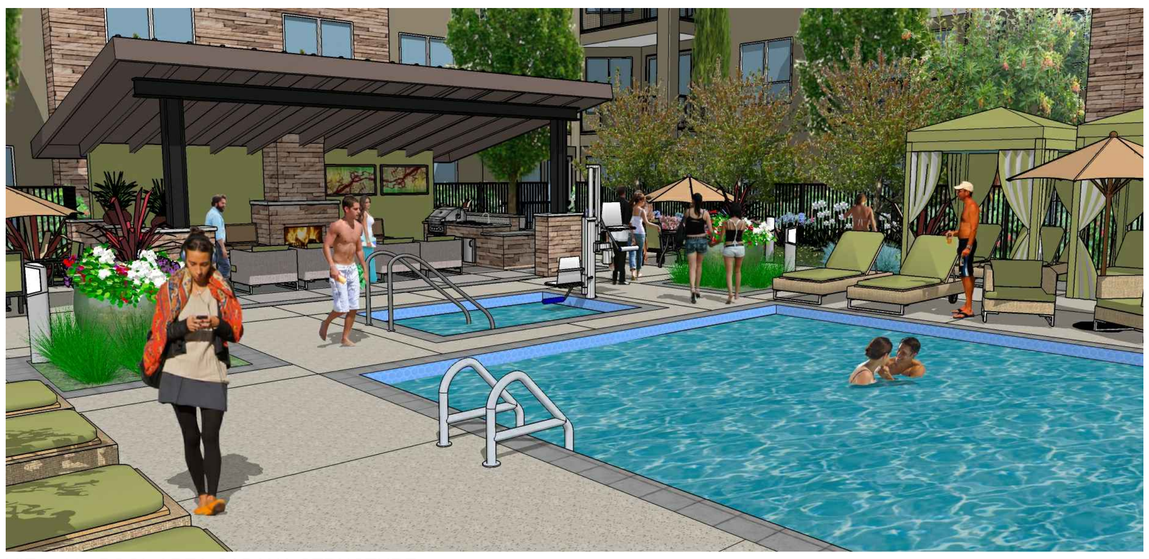
VIE□ 8 - TYPICAL GARAGE PLANTER TREATMENT



VIE□ 9 -POOL AREA AS SEEN FROM CLUB HOUSE



VIE□ 10 - POOL AREA AS SEEN FROM APARTMENT



VIE□ 11 - POOL AREA CABANA STRUCTURE

POOL AREA DESIGN ELEMENTS□

THE POOL AREA □ ILL BE THE CENTRAL RECREATION AREA FOR THE PROJECT. ASSOCIATED □ ITH THE CLUBHOUSE, THE POOL AREA □ ILL PROVIDE S□ IMMING, SPA, AND SUN BATHING ACTIVITIES.

SEATING AREAS, INCLUDING LOUNGING AREAS AROUND THE POOL, A FIRE TABLE, AND FIRE PLACE / BB□ / DINING CABANA PROVIDE SOCIALI□ING OPPORTUNITIES DURING THE DAY AND EVENING.

RESIDENT ACCESS TO THE POOL AREA □ ILL BE FROM T□ O OUTSIDE GATED ENTRANCES - ONE FROM THE □ EST AND ONE FROM THE SOUTH. DIRECT ACCESS TO THE POOL AREA IS ALSO PROVIDED FROM THE CLUB HOUSE AND APARTMENT BUILDING.

A VARIETY OF LUSH LOOKING SHRUBS, PERENNIALS AND GROUND COVERS □ ILL PROVIDE A RELA□ING OASIS ENVIRONMENT. TALL NARRO□ TREES PROVIDE SOFTENING TO THE MASS OF THE BUILDING, □ HILE SMALL FLO□ ERING TREES IN THE POOL AREA PROVIDE A PEDESTRIAN LEVEL TREE.

MISC. LANDSCAPE IMAGES
November 16, 2015

Scott Robertson, Landscape Architect, LLA4271

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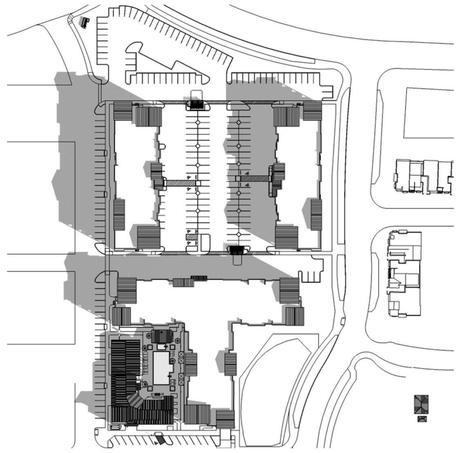
sunrise @ 6:29am



1 SPRING EQUINOX - MAR 21 - 8 AM
1" = 100'-0"



2 SPRING EQUINOX - MAR 21 - 9 AM
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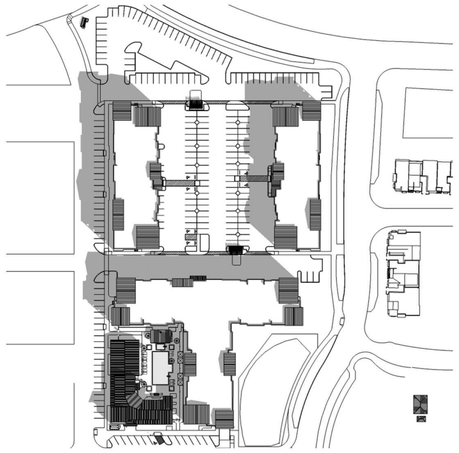

3 SPRING EQUINOX - MAR 21 - 10 AM
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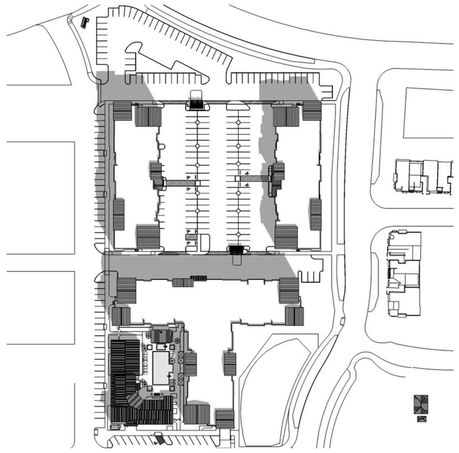

4 SPRING EQUINOX - MAR 21 - 11 AM
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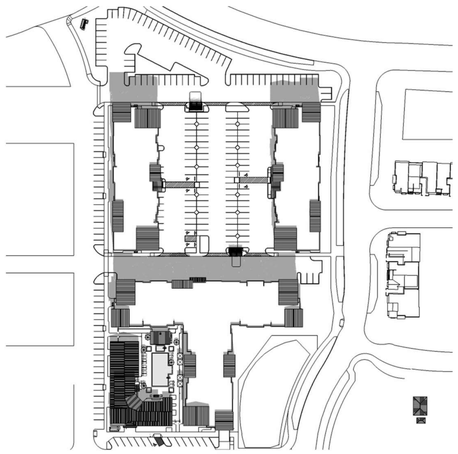

5 SPRING EQUINOX - MAR 21 - 12 PM
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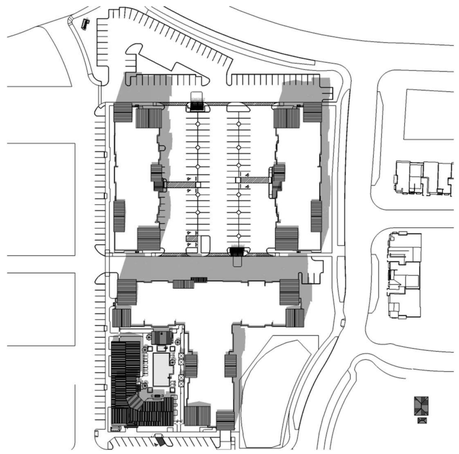

6 SPRING EQUINOX - MAR 21 - 100 PM
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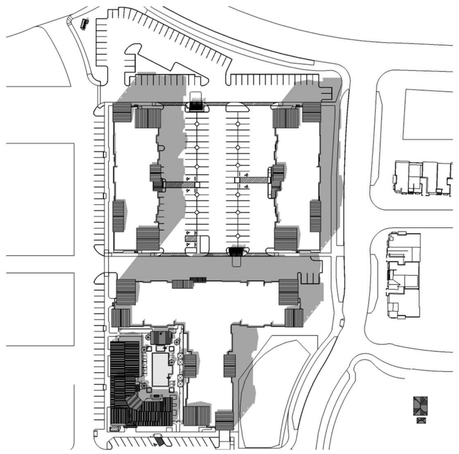
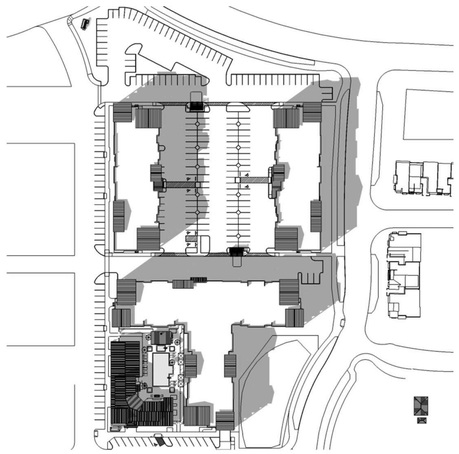


7 SPRING EQUINOX - MAR 21 - 200 PM
1" = 100'-0"



8 SPRING EQUINOX - MAR 21 - 300 PM
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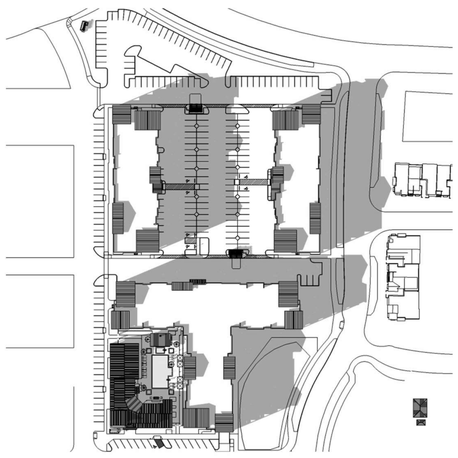

9 SPRING EQUINOX - MAR 21 - 400 PM
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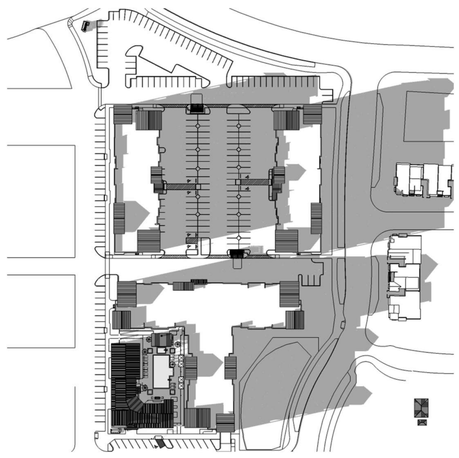

10 SPRING EQUINOX - MAR 21 - 500 PM
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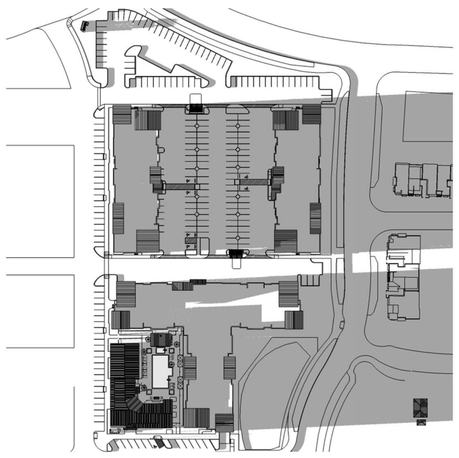

11 SPRING EQUINOX - MAR 21 - 600 PM
1" = 100'-0"

sunset @ 6:40pm

AGENDA ITEM 11.1

A.G. Spanos Companies

MR150323.00

bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

Bridgeway Square Apartments

Rancho Cordova, CA

November 16, 2015

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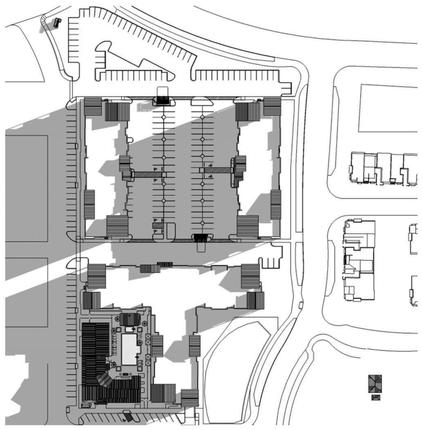
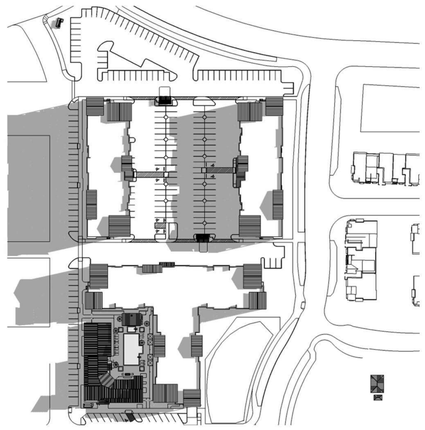
741 BSB DESIGN

sunrise @ 5:17am



1 SUMMER SOLSTICE - JUNE 22 - 6 AM
1" = 100'-0"



2 SUMMER SOLSTICE - JUNE 22 - 7 AM
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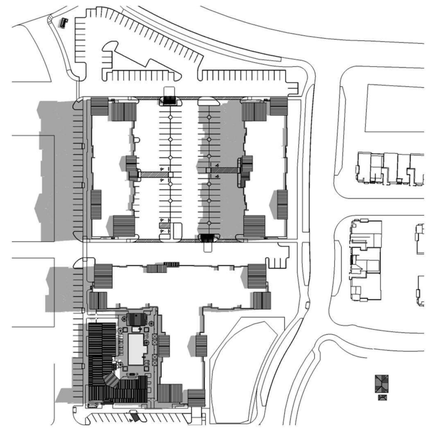

3 SUMMER SOLSTICE - JUNE 22 - 8 AM
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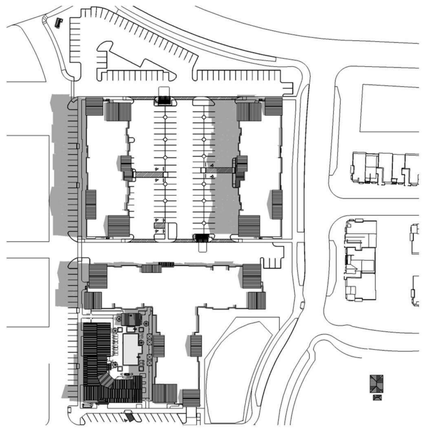

4 SUMMER SOLSTICE - JUNE 22 - 9 AM
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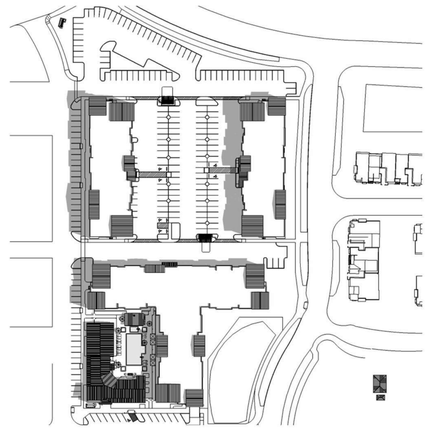

5 SUMMER SOLSTICE - JUNE 22 - 10 AM
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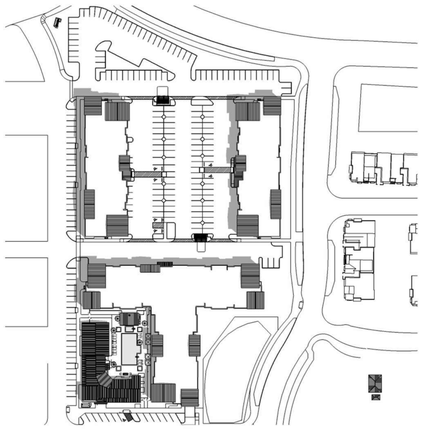

6 SUMMER SOLSTICE - JUNE 22 - 11 AM
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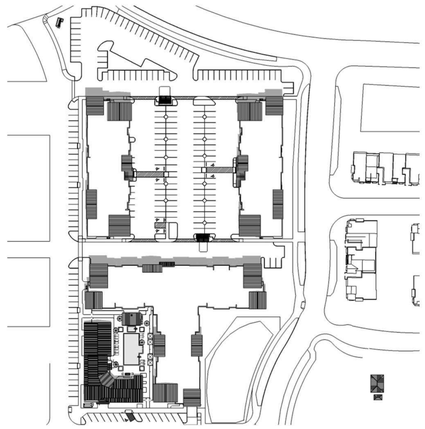

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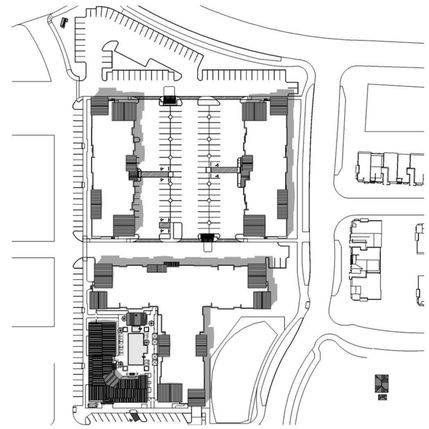

8 SUMMER SOLSTICE - JUNE 22 - 100 PM
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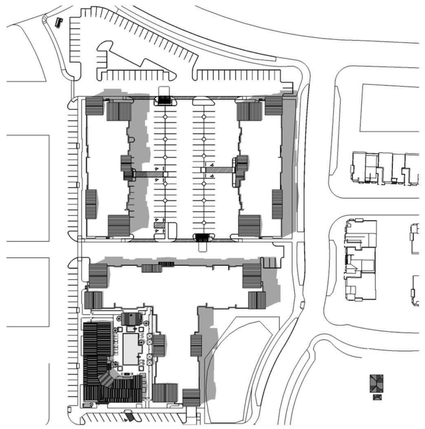

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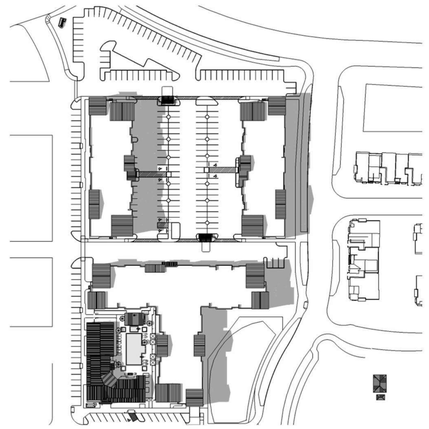
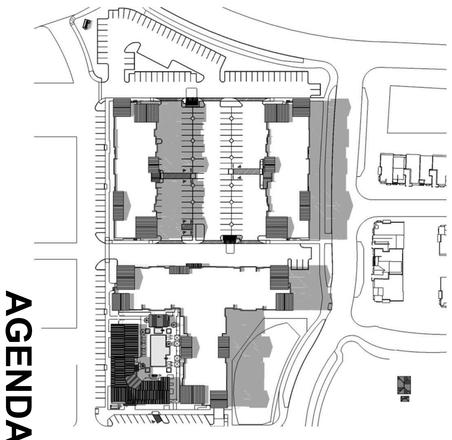


10 SUMMER SOLSTICE - JUNE 22 - 300 PM
1" = 100'-0"

AGENDA ITEM 11.1



SUMMER SOLSTICE - JUNE 22 - 400 PM
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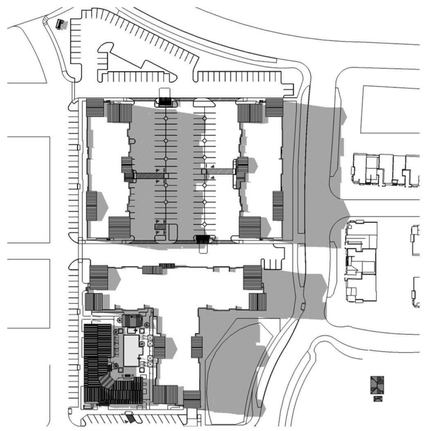

12 SUMMER SOLSTICE - JUNE 22 - 500 PM
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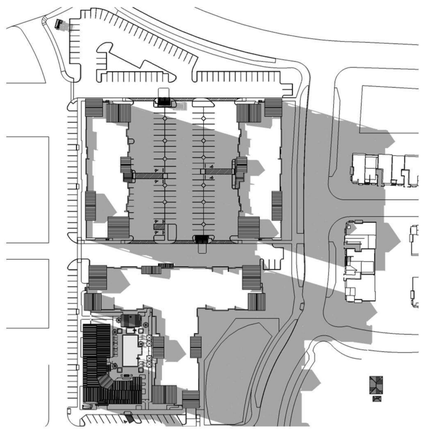

13 SUMMER SOLSTICE - JUNE 22 - 600 PM
1" = 100'-0"



14 SUMMER SOLSTICE - JUNE 22 - 700 PM
1" = 100'-0"

sunset @ 7:41pm

A.G. Spanos Companies

MR150323.00

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The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

Bridgeway Square Apartments

Rancho Cordova, CA

November 16, 2015

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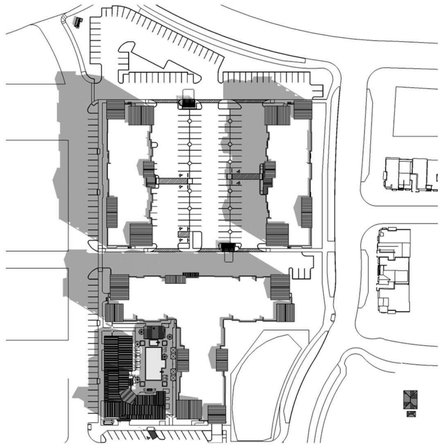
742 BSB DESIGN

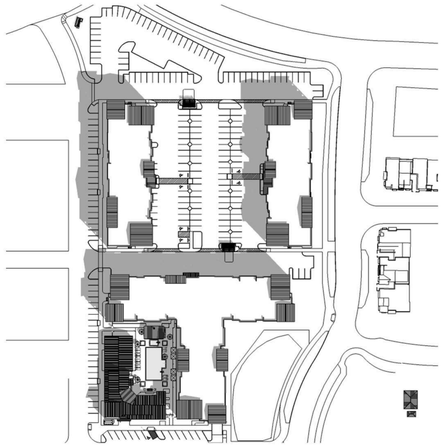
Sunrise @ 6:16am



1 FALL EQUINOX - SEP 21 - 8 AM
1" = 100'-0"



2 FALL EQUINOX - SEP 21 - 9 AM
1" = 100'-0"



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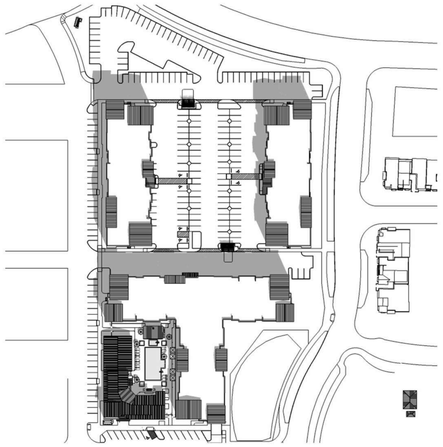
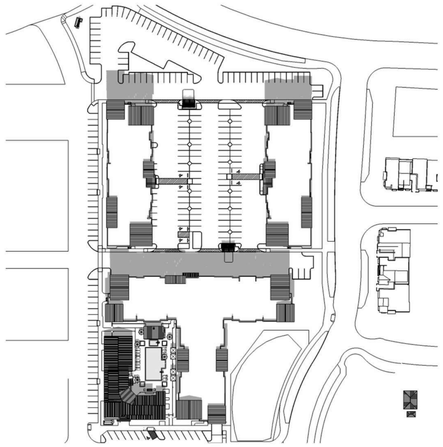


4 FALL EQUINOX - SEP 21 - 11 AM
1" = 100'-0"



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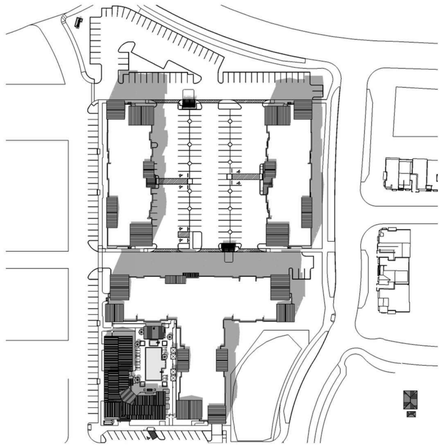

6 FALL EQUINOX - SEP 21 - 100 PM
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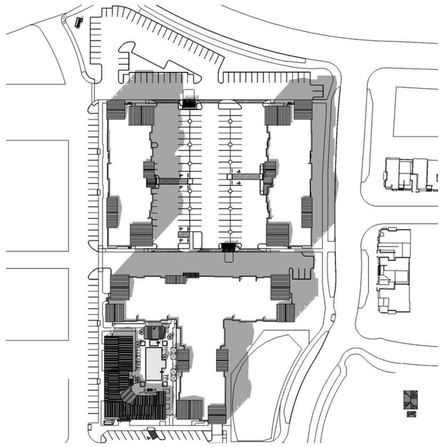
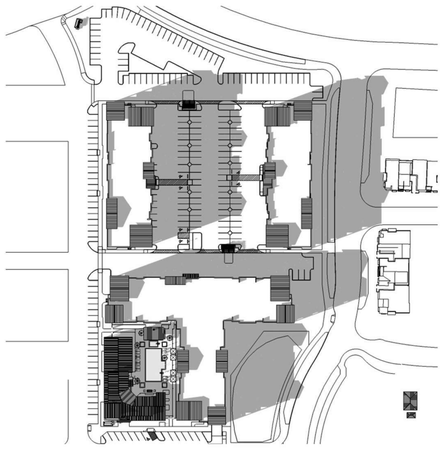


7 FALL EQUINOX - SEP 21 - 200 PM
1" = 100'-0"



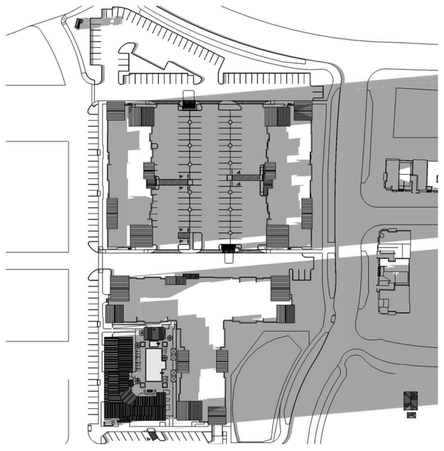
8 FALL EQUINOX - SEP 21 - 300 PM
1" = 100'-0"



9 FALL EQUINOX - SEP 21 - 400 PM
1" = 100'-0"



10 FALL EQUINOX - SEP 21 - 500 PM
1" = 100'-0"



11 FALL EQUINOX - SEP 21 - 600 PM
1" = 100'-0"

sunset @ 6:23pm

AGENDA ITEM 11.1

A.G. Spanos Companies

MR150323.00

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Bridgeway Square Apartments

Rancho Cordova, CA

November 16, 2015

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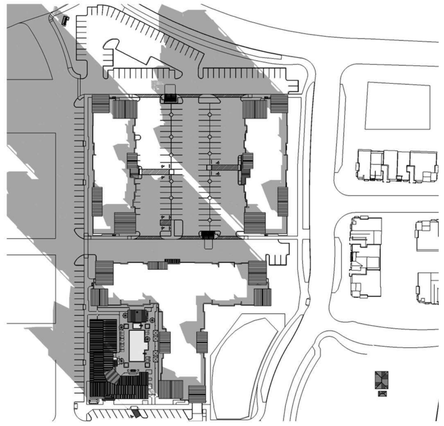
743 BSB DESIGN

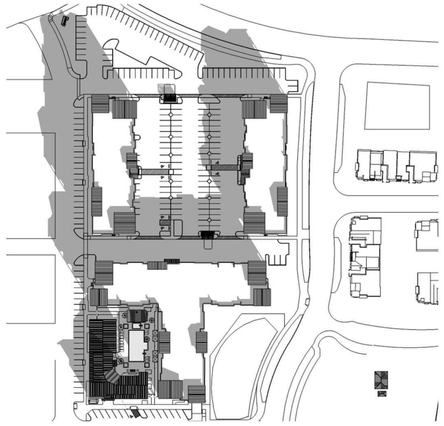
Sunrise @ 7:28am



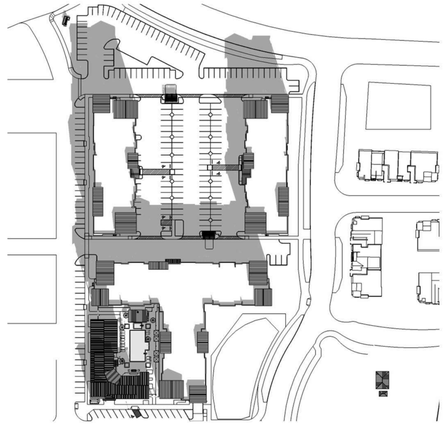
1 WINTER SOLSTICE - DEC 22 - 8 AM
1" = 100'-0"



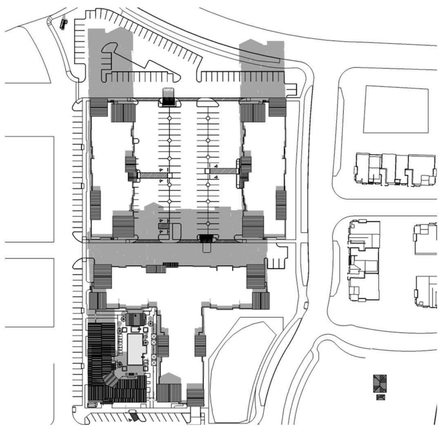
2 WINTER SOLSTICE - DEC 22 - 9 AM
1" = 100'-0"



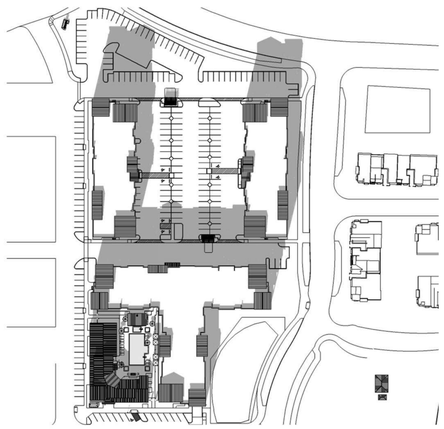
3 WINTER SOLSTICE - DEC 22 - 10 AM
1" = 100'-0"



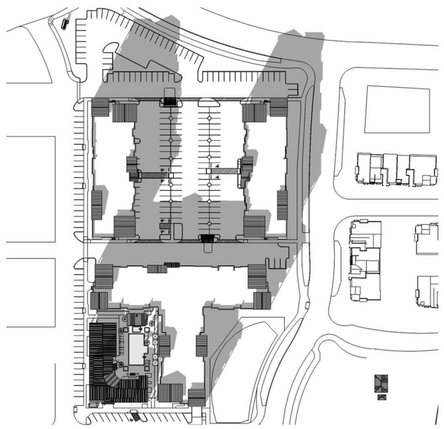
4 WINTER SOLSTICE - DEC 22 - 11 AM
1" = 100'-0"



5 WINTER SOLSTICE - DEC 22 - 12 NOON
1" = 100'-0"



6 WINTER SOLSTICE - DEC 22 - 100 PM
1" = 100'-0"



7 WINTER SOLSTICE - DEC 22 - 200 PM
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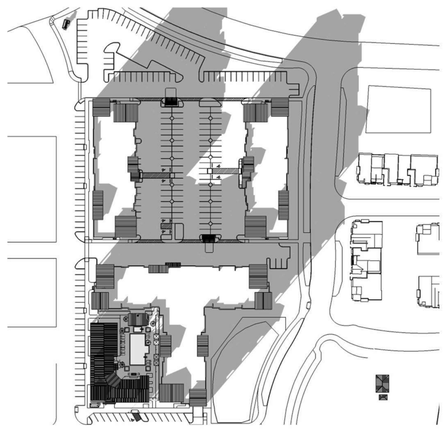

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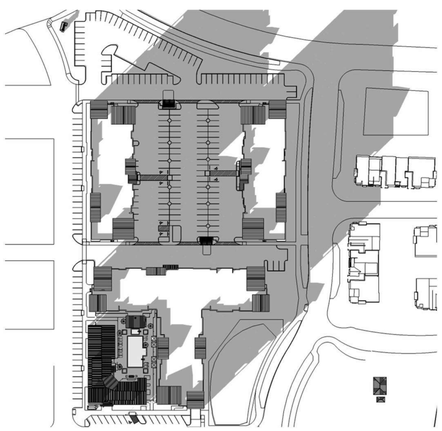

WINTER SOLSTICE - DEC 22 - 330 PM
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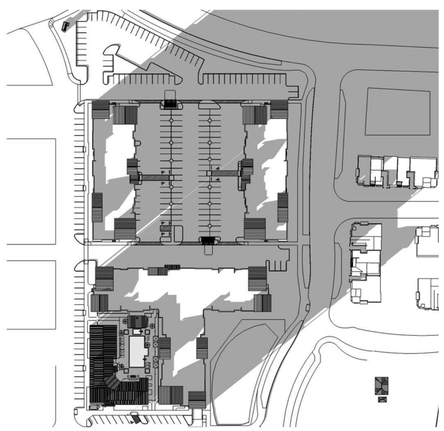

10 WINTER SOLSTICE - DEC 22 - 400 PM
1" = 100'-0"



11 WINTER SOLSTICE - DEC 22 - 430 PM
1" = 100'-0"

Sunset @ 5:23pm

AGENDA ITEM 11.1

A.G. Spanos Companies

MR150323.00

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Bridgeway Square Apartments

Rancho Cordova, CA

November 16, 2015

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		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
General Conditions					
1.	The approved entitlement is for a Special Plan and Development Agreement Amendment, Design Review, and an Adjustment Permit to construct a 199-unit market rate apartment complex with two four-story buildings, one five-story building, and an associated 7,080 square club house with outdoor pool area, as described in the City Council staff report dated December 7, 2015 and Approved Project Plans (**Exhibit A**) with the conditions herein, for project number DD8588.	Project Description	On-Going	Planning	
2.	This project shall also comply with all Capital Village Special Planning Area requirements and conditions outlined in Resolution 35-2005 and Ordinances 07-2005 and 19-2005. This includes all applicable conditions of approval, mitigation measures, and financial obligations included in the development agreement and related project approval documents, as appropriate.	Capital Village Special Planning Area	On-Going	Planning	
3.	The Applicant shall hold harmless the City, its Council Members, 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.	General	On-Going	Planning	
4.	Any future alteration to the buildings, change in use, intensification of the site, or modification to the parking and landscaped area must be reviewed by the City to ensure compliance with all local, state, and federal regulations. Minor modifications that are found to be in substantial conformance with the approved plans such as colors, or plant materials, may be approved administratively. Major modifications shall be approved by the applicable decision making body.	General	On-Going	Planning/ Building	

		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
5.	Applicant/Developer shall not carry a negative account balance with the City for the processing of the project. If a negative account balance occurs, it will be the developer's responsibility to pay the balance due, in order to avoid delays in the processing of future permits or recordation of maps. Please email the Finance Department at billings@cityofranchocordova.org for the status of your account with the City.	General	On-Going	Finance	
6.	Temporary signs may require the issuance of a Temporary Use Permit (TUP). Please contact the Planning Department for more details prior placement of any signage.	Signage	On-Going	Planning	
7.	Applicant shall be responsible for all damage to City streets associated with construction of the project and shall repair any damage as soon as possible to the satisfaction of the Public Works Director.	Construction	On-Going	Public Works	
8.	Noise sources associated with construction, repair, remodeling, demolition, paving and/or grading of any real property must adhere to the development standards outlined within the City's Noise Element and RCMC 6.68.	Construction	On-Going	Planning/ Building	
9.	In the event of the encounter of subsurface materials suspected to be of an archaeological or paleontological nature or if any human remains are found, all grading and/or excavation shall cease, the find shall be left untouched, and the City Planning Department shall be immediately notified. This requirement shall be noted on the Grading and Building Plans, prior to issuance of permits. A qualified professional archaeologist certified by the Register of Professional Archaeologists or paleontologist with a degree(s) in paleontology or geology, to evaluate and make recommendations as to disposition, mitigation and/or salvage. The recommendation shall be implemented before work may proceed.	Construction	On-Going	Planning/ Building	

		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
10.	The removal and replanting of landscape not listed on the approved plan set must be consistent with RCMC 23.716.080 through 23.716.090 and reviewed by the Planning Department prior to the removal. All landscape care, maintenance, and tree pruning must adhere to RCMC 23.716.100 through 23.716.110.	Landscaping	On-Going	Planning	
11.	Should any formal complaints be submitted in regards to any unforeseen impacts of this facility, the Applicant/Developer will work with City staff to re-evaluate any operational characteristics to mitigate these impacts. This could include increase security and/or security monitoring devices, property manager contact list, or other items agreed upon by all parties.	Compliance	On-Going	Planning/ Police	
12.	The applicant will incorporate parking identification for residents to ensure residential parking remains onsite. This could include a combination of residential parking permits/identification cards that would be placed on the automobile to assist the apartment management in monitoring their parking area.	Parking	On-Going	Planning/ Police	
13.	All trash receptacles shall be screen and hidden and placed within the enclosure during non-trash pick-up days.	Parking	On-Going	Planning	
At Improvement Plans/Grading Permit Issuance					
14.	Applicant shall photo-document the condition of adjacent streets, sidewalks and infrastructure to the satisfaction of the Public Works Department.	General	Prior to Issuance of Improvement Plan	Public Works	
15.	Applicant shall complete improvement plans to the satisfaction of the Public Works Department. Improvement plans shall include, but shall not be limited to: • All onsite civil improvements. • Civil plan shall include an ADA access plan. • Install additional landscaping to the satisfaction of the Public Works Department on Bridgeway Drive, Disk Drive and Data Drive.	General	Prior to Issuance of Building Permits	Public Works	

		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
	• All landscape strips, medians; etc. that contain trees shall be installed with continuous root barriers. • Provide post & cable fencing around open drainage facilities as required by City of Rancho Cordova Drainage Maintenance and Planning staff. • Provide signage to direct residents to the easternmost right in/right out driveway on Data Drive. • Utility laterals. • Public improvement plans shall clearly delineate all transitions to existing improvements. • Provide a landscaping plan that details tree planting, etc. on Bridgeway Drive, Disk Drive and Data Drive. Install landscaping on public frontage to the satisfaction of the Public Works Department. All improvements to be constructed to the satisfaction of the Public Works Department prior to final inspection of the first unit.				
16.	Number, size, and location of driveways are subject to approval by the Public Works Department.	Infrastructure	Prior to Issuance of Improvement Plan	Public Works	
17.	Incorporate permanent storm water quality treatment measures into the site improvement plans in conformance with applicable City ordinances & standards, and state and federal law.	Storm Water	Prior to Issuance of Improvement Plan	Public Works	
18.	Pay applicable drainage fees.	Drainage	Prior to Issuance of Improvement Plan	Public Works	
19.	Enter into a frontage agreement and bond for construction of public improvements to the satisfaction of the Public Works Department.	Infrastructure	Prior to Issuance of Improvement Plan	Public Works	

		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
20.	A final landscape plan shall be submitted in conjunction with improvement plan and or building permit submittal and approved by the Planning and Public Works Departments prior to issuance of permits and/or any installation of landscape materials RCMC 23.716.020. The final landscape planting and irrigation plan shall be prepared by a registered licensed landscape architect and include the following items per RCMC 22.180.060: • Planting plan to scale that indicate slope • Irrigation Plan • Soils Test • Water Use Calculations • Irrigation Schedule	Landscaping	Prior to Issuance of Improvement Plan	Planning/ Public Works	
21.	Applicant shall pay any outstanding staff costs associated with the preparation of the improvement plan.	Funding	Prior to Issuance of Improvement Plan	Planning, Public Works	
22.	• Any alteration to the existing utilities within the existing 12.5-foot public utility easement (PUE) shall reviewed and approved by Sacramento Municipal Utility District (SMUD) prior to construction of improvements. Any additional lines that are not included within an existing PUE will need to be dedicated prior to issuance of improvement plans. This includes private drive, ingress and egress easements, private parking and undergrounding of facilities. • The owner/developer must disclose to future/potential owners the existing 69kV electrical facilitates which are underground along and within the Bridgeway Drive and the east portion of this map. • The "Reciprocal Easement Agreement" recorded in the Sacramento County Recorder's Office at Book 20060929 at Page 1949 must remain in place to ensure the continuance of assigned PUE's along and within the west	Utilities	Prior to Issuance of Improvement Plan	SMUD	

		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
	"private drive" of this map.				
23.	• Golden State Water Company (GSWC) will be able to provide domestic and fire protection water service to this project in compliance with California Public Utilities Commission (CPUC) General Order No. 103 and applicable local requirements. • Dependent on project demands and in accordance with CPUC Rule 15, any modifications to the onsite or offsite water systems to accommodate any changes in fire protection requirements or increased water demands will be at the owner's expense. • Domestic and fire protection water service will be sized and located after GSWC receives an application for water service from the owner. • Easements may need to be granted to GSWC for the water service. • No trees within 10 feet of fire hydrants and within GSWC easements. • Low-flow water fixtures must be used indoors and drip and micro spray systems must be used for irrigation outside of new constructed homes and buildings.	Utilities	Prior to Issuance of Improvement Plan	Golden State Water Company (GSWC)	
24.	• Connection to the SASD sewer system shall be required to the satisfaction of SASD. • Each parcel with a sewage source shall have a separate connection to the SASD public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or SASD public sewer line. • In order to obtain sewer service for this project, construction of onsite and offsite sewer infrastructure will be required. SASD Design Standards apply to any on-site and off-site	Utilities	Prior to Issuance of Improvement Plan	SASD	

		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
	sewer construction. • Sewer easements may be required. All sewer easements shall be dedicated to SASD, in a form approved by the District Engineer. All SASD sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance. SASD will provide maintenance only in public right-of-ways and in easements dedicated to SASD. • The subject project owner(s) and successors in interest thereof, shall be responsible for repair and/or replacement of all non-asphalt and/or enhanced surface treatments of streets and drives (such as stamped/colored/decorative concrete, concrete pavers, etc.) within these easements damaged by SASD maintenance and repair operations, including landscaping, channelizations, lighting, fountain area, sidewalk, and any other appurtenances conflicting therein. This requirement shall be set forth in easement grant documents and be a covenant running with the land, be a responsibility of successors in interest in future land transfers and divisions, and by language approved by SASD. SASD will only replace asphalt and standard concrete roadway/driveway disturbed due to maintenance/repair of its sewer line. If disturbed surfacing consists of decorative or stamped concrete, SASD will only replace with standard concrete. • Developing this property will require payment of sewer impact fees to both SASD and SRCSD, in accordance with each District's Ordinances. Applicant should contact Permit Services Unit at (916) 876-6100 for sewer impact fee information.				

		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
25.	• Provide fire access roadways with all-weather driving surfaces of not less than 20-feet of unobstructed width, 13-feet, 6-inches of vertical clearance, and turning radii of 25 feet inside and 50 feet outside dimension. The access roadways shall extend to within 150 feet of all portions of the exterior walls of the first story of any proposed building. The use of turf-block or grass-crete or similar alternate road surfaces is not approved for installation in fire apparatus access roadways. • Provide approved fire apparatus turnaround conforming to SMFD Standard 3. Turn-around shall be located within 50 feet of the end of the access roadway. • Fire access roadways shall be built to bear a minimum of 75,000 pounds and meet Sacramento County Public Works Standards for roadways. A report, prepared by a registered geotechnical engineer, verifying the ability of the road to bear the required minimum weight, shall be submitted with any plan indicating construction of roadway. Verification of constructed roadway shall be provided by a registered geotechnical engineer prior to final of the project. • Provide Fire Lane identification along required fire access. Fire Lane identification shall be in accordance with FPS 3 and California Vehicle Code. Vehicle parking is prohibited on any street less than 28 feet in width. Vehicle parking is permitted on both sides of streets 36 feet or more in width. Roadway width shall be measured between the gutter-line or edge of pavement on opposite sides of the road. Identification of fire apparatus access roadways may be required on private roads. • Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located along the fire apparatus access roadway. The	Safety General	Prior to Issuance of Improvement Plan	Metro Fire	

		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
	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. • Existing "wharf" type fire hydrants do not satisfy hydrant requirements for new construction.				
26.	• Fire lane determination is the sole responsibility of the Fire District. Developers shall be responsible for the construction and identification of all new fire lanes in accordance with this policy. Owners and managers shall be responsible for the maintenance of fire lanes and their respective signs. Property owners shall not designate and identify any roadway on their property as a fire lane without prior fire district approval. • A minimum of 2 remote access points shall be provided for all buildings in excess of 10,000 square feet. (CFC 503.1.2) • Fire access lanes shall be built to bear a minimum of 80,000 pounds and meet Public Works Standards for roadways. A report, prepared by a registered geotechnical engineer, verifying the ability of the road to bear the required minimum weight, shall be submitted with any plan indicating construction of roadway. Verification of constructed roadway shall be provided by a registered geotechnical engineer prior to final of the project. (CFC 503.2.3) • Fire lanes shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 foot 6 inch. (CFC 503.2.1) • Fire lane width shall be measured from the flow line to flow	Safety 5th Floor	Prior to Issuance of Improvement Plan	Metro Fire	

		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
	line of roadways that have curbs. When roadways do not have curbs, measurements shall be from the edge of the all-weather surface of the roadway, excluding the header or edge boards. • *Fire lanes serving one or two single family dwellings may be reduced to 16 feet in width.* • *Split fire apparatus roadway with dividers shall not exceed 150-feet in length. Both sides of split fire apparatus roadways may be a minimum of sixteen (16) feet in width with approval by the Chief.* • Fire lanes for aerial fire apparatus shall be provided around buildings 4 or more stories in height. The unobstructed width of fire lanes for aerial fire apparatus shall not be less than 27 feet. At least one of the required access routes shall be located within a minimum of fifteen (15) feet and a maximum of thirty (30) feet from the building and be positioned parallel to one entire side of the building. Overhead utility and power lines shall not be located over fire lanes for aerial fire apparatus or between the fire lane and the building. (CFC D105) • Turns in fire lanes shall have a minimum turning radius of 50 feet outside and 25 feet inside. Required turn radius may increase for fire lanes provided for aerial operations. (CFC 503.2.4) • Fire lanes shall not exceed 10% in grade (CFC 503.2.7) • Fire lanes shall have an approach and/or departure angle not to exceed 8 degrees. (CFC 503.2.8) • Fire lanes in excess of 150' in length shall have an approved fire equipment turn-around within 50' of any dead end. The shape and dimensions of this required turn around shall be at a minimum those shown in Figure 1: A, C, D, and E for commercial properties and subdivisions.				

		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
	Figure 1: B is only for private roads with a maximum of four dwellings. (CFC 503.2.5)				
Prior to Issuance of Building Permits					
27.	As-built reproducible grading and improvement plans (1 full size and 1 half size hard copy), as well as a compact disc containing said plans in AutoCAD and pdf format, and a GIS shape file, or equivalent to the satisfaction of the City Engineer shall be submitted and approved by the Public Works Department.	Mapping	Prior to Issuance of Building Permits	Public Works	
28.	Property Owner/Applicant shall participate in or provide a funding mechanism for maintenance services for the project's stormwater drainage and flood protection system. This may be accomplished through annexation to the City's Stormwater Utility Fee District, or other financial mechanism as may be proposed and provided by the Property Owner for the same purpose of providing a financial mechanism to fund the operation and maintenance of the Project's stormwater drainage and flood protection system. Costs associated with the annexation shall be borne by the Property Owner/Applicant through payment of fair share costs of the SWU annexation not to exceed $7,000 per annexation.	Maintenance	Prior to Issuance of Building Permits	Public Works	
29.	Bicycle Parking shall be installed in accordance with RCMC 23.719.115. The design and location of the bicycle parking shall be consistent with the approved plans and approved by the Community Development Director prior to construction.	Bicycle Parking	Prior to Issuance of Building Permits	Planning	
30.	Vents, gutters, downspouts, flashing, electrical conduits, etc., shall be painted to match the color of the adjacent surface, unless otherwise approved by the Planning Department.	Architectural	Prior to Issuance of Building Permits	Planning	
31.	Construction plans must include all windows and final architectural element details to be reviewed and approved by the Planning Department. This includes all building fixtures, exterior lighting, walkway lighting, parking lot lighting, and street lights on the Site,	Architectural	Prior to Issuance of Building Permits	Planning	

		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
	Utility, Landscape, and Building Plans, prior to the issuance of any permits. The height and style of fixtures shall be shown. Energy-saving fixtures shall be used and noted on the plans and all illumination shall be installed in a manner that is glare shielded and directed away from adjacent properties and right-of-ways.				
32.	Rooftop equipment (HVAC, meters, refrigeration equipment, plumbing lines, ductwork and transformers), shall not extend above the building parapet and shall be screened from view on all sides with materials architecturally compatible with the main structure. Screening details shall be shown on the Building Plans and submitted for review and approval by the Planning Department, prior to the issuance of Building Permits and installed prior to occupancy approval.	Architectural	Prior to Issuance of Building Permits	Planning	
33.	All lighting shall be installed in accordance with an approved Photometric Plan, showing the location of all light sources, streetlight spacing, intensity of luminance, and uniformity ratio, in accordance with the City's specifications. All light poles shall be limited to a maximum height of 18-feet.	Lighting	Prior to Issuance of Building Permits	Planning/ Building	
34.	All street and onsite lighting features along the Main Street shall incorporate electrical tie-ins for City sponsored events. The final design of these shall be subject to the City staff approval.	Lighting	Prior to Issuance of Building Permits	Planning/ Building	
35.	Utility areas, electrical and gas meters shall be architecturally screened from view.	Architectural	Prior to Issuance of Building Permits	Planning/ Building/ Public Works	
36.	Trash Enclosures shall comply with Zoning Code and Republic Services, Inc. standards regarding enclosure design, access requirements, and the number of required individual refuse receptacles based upon waste pickup schedules. Trash enclosures design shall be consistent with the approval plans per this permit.	Architectural	Prior to Issuance of Building Permits	Planning/ Building	

		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
37.	Ensure that no debris or construction scrap material is placed on any adjoining lot, open space area, or street, and that any such material stored on an adjoining site shall be completely removed and the site cleaned, prior to occupancy approval.	Construction	Prior to Issuance of Building Permits	Planning/ Building	
38.	The exterior of the premises, including adjacent sidewalks and all parking lots under control of the licensee(s), shall be illuminated during all hours of darkness so that persons standing in those areas at night are identifiable by law enforcement personal. However, the required illumination shall be placed so as to minimize interference with the quiet enjoyment of nearby residents of their property.	Security	Prior to Issuance of Building Permits	Planning	
39.	• 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. • Residential roof coverings shall consist of materials having a minimum Class C rating. • Residences located within a high fire hazard severity zone are subject to more stringent requirements that may include wider access roadways, Class A roof coverings, fire sprinklers, and additional clearance from unimproved lands. • Gates shall be in accordance with Sacramento County Emergency Access Gates and Barriers Standard. Plan submittal is required prior to installation	Safety	Prior to Issuance of Building Permits	Metro Fire	
Prior to Certificate of Occupancy					
40.	As-built reproducible grading and improvement plans (1 full size and 1 half size hard copy), as well as a compact disc containing said plans in AutoCAD and pdf format, and a GIS shape file, or equivalent to the satisfaction of the City Engineer shall be	Mapping	Prior to Certificate of Occupancy	Public Works	

		Category	Timing/ Implementation	Enforcement / Monitoring	Verification (date & Signature)
	submitted and approved by the Public Works Department.				
41.	Install public improvements per the approved Public Works plans and to the satisfaction of the Public Works Department.	Infrastructure	Prior to Certificate of Occupancy	Public Works	
42.	In addition to the conditions of approval, the mitigation monitoring and reporting program must be completed in accordance with their implementation timing prior to final inspection. This is to satisfy the requirements of the project's CEQA review. This pertains mostly to the noise and land disturbance mitigation.	Environmental	Prior to Certificate of Occupancy	Planning	
43.	Prior to final inspection for occupancy, the developer must indicate how the terms of the Development Agreement have been satisfied. This includes the payment of all parks, open space, and improvement fees subject the Capital Village Development Agreement and the Park Development Agreement between CRPD and Beazer Homes.	Development Agreement	Prior to Certificate of Occupancy	Planning/ CRPD	
44.	Upon completion of the installation of the landscaping, the designer shall certify that the landscape complies with all city water conserving landscape requirements. Certification shall be accomplished by completion of a certificate of compliance on a form approved by the director of the city public works department. Failure to submit a complete and accurate certificate of compliance will delay final approval of the project and/or discontinue water service per RCMC 22.180.090. Upon receipt of the certificate of compliance and site inspection from City staff, the landscaping performance bond will be released.	Landscaping	Prior to Certificate of Occupancy	Planning/ Public Works	
45.	Applicant shall pay any outstanding staff costs associated with the review and approval of the construction plans.	Funding	Prior to Certificate of Occupancy	Planning/ Public Works	

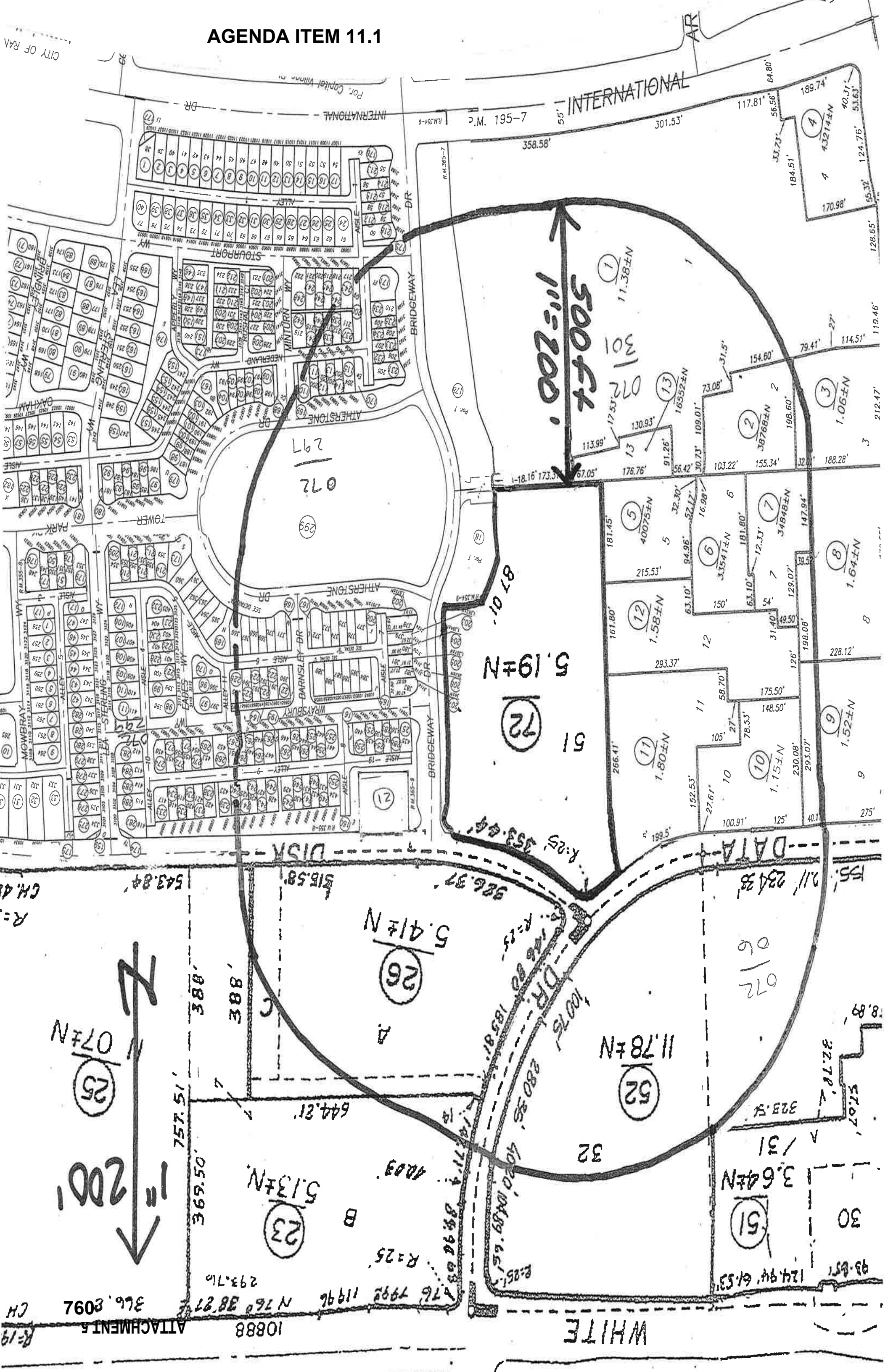
General Information and Compliance Items:

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. 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)
2. 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. (Metro Fire)
3. The installation of addresses, landscaping, tree wells and/or traffic islands are subject to the standards outlined by the Metro Fire District.
4. 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. (PG&E)
5. 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)
6. 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)
7. 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)
8. 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.

2553326.1

AGENDA ITEM 11.1



072-0680-072-0000
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ROSEVILLE CA 95661

072-0650-023-0000

EDISON RANCHO CORDOVA LLC
433 E LAS COLINAS BLVD #100
IRVING TX 75039

072-0650-025-0000

OCCUPANT
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072-0680-051-0000

FOX CREEK FUND LLC
15466 LOS GATOS BLVD #109
LOS GATOS CA 95032

072-0680-051-0000

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072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #110
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #116
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #122
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #128
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
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RANCHO CORDOVA CA 95670

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PLANO TX 75025

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OCCUPANT
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OCCUPANT
3101 ZINFANDEL DR #112
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #118
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OCCUPANT
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072-0680-051-0000

OCCUPANT
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RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
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072-0650-021-0000

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072-0650-025-0000
LEXINGTON LION RANCHO CORDOVA LP
2882 PROSPECT PARK DR #250
RANCHO CORDOVA CA 95670

072-0650-026-0000

OCCUPANT
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072-0680-051-0000

OCCUPANT
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OCCUPANT
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OCCUPANT
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OCCUPANT
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OCCUPANT
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OCCUPANT
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OCCUPANT
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OCCUPANT
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OCCUPANT
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OCCUPANT
3101 ZINFANDEL DR #220
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OCCUPANT
3101 ZINFANDEL DR #240
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072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #300
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072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #320
RANCHO CORDOVA CA 95670

072-0680-052-0000

OCCUPANT
3101 ZINFANDEL DR #350
RANCHO CORDOVA CA 95670

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OCCUPANT
3101 ZINFANDEL DR
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CHELSEA MORRIS
10888 ATHERSTONE DR
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072-2970-114-0000

JENNIFER VALINE
10890 ATHERSTONE DR
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072-2970-115-0000

HEIDI J MORTENSEN TORRES
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072-2970-169-0000

JORDAN FAMILT LIVING TRUST
10894 ATHERSTONE DR
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072-2970-170-0000

WANJIKU KAMAU
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CAPITAL VILLAGE COMMUNITY ASSOCIATION
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ROSEVILLE CA 95661

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RAFE S GABEL
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ROSEVILLE CA 95661

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ROSEVILLE CA 95661

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TIFFANY PRINGLE
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MATTHEW A & KIMBERLY A SMITH
10884 DISK DR
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L ROBIN
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JARROD RICHERSON
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JACQUELINE C ALCARAZ
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10824 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2990-301-0000

REGINALD BROWN
10818 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2990-303-0000

OCCUPANT
10808 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2990-305-0000

CIXIN LIN
10804 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2990-307-0000

PRITIKA CHAND
3030 LA RUE WAY
RANCHO CORDOVA CA 95670

072-2990-309-0000

SANDRA L WAGNER
10854 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-3010-002-0000
MG PARTNERS FUND VIII CAPITAL
VILLAGE LLC
425 CALIFORNIA ST
SAN FRANCISCO CA 94104

072-3010-003-0000

US BANK NATIONAL ASSOCIATION
2800 LAKE ST
MINNEAPOLIS MN 55406

072-2990-288-0000

CASIAS SHANNON STREETS
10843 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-296-0000

ROSEMARIE COOKE
10828 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2990-299-0000

NICKIE J ABSTON
10822 ATHERSTONE WAY
RANCHO CORDOVA CA 95670

072-2990-302-0000

LEONARD L BROSEKER
10810 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2990-304-0000

LEE R GARRISON
3451 CORVINA DR
RANCHO CORDOVA CA 95670

072-2990-306-0000

MUKHTIAR S MAROK
7216 SARAZEN DR
MOORPARK CA 93021

072-2990-307-0000

OCCUPANT
10800 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-3010-001-0000

HIW INCORPORATED LOWES
PO BOX 1000
MOORSEVILLE NC 28115

072-3010-002-0000

OCCUPANT
3221 ZINFANDEL DR #1
RANCHO CORDOVA CA 95670

072-3010-003-0000

OCCUPANT
3217 ZINFANDEL DR
RANCHO CORDOVA CA 95670

072-2990-289-0000

BRINDERJIT PARHAR
600 MOON CIR #621
FOLSOM CA 95630

072-2990-297-0000

ROBERT D FRIES
10826 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2990-300-0000

JOSEPH V VO
10820 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2990-303-0000

ANGELA NICHOLE
4561 EXCELSIOR RD
MATHER CA 95655

072-2990-304-0000

OCCUPANT
10806 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2990-306-0000

OCCUPANT
10802 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2990-308-0000

BAMBI M WILLIAMS
10856 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-3010-001-0000

OCCUPANT
3251 ZINFANDEL DR
RANCHO CORDOVA CA 95670

072-3010-002-0000

OCCUPANT
3221 ZINFANDEL DR #2
RANCHO CORDOVA CA 95670

072-3010-005-0000
MG PARTNERS FUND VIII CAPITAL
VILLAGE LLC
425 CALIFORNIA ST
SAN FRANCISCO CA 94104

072-3010-005-0000

OCCUPANT
3187 ZINFANDEL DR #1
RANCHO CORDOVA CA 95670

072-3010-005-0000

OCCUPANT
3187 ZINFANDEL DR #2
RANCHO CORDOVA CA 95670

072-3010-005-0000

OCCUPANT
3187 ZINFANDEL DR #3
RANCHO CORDOVA CA 95670

072-3010-005-0000

OCCUPANT
3187 ZINFANDEL DR #4
RANCHO CORDOVA CA 95670

072-3010-005-0000

OCCUPANT
3187 ZINFANDEL DR #5
RANCHO CORDOVA CA 95670

072-3010-005-0000

OCCUPANT
3187 ZINFANDEL DR #21
RANCHO CORDOVA CA 95670

072-3010-005-0000

OCCUPANT
3187 ZINFANDEL DR #22
RANCHO CORDOVA CA 95670

072-3010-005-0000

OCCUPANT
3187 ZINFANDEL DR #23
RANCHO CORDOVA CA 95670

072-3010-006-0000

OCCUPANT
3187 ZINFANDEL DR #24
RANCHO CORDOVA CA 95670

072-3010-006-0000

OCCUPANT
3187 ZINFANDEL DR #25
RANCHO CORDOVA CA 95670

072-3010-006-0000

MG PARTNERS FUND VIII CAPITAL
VILLAGE LLC
425 CALIFORNIA ST
SAN FRANCISCO CA 94104

072-3010-006-0000

OCCUPANT
3191 ZINFANDEL DR #1
RANCHO CORDOVA CA 95670

072-3010-006-0000

OCCUPANT
3191 ZINFANDEL DR #2
RANCHO CORDOVA CA 95670

072-3010-006-0000

OCCUPANT
3191 ZINFANDEL DR #3
RANCHO CORDOVA CA 95670

072-3010-006-0000

OCCUPANT
3191 ZINFANDEL DR #4
RANCHO CORDOVA CA 95670

072-3010-006-0000

OCCUPANT
3191 ZINFANDEL DR #21
RANCHO CORDOVA CA 95670

072-3010-006-0000

OCCUPANT
3191 ZINFANDEL DR #22
RANCHO CORDOVA CA 95670

072-3010-007-0000

OCCUPANT
3191 ZINFANDEL DR #23
RANCHO CORDOVA CA 95670

072-3010-007-0000

OCCUPANT
3191 ZINFANDEL DR #24
RANCHO CORDOVA CA 95670

072-3010-007-0000

MG PARTNERS FUND VIII CAPITAL
VILLAGE LLC
425 CALIFORNIA ST
SAN FRANCISCO CA 94104

072-3010-007-0000

OCCUPANT
3195 ZINFANDEL DR #1
RANCHO CORDOVA CA 95670

072-3010-007-0000

OCCUPANT
3195 ZINFANDEL DR #2
RANCHO CORDOVA CA 95670

072-3010-007-0000

OCCUPANT
3195 ZINFANDEL DR #3
RANCHO CORDOVA CA 95670

072-3010-008-0000

OCCUPANT
3195 ZINFANDEL DR #21
RANCHO CORDOVA CA 95670

072-3010-008-0000

OCCUPANT
3195 ZINFANDEL DR #23
RANCHO CORDOVA CA 95670

072-3010-009-0000

MG PARTNERS FUND VIII CAPITAL
VILLAGE LLC
425 CALIFORNIA ST
SAN FRANCISCO CA 94104

072-3010-009-0000

OCCUPANT
3199 ZINFANDEL DR
RANCHO CORDOVA CA 95670

072-3010-009-0000

OCCUPANT
3151 ZINFANDEL DR #1
RANCHO CORDOVA CA 95670

OCCUPANT
3151 ZINFANDEL DR #2
RANCHO CORDOVA CA 95670

072-3010-009-0000

OCCUPANT
3151 ZINFANDEL DR #3
RANCHO CORDOVA CA 95670

072-3010-009-0000

OCCUPANT
3151 ZINFANDEL DR #4
RANCHO CORDOVA CA 95670

072-3010-009-0000

OCCUPANT
3151 ZINFANDEL DR #5
RANCHO CORDOVA CA 95670

072-3010-010-0000
MG PARTNERS FUND VIII CAPITAL VILLAGE LLC
425 CALIFORNIA ST
SAN FRANCISCO CA 94104

072-3010-010-0000

OCCUPANT
3161 ZINFANDEL DR #1
RANCHO CORDOVA CA 95670

072-3010-010-0000

OCCUPANT
3161 ZINFANDEL DR #4
RANCHO CORDOVA CA 95670

072-3010-010-0000

OCCUPANT
3161 ZINFANDEL DR #6
RANCHO CORDOVA CA 95670

072-3010-010-0000

OCCUPANT
3161 ZINFANDEL DR #9
RANCHO CORDOVA CA 95670

072-3010-011-0000
MG PARTNERS FUND VIII CAPITAL VILLAGE LLC
425 CALIFORNIA ST
SAN FRANCISCO CA 94104

072-3010-011-0000

OCCUPANT
3201 DATA DR
RANCHO CORDOVA CA 95670

072-3010-012-0000
MG PARTNERS FUND VIII CAPITAL VILLAGE LLC
425 CALIFORNIA ST
SAN FRANCISCO CA 94104

072-3010-013-0000
MG PARTNERS FUND VIII CAPITAL VILLAGE LLC
425 CALIFORNIA ST
SAN FRANCISCO CA 94104

072-3010-013-0000

OCCUPANT
3231 ZINFANDEL DR #1
RANCHO CORDOVA CA 95670

072-3010-013-0000

OCCUPANT
3231 ZINFANDEL DR #2
RANCHO CORDOVA CA 95670

072-3010-013-0000

OCCUPANT
3231 ZINFANDEL DR #3
RANCHO CORDOVA CA 95670

FEHR PEERS

MEMORANDUM

Date: November 30, 2015

To: Jeff Morgan, A.G Spanos Companies

From: Kwasi Donkor & David Robinson, Fehr & Peers

Subject: Bridgeway Square Apartments Traffic Analysis – 199 Unit Alternative

RS15-3316

Fehr & Peers has completed a supplemental evaluation for the proposed Bridgeway Square Apartments project in Rancho Cordova, CA. The evaluation addressed comments received from the City of Rancho Cordova related to the following:

- Trip generation comparison of the approved and proposed project site only, using a consistent methodology.
- Analysis of potential impacts to local intersections.
- Review of site access and on-site circulation.

PROPOSED LAND USES

The project site is located in the southwest corner of the Disk Drive/Bridgeway Drive intersection. According to the traffic analysis of the Capital Village Final Supplemental Mitigated Negative Declaration (FSMND) document, the site was previously analyzed as a "live retail" space with a mix of multi-family (43 dwelling units) and retail (24,800 SF) uses. However, the approved Capital Village Special Planning Area (SPA) allows up to 40 dwelling units per acre in addition to ground floor retail and service space.

The proposed project calls for 199 multi-family residences with no retail land uses, which is within the current allowable density of 40 dwelling units per acre under the SPA. Nevertheless, to be conservative, the following analysis compares the trip generation for the proposed project to the previously analyzed project description in the (FSMND). Table 1 compares the proposed land use for the project site to the previously analyzed and approved land use descriptions.

Table 1: Land Use Comparison		
Approved[1]	Previously Analyzed[2]	Proposed
• Up to 204 residential dwelling units (40 du/acre for a 5.12 acre site)	• 43 multi-family dwelling units	• 199 multi-family dwelling units
• Ground floor retail or service uses	• 24,800 SF of retail space	

Notes:
[1]Capital Village Special Planning Area Handbook, Amended June 8, 2006
[2]MRO Engineers, Inc., Revised Supplemental Traffic Analysis/Trip Generation Comparison Capital Village Retail Center - Rancho Cordova, California, February 6, 2006
Source: Fehr & Peers, 2015

TRIP GENERATION

The trip generation estimate for the previously analyzed land uses was based on *Trip Generation (*7th Edition, Institute of Transportation Engineers, 2003). The proposed land use trip generation estimate was developed using *Trip Generation* (9th Edition, Institute of Transportation Engineers, 2012). However, the Apartment (220) land use category trip rates remained unchanged from the 7th edition and are consistent with the previous analysis.

The *Manual* is the most widely used industry resource for this type of data. The trip generation data are organized by land use types, with more than 170 different categories of land uses. For each category, the *Manual* provides a data set for use in estimating the number of vehicle and person trips generated by a site based on its characteristics such as physical size or intensity.

Trips may be estimated by direction (entering or exiting the site), and for time periods typically pertaining to a full day (weekday or weekend), peak periods of the adjacent roadway, and peak hours of the particular land use. Used properly, the *Trip Generation Manual* provides an objective basis for estimating trips generated by a proposed development.

Internalization estimates for the proposed land use were also derived from the previous traffic analysis to maintain consistency.

Table 2 displays the previously analyzed project's weekday AM and PM peak hour trip generation. The project was reported to generate 48 gross trips during the AM peak hour and 136 gross trips during the PM peak hour. Gross trips represent the total volume entering/exiting the project site and include both new trips generated by the project as well as pass-by trips that enter/exit the project site en route to a different primary destination. After accounting for internal trips (trips that remain within the Capital Village mixed-use site) and pass-by trips, the project would generate 40 new external trips during the AM peak hour and 86 new external trips during the PM peak hour.

Table 2: Trip Generation for Previously Analyzed Land Use									
Land Use	Quantity	Trip Rate[1]		AM Peak Hour Trips			PM Peak Hour Trips		
		AM	PM	In	Out	Total	In	Out	Total
Retail	24.8 KSF[2]	1.03	4.40	16	10	26	52	57	109
		Internal Trips		*-2*	*-1*	*-3*	*-7*	*-11*	*-18*
		Pass-by Trips		*-2*	*-1*	*-3*	*-14*	*-14*	*-28*
		Net External Trips		12	8	20	31	32	63
Multi-family Residential	43 DU[3]	0.51	0.62	4	18	22	18	9	27
		Internal Trips		*-1*	*-1*	*-2*	*-3*	*-1*	*-4*
		Net External Trips		3	17	20	15	8	23
Total Trip Generation				20	28	48	70	66	136
Total Internal Trips				*-3*	*-2*	*-5*	*-10*	*-12*	*-22*
Total Net External Trips				*17*	*26*	*43*	*60*	*54*	*114*
Total Pass-by Trips				*-2*	*-1*	*-3*	*-14*	*-14*	*-28*
Total Net New External Trips				15	25	40	46	40	86

Notes:
[1]Trip Rates, internalization percentages, and pass-by percentages derived from Tables 4 & 5 in MRO Engineers, Inc., Revised Supplemental Traffic Analysis/Trip Generation Comparison Capital Village Retail Center - Rancho Cordova, California, February 6, 2006
[2]KSF - 1000 square feet
[3]DU - Dwelling Units
Source: Fehr & Peers, 2015

Table 3 displays the proposed project's weekday AM and PM peak hour trip generation. The proposed project would generate 101 gross trips during the AM peak hour and 123 gross trips during the PM peak hour. After accounting for internal trips, the project would generate 94 new external trips during the AM peak hour and 105 new external trips during the PM peak hour.

Therefore, the proposed project would result in an increase of 54 trips in the AM peak hour and 19 trips in the PM peak hour (see Table 4) when compared to the previously analyzed land use.

Table 3: Trip Generation for Proposed Land Use									
Land Use	Quantity	Trip Rate[1]		AM Peak Hour Trips			PM Peak Hour Trips		
		AM	PM	In	Out	Total	In	Out	Total
Multi-family Residential	199 DU[2]	0.51	0.62	20	81	101	80	43	123
		Internal Trips[3]		*-3*	*-4*	*-7*	*-12*	*-6*	*-18*
Total Net New External Trips				17	77	94	68	37	105

Notes:
[1]Trip rates based on Apartment (220) land use category published in Trip Generation (Institute of Transportation Engineers, 2012)
[2]DU - Dwelling Units
[3]Internalization percentages were derived from Table 5 in MRO Engineers, Inc., Revised Supplemental Traffic Analysis/Trip Generation Comparison Capital Village Retail Center - Rancho Cordova, California, February 6, 2006
Source: Fehr & Peers, 2015

Table 4: Trip Generation Comparison						
Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Previously Analyzed	15	25	40	46	40	86
Proposed	17	77	94	68	37	105
Difference	*+2*	*+52*	*+54*	*+22*	*-3*	*+19*
Source: Fehr & Peers, 2015						

INTERSECTION ANALYSIS

To evaluate the effect of the proposed land use change on intersections near the project site, we performed an analysis that included the following steps:

Step 1 Identified study intersections by performing a select zone analysis using the regional SACMET travel forecasting model. The study intersections selected are listed below:

- White Rock Road / Zinfandel Drive
- White Rock Road / Data Drive
- Data Drive / Zinfandel Drive
- Data Drive / Disk Drive
- Disk Drive / Bridgeway Drive

Step 2 Collected existing AM (7:00-9:00) and PM (4:00-6:00) peak period intersection turning movement counts at the study intersections in summer, 2015. Because schools were on summer recess, we developed a seasonal factor adjustment using counts collected in analogous areas while schools were in session. The intersection counts were increased by 5% to account for the influence of school-related traffic.

Step 3 Analyzed existing traffic operations at the study intersections using procedures and methodologies contained in the Highway Capacity Manual (Transportation Research Board, 2010) for calculating delay at intersections. These methodologies were applied using the Synchro/Simtraffic software package (Version 8). The level of service results are reported in Table 6 below. The White Rock Road / Zinfandel Drive intersection is the only study intersection operating unacceptably.

Level of service is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions. Table 5 displays the average delay ranges associated with each LOS category for signalized and unsignalized intersections.

Table 5: Intersection Level of Service Criteria

Level of Service	Description	Average Control Delay (seconds per vehicle) [1]	
		Signalized Intersections[2]	Unsignalized Intersections[3]
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	≤ 10	≤ 10
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	> 10 to 20	> 10 to 15
C	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	> 20 to 35	> 15 to 25
D	Represents high-density, but stable flow.	> 35 to 55	> 25 to 35

Table 5: Intersection Level of Service Criteria			
Level of Service	Description	Average Control Delay (seconds per vehicle) [1]	
		Signalized Intersections[2]	Unsignalized Intersections[3]
E	Represents operating conditions at or near the capacity level.	> 55 to 80	> 35 to 50
F	Represents forced or breakdown flow.	> 80	> 50

Notes:

[1] Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay based on *Highway Capacity Manual* (Transportation Research Board, 2010). Delay is reported in seconds per vehicle for the overall intersection.

[2]Highway Capacity Manual 2010, Chapter 18, Signalized Intersections

[3]Highway Capacity Manual 2010, Chapter 20, AWSC Intersections

Source: Fehr & Peers, 2015

Table 6: Intersection Level of Service – Existing Conditions					
Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS	Delay	LOS
1. White Rock Road / Zinfandel Drive	Signal	26	C	**85**	**F**
2. White Rock Road / Data Drive	Signal	21	C	21	C
3. Data Drive / Zinfandel Drive	Signal	14	B	20	C
4. Data Drive / Disk Drive	Signal	9	A	8	A
5. Disk Drive / Bridgeway Drive	SSSC[2]	3 (10)	A (A)	2 (11)	A (B)

Notes:

[1] Delay is reported per *2010 HCM* methodologies. Average intersection delay, in seconds per vehicle, reported for signal and all-way stop intersections. Worst movement delay, in seconds per vehicle, reported for side-street stop intersections in parenthesis. All results are rounded to the nearest second.

[2] SSSC = Side-Street Stop Control

BOLD type indicates unacceptable operations.

Source: Fehr & Peers, 2015

Step 4 Developed trip distribution for the project based on the select zone analysis using the SACMET travel forecasting model and existing turning movement volumes at the Capital Village retail center driveways. It was necessary to develop separate inbound and outbound percentages due to the effects of restricted driveway turning access at the project site. The estimated percentages are summarized in Table 7:

Table 7: Project Trip Distribution

Directionality	Inbound	Outbound
To/From the north on Zinfandel Drive	58%	52%
To/From the south on Zinfandel Drive	6%	7%
To/From the east on White Rock Road	11%	11%
To/From the west on White Rock Road	6%	5%
To/From the east on Disk Drive	1%	7%
To/From the west on Data Drive (west of Zinfandel)	6%	1%
To/From the east on International Drive	6%	4%
To/From the west on International Drive	6%	13%
Total	100%	100%

Source: Fehr & Peers, 2015

Step 5 Analyzed traffic operations at the study intersections with the project in place. The level of service results are reported in Table 8 below. The addition of project trips to the roadway network causes changes in delay at the following intersections:

- White Rock Road / Zinfandel Drive – The PM peak hour delay increases by 2 seconds. Although the intersection already operates unacceptably, according to Sacramento County's *Traffic Impact Analysis Guidelines*, July 2004, this is not considered a significant impact because the increase in delay is less than 5 seconds.
- White Rock Road / Data Drive – The PM peak hour delay increases by 1 second. The intersection level of service is unchanged and operates acceptably.
- Data Drive / Zinfandel Drive – Delay increases by 1 second in the AM peak hour and 2 seconds in the PM peak hour. The level of service results are unchanged and the intersection operates acceptably in both time periods.
- Data Drive / Disk Drive – The AM peak hour delay decreases by 1 second. Since intersection delay is calculated as a volume-weighted average of approach

delays, the intersection has lower delay under plus project conditions because the project volume was added to an approach with low delay and the other approaches have low volume. Even though additional volume will increase delay on the conflicting approaches, the volume-weighting of the average means that more vehicles traveling with a low delay can decrease the overall average.

Table 8: Intersection Level of Service – Existing & Existing Plus Project Conditions

Intersection	Control	Existing Conditions				Existing Plus Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. White Rock Road / Zinfandel Drive	Signal	26	C	**85**	**F**	26	C	**87**	**F**
2. White Rock Road / Data Drive	Signal	21	C	21	C	21	C	22	C
3. Data Drive / Zinfandel Drive	Signal	14	B	20	C	15	B	22	C
4. Data Drive / Disk Drive	Signal	9	A	8	A	8	A	8	A
5. Disk Drive / Bridgeway Drive	SSSC[2]	3 (10)	A (A)	2 (11)	A (B)	3 (10)	A (A)	2 (11)	A (B)

Notes:

[1] Delay is reported per *2010 HCM* methodologies. Average intersection delay, in seconds per vehicle, reported for signal and all-way stop intersections. Worst movement delay, in seconds per vehicle, reported for side-street stop intersections in parenthesis. All results are rounded to the nearest second.

[2] SSSC = Side-Street Stop Control

BOLD type indicates unacceptable operations.

Source: Fehr & Peers, 2015

SITE ACCESS EVALUATION

Fehr & Peers completed a qualitative review of the preliminary site plan (TSD Engineering, Inc., 9/18/2015) shown on Figure 1 to determine if the proposed project access would cause any potential operational or circulation issues near the project site. The project site plan includes two entrances to be constructed along an existing private driveway east of the UC Davis Medical Group building. The primary access would be located just south of the UC Davis Medical Group building while the secondary access would be located to the north, directly across from an existing parking lot. Figure 2 displays the location of the project site and surrounding driveways.

ATTACHMENT 6

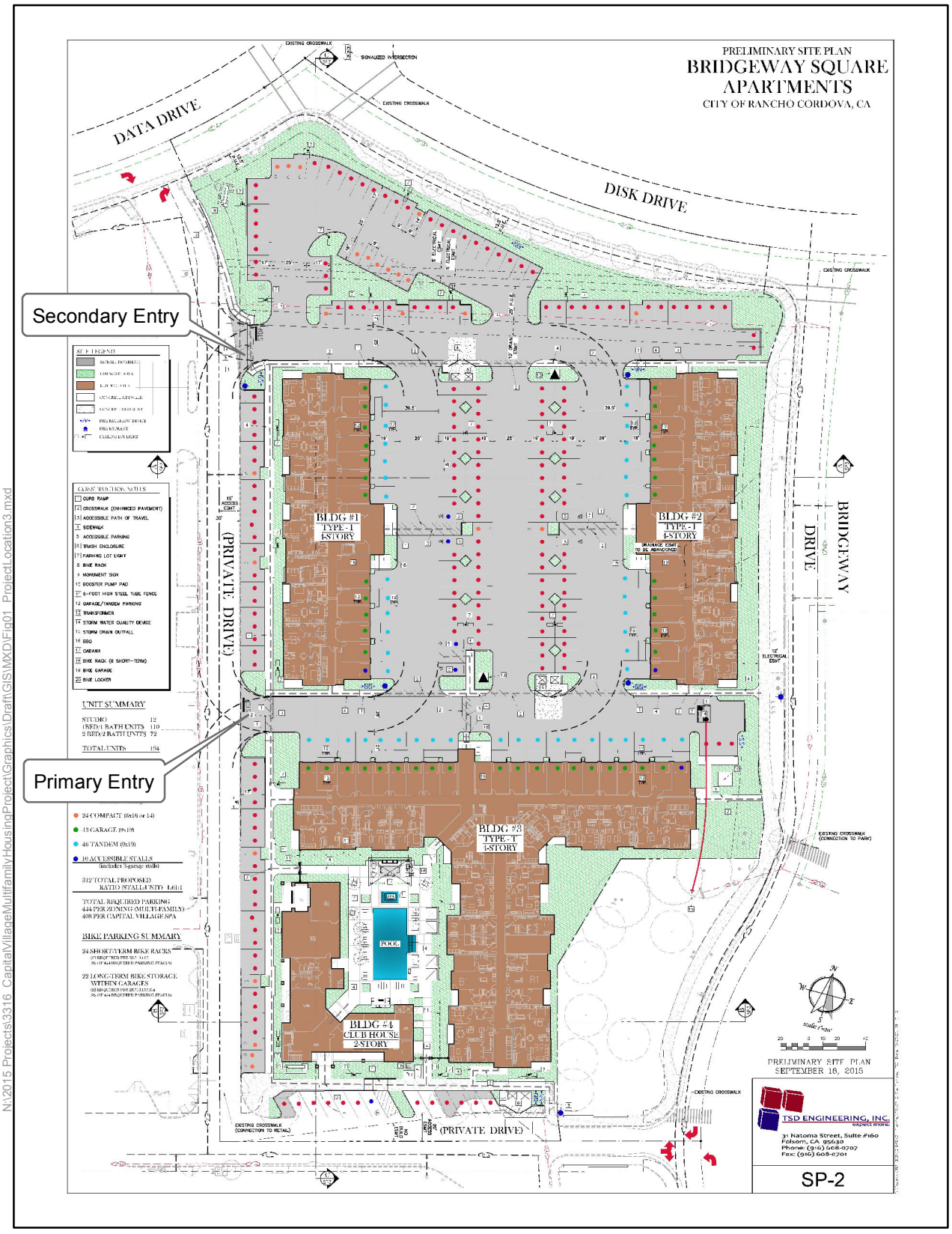


Figure 1

Bridgeway Square Apartments Site Plan



Project Site

Figure 2

Project Location & Existing Driveway Locations

The following describes our evaluation of elements of the project site.

Cut-through Trips - The existing private driveway (Driveway C) has a north terminus at Data Drive. According to City of Rancho Cordova staff, the private drive/Data Drive intersection will continue to operate with right-in/right-out access. Given the limited access, there is a likelihood that project residents will cut through the existing retail parking lot to access the two other driveways located to the west (Driveways A and B) to turn left onto westbound Data Drive.

Existing counts at the two driveways show 30 vehicles in the AM and 80 in the PM peak hours turn left onto Data Drive. According to our trip generation and distribution estimates, approximately 26% (20) and 24% (9) of outbound trips would turn left onto Data Drive in the AM and PM peak hours, respectively. The remaining motorists would travel eastbound on Data Drive to White Rock Road or exit the project site using Capital Village Lane. Table 9 summarizes the number of project trips at the retail driveways.

Table 9: Project Trips at Retail Driveways

Driveway	AM Peak Hour		PM Peak Hour	
	Inbound	Outbound	Inbound	Outbound
A	2	8	4	3
B	2	12	11	6
C	12	35	47	18
Total	16	55	62	27

Source: Fehr & Peers, 2015

Recommendation – Given the magnitude of potential cut-through travel (20 and 9 trips in the AM and PM peak hours, respectively), consider signage to direct residents to the right-in/right out driveway.

ATTACHMENT 7

MEMORANDUM

DATE: May 18, 2015

TO: Honorable Mayor and Council Members

FROM: Matthew Diaz, Associate Planner

SUBJECT: **DISCUSS PROPOSED HIGH DENSITY HOUSING PROJECT ON A VACANT PARCEL WITHIN WITH CAPITAL VILLAGE SPECIAL PLANNING AREA**

PROJECT:	New High Density Housing project within Capital Village
FILE:	A formal application is pending.
LOCATION:	Southwest of the intersection of Bridgeway Drive and Disk Drive.
APN:	072-0680-072-0000
PLANNER:	Matthew Diaz, Associate Planner

RECOMMENDED ACTION

Provide preliminary direction to staff and project proponents regarding this proposed project.

RESULT OF RECOMMENDED ACTION

No formal action is requested of Council at this time. Council direction will allow the project proponents to decide whether they wish to proceed with their application. If Council approval is unlikely, then the applicants might choose to withdraw the project and avoid the expenses associated with the project review.

BACKGROUND

The Planning Department has received significant interest for a new high density residential development (approximately 194 units) to be located south of the intersection of Data Drive and Disk Drive within the Capital Village Special Planning Area (Figure 1). This site was intended for mixed use buildings with underground parking, retail on the ground floor, and residential on the upper floors. While there are few standards for this designation, residential uses were permitted up to 40 units/acre and 150 feet maximum building height. The subject property is bounded by the Data and Disk Drive to the north, Bridgeway Drive and Village Green Park to the east, Capital Village Lane to the south, and existing commercial develop to the west. Approval of this request would require the following entitlements:

- **General Plan Map Amendment**: Amend the land use designation to High Density Residential (HDR) or other designation that would be consistent with the approved Capital Village standard that allows densities up to (40 units/ acre). The high density housing was approved in 2005 as part of the Capital Village project; however the site was changed in 2006 to Downtown Planning Area-Local Town Center (LTC) and Medium Density Residential (MDR) that has a maximum density of (18 units/ acre). Correcting this map error would bring the

General Plan map consistent with the approved Special Planning area and Housing Element which projected approximately 200 market rate units for the site (Figure 2).

- **Special Planning Area Amendment:** The project area is zoned "loft" which is consistent with the City's Commercial Mixed Use (CMU) zone. This would be to allow high density housing (40 units/ acre) as a permitted use instead of just the Loft/Commercial Mixed Use (CMU) with the same density standard.

- **Development Agreement (DA) amendment:** To amend the "permit uses" section to include high density housing instead of just CMU. Staff will need to clarify all fees and maintenance obligations associated with the new multifamily complex.

- **Design Review:** This will be required for the construction of a four-story apartment complex with parking area and landscaping. A traffic report will be required for the submittal.

- **Possible Adjustment Permit (Parking):** Based on the conceptual site plan's approximate 25% parking deficiency.

FIGURE 1: Location Map (5.18 acres)



POLICY CONSIDERATIONS

There are a number of factors that merit consideration of a market rate high density residential complex at the proposed location, including:

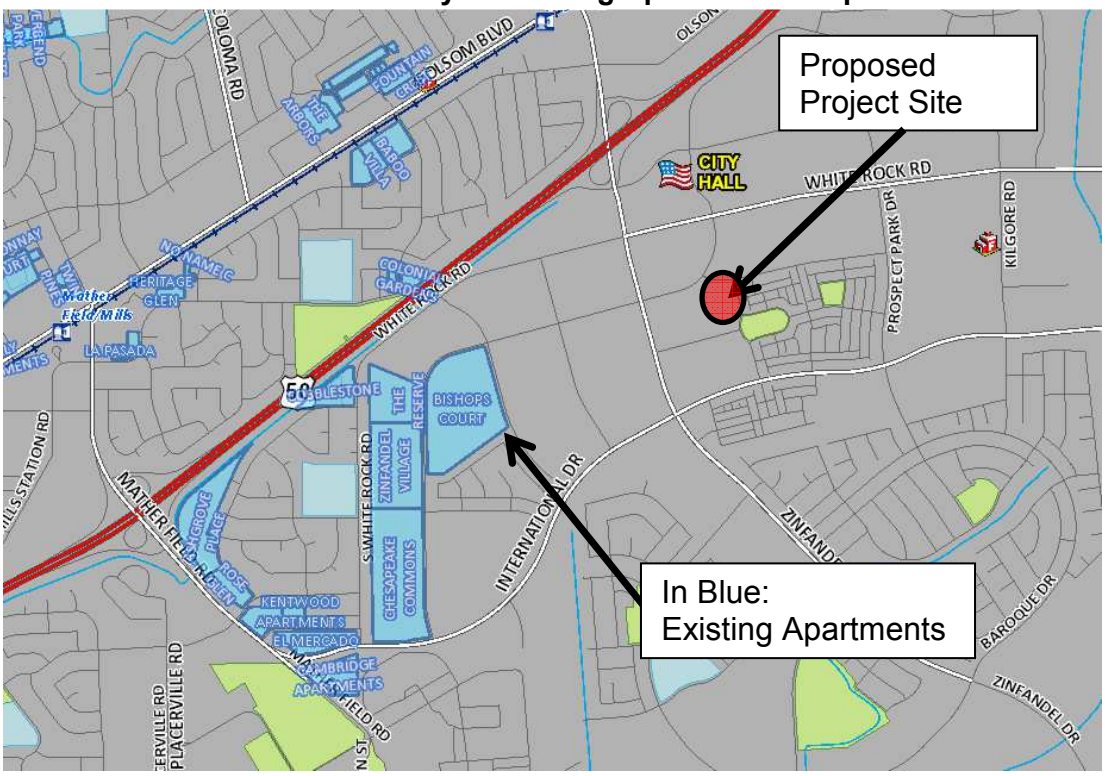
- The housing element indicates that there is a lack of new high density market rate housing within the City. Is the subject site the appropriate site to meet this need or should staff look into alternative within the City?
- Does the Council have any issues with the proximity of the proposed high density residential uses next to the existing Village Green Park, existing townhomes, and commercial center located within the City's Downtown Planning Area?
- Is the loss of the mixed use component something the City Council would support? The applicant (Tom Allen with A.G. Spanos Companies) has indicated that there currently isn't a market for the envisioned mixed use component as the potential for vacant retail and structural design would render the project economically infeasible.
- Are there any other potential uses currently allowed within the Special Planning Area, that the Council would prefer at the subject location? This could include more single family dwellings, commercial uses, or more similar townhome products.

FIGURE 2: Existing General Plan Designations



ATTACHMENT 7

FIGURE 3: Proximity of Existing Apartment Complexes



A survey of the existing apartment complexes within the close proximity or the proposed project site is provided as Figure 3. The closest apartment is Bishop Court at half a mile away on Data Drive.

CONCLUSION

This discussion is intended to brief the City Council on the forthcoming application. No formal action is needed at this time. Staff is seeking City Council direction should a formal application be made for the entitlements mentioned above. This item will require the action at a future meeting should the applicant choose to proceed.

Capital Village Comment on Conceptual Design

1. Site Plan/landscaping
    a. Pedestrian linkages throughout the site. This should be clearly defined and link all units to common areas and surrounding uses.
    b. Canopy will not be required for additional covered parking.
    c. Additional landscaping to the parking areas. Staff is looking into the use of diamond landscape planters however the zoning code requires these areas to be a minimum 9ftx19ft.
    d. Enhanced streetscape appeal for parking areas that surrounds the building. This should include wider sidewalks, trees, and drought tolerant landscaping to visually separate the parking area from the pedestrian area, numerous trees and shrubs along the building façade. See examples below. This should match similar improvements made at the Capital Village commercial sites.
    e. Landscaping along data drive will be crucial as this will be the first thing motorist see coming from Hwy 50 to the Date Drive entrance. This should include large trees, shrubs, unique landscape features (rocks, art, ground cover, etc.), possible directional signage, lighting, and pedestrian access/amenities, and possible community art.
    f. The details for club and shared spaces are still needed.
2. Façade:
    a. Color scheme should be more complementary to the surrounding designs. The current color schedule is dark and may not blend in well with the surrounding buildings which are lighter and use more color (see below).
    b. More defined “base” and “cap” layers as defined in our design guidelines. A “base” layer is typically the first floor while the “cap” is the roofline. This is intended to reduce the massing and make the building more pedestrian friendly. While the club house has this, the current apartment plans do not. The dark roofline seems to blend together and does not help define the edges. This could involve breaking up the façade a bit more.
    c. The building entrances should be clearly defined on the façade. This could include a building recess or enhanced trim.
    d. Possibly have more define building edges at major intersections.
    e. Use greater façade projections or define the current projections by using color and material variations like the examples below.
3. Items mentioned at City Council meeting May 18th
    a. The City needs new market rate housing to attract millennials (20-30 year olds)
    b. Residents and council would prefer a commercial development; however a new apartment complex could work for the site should it be designed right and not just another typical apartment complex.
    c. The council would prefer more of a luxury type apartment with quality materials and design. There was concern regarding how the building/design may hold up within 10-20 years.
    d. Residents are concerned with the impacts to their property value.
    e. Traffic and parking concerns will need to be answered.
    f. Council directed staff to proceed with the application; however there will need to be an additional workshop with council/resident interactions.
    g. http://www.cityofranchocordova.org/Index.aspx?page=356

ATTACHMENT 8

Proposed Plan:





Clubhouse - Front Elevation



Clubhouse - Rear Elevation

Existing Design Scheme:









Examples:









ATTACHMENT 8





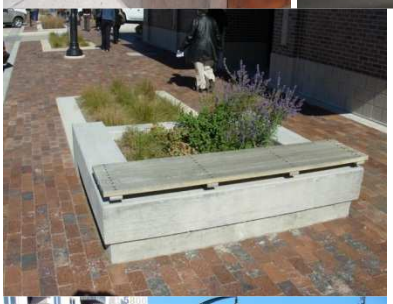
Landscaping examples:

















AGENDA ITEM 11.1

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CALIFORNIA

ATTACHMENT 9
PLANNING DEPARTMENT
2729 Prospect Park Drive | Rancho Cordova, CA 95670
Phone: (916) 851-8750 | Fax: (916) 851-8762

June 25, 2015

Tom Allen,
V.P. Land Acquisition-A.G. Spanos Companies
10100 Trinity Parkway, 5th Floor
Stockton, CA 95219

Subject: Bridgeway Square Apartments (DD8588) Completeness Review

Dear Mr. Allen:

The City of Rancho Cordova Planning Department has received your application for General Plan, Special Planning Area, and Development Agreement Amendments as well as a Major Design Review and Adjustment to construct a new 4 story 194 unit apartment complex at the southwest corner of Disk Drive and Bridgeway Drive. This project was reviewed by City staff and deemed to have some outstanding issues that will need to be addressed before your project can be considered for final review by the City Council. Please revise your items and resubmit plans with a corresponding response for each of the comments below.

1. **General Items:**

   A. Public Outreach: In light of the direction provided by City Council at the May 18th meeting, this project will require a public outreach effort prior to final action. Below is the estimated timeline for events prior to scheduling for final consideration.
      i. Neighborhood Meeting June 23rd 2015:
      ii. Staff encourages additional meetings with the owners association. This may involve meetings with the business, home owners, and townhome owners association.

   B. Sacramento Metro Fire Department Access: Included in the attached Metro Fire department comment letter is a requirement that all structures 4 stories or higher maintain 30 feet of unobstructed access around any building. Since this requirement may involve a change to the site plan for the club house and housing to the south of the parcel, it is recommended that you continue to work with Metro Fire staff to address this requirement.

   C. Traffic Study: The traffic analysis does not sufficiently define the scope of work and must be updated to reflect the following:

      i. Please prepare a trip generation analysis that compares the approved land use to the proposed land use for the proposed site only. It is important to use the same methodology for both scenarios.
      ii. Please update the traffic analysis to evaluate on-site circulation, driveway interactions, and signal performance. Analysis should include, but is not limited to, the Data/Disk signal and any other segments that may be affected by the proposed development. Evaluation of signals on peripheral arterials will not be needed where sufficiently evaluated in the original Capital Village project analysis.

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iii. Note that the existing driveway exiting to Data shall remain right in/out only.

This analysis will be required in order for us to complete Public Works' review of the application. If you have any questions please feel free to contact Albert Stricker, P.E. Senior Engineer at (916) 851-8713 or astricker@cityofranchocordova.org

D. Environmental Review: Based on the approved special planning area and the proposed project staff anticipate the previous environmental review will have to be reassessed to address project specific impacts. Staff should have a determination soon on what environmental process will be necessary.

E. Design: While the project's design contains architectural elements described in the Capital Village Special Planning Area guidelines, the overall theme does not fit with the surrounding commercial building or townhome housing type. Staff recommends incorporating some the following options that could be used to bring the project into compliance with the adopted Design Guidelines for less compatibility and more pedestrian friendly architecture.

i. Architecture:

a) The project does not seem to have a design theme that is consistent with the surrounding buildings. The current design seems dark and "lodge" like. Please consider revising the design to be more compatible with the adjacent community.

b) While the building presents a mix of colors and materials, the elevations should include more horizontal layers to help break up the façade and make the building's massing more human scale. These layers should include a more defined "base" or ground floor layer as well as a more prominent "cap" or roofline feature.

- *"Base"*-This could include additional landscaping, architectural amenities, more defined window and door trims, and prominent entrances. The use of landscaping (trees, vines, etc.) can soften and screen while adding a green element to the stucco and tile base.
- *"Cap"*-The current roofline silhouette is mostly flat and should be broken up with the use of large cornices, more changes in parapet heights or other techniques. Roofing should be unique and add character and style to the building. Varied roof form as appropriate to the style of the house, such as: hipped roofs, gabled roofs, varying roof pitches, and roof dormers.

c) The façade lacks architectural features to articulate the space and define the edges. Unless it is not consistent with the proposed design theme, please consider incorporating trims 4 inch or greater to add substantial depth and detail, window boxes, brackets, overhangs, trellises and/or lattice. Upper story units should have clearly defined balconies or decks. This can be achieved by accentuating the depth with the use of more contrast in color and/or material (darker base or railing). The space of these balconies or decks should be large enough to accommodate two chairs and a small table.

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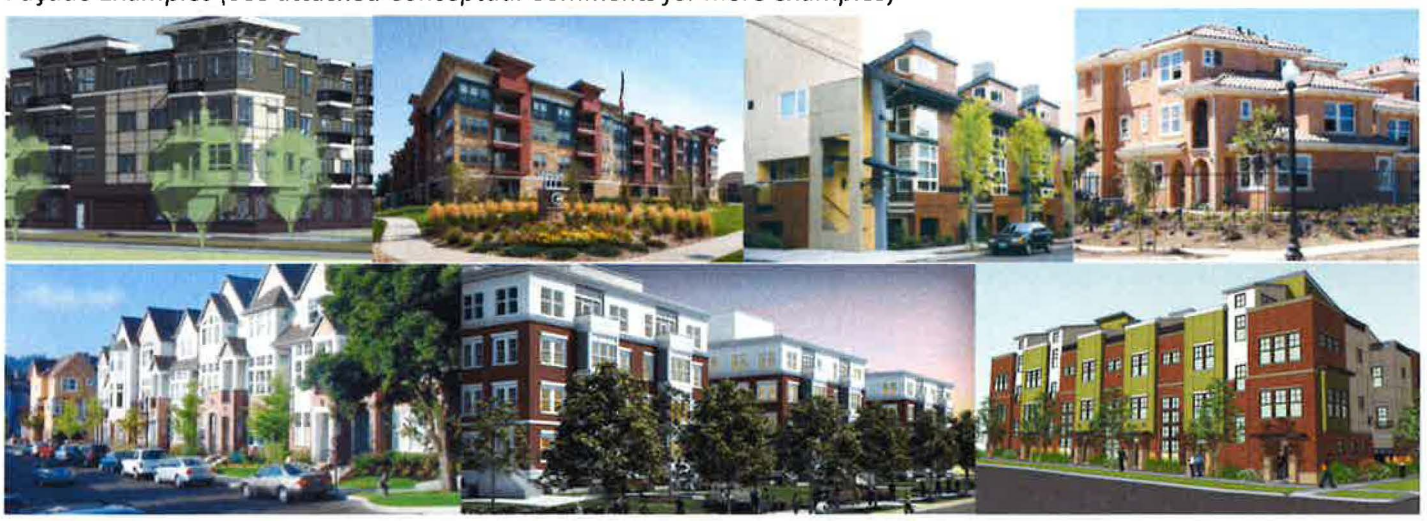
Façade Examples (See attached Conceptual Comments for more examples)



Architectural and Landscaping Alternatives for Streetscape



d) While the current design enhances the streetscape by placing the buildings closer to the right-of-way, a tiered façade may help break up the massing of the 4 story building. This can include a transition in scale for some of the upper unit balconies and patios giving the design a somewhat podium feel while retaining the 4 story design. Staff is not proposing upper unit setbacks, but a somewhat tiered upper level that can help reduce the massing while accentuating the upper unit outdoor space and creating a more human scale street scape.

e) Design all sides of the building with consistent architectural and façade elements. End units could incorporate architectural elements or changes in color or window articulation facing onto the sidewalks.

f) The building entrances should be better defined and include weather protection on building facades adjacent to walkways with overhangs, canopies, awnings, and recesses. Strong architectural definitions at the main entrances will attract pedestrians. They should be accentuated from the overall building façade by the use windows within entry doorways, enhanced trim around the doorways, or the use of canopies.

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ii. *Site plan and Circulation*

a) The overall design seems to separate its residents from the surrounding community. The site plan should encourage pedestrian traffic around the complex while visually integrating the residential shared space with the surround businesses and community.

b) Special paving or change in paving color should be used to alert drivers at pedestrian crossings.

c) The project should provide vehicular, bicycle, and pedestrian connection to adjacent residential and non-residential developments. These should be clearly marked with the possible use of onsite directional signage to offsite paths and bike storage onsite. Please consider a separate *circulation exhibit* that clearly defines the following:

- How the required residential open/shared space will connect with the adjacent community. This would include highlighted pedestrian paths and gathering areas.
- What the impacts on existing circulation patterns will look like (foot traffic to and around the site from the adjacent areas).
- How bicycle access and parking will be incorporated into the plan. In accordance with zoning code 23.719.115, this project will require long term bicycle parking in the amount of 5 percent of required motorized vehicle spaces for employees/residents. This could include covered, lockable enclosures with permanently anchored racks for bicycles, lockable bicycle rooms with anchored racks and lockers. The plan should show how bicycle parking and circulation will be integrated into the site plan and adjacent area.

b) Please indicate if and/or how the open space areas near the detention basin will be utilized. The rendering shows pedestrians along this space, but the elevations are not clear if this area will be accessible and/or amenitized.

ii. <u>Landscaping</u>

a) Landscaping should be provided along/against building facades facing the parking lot, street, or public plaza as a way of anchoring it to the surrounding environment, to soften the appearance of the structure, and to reduce the overall scale and massing of the structure. This can be done through the use of intermittent planter areas, potted plants, climbing vines along planters and building with shrubs at the base, and/or in-ground plantings.

b) Landscaping treatments should help anchor the corner of buildings, enhance the pedestrian environment, and establish continuity along landscaping corridors. Done well, attention to landscape design and detail will establish project identity.

2. Completeness items

A. *Project Narrative:* This should be revised to include the following items:

i. Does this project fulfil a current market demand for high density housing (first time home buyers, seniors, etc.)?

ii. Estimated rents and tenure options (i.e. month to month, year, etc.)

iii. Amenities for each of the units. This includes parking options, appliances

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iv. Indicate if the shared public area/pool will be open to the public. Possible hours of operation for these areas.

B. *Simulations:* Due to the size of the proposed building, staff requires simulations showing the proposed building's size in relation to the surrounding buildings. This simulation should be taken from each of the four corners of the site and be consistent with the elevations.

C. *Color and Material Board:* This should reference the elevations and renderings.

D. Site Plan and Enhanced Site Plan (Sheet SP-1 and SP-2):
   i. Indicate how the units will be served by each of the refuse locations. Some of the units along the west of the project site seem too far away from the trash enclosure to be practical.
   ii. Signage must be consistent with the Capital Village Design Standards. This includes dimension, neighborhood designation, lighting, and landscaping.

E. Elevations (Sheet A2.0, A2.1, A2.2, A3.0):
   i. See design comments #1.E above.
   ii. Other

F. Preliminary Landscape Plan (Sheet pLA-01 and pLA-02):
   i. Please see the attached Landscaping comments from Cunningham Engineering and Comment #1.E above.

3. Other items/Conditions:

A. Other Agency Comments: Since the May 20th submittal, the project has been routed. While we are still waiting for comments from all agencies please see the attached responses from the following agencies that have submitted comments/conditions.
   i. Metro Fire comment letter dated June 8, 2015
   ii. Sacramento Area Sewer District (SASD) comment letter dated June 5, 2015
   iii. Cordova Recreation and Parks District (CRPD) will require additional plan check deposit for review. Please see attached.
   iv. Cunningham Engineering Landscape Peer Review Comments
   v. Sacramento Metropolitan Air Quality Management District (SMAQMD) comment letter.
   vi. Golden State Water Company comment letter.

B. Draft Conditions of approval: The conditions of approval have not been prepared.

C. Development Agreement (DA) Amendment: Staff anticipates the only amendment to the DA will involve the inclusion of "High Density Housing" into the permitted use section. While this may be the only amendment, the project may be subject to updated fees due to the previous analysis only calculating 43 units for the project site versus the site's zoning capacity of 204 units based on 40 units per acre maximum. While staff has yet to finalize what the final impact may be, any fee assessment will have to reflect current project impacts based on the revised unit count.

D. Parking: The project includes a request for a parking adjustment to allow for a reduction in required onsite parking. The Adjustment request is within the 30 percent limit established by the Code however; there is concern about how cars in excess of the onsite parking capacity will overflow into the adjacent commercial and residential areas. In support of the Adjustment request, a shared parking agreement between the project and the commercial areas is highly encouraged. It is anticipated that given the location of the entrances into the apartment project,

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persons seeking a parking space will likely look to the commercial parking lot areas first. By putting a shared parking agreement in place, the project will become a seamless part of the Capital Village center and extensive "No Parking" signs and parking conflicts should be avoided.

If you have any questions I can be contacted at mdiaz@cityofranchocordova.org or at my direct phone line 916-851-8754.

Regards,



Matthew Diaz,
Associate Planner

CC: Ken Dorn, Beazer Homes 1731 Roseville Parkway, Suite 140, Roseville, CA 95661

Attachment:

- Comment letters received from May 18 to June 25, 2015.
- Comment on conceptual design based on plans presented to the initial Development Service Team (DST) meeting.

Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite 310 • Mather, CA 95655 • Phone (916) 859-4330 • Fax (916) 859-3717

MARK A. WELLS
Fire Chief

June 8, 2015

County of Sacramento
Planning and Community Development
827 Seventh Street, Suite 230
Sacramento, CA. 95814

RE:	**Control Number:**	**DD8588**
	APN:	**072-0680-072**
	Project Name:	**Bridgeway Square Apartments**
	Project Location:	**Disk Drive and Bridgeway Drive**
	Applicant's Name:	**Kelly Kennedy**

NOTE: THE FOLLOWING ITEMS ARE SPECIFIC TO THE STAFF REPORT FOR THIS PROJECT AND REQUIRE SPECIAL ATTENTION:

1. Metro Fire has no additional comments at this time but we recommend that the applicants read our standards for Sprinklers Systems and Access Roads before submitting plans to us. The requirements for a 4 story building change the Components for the Sprinkler System and the location for the Fire Access Road Way.

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.

PRIOR TO APPROVAL OF IMPROVEMENT PLANS

1. Provide fire access roadways with all weather driving surfaces of not less than 20-feet of unobstructed width, 13-feet, 6-inches of vertical clearance, and turning radii of 25 feet inside and 50 feet outside dimension. The access roadways shall extend to within 150 feet of all portions of the

exterior walls of the first story of any proposed building. ***The use of turf-block or grass-crete or similar alternate road surfaces is not approved for installation in fire apparatus access roadways.***

2. Provide approved fire apparatus turnaround conforming to SMFD Standard 3. Turn-around shall be located within 50 feet of the end of the access roadway.

3. Fire access roadways shall be built to bear a minimum of 75,000 pounds and meet Sacramento County Public Works Standards for roadways. A report, prepared by a registered geotechnical engineer, verifying the ability of the road to bear the required minimum weight, shall be submitted with any plan indicating construction of roadway. Verification of constructed roadway shall be provided by a registered geotechnical engineer prior to final of the project.

4. Provide Fire Lane identification along required fire access. Fire Lane identification shall be in accordance with FPS 3 and California Vehicle Code. Vehicle parking is prohibited on any street less than 28 feet in width. Vehicle parking is permitted on both sides of streets 36 feet or more in width. Roadway width shall be measured between the gutter-line or edge of pavement on opposite sides of the road. Identification of fire apparatus access roadways may be required on private roads.

5. Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located along 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.

   Existing "wharf" type fire hydrants do not satisfy hydrant requirements for new construction.

PRIOR TO ISSUANCE OF FINAL BUILDING PERMIT

1. 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.

2. Residential roof coverings shall consist of materials having a minimum Class C rating.

3. Residences located within a high fire hazard severity zone are subject to more stringent requirements that may include wider access roadways, Class A roof coverings, fire sprinklers, and additional clearance from unimproved lands.

4. Gates shall be in accordance with Sacramento County Emergency Access Gates and Barriers Standard. Plan submittal is required prior to installation.

Sacramento Metropolitan Fire District requirements are not to be construed as abrogating more restrictive requirements by other agencies having jurisdiction. Final acceptance is subject to field approval and completion of required tests.

If I may answer any questions or be of any assistance, please feel free to contact me at (916) 851-8933

Sincerely,

Michael Olcese
Fire Inspector II

ATTACHMENT 9

SACRAMENTO AREA
SEWER DISTRICT
SERVING YOU 24/7

June 5, 2015

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

Subject: **Bridgeway Square Apartments**
APN: **072-0680-072**
Application No.: **DD8588**

Dear Mr. Diaz:

Both the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD) reviewed the subject documents and have the following comments.

It is noted that the applicant is requesting to construct a new 194 unit (4 story) market rate apartment complex with associated 8,000 square foot club house and resident pool on a undeveloped 5.12 acre parcel. This plan includes a new onsite parking area, landscaping, and pedestrian pathways. The project is located at Southwest corner of Disk Drive and Bridgeway Drive within the City of Rancho Cordova.

SASD Conditions:

- Connection to the SASD sewer system shall be required to the satisfaction of SASD.
- Each parcel with a sewage source shall have a separate connection to the SASD public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or SASD public sewer line.
- In order to obtain sewer service for this project, construction of onsite and offsite sewer infrastructure will be required. SASD Design Standards apply to any on-site and off-site sewer construction.
- Sewer easements may be required. All sewer easements shall be dedicated to SASD, in a form approved by the District Engineer. All SASD sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance. SASD will provide maintenance only in public right-of-ways and in easements dedicated to SASD.

Board of Directors
Representing:

County of Sacramento
City of Citrus Heights
City of Elk Grove
City of Folsom
City of Rancho Cordova
City of Sacramento

Prabhakar Somavarapu
District Engineer

Rosemary Clark
Director of Operations

Christoph Dobson
Director of Policy & Planning

Karen Stoyanowski
Director of Internal Services

Joseph Maestretti
Chief Financial Officer

Claudia Goss
Public Affairs Manager

10060 Goethe Road
Sacramento, CA 95827-3553
Tel 916.876.6000
Fax 916.876.6160
www.sacsewer.com

ATTACHMENT 9

- The subject project owner(s) and successors in interest thereof, shall be responsible for repair and/or replacement of all non-asphalt and/or enhanced surface treatments of streets and drives (such as stamped/colored/decorative concrete, concrete pavers, etc.) within these easements damaged by SASD maintenance and repair operations, including landscaping, channelizations, lighting, fountain area, sidewalk, and any other appurtenances conflicting therein. This requirement shall be set forth in easement grant documents and be a covenant running with the land, be a responsibility of successors in interest in future land transfers and divisions, and by language approved by SASD. SASD will only replace asphalt and standard concrete roadway/driveway disturbed due to maintenance/repair of its sewer line. If disturbed surfacing consists of decorative or stamped concrete, SASD will only replace with standard concrete.
- Developing this property will require payment of sewer impact fees to both SASD and SRCSD, in accordance with each District's Ordinances. Applicant should contact Permit Services Unit at (916) 876-6100 for sewer impact fee information.

If you have any questions regarding these comments please call me at 916-876-6278, or call Amandeep Singh at 916-876-6296.

Sincerely,

Stephen Moore

Stephen Moore, P.E., M.B.A.
Development Services

ATTACHMENT 9

ATTACHMENT 9

Cordova Recreation and Park District (CRPD)
RE: BRIDGEWAY SQUARE APARTMENTS PROJECT EVALUATION COMMENTS
June 9, 2015
Prepared by: Cordova Recreation and Park District
Park Planning and Development Department

Submitted to: Matt Diaz, Planner
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

mdiaz@cityofranchocordova.org
916-851-8756

1. **General Comment Summary:** The Cordova Recreation and Park District is satisfied that the applicant has successfully fulfilled the Quimby requirements for this project development.

2. **Park Development Fees:** Applicant must provide confirmation that they have clear knowledge of the existing Park Development Agreement (PDA) between the District and Beazer Homes. The PDA shall run with the land in which case, this development review will not require an amended PDA.

3. **Fee Collection Process:** It is understood that the park fees will be collected and passed through to the District. This process will be addressed in the DA and therefore will not require an amended Park Development Agreement.

ATTACHMENT 9

ATTACHMENT 9

Cordova Recreation & Park District

2729 PROSPECT PARK DRIVE #230
RANCHO CORDOVA, CA 95670

DEVELOPMENT REVIEW APPLICATION

Project Review

Type of project:

- ☐ General Plan Amendment
- ☐ Specific Plan Review
- ☐ Tentative Subdivision Map
- ☐ Tentative Parcel Map
- ☐ Rezone
- ☐ Park Development Agreement
- ☐ City/County Development Agreement
- ☐ CFD Formation
- ☐ Other:_____
- ☐ Requested Review Date:_____

CRPD USE ONLY

Project No: _____

Date submitted: _____

Rec'd by:_____ Deposit_____

Revised: 5/2/2014

Property Information

Project Name _____

Assessor's Parcel No: _____

Property Address/Location: _____

_____

_____

Contact Information

Property Owner:

Name: _____

Contact: _____

Address: _____

City, Zip: _____

Phone: _____

Fax: _____

E-mail _____

Applicant:

Name: _____

Contact: _____

Address: _____

City, Zip: _____

Phone: _____

Fax: _____

E-mail _____

Billing Address:

Name: _____

Contact: _____

Address: _____

City, Zip: _____

Phone: _____

Fax: _____

ATTACHMENT 9

Review Schedule

Note that a CRPD review period of 30 calendar days is standard procedure. Expedited review requests may be invoiced as overtime and chargeable rates will reflect hourly rates at time and a half. Requests for less than a two week (calendar) review time may be considered an expedited request depending on the size and scope of the request.

Please complete the table below by providing an estimated project schedule by providing estimated dates for project submittals and the date requested for review comments from CRPD.

Submittal Type	Submittal Date	Requested Review Date
Current Submittal		
Future Submittal		

Meeting Acknowledgement

I (We), the Property Owner and Representatives, hereby acknowledge that the Park Planning and Development Department will coordinate a meeting with the Developer to provide an opportunity to discuss the District's proposed conditions of approval (COAs) and resolve any issues, concerns and/or make modifications to the proposed conditions. * I (we) have the option to decline attendance of the meeting in writing and understand that I (we) may not be given the opportunity to request modifications to the conditions of approval once the project has been scheduled for a public hearing. I (We) understand that if a request is made to modify or add a condition(s) of approval once a public hearing is scheduled, the project may be continued to a future hearing date.

Applicant Signature _____ Date _____

Property Owner Signature _____ Date _____

*This meeting will be scheduled prior to the District's submittal of COAs to the Land Use Authority.

ATTACHMENT 9

Advanced Funding Agreement

This application is not complete, and processing of this application will not begin, until all initials and signatures are provided:

1) Under penalty of perjury, I certify that I am the legal owner(s) (all individual owners must sign as they appear on the deed to the land), Corporate Officer(s) empowered to sign for the corporation, Owner's Legal Agent having power of Attorney (a notarized Power of Attorney document must accompany this application), or the owner's authorized representative (include a notarized consent form from the owner). _____(Initial)

2) Applicant(s) do not have any past-due balances payable to CRPD for an previous project. _____ (Initial)

3) I have included all of the required items in hard copy (2 full copies of the same documents submitted to the Land Use Authority) and the same in digital format compatible with Microsoft Office Software and understand that missing items, inaccurate items or misleading items may result in delaying the processing of my application or issuance of an invalid permit; furthermore, all application materials, and **any outstanding balances accrued above the original deposit**, must be submitted/paid prior to a Public Hearing Notice publication by either the Land Use Authority or CRPD. I further acknowledge and agree that by signing this document, I accept the responsibility of posting public site notification boards (inquire with staff) regarding the proposed project at the project site. _____(Initial)

4) Applicant(s) agree to defend, indemnify and hold harmless with Counsel selected by CRPD and its agents, officers, consultants, independent contractors and employees ("CRPD's Agents") from any and all claims, actions or proceedings against CRPD or CRPD's Agents to attack, set aside, void, or annul an approval by CRPD, or CRPD's Agents concerning the project (collectively "Claim"). CRPD shall promptly notify the Applicant of any Claim and CRPD shall cooperate fully in the defense. Nothing in this paragraph obligates CRPD to defend any Claim and CRPD is not required to pay or perform any settlement arising from any such Claim not defended by CRPD, unless the settlement is approved in writing by CRPD. _____(Initial)

5) Applicant(s) acknowledge and agree that the Applicant(s) will fully reimburse CRPD for costs incurred in connection with the Application Process regardless of any action taken by CRPD with respect to the Applicant(s)'s application. Applicant(s) also acknowledge and agree that the Fees (hereinafter "Funds") paid herewith may not be adequate to fully reimburse CRPD for costs incurred in connection with the Application Process, and that periodically, as the need arises, Applicant(s) may be called upon to make further deposit of Funds. Applicant(s) agrees that there shall always remain on deposit with CRPD sufficient Funds to cover the anticipated costs to be incurred with the Application Process through a Public Hearing Process. In the event, for any reason, a CRPD request for further deposit of Funds from Applicant(s) is not fully satisfied, within fifteen (15) business days CRPD may cease processing of this application and the related project, and record the failure to make the requested deposit of Funds as the Applicant(s)' request to stop processing the application as is herein the legal claim of the title of the property. The applicant(s) is responsible to fully reimburse CRPD for costs incurred in connection with this application regardless of whether CRPD requests additional deposits or stops processing the project. The advance of Funds shall not be dependent upon CRPD's approval or disapproval of the Applicant(s)' application, or upon the result of any action, and shall in no way influence the Project. Neither Applicant(s) nor any other person providing funding for the Project shall, as a

ATTACHMENT 9

result of such funding, have any expectation as to the results of the Application Process or the selection of an alternative favorable to or benefiting Applicant(s). _____ (Initial)

6) Applicant(s) also acknowledge and agree that the failure to fully reimburse CRPD for costs incurred in connection with the Application Process as provided in this application may result in CRPD placing a lien upon the subject property for the full amount of any outstanding Funds owed to CRPD for processing Applicant(s)'s application. Until all outstanding Funds are paid in full, CRPD may also refuse to process any future applications by the Applicant(s), including applications for unrelated projects. _____(Initial)

7) Applicant(s) acknowledges and agrees that this application is a contract between the Applicant and CRPD and that all obligations are enforceable against the Applicant regardless of the status or outcome of the application process. This application sets forth all covenants, promises, conditions and understandings between the parties regarding the advance of Funds and the uses thereof, and there are no promises, conditions or understandings either oral or in writing between the parties other than as set forth herein. No contemporary or subsequent alteration, amendment, change or addition to this application form shall be binding upon CRPD unless reduced to writing and signed by the District Administrator or his/her designee. No course of conduct shall be binding upon CRPD and waiver of one or more provisions or violations shall not be construed as a course of conduct to be relied upon and may not be the basis for any expectation of future waiver or estoppel. _____(Initial)

8) No employee, agent, independent contractor or other representative of CRPD, other than CRPD District Administrator or CRPD Park, Planning and Development Manager, has the authority to alter the terms or effect of this application and Applicant(s) acknowledge and agree that it/they have not relied upon any promises, representations, conditions or understandings other than those set forth in this application. _____(Initial)

9) This Application shall be a public record. _____(Initial)

10) This Application is made under, and shall in all respects be interpreted, enforced, and governed by, the laws of the State of California. In the event of a dispute concerning the terms of this Application, the venue for any legal action shall be with the appropriate court in the County of Sacramento, State of California. Should legal proceedings of any type arise out of this Agreement, the prevailing party shall be entitled to costs, attorney's fees, and legal expenses, including but not limited to expert fees and costs. _____(Initial)

IT IS SO AGREED:

_____ _____

Applicant Signature Date

_____ _____

Property Owner Signature Date

ATTACHMENT 9

CORDOVA RECREATION AND PARK DISTRICT

LETTER OF AUTHORIZATION

This form shall serve to notify CRPD that I/we am/are the legal owner(s) of the property described in the attached application and do hereby authorize the person/firm shown below to file and represent my/our interest in the application(s) listed below.

Authorized Person:

Name/Firm _____

Address _____

City/State/Zip _____

Phone _____

Applications: _____

_____

Legal Owners:

I we/are the legal owner(s) of the said property; have read the foregoing letter of authorization and know the contents thereof; and do hereby certify that the same is true of my/our own knowledge. I/we certify (or declare) under penalty of perjury under the laws of the State of California that the information contained in the above referenced application(s) is true and correct.

Printed Name _____

Signature _____ Date _____

Printed Name _____

Signature _____ Date _____

Printed Name _____

Signature _____ Date _____

A letter signed by the property owner(s) may be submitted in lieu of this form. The letter must identify the person being authorized to represent the owner(s) and the application(s) being submitted.

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Cordova Recreation and Park District
Deposit Replenishment Policy

Upon submittal of a development application for Project Review services, CRPD shall collect the appropriate deposit(s) for reviews required pursuant to the development review.

When the cost of work performed on any given application reaches 60% of the initial deposit amount, the project manager may review the projects status to determine whether an additional deposit could be required. If a deposit is required, CRPD will contact the applicant to request a Deposit Replenishment in an amount sufficient to complete the project or an amount to be determined by the project manager for large development projects. If the Deposit Replenishment is not received within 15 days, CRPD may stop work on the project and notify the applicant that work will resume when the deposit is received.

Prior to a public hearing notice being sent for a project, or the final decision being made on a non-public hearing item, a final accounting shall be conducted to determine if sufficient funds are on hand to complete the project. If sufficient funds are not on hand, an amount equal to meet the projects budget will be requested from the applicant for project completion.

For projects requiring a Park Development Agreement (PDA), CRPD will collect Funds to reimburse for time spent by CRPD staff and legal counsel developing the PDA. All other expenses related to the PDA will be paid for by the Developer. For any projects with a remaining Park Development Agreement deposit, the deposit may not be refunded until a new deposit has been established with CRPD for the annual PDA compliance review for the project.

I hereby agree to the policy stated above:

_____ _____

Applicant's Signature Date

_____

Project Name

ATTACHMENT 9

Project Planning ▪ Civil Engineering ▪ Landscape Architecture

LETTER OF TRANSMITTAL

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

ATTN: Matt Diaz

FROM: Megan Romeo
DATE: 18-Jun-15
JOB: Rancho Cordova LS Plan Check
JOB NO: 818
RE: Zinfandel 50 Retail Center

WE ARE SENDING YOU THE FOLLOWING ITEMS VIA:

[ ] U. S. MAIL	[x] OVERNIGHT	[ ] HAND DELIVERY
[ ] COURIER	[ ] PICKUP @ CEC	[ ] BROWNIES

COPIES	DATED	NO.	DESCRIPTION
1	29-May-15	5 sheets	Zinfandel 50 Retail Center Landscape Details & Notes

THESE ARE TRANSMITTED as checked below:

[x] As requested	[ ] For your information
[ ] For your use	[ ] Returned after loan
[ ] For review and comment	[ ] File copy
[ ] For your approval	[ ] For processing

REMARKS:

COPY TO:

SIGNED: Megan Romeo

Megan Romeo ext. 167

If enclosures are not as indicated, please notify us at once.

■ **Davis:** 2940 Spafford Street, Suite 200 ▪ Davis, California 95618 ▪ (530) 758-2026 ▪ fax (530) 758-2066 ▪ cecwest.com

■ **Sacramento:** 2120 20th Street, Suite Three ▪ Sacramento, California 95818 ▪ (916) 455-2026 ▪ fax (916) 451-2066

ATTACHMENT 9

ATTACHMENT 9

CITY OF Rancho Cordova
Incorporated July 1, 2003

PLANNING DEPARTMENT
2729 Prospect Park Drive | Rancho Cordova, CA 95670
Phone: (916) 851-8750 | Fax: (916) 851-8762

DESIGN REVIEW LANDSCAPE PLAN CHECK
City of Rancho Cordova

June 18, 2015

Project: CE155_Zinfandel 50 Retail Center, Rancho Cordova, California
Project No. 56214.001, CE #155
Reviewed by: Michael Engle, RCLA 4672
Approved by: Aaron Busch, Community Development Director
Comments to: Matt Diaz, Planning Dept.
City of Rancho Cordova
2729 Prospect Park Dr.
Rancho Cordova CA 95670
916-851-8713

A. **Documents upon which this review is based:**
Rancho Cordova Zoning Code and Design Guidelines

Water Efficiency Landscape Ordinance

Sunset Western Garden Book

B. **Submittal Review Items:**
Landscape Plans by Michael Shular CRLA 4898, dated May 29, 2015

C. **Design Review Comments:**

1. Sheet L1 – Landscape Details and Notes

   a. Detail "I" appears to be quite small compared to the rest of the details.
   b. Detail "J" specifies the quantity of emitters per 1, 5, and 15 gallon container. What about 24" box trees that are shown on the planting plan?

2. Sheet L2 – Irrigation Plan

   a. Misspellings on a callout.
   b. Valve call-out key shows that gallons per minute are shown for individual valves but each valve is called out as "drip" in place of the gpm. Suggest calling out what the gpm for each valve is.

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c. Irrigation point of connection note states that the irrigation system is designed for a maximum flow of 15 gpm. Sheet L3 states that the irrigation system is designed for a maximum flow of 10 gpm. Which one is correct?

3. Sheet L3 – Irrigation Plan

a. Missing sleeves in various locations on plan.
b. Recommend fading back parking lot lights.
c. Misspellings on various callouts.
d. Valve call-out key shows that gallons per minute are shown for individual valves but each valve is called out as "drip" in place of the gpm. Suggest calling out what the gpm for each valve is.
e. Irrigation point of connection note states that the irrigation system is designed for a maximum flow of 15 gpm. Sheet L3 states that the irrigation system is designed for a maximum flow of 10 gpm. Which one is correct?

4. Sheet L4 – Planting Plan

a. Planting note number 6: Should state that the contractor should notify the landscape architect if specified plant material is "unavailable".
b. Planting note number 6: Misspelling.
c. Planting note number 9: States root barriers shall be provided for all trees within 10' of any curb and/ or hardscape pavement. On sheet L5, detail "A – Root Barrier Detail" it is stated that root barriers shall be used when trees are 8' or less. Which one is correct?
d. Recommend showing root barriers on legend and on plan where needed.
e. Planting note number 10: Recommend mentioning that bark mulch shall be removed 6" from tree and shrub trunks to prevent trunk rot.
f. Planting note number 12: Recommend noting that the contractor shall use a pre-emergent prior to planting to minimize unwanted weeds.
g. Planting legend misspelling for Indian Hawthorn.
h. Shrubs shall be 5 gallon minimum for container size.
i. Tree and utility line conflicts in various places are shown.
j. Recommend providing a 1.5' non-planted setback around all parking stalls to prevent damage to vegetation.
k. Recommend using a different shrub between parking areas. Tuscan blue rosemary can reach up to 6' tall and will become a CEPTED issue.
l. Add tree and shrub callout and quantities on plan.
m. Recommend showing an additional sheet for shade calculations showing paved area counted in calculation and individual tree shade values.

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Phone: (916) 851-8750 | Fax: (916) 851-8762

5. Sheet L5 – Planting Plan

   a. Detail A - Root Barrier states 8' vs. 10' distance on planting note #9 on sheet L4. Which one is correct?
   b. Recommend specifying a root barrier manufacture and model or type that complies with the City of Rancho Cordova root barrier requirements.
   c. Recommend showing root barriers on legend and on plan where needed.
   d. Recommend providing a 1.5' non planted setback around all parking stalls to prevent damage to vegetation.
   e. Add tree and shrub callout and quantities on plan.
   f. Utility lines are conflicting with trees in numerous places. Maintain a minimum of 5' clearance as stated on plans with a recommendation of 6' clearance if possible.
   g. Parking lot lights are conflicting with trees in numerous places. Maintain a minimum of 10' clearance from any light pole.
   h. It appears that there are bike racks shown on the plan. Are these called out anywhere? How are they mounted?
   i. There is a 15' gap between planters that leads to the existing sidewalk on Zinfandel Drive. Seems a little wide of a path.
   j. There are two dark lines on either side of the 15' gap. What are these?
   k. There appears to be a raised planter on the plans. Is this called out anywhere and are there any details on this?
   l. There appears to be a sign for the Popeyes restaurant that may become lost with the Rhaphiolepis that is proposed along the street side planter. Are the sign dimensions known? Will the sign be visible? May need to replace the Rhapiolepis with another shrub type.
   m. The City of Rancho Cordova states that drive through planter buffers shall be a minimum of 5' wide. A portion of the planter is shown as 4' wide of planter space and should be widened to comply with City requirements.
   n. The City of Rancho Cordova states that drive through planter buffer vegetation must be a minimum of 3' tall and a maximum of 4' tall to minimize headlamp glare from vehicles and for CEPTED purposes. The rosemary chosen for this area reaches up to 6' tall and will become a CEPTED issue.
   o. The City of Rancho Cordova states that drive through planter buffer vegetation shall not be pruned to prevent headlamp glare from vehicles. It is recommended to replace the proposed deer grass with a different shrub since they are typically cut back once in a while.
   p. The City of Rancho Cordova requires that a parking lot planter island shall be placed at every 10 parking lot stalls. Currently there is a stretch of 17 parking lot stalls without a parking lot planter island.
   q. There are many trees that are shown on the planting plan that will be removed. Have these trees been approved for removal? Are the replacement tree container sizes complying with the City of Rancho Cordova replacement tree schedule?

By performing this review and making the recommendations and/or comments herein, Cunningham Engineering shall not be acting in a manner so as to assume responsibility or liability, in whole or in part, for any aspect of the project Master Plans, proposed design requirements, design criteria, design calculations, construction methods, or the substance or contents of the Plan documents. The review and recommendations as provided herein are to be advisory only to the City of Rancho Cordova and to the Project Design Professionals.

ATTACHMENT 9

SACRAMENTO METROPOLITAN
AIR QUALITY
MANAGEMENT DISTRICT

Larry Greene
AIR POLLUTION CONTROL OFFICER

June 19, 2015

SENT VIA E-MAIL

Matt Diaz
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, California 95670

RE: Bridgeway Square Apartments

Mr. Diaz,

Thank you for the opportunity to evaluate the Bridgeway Square Apartments. Consistent with the City's Capital Village Special Planning Area (SPA) and town center general plan designation for the property, Capital Village Air Quality Mitigation Plan (AQMP) measures include provisions for a balanced, pedestrian-friendly community. Provisions including mixed uses; pedestrian improvements for multiple and direct street routing; eliminating barriers to pedestrian and bicycle circulation; and access to bicycle facilities.

Pedestrian-friendly design is vital to the project's consistency with the AQMP as well as its town center designation. The project is particularly important to supporting the town center designation, due to its central location between Capital Village's central park and main street areas.

Pedestrian-Friendliness

We commend the placement of parking away from the Capital Village main street and central park areas, and further improvements will make the project fully consistent with the pedestrian friendly designation. We recommend that the project include a pedestrian circulation plan to facilitate this, demonstrating sidewalks, landscaping, tree shading, crossing infrastructure, and other safety and comfort features. Following are provisions to support pedestrian-friendliness and help ensure consistency with relevant designations and measures.

Multiple, direct pedestrian routing is an AQMP measure. The Capital Village SPA contains standards for wide, separated, continuous sidewalks for streets bordering the project. Similar pedestrian infrastructure for the private drive along the west of the

777 12th Street, 3rd Floor ▪ Sacramento, CA 95814-1908
916/874-4800 ▪ 916/874-4899 fax
www.airquality.org

project would support direct pedestrian routing for the project. Pedestrian connections to the project at existing intersections featuring marked crosswalks with traffic signals as appropriate, and tight corner radii, would also support direct routing.

Building entrances directly onto pedestrian routes, rather than parking lots or automobile routes, support direct pedestrian routes. Currently project entryways are at the sides of buildings between parking lots and sidewalks.

Currently proposed driveways are disconnected from streets leading to the project, such as Wraysbury Way. Extending these streets as multimodal connections to the project would create direct pedestrian access supportive of existing pedestrian facilities.

The surface parking lot at the north has potential to be a pedestrian barrier especially due to its size, and eliminating pedestrian barriers is an AQMP measure. Parking design behind buildings and away from street frontage can help minimize parking as a pedestrian barrier if properly designed. Low Impact Development parking lot design benefits air quality, including reducing ground-level ozone, and furthers a healthy, pleasant environment for parking lots, especially important for those interior to a project site (http://water.epa.gov/polwaste/green/).

We urge the project proponent to consider applying pedestrian-oriented building frontage and associated pedestrian infrastructure (including wide, separated, continuous sidewalks consistent with SPA standards) to some of the currently proposed parking lot street frontage. Street corner building frontage with associated pedestrian infrastructure is especially important to pedestrian-friendly environments due to its potential for high use and visibility.

Finally, land use projects characterized by various uses on a single site are an AQMP measure. A neighborhood use incorporated into this site would support this measure, and could be a valuable amenity for nearby uses as well as project residents.

Bicycle-Friendliness

The AQMP contains measures stipulating project location within a half mile of Class I or II bicycle routes, in addition to the bicycle parking zoning requirements. We recommend that the project include a bicycle circulation and parking plan to facilitate this, demonstrating connections to Class I and II facilities designated in the City's master bicycle plan.

Building Components and Landscaping

Other AQMP measures call for air quality supportive building features, including air conditioning systems equipped with ozone destruction catalysts, and energy efficiency standards. Further, in addition to Low Impact Development design, we recommend drought-tolerant landscaping for maximum air quality benefit. Efficient water provision is associated with fewer air pollutants, especially during drought conditions.

General Comments

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. The attached document describes SMAQMD Rules which commonly apply to all projects. If you have additional questions or require further assistance, please contact me at mwright@airquality.org or 916-874-4207

Sincerely,

Molly Wright

Molly Wright
Air Quality Planner / Analyst

Cc: Larry Robinson, Program Coordinator, SMAQMD

SMAQMD Rules & Regulations Statement (revised 3/12)

*The following statement is recommended as standard condition of approval or construction document language for **all** development projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916.874.4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

Rule 201: General Permit Requirements. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the SMAQMD early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration. Other general types of uses that require a permit include, but are not limited to dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.

Rule 403: Fugitive Dust. The developer or contractor is required to control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

Rule 414: Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 BTU PER Hour. The developer or contractor is required to install water heaters (including residence water heaters), boilers or process heaters that comply with the emission limits specified in the rule.

Rule 417: Wood Burning Appliances. This rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

Rule 442: Architectural Coatings. The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

Rule 460: Adhesives and Sealants. The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

Rule 902: Asbestos. The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Naturally Occurring Asbestos: The developer or contractor is required to notify SMAQMD of earth moving projects, greater than 1 acre in size in areas "Moderately Likely to Contain Asbestos" within eastern Sacramento County. Asbestos Airborne Toxic Control Measures, Section 93105 & 93106 contain specific requirements for surveying, notification, and handling soil that contains naturally occurring asbestos.

Golden State
Water Company
A Subsidiary of American States Water Company

June 19, 2015

Ms. Jessica Jordan
City of Rancho Cordova
Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Reference: **Comments on Design Review for Application DD85886**
Bridgeway Square Apartments
Data Road, Rancho Cordova CA
APN 072-0680-072

Dear Ms. Jordan:

Thank you for giving Golden State Water Company (GSWC) the opportunity to review and provide comments for the subject project. GSWC has the following comments:

1. GSWC will be able to provide domestic and fire protection water service to this project in compliance with California Public Utilities Commission (CPUC) General Order No. 103 and applicable local requirements.

2. Dependent on project demands and in accordance with CPUC Rule 15, any modifications to the onsite or offsite water systems to accommodate any changes in fire protection requirements or increased water demands will be at the owner's expense.

3. Domestic and fire protection water service will be sized and located after GSWC receives an application for water service from the owner.

4. Easements may need to be granted to GSWC for the water service.

5. No trees within 10 feet of fire hydrants and within GSWC easements.

6. Low-flow water fixtures must be used indoors and drip and micro spray systems must be used for irrigation outside of new constructed homes and buildings.

Please feel free to contact me if you have any questions or need additional information.

Sincerely,

Larry Dees
Date: 2015.06.19 13:58:15 -07'00'

Larry Dees, P.E.
Operations Engineer
(805) 349-7407 ext. 114

cc: Paul Schubert, GSWC
Bill McDonald, GSWC

ATTACHMENT 9

Capital Village Comment on Conceptual Design

1. Site Plan/landscaping
    a. Pedestrian linkages throughout the site. This should be clearly defined and link all units to common areas and surrounding uses.
    b. Canopy will not be required for additional covered parking.
    c. Additional landscaping to the parking areas. Staff is looking into the use of diamond landscape planters however the zoning code requires these areas to be a minimum 9ftx19ft.
    d. Enhanced streetscape appeal for parking areas that surrounds the building. This should include wider sidewalks, trees, and drought tolerant landscaping to visually separate the parking area from the pedestrian area, numerous trees and shrubs along the building façade. See examples below. This should match similar improvements made at the Capital Village commercial sites.
    e. Landscaping along data drive will be crucial as this will be the first thing motorist see coming from Hwy 50 to the Date Drive entrance. This should include large trees, shrubs, unique landscape features (rocks, art, ground cover, etc.), possible directional signage, lighting, and pedestrian access/amenities, and possible community art.
    f. The details for club and shared spaces are still needed.
2. Façade:
    a. Color scheme should be more complementary to the surrounding designs. The current color schedule is dark and may not blend in well with the surrounding buildings which are lighter and use more color (see below).
    b. More defined "base" and "cap" layers as defined in our design guidelines. A "base" layer is typically the first floor while the "cap" is the roofline. This is intended to reduce the massing and make the building more pedestrian friendly. While the club house has this, the current apartment plans do not. The dark roofline seems to blend together and does not help define the edges. This could involve breaking up the façade a bit more.
    c. The building entrances should be clearly defined on the façade. This could include a building recess or enhanced trim.
    d. Possibly have more define building edges at major intersections.
    e. Use greater façade projections or define the current projections by using color and material variations like the examples below.
3. Items mentioned at City Council meeting May 18th
    a. The City needs new market rate housing to attract millennials (20-30 year olds)
    b. Residents and council would prefer a commercial development; however a new apartment complex could work for the site should it be designed right and not just another typical apartment complex.
    c. The council would prefer more of a luxury type apartment with quality materials and design. There was concern regarding how the building/design may hold up within 10-20 years.
    d. Residents are concerned with the impacts to their property value.
    e. Traffic and parking concerns will need to be answered.
    f. Council directed staff to proceed with the application; however there will need to be an additional workshop with council/resident interactions.
    g. http://www.cityofranchocordova.org/Index.aspx?page=356

Proposed Plan:



Apartments - Front Elevation





Clubhouse - Front Elevation



Clubhouse - Rear Elevation

Existing Design Scheme:









Examples:













Landscaping examples:

















ATTACHMENT 9

A.G. Spanos Companies

NEIGHBORHOOD MEETING FOR THE PROPOSED

Bridgeway Square Apartment at Capital Village

You are invited to attend a neighborhood meeting with us hosted by Tom Allen (Applicant- A.G. Spanos) and Chris Shultz (TSD Engineering) to discuss a pending proposal for a new luxury 4-story, 194 unit apartment community located at southwest corner of Disk Drive and Bridgeway Drive. Materials will be presented at the meeting while a project description has been included for your reference. The meeting will be held on:

DATE: Tuesday June 23, 2015 from 5:30pm to 7:30pm

LOCATION: Hyatt Place, 10744 Gold Center Drive, Rancho Cordova, CA 95670

The purpose of this meeting is to get preliminary comments from the neighbors regarding the proposed project. After this meeting, we intend to work with City staff to address all of the concerns/comments prior to presenting these at a City Council Work session. A notice will be posted once a time has been selected for the open work session to be held at City Hall.

We are interested in hearing your feedback as all comments should also be directed towards Matt Diaz, Associate Planner as well. He can be reached at 916-851-8754 or by email at mdiaz@cityofranchocordova.org.

Sincerely,

Tom Allen,
V.P. Land Acquisition-A.G. Spanos Companies
10100 Trinity Parkway, 5th Floor
Stockton, CA 95219
(209) 478-7954 - Office
(209) 478-3415 – Fax

Response to Neighborhood Meeting for the Bridgeway Square Apartments

On behalf of Spanos I would like to thank everyone who was able to make the neighborhood meeting on Tuesday June 25, 2015. We have heard a lot of constructive feedback and we will continue to work City staff to address your concerns. Below is a summary of the issues we have received and will hope to have answers for in the following weeks.

Questions brought up since May 2015:

- Aside from the current zoning designation, why did you choose Rancho Cordova? Emerging market, income, etc.? Why can't we include the ground floor retail as outlined in the original Capital Village plan?
- While these will be luxury apartments, what type of amenities will the apartments have? Will these be accessible to the general public?
- The design seems too big and is not consistent with the surrounding townhomes or businesses. Is the developer open to a redesign for a more compatible design? One that would enhance existing pedestrian and bicycle access to and around the site.
- What is the overlay vision for the Capital Village commercial area? It is within the downtown planning area, but what does that mean?
- Why hasn't there been a new grocery store south of Hwy 50? Could this site accommodate a more commercial use or something else (i.e. event center, parking lot, community/dog park)? Area there any alternative sites for these uses and when we will see a new movie theater or bowling alley?
- Will these apartments lower the value of my home? Are there any statistics or data that indicates that it will or won't?
- There is concern about the height of the buildings. What will the visual impacts be on the adjacent townhomes and business? Will the home owners and business owner privacy be lost and is there the possibility of a shadow study or line of sight study that will help determine if the height will be an issue on the surround community?
- There are existing safety issues within the Capital Village community. Will the new apartments increase police calls to the area? Is there anything the project can do to improve crime and negate any unwanted impacts from new tenants?
- Are there examples of similar apartment complexes that you have recently complete in the region? How are they currently maintained and have they had any issues/impacts since they have been constructed in their established in
- Are there alternative locations within the City for this type of high density housing, and if so, would you be agreeable to those? If not, why?
- How will traffic be impacted?
- Will there be any additional impacts on noise, smell? Will their trash pickup impact noise levels in the early morning?
- Will this increases in use of Community Park, and if so, how will you or the City/HOA mitigate any impacts due to increase use?

- How will the bridge and detention basin be maintained due to the increases in use?
- Traffic circulation at Data Drive driveway? Right in/out?
- How does this project promote the walkability to/from the retail area?
- How does this project fit in to the vision of the Capital Village Specific Plan mixed use designation? Does the project have to lose the ground floor retail component?
- What is the difference between loft and apartment?
- Bike parking total and location?
- Pedestrian circulation to/from the site?
- Will the balconies be solid or transparent?
- How will the trash enclosures be designed into the site?
- Are there other possible sites in the City that may accommodate the apartment complexes to meet this housing demand?
- What will the benefits be to the surrounding properties?
- What will the project's impact to the existing water system be? Will it have sufficient pressure?
- Will vehicle gates be used?

This list is not meant to be the final list of concerns as any additional comments should also be directed towards Matt Diaz, Associate Planner with the City of Rancho Cordova. He can be reached at 916-851-8754 or by email at mdiaz@cityofranchocordova.org.

Sincerely,

Tom Allen,
V.P. Land Acquisition-A.G. Spanos Companies
10100 Trinity Parkway, 5th Floor
Stockton, CA 95219
(209) 478-7954 - Office
(209) 478-3415 – Fax

ATTACHMENT 10

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ADAM COLLIDS	916-990-5670	adamh20@gmail.com

Neighborhood Meeting Agenda

Proposed Bridgeway Square Apartments at Capital Village

October 15, 2015

*Please remember to sign the attendance sheet for future updates on the project!

- **6:00 PM: Start of Meeting**
- **6:15 PM: Power Point Presentation**
- **6:30 PM: Questions**
- **7:30 PM: Open discussions**
- **8:00 PM: End of Meeting**

Thank you for your interest in the project and if you have any questions or require more information please feel free to contact Matt Diaz at 916-851-8754 or by email at mdiaz@cityofranchocordova.org

Neighborhood Meeting:

Proposed Bridgeway Apartments at Capital Village

October 15, 2015

Today's Purpose

- Present Revised Project to the surrounding neighborhood.
- Preliminary discussion with residents and business owners.
- Opportunity for community to participate before project presented at a City Council work session scheduled for October 27, 2015.
- Provide input that will assist staff in their review of the project.
- **Questions will be addressed at the end of the presentation.**

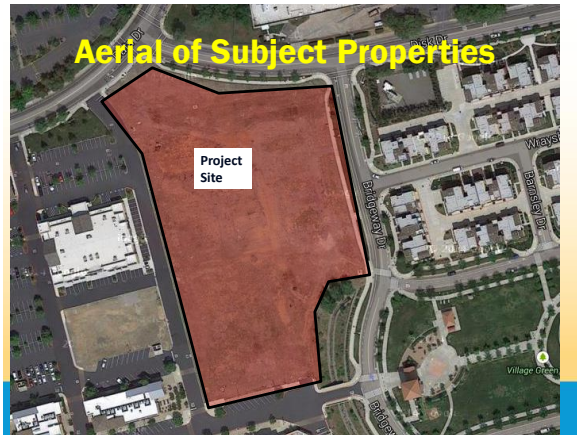
Timeline of Events

- May 18, 2015 the City Council was informed at a public hearing of an impending submittal.
- May 20, 2015 the applicant submitted plans for staff to review.
- June 23, 2015 the applicant hosted a meeting with the residents.
- June 25, 2015 a comment letter from City staff was sent to the applicant regarding design and missing items needed for review.
- July 2015 staff sent a summary items of
- September 18, 2015 the applicant resubmitted plans to address staff's and the residential comments.

Documents Uses for Staff's Review

1. **General Plan:** *Adopted in 2006*
   - Adherence to Overall City Vision
2. **Capital Village Special Planning Area:** *Adopted 2005*
   - Specific land use (Mixed Use) and previous environmental review
3. **City's Design Guidelines:** *Adopted 2005*
   - Site planning and Architecture
4. **Zoning Code Title 23:**
   - Parking, Landscaping, Amenities, etc.





Existing Conditions



Proposed Project

- Approximately 194 market rate units
- 4-stories with no retail
- "tuck" under garages and parking at the center of the complex
- Club House for residents.
- Would require approval by the City Council prior to construction

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Entitlements Required

- General Plan Map Amendment
  - Amend error General Plan map
- Special Planning Area Amendment
  - To allow HDR by-right instead of just CMU
- Development Agreement (DA) Amendment
  - To allow HDR as a permitted multifamily use
- Design Review
- Adjustment Permit (Parking)

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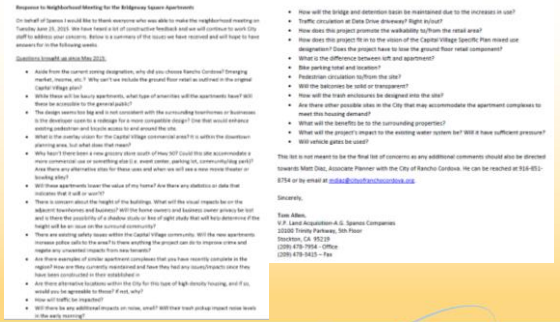
Comments Heard from the Last Meeting



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Main Comments Discussed

- What is/was the proposed use for the site?
- Will this be low income or luxury apartments?
- How will the design be consistent with the surrounding townhomes, tower, or businesses?
- How will traffic be impacted?
- Could this site accommodate other uses?
- Will these apartments lower the value of my home?
- Is there anything the project can do to improve crime and negate any unwanted impacts from new tenants?

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Main Comments Discussed-Continued

- Area there any alternative sites ?
- Will there be any additional impacts on noise, smell?
- Will this increases in use of Community Park, and if so, how will you or the City/HOA mitigate any impacts due to increase use?
- Are there other possible sites in the City that may accommodate the apartment complexes to meet this housing demand?
- What will the benefits be to the surrounding properties?

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Regulatory Background

- Subject property is located within the “Loft” designation that functions much like the CMU zoning district.
- Land Uses are governed by the Capital Village Special Planning Area plan approved in 2005.

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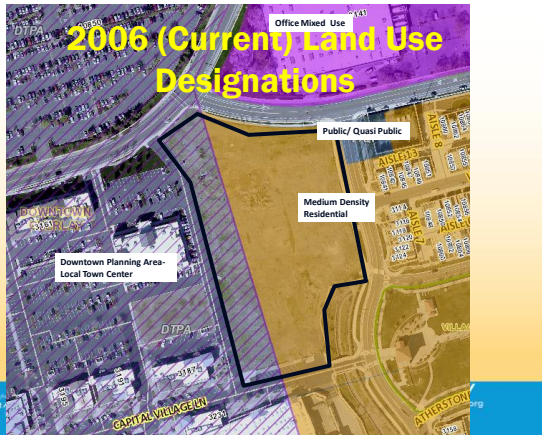
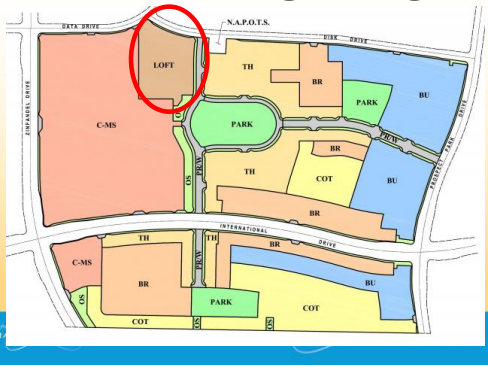
2005 Land Use Designations



2006 (Current) Land Use Designations



2005 (Existing) Zoning



"Loft" Zoning Standards

- Mixed Use Allowed: Density up to 40units/ac
- Ground floor retail and podium design encouraged
- Structure parking strongly encouraged.
- Maximum building height of 150 feet.
- Parking 2 covered spaces per unit and 0.1 guest spaces per unit. Guest spaces may be uncovered.
- Residential units were to include at least 43 live-work units.

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Conceptual Architecture



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Revised Design

- The internal drive aisles have been extended to address the fire departments concerns for access.
- The trash enclosures have moved away from Bridgeway Drive and are located between two of the main structures.
- Design amendments have made to make the building elevations more compatible with existing Capital Village designs (residential and commercial).
- A traffic study has been completed.
- Additional details have been included regarding the circulation and onsite amenities.
- A lighting study has been submitted.

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Site Plan



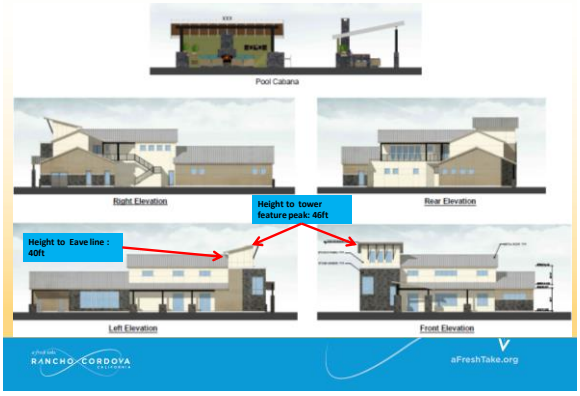
Revised Elevations



Revised Elevations



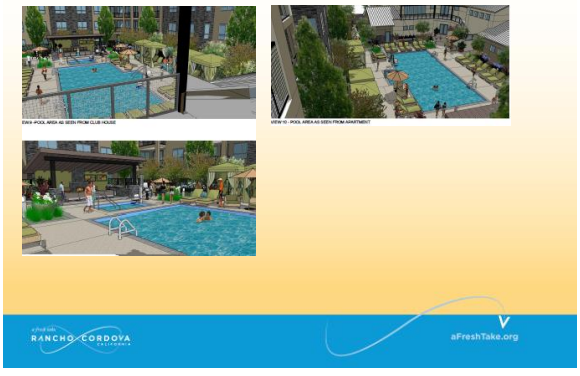
Club House and Pool Cabana



Visualizations- Main Buildings



Visualizations- Pool and Cabana Area

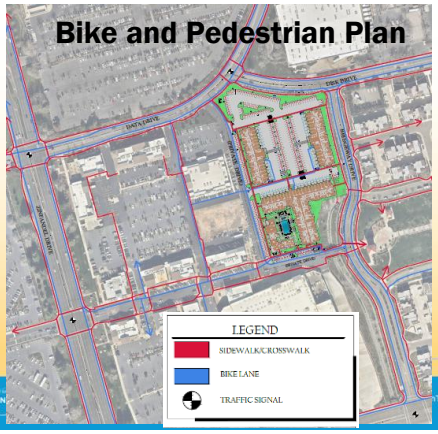


Visualizations

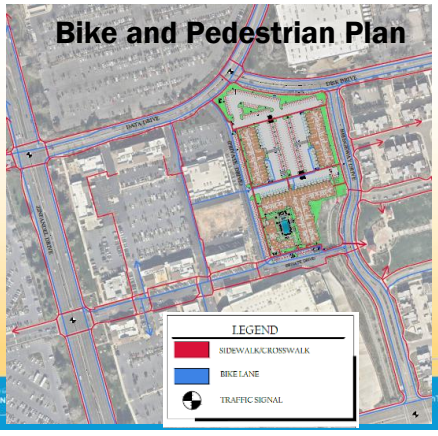




Bike and Pedestrian Plan



Bike and Pedestrian Plan





Proposed Amenities



Cross section of Site



Next Steps

- Future City Council work session scheduled for October 27, 2015
  - –Intent is to introduce the City Council to the design.
  - –Assess proposed project and any issues that need to be resolved.
- Future City Council Meeting- T.B.D.

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Questions??

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Proposed Bridgeway Square Apartment Project

Frequently Asked Questions (FAQs)

The following questions were raised during the project applicant's meeting held on June 23, 2015.

Why Rancho Cordova and what amenities will it offer?

- Why did you choose Rancho Cordova? Emerging market, income, etc.?

  Response (Applicant): Multi-Family housing has not been built in Rancho Cordova in Twelve years, but most are Twenty years or older. Not many cities have an Urban In-Fill opportunity that is available at this site.
- While these will be luxury apartments, what type of amenities will the apartments have? Will these be accessible to the general public?

  Response (Applicant): See Unit and site Amenities handout mentioned within the Power Point Presentation.
- Will Spanos manage or will there be a management company? If so is there a contact so we can reach out and possible receive a typical management plan for tenants?

  Response (Applicant): Spanos will provide Property Management. A contact list will be provided.
- Are there examples of similar apartment complexes that you have recently completed in the region? How they are currently maintained and have they had any issues/impacts since they have been constructed in their established in areas?

  Response: We have not built in the Sacramento area for many years. We have recently completed garden style projects in Solano and Sonoma Counties. The proposed project will be a unique urban style, with a high percentage of small studios and one bedrooms and no three bedrooms. The four story buildings will be elevator served.

Zoning and Land Use

- What is the current zoning for the site?

  Response (City): The site is a part of the Capital Village community plan that was approved in 2005. The zoning for the site is "loft" which is intended to accommodate a mix use project with a maximum height of 150 feet and residential density's up to 40 units per acre. There have been proposals for other uses since 2005 that would require the same process for review; however, those projects have since withdrawn or were relocated to other areas of the City.
- Why hasn't there been a new grocery store south of Hwy 50? Could this site accommodate a more commercial use or something else (i.e. event center, parking lot, community/dog park)? Area there any alternative sites for these uses and when we will see a new movie theater or bowling alley?

Response (City): The subject property is not currently zoned to accommodate a grocery store use or an office or commercial use. The current "loft" zoning accommodates mixed use with high density residential and live work loft units. Any proposed rezone which would request commercial, office, or entertainment use would require City Council approval.

- Are there alternative locations within the City for this type of high density housing, and if so, would you be agreeable to those? If not, why?

  Response (City): Most of the zones that could accommodate similar densities are for existing communities approved by Sacramento County. While all of the City's Specific Plans (Rio Del Oro, Suncreek) are required to provide some form of high density housing, those will not be available for some time. There are some additional sites within the Sunridge Specific Plan near the Anatolia community that may accommodate higher than average densities; however the proper infrastructure would need to be in place prior to any proposal for those areas.

<u>Design</u>

- The design seems too big and is not consistent with the surrounding townhomes or businesses. Is the developer open to a redesign for a more compatible design? One that would enhance existing pedestrian and bicycle access to a maximum.

  Response (Applicant): The proposed project complies with The Capitol Village Special Planning Area which allows building height up to 150 feet. The proposed project has four story buildings that will not exceed 56 feet.
- There is concern about the height of the buildings. What will the visual impacts be on the adjacent townhomes and businesses? Will the home owners and business owner privacy be lost and is there the possibility of a shadow study or line of sight study that will help determine if the height will be an issue on the surround community?

  Response (Applicant): See above
- How does this project promote the walkability to/from the retail area?

  Response (Applicant): The project allows pedestrians and bicycles accessibility through the project via three routes.
- Will there be enough parking?

  Response (Applicant): Rancho Cordova's requirement for multi-family is based on a project that is approximately 40% one bedrooms and 60% two and three bedrooms. This proposed project will have 65% studios and one bedroom units and 35% two bedrooms only. Therefore the tenants will have fewer cars. Combined with the fact that we anticipate several renters will walk and bike to work and shopping, therefore the need for parking will be reduced.

<u>Potential Impacts</u>

- How will traffic be impacted?

Response (City): A traffic study was prepared by the applicant to analyze the generated traffic. Although additional trips will be generated by the development, no significant impacts were identified by the study.

- Criminal Activity and Improvements: There are existing safety issues within the Capital Village community. Will the new apartments increase police calls to the area? Is there anything the project can do to improve crime and negate any unwanted impacts from new tenants?

  Response (City): Planning has been in contact with the police department. While overall crime reports seem to indicate a slight decrease in the area, there have been some incidences regarding car and home burglaries within the commercial and residential areas. The planning department is working on onsite improvements that could include security measures to manage onsite issues. For offsite issues involving the park, townhomes, and single family homes, planning will work with the Police department and HOAs to create a list of strategies to improve safety within the community. These measures could include additional security lighting, security systems, management plan, or additional security guards. Planning would continue the involvement with landmark and would discuss offsite improvements at the following HOA meetings to be approved by the residents.

- Will there be any additional impacts or studies for noise, smell, etc.?

  Response (City): The original Mitigated Negative Declaration for the Capital Village project included an acoustical analysis that provided mitigation measures to reduce all noise impacts to a less than significant level. Mitigation measure MM 11.2 along with the City's Noise element and zoning code will require rooftop parapets contain shielding and will not be visible from the street. The reason that further noise analysis was not conducted for the proposed project is that the traffic study determined that the proposed project would only result in 52 net new vehicle trips in the AM peak hour. This minor increase in project related traffic would not increase noise on the surrounding roadways by 3 decibels, which is the standard threshold for determining noise impacts. For the project site, the previous approval included commercial and residential uses that tend to create more noise than a residential only project.

- Who owns and maintains the parks within Capital Village?

  Response (Parks District): The Cordova Recreation and Parks District (CRPD) is an independent government agency responsible for the parks and facilities within the district boundary. Currently, there are two parks within Capital Village - Village Green Park and Renaissance Park. A third park, Cobblestone Park, has been approved for construction in Capital Village Phase 3. If you have any questions or comments, feel free to contact CRPD at (916) 842-3300 or customerservice@crpd.com

- Will this project impact the use of Capital Village parks and how will it affect costs?

  Response (Parks District): Yes, increased population in Capital Village will eventually increase the use of the parks. However, the population generated by this project was previously anticipated in the original 2005 Capital Village Community Plan and is consistent with the goals of the plan. The District and the City coordinated the

requirements for this neighborhood to provide better public spaces, including a large, central community park for a variety of community activities. The construction cost of the three Capital Village parks has already been accounted. The project applicant is responsible for paying Development Impact Fees which is dedicated to improvements and construction anywhere within the District boundary per the park development agreement executed in 2006. Current residents will not incur any additional costs and any new residents will contribute their fair share of annual taxes to the Capital Village Communities Facility District.

- How will the bridge and detention basin be maintained due to the increases in use?

  Response (City): It is important to understand that the bridge's ownership does not play a part in our review and evaluation of the proposed project. Presently there are access easements on the bridge that permit pedestrian/ automobile access across. The ownership issue pertains primarily to maintenance and future improvement costs of the bridge. The ownership discussion requires City Council approval that is not a part of this process.

  Recently, City staff was asked by some residents and members of the HOA to reopen the ownership of the bridge discussion again. However, the City will not proceed forward with any general discussions until the current ownership group reaches consensus of the transfer. The City has been in preliminary discussions with the Home Owners Association for the possibly of taking ownership of the bridge. This ownership would not change any access rights of the bridge, but would transfer the maintenance and future improvement costs to the City instead of the HOA. This item would have to be approved by the HOA and City Council at a future publicly noticed hearing.

  I apologize for any miscommunication that has occurred regarding the subject of the bridge and its relationship to the proposed apartment project and we will continue to work with the HOA's representative (Landmark) for future updates on the matter.

- What will the project's impact to the existing water system be? Will it have sufficient pressure?

  Response (Golden State Water): The proposed project is consistent with the planned buildout of the Capital Village project. As such, existing water infrastructure included a 12-inch waterline along Bridgeway Drive and an 8-inch waterline through the site that is equipped to handle the water demands of the future residents. The initial reports from Golden State water is that overall water usage for the City have decreased; however, water use design through landscaping and residential use will be monitored similar to the surrounding residential uses. Examples of this could include "Low-flow water fixtures for indoor use, and drip and micro spray systems for outside irrigation will be required."

We are interested in hearing your feedback at the meeting, before the project is presented to the City Council at a future work session. Written comments can be directed towards Matt Diaz, Associate Planner, at 916-851-8754 or by email at mdiaz@cityofranchocordova.org.

RANCHO CORDOVA CITY COUNCIL WORK SESSION FOR THE PROPOSED

Bridgeway Square Apartment at Capital Village

The City of Rancho Cordova's City Council will be hosting a work session on the proposed 4-story, 194 unit apartment community located at the southwest corner of Disk Drive and Bridgeway Drive. This will be a work session for discussion of the project as there will be no action for approval or denial. The meeting that will be held on:

DATE: Tuesday, October 27, 2015 from 5:30 pm to 7:00 pm

LOCATION: Rancho Cordova City Hall - American River Room

2729 Prospect Park Drive, Rancho Cordova, CA 95670

The purpose of this meeting is to introduce the revised design, update the City Council on the progress made, and answer some of the questions presented to staff and the applicant. At the conclusion of staff's presentation to the City Councilmembers, members of the public will be allowed a chance to speak before the City Council. Written comments will be shared with the Council and can be directed towards Matt Diaz, Associate Planner, at 916-851-8754 or by email at mdiaz@cityofranchocordova.org.









City Council Work Session Outline

Proposed Bridgeway Square Apartments at Capital Village

October 27, 2015

*Times may be subject to minor changes depending on discussion.

- **5:30 PM: Start of Meeting**

- **5:35 PM: Background and Power Point Presentation**

** Questions from the City Council can be asked as staff and the applicant proceed through the power point.*

- **6:30 PM: Public Comment**
  - *This is open to the public.*
  - *Residents must submit speaker cards.*
  - *Speaking time limited 3 minutes.*
- **7:10 PM: Conclusion**
  - *Clarify Council's direction on what they expect or require prior to final hearing.*
- **7:15 PM: End of Meeting**

ATTACHMENT 12

MEMORANDUM

DATE: October 27, 2015

TO: Honorable Mayor and Council Members

FROM: Matthew Diaz, Associate Planner

SUBJECT: **DISCUSS PROPOSED HIGH DENSITY HOUSING PROJECT ON A VACANT PARCEL WITHIN WITH CAPITAL VILLAGE SPECIAL PLANNING AREA**

PROJECT:	New High Density Housing project within Capital Village
FILE:	DD8588
LOCATION:	Southwest of the intersection of Bridgeway Drive and Disk Drive.
APN:	072-0680-072-0000
PLANNER:	Matthew Diaz, Associate Planner

RECOMMENDED ACTION

Provide preliminary direction to staff and project proponents regarding the proposed project.

RESULT OF RECOMMENDED ACTION

No formal action is requested of Council at this time. Council direction will allow the project proponents to decide how they wish to proceed with their application.

BACKGROUND

The Capital Village Special Planning Area was approved in 2005 and outlined the vision for the mixed use community as well as the development standards and funding mechanisms to achieve that vision. While completion of the community plan was stalled due to the national housing recession, the recent improvement in the economy has led to new construction that would complete the original vision of the 2005 plan. One of the remaining vacant parcels for this community plan is the 5.12 acre (Figure 1) project site zoned “Loft” district. This site was originally intended for mixed use buildings with underground parking, retail on the ground floor, and residential on the upper floors (Figure 2). While there are few design and development standards for this designation, residential uses were permitted up to 40 units/acre with a 150-foot maximum building height. The subject property is bounded by the Data and Disk Drive to the north, Bridgeway Drive and Village Green Park to the east, Capital Village Lane to the south, and existing commercial develop to the west.

On May 18, 2015 staff presented a discussion item to the City Council in anticipation of an impending application for the proposed 194-unit; 4 story market rate housing project. At that meeting, the City Council directed staff to involve the surrounding community to assure any potential concerns or impacts would be addressed prior to presenting a future application to the City Council for

consideration. Since that date, there has been considerable activity associated with the subject property. Below is a brief outline of the events since the initial City Council meeting.

- May 18, 2015: Staff shared the Council's comments about the conceptual project with the applicant.
- May 20, 2015: A formal application was made to the City by AG Spanos for the 194 unit apartment project.
- June 23, 2015: The applicant hosted a neighborhood meeting to introduce the project to the residents and collect feedback on the proposed plan.
- June 25, 2015: City staff provided the applicant a comment letter based on the initial submittal
- July 2015: The applicant provided a summary letter of the issues heard at the June 23rd neighborhood meeting.
- September 18, 2015: The applicant resubmitted plans based on staff's comment letter and the issues heard at the neighborhood meeting.
- October 15, 2015: Staff presented the revised plan to the residents and business community for input and feedback on the project's changes and findings of staff's initial review.
- October 27, 2015: Staff presents the revised plans and summary of the projects review at a City Council work session for comment and direction moving forward.

FIGURE 1: Location Map (5.12 acres)



FIGURE 2: Proposed "Loft" District



ENTITLEMENTS REQUIRED:
Approval of this request would require the following entitlements:

- **General Plan Map Amendment**: Amend the land use designation to High Density Residential (HDR) or other designation that would be consistent with the approved Capital Village standard that allows densities up to (40 units/ acre). The high density housing was approved in 2005 as part of the Capital Village project; however the site was changed in 2006 to Downtown Planning Area-Local Town Center (LTC) and Medium Density Residential (MDR) that has a maximum density of (18 units/ acre). Correcting this map error would bring the General Plan Map consistent with the approved Special Planning Area and Housing Element which projected approximately 200 market rate units for the site (Figure 2).
- **Special Planning Area (SPA) Amendment:** The project area is zoned "loft" which is consistent with the City's Commercial Mixed Use (CMU) zone. An amendment to the SPA has been proposed to allow high density housing as a permitted use instead of just the Loft/Commercial Mixed Use (CMU) with the same density standard.
- **Development Agreement (DA) amendment:** To amend the "permitted uses" section to include high density housing instead of just CMU. Staff will need to clarify all fees and maintenance obligations associated with the new multifamily complex.
- **Design Review:** This will be required for the construction of a four-story apartment complex with parking area and landscaping. A traffic report has been prepared for the submittal.
- **Adjustment Permit (Parking):** Based on the conceptual site plan's approximate 25% parking deficiency.

ANALYSIS

Since the project's submittal staff has worked to address potential project issues raised by the City Council and neighborhood residents. The purpose of this work session is to share the status of the of project with Council relating to the design of the project and how the applicant has addressed concerns raised. Provided below is a discussion of some of the key issues staff is currently working on. While this is not a comprehensive list, this summary is meant to highlight some of the main topics with the project.

Proposed Project
The project site's current zoning is "Loft" which envisioned a mixed use podium building of up to three to five stories of residential units over one to two stories of structured parking, and ground floor retail, service or other active use (e.g. community room, recreation room, community service facility, etc.). Key design elements for the zoning designation include:

- Architectural features to be placed on all four sides of the building.
- The site shall have direct pedestrian access to commercial properties and will share a service drive with the 2 major retail tenants to the west.
- Buildings in the Loft District may be part of the same building, building complex, share a common wall or may be separated from the proposed building facing Main Street.
- The Loft District design shall be comprised of an urban architectural style that will be compatible with both the Town Home District to the east and the Commercial and Main Street District to the west and south.

In addition to the above design guidelines, the Loft district also has the following design standards.

Design:
While the applicant's initial design contained architectural elements described in the Capital Village Special Planning Area guidelines, the overall theme was not entirely compatible with the surrounding commercial buildings or townhome design. This design issue (along with the other project completeness items) was addressed in the staff comment letter dated June 25, 2015 (**Attachment 3**). Based on those comments, the applicant revised the design and resubmitted plans on September 18, 2015. Figures 4-6 show the revised site plan, main building elevation, and renderings. A complete review of the project site plan and building elevations will be provided by the applicant at the Council work session.

FIGURE 3: Current Site Plan

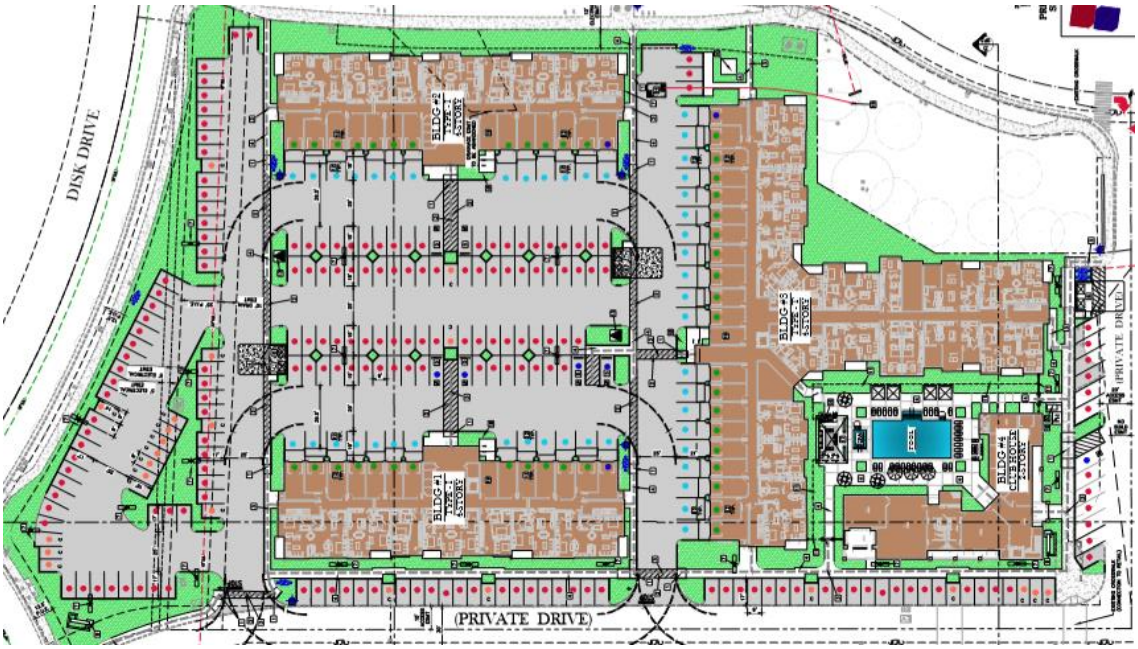

FIGURE 4: Renderings





FIGURE 5: Main Building Elevations



Front Elevation



Rear Elevation

TABLE 1: Development Standards

Subject	Permitted/Required	Proposed	Surrounding
Uses	Commercial Mixed Use with ground floor retail and high density housing	High density housing with no ground floor retail	Commercial and Medium Density Residential
Density	40 units/acre	38 units/acre	15-16 units/acre
Potential Units	204 units	194 units	N/A
Height	150ft Max	56ft (tower), 45ft (roofline)	37ft max (townhomes), 60ft max(commercial)
Parking	408 (covered ground floor/structured) (2 covered per townhome plus 0.1 guests).	312 uncovered and ground floor garages	(3.5 spaces per 1,000 sqft commercial space); (2 covered per townhome plus 0.6 guests).

The "Loft" zoning district also envisioned a mixed use development with ground floor retail and residential densities of up to 40 units per acre and building height of up to 150 feet. The original community plan anticipated a more intense residential and commercial use for the site which is reflected in the initial construction and infrastructure of Capital Village. The proposed project has been routed and reviewed by the necessary departments and agencies.

Housing Need/Market study:

Attachment 7 of this report includes the applicant's letters of support and reasoning for choosing the specific site for the development of their proposed apartment project. In addition to the information from the applicant, the following General Plan housing policies apply to the proposed project:

- *Policy H.1.2* – Maintain adequate sites that support a range of housing types appropriate for the City's housing needs, taking into account employment projections, household growth, and the City's share of regional housing needs.
- *Policy H.1.4* – Promote higher density housing in close proximity to transit, employment, and appropriate services, such as transit-oriented development.
- *Policy H.3.1* – Ensure that neighborhoods are developed in a balanced, sustainable manner, avoiding over-concentration of affordable housing or oversized rental complexes and providing a range of housing prices and rents.
- *Policy H.4.1* – Require energy efficiency in the design and construction of housing developments through implementation of the State Energy Conservation Standards (Title 24). The long-term economic and environmental benefits of energy efficiency shall be weighed against any increased initial costs of energy saving measures. Encourage sustainable development by reducing energy use.
- *Regional Housing Needs Allocation (RHNA):* This involves the state's housing requirement for Rancho Cordova. As discussed in the City's Housing Element Appendix A, the project site was estimated to contain 138 market rate units that could be calculated as helping to meet the City's state housing requirement for market and above market rate housing.

Parks:
There are two existing parks within Capital Village (Village Green Park and Renaissance Park). A third park, Cobblestone Park, has been approved for construction in Capital Village Phase 3. While the project would increase in population and use of the parks, the population generated by this project was previously anticipated in the original 2005 Capital Village Community Plan and is consistent with the goals of the plan. The construction cost of the three Capital Village parks has already been accounted as the applicant will be responsible for paying Development Impact Fees toward improvements and construction. Current residents will not incur any additional costs and any new residents will contribute their fair share of annual taxes to the Capital Village Communities Facility District.

ENVIRONMENTAL REVIEW

City Staff is in the process of preparing a draft addendum to the previously adopted Capital Village Mitigated Negative Declaration. The draft addendum includes an updated traffic study and air quality emissions analysis that quantifies traffic and air quality related impacts. At this time, it is believed that all environmental impacts will be equal or less than previously identified in the Capital Village Mitigated Negative Declaration. This is due in large part to the fact that the proposed project would be subject to the existing Capital Village mitigation measures.

POTENTIAL FISCAL IMPACTS

While the exact fiscal impacts cannot be determined at this time, staff has outlined a variety of different concerns:

- *Impact to the surrounding residents:*

The question of impact to property values has been raised by some of the residents. While Staff will continue to research all state and local resources, we have not yet been able to find evidence or studies that indicate there is a direct link to new multifamily housing and decreases in property values. Although there are numerous factors (housing age, stock, lack of infrastructure, etc.) that

can contribute to the loss of property values, new market rate housing by itself, has not been a factor in these findings.

- *Impacts to the surrounding businesses:*

As discussed in the applicant's reasoning for proposing the project in Rancho Cordova (**Attachment 7**), they have received a lot of interest from the business community about having multifamily residents in that proximity to the Capital Village commercial center.

CONCLUSION

This discussion is intended to brief the City Council on the review of the proposed project and for staff to receive direction from the City Council as to the next steps of review. No formal action is needed at this time. This item will require the action at a future meeting should the applicant choose to proceed.

ATTACHMENTS:

1. Staff Report to council May 18, 2015
2. Comment letter sent to applicant May 20, 2015
3. Completeness letter sent to applicant on June 25, 2015
4. Applicant summary letter to residents dated July 2015
5. Frequently Asked Questions (FAQ) and power point handout given to residents on October 15, 2015
6. Revised Plans dated September 18, 2015
7. Applicant's market research and letters of support

City Council Work Session:

Proposed Bridgeway Apartments at Capital Village

October 27, 2015

Today's Purpose

- Present Revised Project.
- Update the Council on the status of staff's review.
- Discussion on project related topics.
- Address questions on proposed project.

Timeline of Events

- May 18, 2015 the City Council was informed at a public hearing of an impending submittal.
- May 20, 2015 the applicant submitted plans for staff to review.
- June 23, 2015 the applicant hosted a meeting with the residents.
- June 25, 2015 a comment letter from City staff was sent to the applicant regarding design and missing items needed for review.
- July 2015 The applicant provided a summary letter of the issues heard at the June 23rd neighborhood meeting.
- September 18, 2015 the applicant resubmitted plans to address staff's and the residential comments.
- October 15, 2015 the planning department hosted a meeting with the residents.
- October 27, 2015 the planning department hosted a work session with the City Council.

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3



Existing Conditions



Proposed Project

- Approximately 194 market rate units
- 4-stories with no retail
- Ground floor garages
- Club House for residents

Entitlements Required

- Special Planning Area Amendment
  - To allow HDR by-right instead of just CMU
- Development Agreement (DA) Amendment
  - To allow HDR as a permitted multifamily use
- Design Review
- Adjustment Permit (Parking)

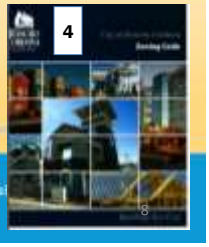
Documents Used for Staff's Review

1. **General Plan:** *As adopted (amended) in March 2006*
   - Adherence to Overall City Vision
2. **Capital Village Special Planning Area:** *Adopted 2005*
   - Specific land use (Mixed Use) and previous environmental review
3. **[as reference] City's Design Guidelines:** *Adopted 2005*
   - Site planning and Architecture
4. **[as reference] Zoning Code Title 23:**
   - Parking, Landscaping, Amenities, etc.









Proposed Project: Main Questions Raised

- Is this consistent with the approved Capital Village Special Planning Area plan?
- Will this lead to impacts to traffic, parks, or parking?
- Are there other locations in the City?
- How does the design fit with the surrounding architecture and design guidelines?
- Need for this type of housing?

2005 (Existing) Zoning



"Loft" Zoning Standards

- Mixed Use Allowed: Density up to 40units/ac
- Ground floor retail and podium design encouraged
- Structure parking strongly encouraged.
- Maximum building height of 150 feet.
- Parking: 2 covered spaces per unit and 0.1 guest spaces per unit. Guest spaces may be uncovered.
- Residential units were to include at least 43 live-work units.

Site Plan



Design Standards

Subject	Permitted/Required	Proposed	Surrounding
Uses	"Loft" zone permits Commercial Mixed Use with ground floor retail and high density housing	High density housing with no ground floor retail	Commercial and Medium Density Residential
Density	40 units/acre	38 units/acre	15-18 units/acre
Potential Units	204 units	194 units	N/A
Height	150ft Max	56ft (tower), 45ft (roofline)	37ft max (townhomes), 60ft max(commercial)
Parking	408 covered ground floor/structured (2 covered per unit, 0.1 guests)	269 uncovered and 43 ground floor garages -*312 total* (approx. 1.6 per unit))	(3.5 spaces per 1,000 sqft commercial space); (2 covered per townhome plus 0.6 guests).

Conceptual Architecture



Conceptual Architecture



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Conceptual Architecture Style

- Reflects an eclectic use of traditional materials and forms unique to Capital Village.
- Forms, proportions and materials used should create visually pleasing buildings.
- Varying materials and styles to convey that the project was built over time.
- Focal points and view corridors throughout the project.
- Colors should be consistent within the Town Center District. Colors should be used to bring together the materials used throughout the project.

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Surrounding Architecture- Townhomes to the East






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Surrounding Architecture- Commercial to the West





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Surrounding Architecture- Commercial to the South/Main Street






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Visualizations

Club House from Capital Village Lane



Looking North From Capital Village Lane and Bridgeway Drive



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Visualizations- Main Buildings



Visualizations- Pool and Cabana Area



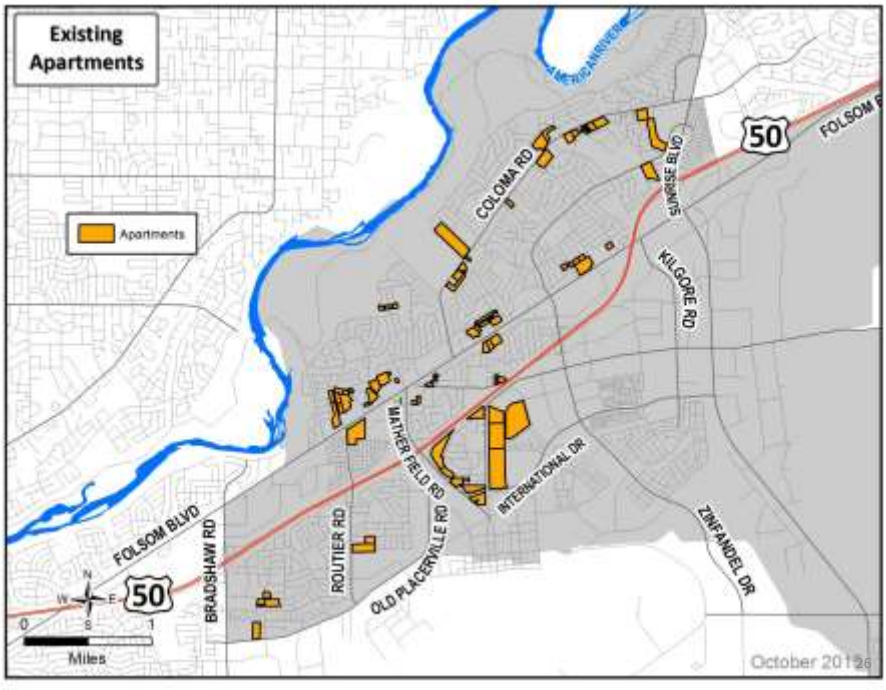
Other Impacts Discussed

- City Staff is in the process of preparing a draft addendum to the previously adopted Capital Village Mitigated Negative Declaration.
- The draft addendum includes an updated traffic study and air quality emissions analysis that quantifies traffic and air quality related impacts.
- At this time, it is believed that all environmental impacts will be equal or less than previously identified in the Capital Village Mitigated Negative Declaration. This is due in large part to the fact that the proposed project would be subject to the existing Capital Village mitigation measures.

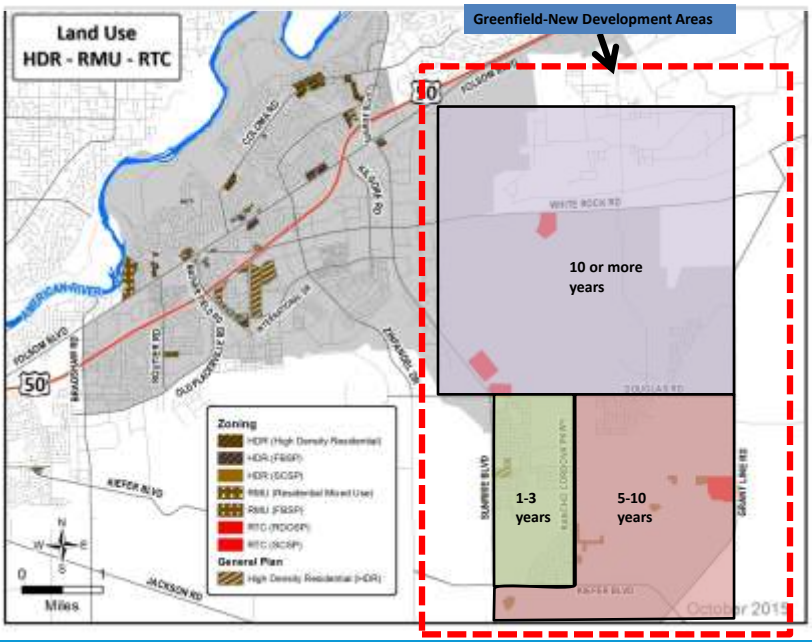


Other Impacts Discussed-Parks

- There are two existing parks (Village Green Park and Renaissance Park) and a third (Cobblestone Park) has been approved for construction.
- While the project would increase in population and use of the parks, the population generated by this project was previously anticipated in the original 2005 Capital Village Community Plan.
- The applicant will be responsible for paying Development Impact Fees toward improvements and construction.
- Current residents will not incur any additional costs and any new residents will contribute their fair share of annual taxes to the Capital Village Communities Facility District.



Are there other locations in the City?



Need for Housing

The applicant has submitted letters of support as the reasoning for choosing the specific site for the development of their proposed apartment project. These letters include support from:

- *The Chamber of Commerce*
- *Capital Village businesses*

Housing Policies

In addition to the information from the applicant, the following General Plan housing policies apply to the proposed project:

- *Policy H.1.2* – Maintain adequate sites that support a range of housing types appropriate for the City's housing needs, taking into account employment projections, household growth, and the City's share of regional housing needs.
- *Policy H.1.4* – Promote higher density housing in close proximity to transit, employment, and appropriate services, such as transit-oriented development.
- *Policy H.3.1* – Ensure that neighborhoods are developed in a balanced, sustainable manner, avoiding over-concentration of affordable housing or oversized rental complexes and providing a range of housing prices and rents.
- *Regional Housing Needs Allocation (RHNA):* The project site was estimated to contain 138 market rate to meet the City's state housing requirement for market and above market rate housing.

Revised Design

- Design amendments have been made to make the building elevations more compatible with existing Capital Village designs (residential and commercial).
- More variety in materials, color, and roofline articulation.
- The internal drive aisles have been extended to address the fire departments concerns for access.
- The trash enclosures have moved away from Bridgeway Drive and are located between two of the main structures.
- A traffic study has been completed.
- Additional details have been included regarding the circulation and onsite amenities.
- A lighting study has been submitted.

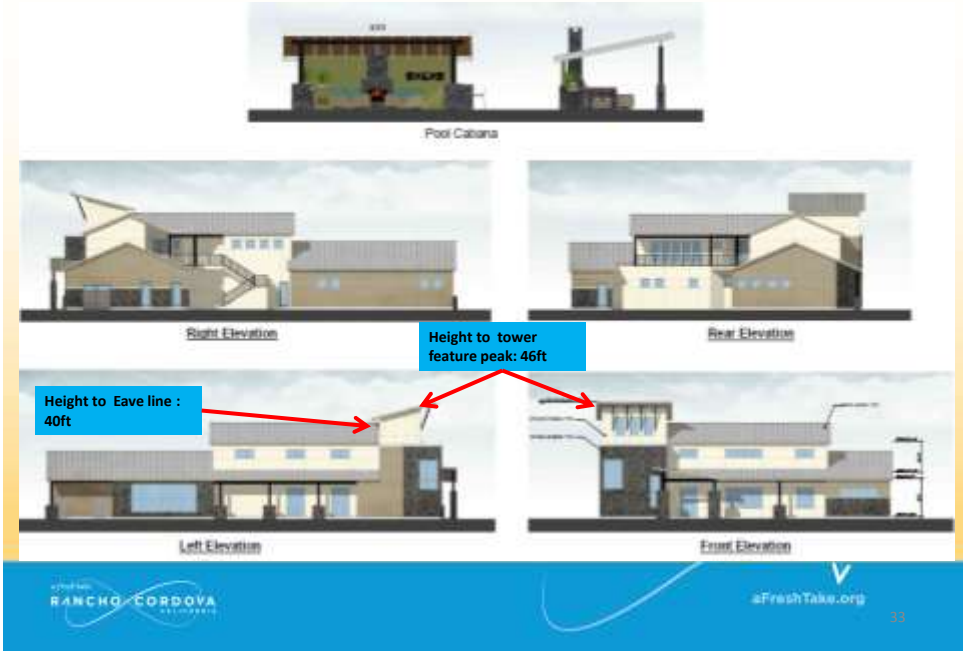
Revised Elevations

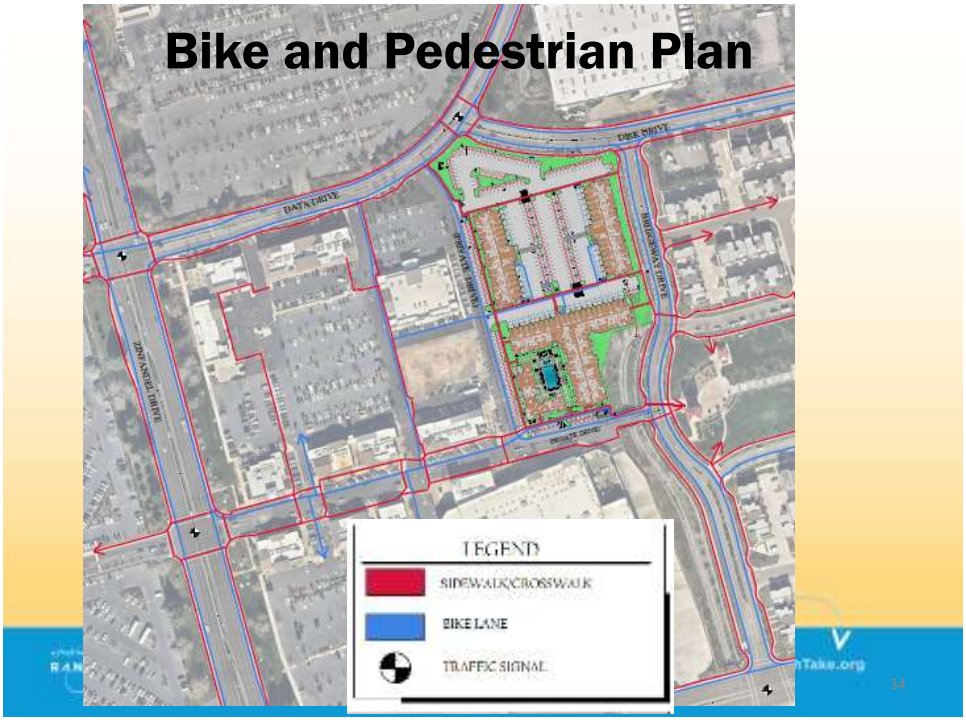


Revised Elevations



Club House and Pool Cabana





Cross section of Site



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Conclusion

- No formal action is needed at this time.
- The direction given by Council will help staff and the applicant determine the next steps of the review process.
- Future City Council Meeting- T.B.D.

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Applicant's Presentation

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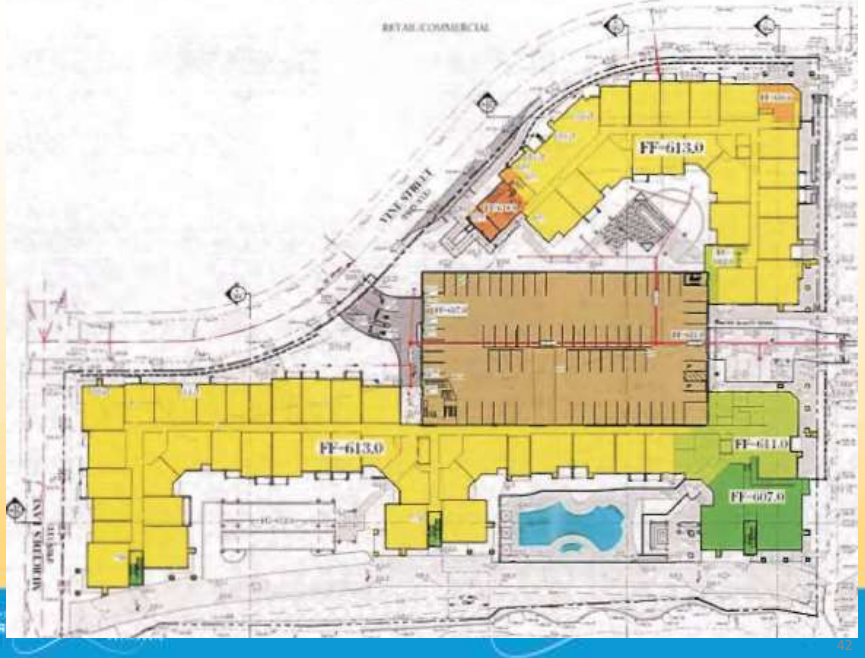
ATTACHMENT 12






42" TALL FENCE ON TOP OF RETAINING WALL
FIRE PIT / LOUNGE AREA
BBQ/ARBOR/DINING AREA
VINE STREET
42" TALL FENCE ON TOP OF RETAINING WALL
5-FT. TALL ORNAMENTAL FENCING
BBQ AND ARBOR
(2) BOCCE COURTS
BBQ AND ARBOR
FIRE PIT AND ARBOR
2' TALL FENCE ON TOP OF 2-FT. RETAINING WALL



A. G. Spanos Companies

A family-Owned Business with a Commitment
to Excellence in Every Community We Serve

A. G. Spanos Companies

Bridgeway Square
Luxury Apartments
IN RANCHO CORDOVA

Largest Employers in Rancho Cordova

Company Name	# of Employees		
State of California	3,000	Dignity Healthcare	700
Health Net Inc.	2,500	Volcano Corporation	600
Veterans Affairs Medical Center	2,300	BloodSource	500
Vision Service Plan (VSP)	1,900	Progressive Insurance	450
Aerojet/GenCorp	1,600	Sprint Communications	350
Sutter Health	1,400	Cisco Systems	350
Delta Dental	1,300	Teledyne	350
Verizon Wireless	1,000	Motion Control Engineering	300
Franklin Templeton Investor	1,000	Core Logic	200
Bank of America	800	Pearson School	200

AGS
A. S. Services Companies

Rancho Cordova is Host to Over 20 Large-Scale Companies that Employ Over 20,000 Workers, 5,000 of Which Work within a Mile of the Project.

Bridgeway Square
Luxury Apartments
IN RANCHO CORDOVA



AGS
A. S. Services Companies

Walking & Biking Everywhere Means Fewer Cars on the Road



Easy Access to Light Rail
The Zinfandel Light Rail Station is Less than a Mile from the Luxury Apartment Complex

AGS
A. S. Services Companies



Luxury Apartment Residents Will Be Good For Local Business
Over 100 Rancho Cordova Businesses & Commercial Office Owners have Submitted Letters of Support for the Project

AGS
A. S. Services Companies



AGS
A. S. Services Corporation

Bridgeway Square has the Support of the Rancho Cordova Chamber of Commerce



Bridgeway Square
Luxury Apartments
IN RANCHO CORDOVA



AGS
A. S. Services Companies

Typical Building Entrance

Bridgeway Square
Luxury Apartments
IN RANCHO CORDOVA

Unit Amenities

- Elevators
- Audible Intrusion Alarms
- Gourmet Kitchen with Island
- Nine and Ten-foot Ceilings
- Designer Cabinetry
- Side-by-Side Refrigerators with Ice Makers
- Luxurious Garden Tubs
- Multi-Cycle Dishwashers
- Built-in Microwave Ovens
- Granite Countertops in Kitchens and Vanities
- Ceiling Fans in Bedrooms and Living Rooms
- Full Size Washer and Dryer
- Stainless Steel Kitchen Appliances
- Glass Doors to Large Balconies
- Central Heating and Air Conditioning
- Modern LED Lighting
- Fiber Optic Served
- Simulated Wood Flooring
- Crown Molding
- Wire Shelving

Community Amenities

- 24-Hour State of the Art Fitness Center and Yoga Room
- Large Salt Water Resort-Style Pool and Spa with Tanning Deck
- Poolside Cabana with Outdoor Fireplace, BBQ, and Kitchen Amenities
- Spectacular Clubhouse with Game Room featuring Billiards and Shuffleboard, Rooftop Terrace, E-Lounge Café, Gourmet Kitchen & Media Room with a Large Screen and Gaming Console
- Wi-Fi Throughout Common Areas
- Controlled Access Privately Secured
- Internal Bike Storage with Bike Repair Area
- Attached Parking Garages
- Pet Friendly
- Electric Vehicle Charging Stations

AGS
A. S. Services Companies

A 7,500 Foot Community Club House
Upscale Amenities not Currently Offered in Rancho Cordova



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Exterior – Leasing Office and Clubhouse



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Outdoor Amenities



AGS
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Unit Amenities



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Unit Amenities



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Community Amenities
Clubhouse



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Large Pool & Spa
On-Site State-of-the-Art Fitness Center



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Bridgeway Square Apartments



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Existing Structures

Bridgeway Square
Luxury Apartments
IN RANCHO CORDOVA



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Proposed Structures

Bridgeway Square
Luxury Apartments
IN RANCHO CORDOVA



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Auto Court with Resident & Guest Parking



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Bridgeway Square Clubhouse

ATTACHMENT 12



AGS
A. G. Spanos Companies

City Council Work Session Summary:

Bridgeway Square Apartments October 27, 2015

Notes:

- Meeting started at 5:38pm
- Applicant started presentation at 5:51pm
- Public comment started at 7:03
- Meeting ended around 8:28pm

Direction to Staff:

- *Parking*-Look into options to mitigate possible parking conflicts.
  - Uber, public transit options, and other alternatives
  - Look into parking studies and include the applicant's parking assessment.
  - Provide examples on other projects to see how they function and did they have any issues?
  - Look into the correlation to lofts/1 units to places with tandem parking.
  - What are the contingency plans?
  - How would security manage assigned spaces along the private aisle to the west?
  - Possible sticker program like the one used for the school. If not for the city, maybe something from the applicant/property manager for onsite issues.
  - Highlight the difference of best versus worst case parking.
- *Design*-What is the council looking for in terms of compatibility.
  - Stone material to be consistent and possibly wrap around.
  - Look at the colors again to make sure there's an appropriate mix of commercial and residential compatibility.
  - Confirm unit amenities: Applicant stated ceiling heights of around 9-10, but will included in revised amenities list.
  - Council prefers the seamless feel of the El Dorado hills example. Applicant is to provide cost difference as to why that design wouldn't allow for it. This is related to the market analysis.
  - Clarify the line of sight and possible shadow study. Possibly show alternative height/stories.
- *Lighting*-Work with applicant to ensure lighting plan will not have offsite impacts. Staff to send recent plans to Council. Include more detailed discussion in next presentation to Council.
- *Trash enclosure*-should not be on Main Street. Look into possible alternatives.
- *Event Planning*- Possibility integrate utility options for main street events and make sure both sides could accommodate increased foot traffic. Options for ways to improve events for that area.
- *Security*- Possibly ways to ensure property management and security.
- *Economics*- More detail is needed on the proposed project type for Rancho Cordova.

Public speakers:

- Susan Foulk in opposition: she owns a small business and does not support the apartments. Concerned buildings will dominate the landscape. Also has concerns traffic and that the project is not attractive.
- Patrick Stelmach in support: not a resident, but does work in the area and works with the business community to support the project.
- Shannon Streets Casias in opposition: Does not believe the project is fitting in the site.
- Angie Wilson in opposition: scope and scale are not right. Traffic concerns. Brought up the discussion of a shadow study.
- Megan Wilson in opposition: does not believe the project will improve walkability and parking will detour people from using the tower center portion of the site. Feels the apartments will detract the desired tenants.
- Bill Shlack in support: lives in Rancho but does not have business in the area. Seems like there are some issues but agrees the project benefits the community.
- Nathan Weaver in support: lives in Rancho Cordova. Supports the project and is a good use of land. Is a local resident and millennial who likes what the project could mean for the area.

BRIDGEWAY SQUARE

Why We Chose Rancho Cordova

- Infill site surrounded by quality development
- Zoned for Multi-Family
- Close to good employment and good paying jobs
- Close to major freeway
- Walkable to work, shopping, parks and services
- Site has no inclusionary affordable housing requirements
- Spanos has had success and with that confidence, on the Highway 50 and 80 corridor from Fairfield to Folsom.
- Existing Multi-Family is older, high percentage of existing apartments built up to 20 years ago
- Vacancy nationwide now lowest in 30 years and national rents have risen 5.2%

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BRIDGEWAY SQUARE MARKET DATA

- Rancho Cordova Population: 2015: 69,112
  800,000 people live within a 10-mile radius

- 48,000 employed within the City limits

- Occupational:
  Largest Industries: Professional Business services, financial, educational and health
  Fortune 500 Companies: Vision Service Plan, Aerojet, Franklin Templeton , EDS, and Health Net

- More office space than downtown Sacramento
  Mather Commerce Center: over a million sq. ft of office space

- Household Data:
  Median Household Income: $49,860
  Average Household Income: $62,611

- Employment data:
  White Collar: 23,788
  Blue Collar: 10,135

RENTS: The average rent for a One-bedroom in Rancho Cordova is $752 and for a Two-bedroom $957. With the location, style and upgraded amenities that Bridgeway Square offers, it is the type of urban in-fill project where young professional "millennials" prefer to live and with that can pay higher rents.

CBRE

MARKETVIEW

U.S. Multifamily, Q2 2015

Vacancy nears 15-year low as new supply is swiftly absorbed

Vacancy Rate	Net Absorption*	Rentable Completions*	Y-o-Y Rent Change
4.3%	203,300 Units	174,800 Units	5.2%

Arrows indicate change from previous year.
*Total last four quarters.

- In Q2 2015, despite significant completions, the apartment vacancy rate across the nation's 62 largest markets dropped to 4.3%—representing a 30-basis point (bps) decline from a year earlier.
- Rent growth was widespread, with nearly half of the tracked markets recording year-over-year rent inflation of 5% or more.
- Deliveries are forecast to reach nearly 173,000 units in 2015—fewer than last year's 181,000 units but more than any other year since 2000.
- Capital markets activity reflects very strong investor interest in the multifamily sector and a competitive investment landscape. The year ending Q2 2015 posted the highest four-quarter total for multifamily investment in history: $127 billion.
- CBRE Research's underwriting survey also found stable but still very competitive underwriting standards for Class A prime assets in select core markets. Unlevered target IRRs averaged 6.2%, while the going-in cap rates held firm at 4.2%.
- Market Spotlight: Washington, D.C. Having underperformed its peer markets so far during this cycle—due in part to oversupply in recent years—the D.C. apartment market is turning the corner as vacancy declines and rents increase, albeit modestly. Investor interest is increasing accordingly; in Q2 2015, the rolling four-quarter sales volume was up 48.4% over the year-earlier figure.



Ongoing U.S. economic expansion and employment growth, coupled with favorable demographic conditions, strengthened multifamily fundamentals in Q2 2015. The U.S. homeownership rate declined to 63.5% during the quarter—its lowest level since Q4 1985 and one of the lowest on record. The overall apartment vacancy rate decreased to 4.3% and is expected to decline further in Q3 as new supply is handily absorbed. New supply has accommodated total absorption of more than 203,300 apartment units over the past four quarters—a level 47% higher than the 20-year historic average. Apartment completions surged in Q2 2015 from Q1 2015 but were on par with deliveries a year earlier. Rent

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growth remained strong at 5.2% year-over-year. Rent growth was widespread among the markets tracked by CBRE Econometric Advisors (CBRE EA), with 30 of the 62 markets posting year-over-year rent inflation of 5% or more. Drawn in by solid fundamentals performance, investor interest in the multifamily sector remains high, per sales activity and underwriting trends. Minor declines in average cap rates during Q2 2015 suggest stabilization is near.

ECONOMIC TRENDS

ECONOMIC CONDITIONS ADVANCE MULTIFAMILY PERFORMANCE

U.S. economic growth rebounded in the second quarter, with a 3.7% annualized expansion in GDP on the heels of a more modest, seasonally-influenced pace of 0.6% in Q1 2015. Consumer confidence remained high in Q2 2015, though it was down from levels reported in Q1 2015. Wage and salary growth increased steadily at 2.1% year-over-year as of June 2015, while personal income increased by 4.2% year-over-year in Q2 2015. Oregon, Colorado, New Mexico, Washington and South Carolina led the nation in personal income growth over Q1 2014 - Q1 2015 (the latest available data).

HEALTHY JOB GROWTH, BUT A SLOWDOWN IN THE FORECAST

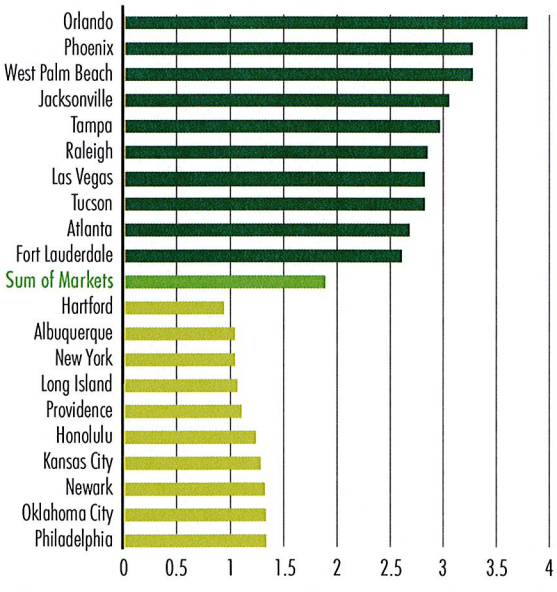
Continued employment growth supported another quarter of strengthening in the multifamily sector, in addition to increased economic activity. The 62 markets tracked by CBRE EA have added nearly 2.0 million jobs over the past four quarters, achieving a Q2 2015 year-over-year employment increase of 2.3%. Markets in the West and South—particularly those with a tech sector presence—rank high for job growth. Job growth leaders over the past four quarters include San Francisco (5.8%), San Jose (4.6%), Riverside (4.3%), Dallas (4.3%), Orlando (4.1%), Seattle (3.7%), Denver (3.7%), Phoenix (3.6%), Louisville (3.5%) and Orange County (3.4%).

Employment growth is projected to slow to 2.0% in 2016 and to 1.7% in 2017, the slowdown being widespread across markets. In 42 of its 62 markets, CBRE EA forecasts positive but slower employment growth over the next two years than was recorded over the past two. Orlando and Phoenix are expected to sustain strong employment growth (both are currently top-10 job growth markets), while markets such as Cincinnati, Jacksonville, Memphis, Pittsburgh, Richmond, St. Louis, Tampa and Tucson that lagged in job growth earlier in the current cycle will note heighted job growth.

In absolute terms, average annual job growth will increase in four of the ten largest apartment markets during the 2015-2017 period compared to the 2013-2015 period. Average annual job growth in the ten largest apartment markets will slip from 70,100 new jobs (2013-2015) to 60,800 new jobs (2015-2017). Despite the forecasted slowdown, the 62 CBRE EA markets will add more than 3.3 million

Figure 1: Job Growth Leaders and Laggards (2015-2017)

Average Annual Growth in Total Employment (%)



Source: CBRE Econometric Advisors, Q2 2015.

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jobs through Q2 2017, which registers just under the 3.9 million jobs that were added over the past two years and nearly doubles the historic average since 1994.

DEMAND TRENDS

UNRELENTING DEMAND FOR APARTMENTS

Ongoing expansion in U.S. payrolls supports growing demand for apartments. The number of U.S. renter-occupied households (including single-family home rentals) has increased by 2.2 million since Q2 2014, bringing the U.S. total to 42.9 million households in Q2 2015, according to the U.S. Census Bureau. Across the 62 markets tracked by CBRE EA, multifamily demand (as measured by occupied stock) increased by 208,200 units, or 1.6%, between Q2 2014 and Q2 2015. The Q2 2015 year-over-year increase was the second-largest (after Q4 2014) jump in multifamily demand since Q4 2010.

The influx of new supply led to total absorption of more than 203,300 apartment units over the past four quarters, a pace slightly below what the prior two quarters achieved, yet 47% higher than the 20-year historical average. CBRE EA forecasts a gradual reduction in four-quarter absorption over the near term, however totals will remain well-above the historical average. Since Q1 2010 (roughly when the current expansion cycle began), four-quarter absorption has averaged 160,000 units. Over the next two years, four-quarter absorption is expected to average 163,000 units.

PREFERENCE FOR RENTERSHIP STRENGTHENS

The homeownership rate fell for a seventh consecutive quarter in Q2 2015, to 63.5%—its lowest level since Q4 1985. The indicator has dipped below the current level only a handful of times since the mid-1960s. Robust apartment deliveries—coupled with moderate single-family construction activity and a pronounced preference for renting over owning—helped drive down the Q2 2015 homeownership rate.

The trend toward rentership applies to all age cohorts, as measured by the U.S. Census Bureau. Over the past year, the homeownership rate has fallen by 110 basis points (bps) for the population under the age of 35, by 220 bps for those aged 35-44, and by 160 bps for those 65 and older.

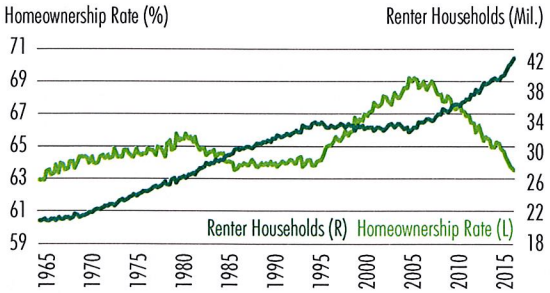
Metropolitan areas are demonstrating a general preference toward rentership, but at varying rates. The 15 metros reporting the sharpest declines in homeownership over the past five years are geographically dispersed, confirming the presumption of a broad cultural shift toward rentership. Columbia, S.C. reported the largest decline, followed by Orlando, San Antonio, Oklahoma City and Dallas/Ft. Worth. San Jose has been a top market for declining homeownership since Q2 2010, having dropped to the fourth-lowest homeownership rate among 75 of the largest U.S. metropolitan areas.

SUPPLY TRENDS

APARTMENT COMPLETIONS ARE JUST OFF A 15-YEAR HIGH, WITH MORE ON THE WAY

Almost 70,000 apartment units were completed within CBRE EA's 62 tracked markets during H1 2015. If deliveries continue as forecasted, the total for 2015 should reach nearly 173,000 units, which

Figure 2: U.S. Homeownership Continues Downward Slide



Source: U.S. Bureau of the Census, Q2 2015.

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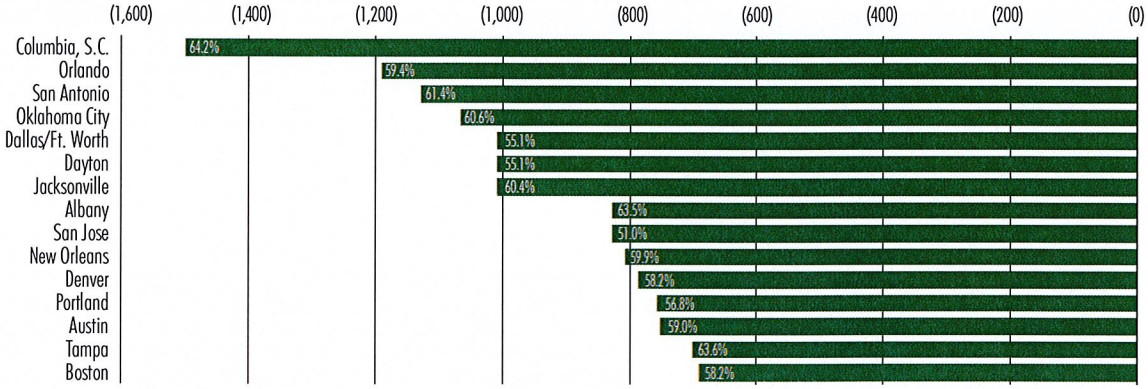
Figure 3: Top 15 Metros for Declining Homeownership Rate from Q2 2010 to Q2 2015 (bps)



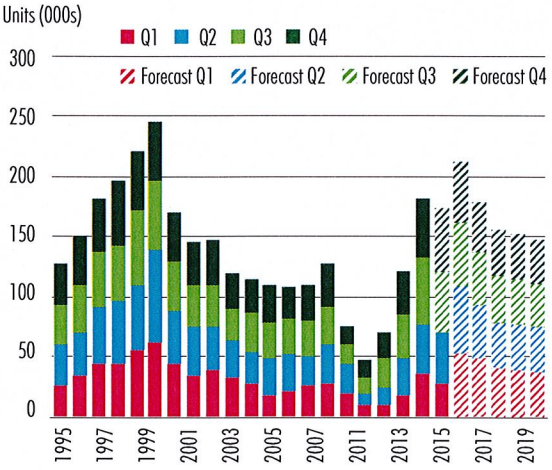
Note: Reported metro homeownership rate is Q2 2015.
Source: U.S. Census Bureau, Q2 2015.

is less than last year's 181,000 units, but more than any other year since 2000. The decline in volume relative to 2014 reflects temporary construction delays in the first quarter due to poor winter weather. Quarterly completions are expected to continue increasing over the next four quarters, peaking in Q2 2016.

Permits spiked in Q2 2015, rising to 144,000 units from the first quarter's 88,000 units. Much of the additional volume originated in the New York metro area, where uncertainty about the anticipated June 15, 2015, expiration of a property-tax abatement for new residential construction prompted developers to rush to file by the deadline. Ultimately, the abatement was extended to the end of the year, but residential permits issued in the metro area had already increased from January's 3,285 units to June's 22,481. The effect of the deadline has likely passed and permitting activity is expected to moderate in the coming quarters.

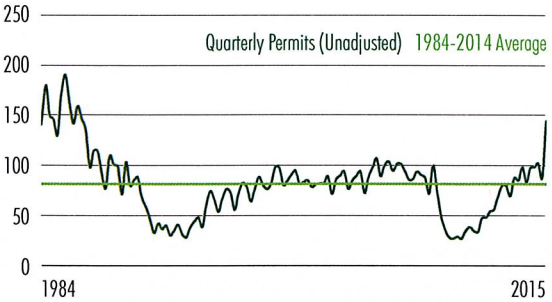
Nationwide, the spike in permitting activity is consistent with the forecast for completions to peak in Q2 2016. According to Census data, most

Figure 4: Multifamily Completions to Peak in 2016



Source: CBRE Econometric Advisors, Q2 2015.

Figure 5: Spike in U.S. Multifamily Permits (5+ units)



Source: U.S. Bureau of the Census, CBRE Research, Q2 2015.

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5+ unit residential buildings completed in the last year were finished within 13 months of authorization. After reaching an annual rate of 212,000 units in 2016, U.S. completions are forecast to wane, as supply pressure and rising construction costs will have reduced the allure of development over the coming quarters.

National trends only tell part of the story, however, as supply growth varies widely from market to market. Compared to their respective long-run averages, Minneapolis, Boston and Washington, D.C., saw especially large numbers of completions in the year ending Q2 2015. Minneapolis, in particular, has seen supply increase rapidly over the past year, with an annual completions rate three times its 20-year average. Supply pressure was notably low in San Diego, Detroit and Orange County.

VACANCY AND RENT TRENDS

RENT GROWTH RAPID AS VACANCY DROPS TO LOWEST RATE SINCE 2001

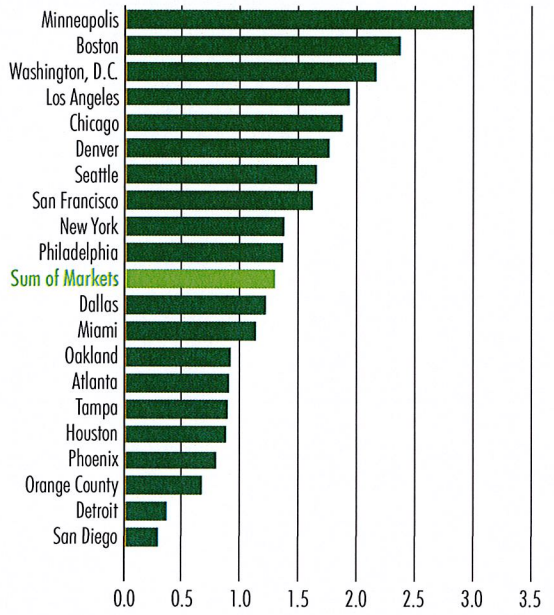
Demand for apartments remains robust, and though construction activity continues at a fever pitch, supply has not kept pace. As a result, the average apartment rent in major U.S. markets is increasing at a pace far above the inflation rate, while the vacancy rate is at its lowest point in nearly 15 years.

The apartment vacancy rate across the nation's 62 largest markets was 4.3% in Q2 2015—down 30 bps from a year earlier and down 300 bps from the Q1 2009 recessionary peak of 7.3%. This decline in vacancy, in spite of a rapid increase in completions, highlights the strength of apartment demand in major markets. Vacancy is expected to continue declining through the end of Q3 2015.

Roughly two-thirds of the major apartment markets exhibited second-quarter year-over-year declines in vacancy. Jacksonville and Las Vegas saw the largest declines, each more than 100 bps. Among the 20 largest apartment markets, Phoenix

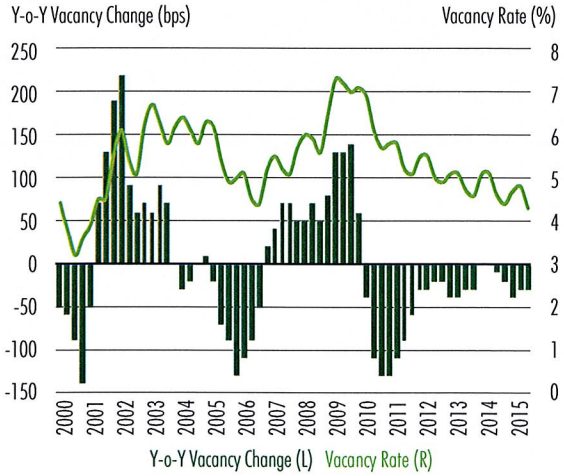
Figure 6: Near-Term Supply Pressure Varies Across Markets

Ratio of Completions (Units) during 4 quarters ending Q2 2015 to 1997-2014 average



Source: CBRE Econometric Advisors, Q2 2015.

Figure 7: Multifamily Vacancy Rate for Major Markets



Source: CBRE Econometric Advisors, Q2 2015.

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posted the largest year-over-year decline in vacancy—80 bps.

Across markets, the average monthly rent increased by 5.2% year-over-year in Q2 2015; the Consumer Price Index increased by just 0.1% over the same period. Average revenue, which accounts for occupancy rates as well as rents, grew by 5.5% year-over-year, as falling vacancy contributed to its growth. Rents and revenues are both expected to continue to climb, though their growth rates have slowed since Q1 2015 and are expected to slow further, approaching their long-run averages of around 3.5% over the next two years.

Rent growth was widespread, with nearly half of the largest apartment markets posting year-over-year rent growth of 5% or more. The most rapid rent growth was seen in Oakland, Portland and Denver, with the average rent per unit in each of these markets increasing by 12% or more, year-over-year. San Francisco, San Jose and Sacramento saw rents increase at only slightly lower rates, with year-over-year growth between 10% and 11%.

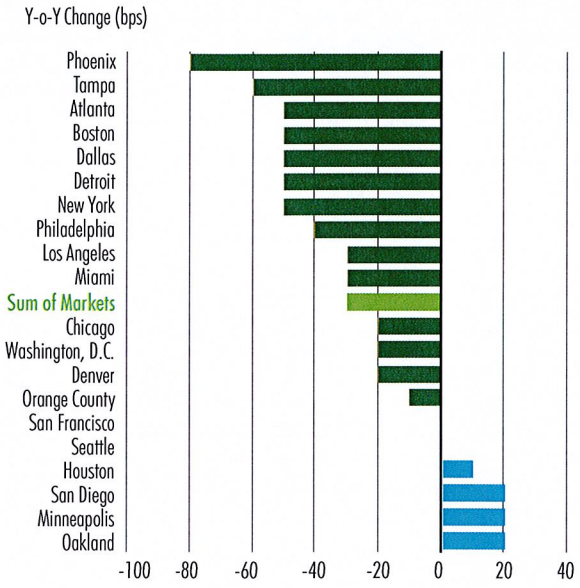
CAPITAL MARKETS

Investment in multifamily product continues its extraordinary run, reflecting solid confidence in multifamily's future market and asset performance. In Q2 2015, equity and debt investment volumes continued to rise along with transaction sales prices. Cap rates maintained their downward trend, though the decreases were very small—signaling price stabilization (as measured by this metric, but not by sales-per-unit pricing which saw strong gains year-over-year).

SURVEY REFLECTS STABLE UNDERWRITING AND FAVORABLE VIEW OF HIGH-END MULTIFAMILY

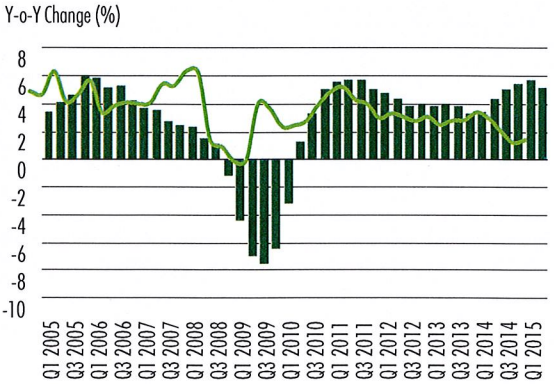
CBRE Research's Q2 2015 underwriting survey of CBRE professionals reflects a stable marketplace as well as continuing market confidence among investors of Class A prime mid- and high-rise properties in select core submarkets. As in the

Figure 8: Vacancy Rate Declines in Most Major Markets



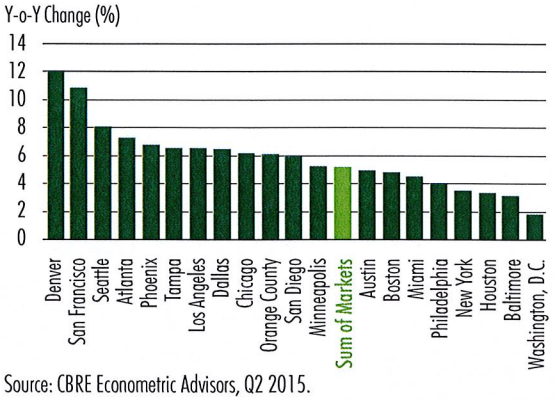
Source: CBRE Econometric Advisors, Q2 2015.

Figure 9: National Rent Growth Remains Strong



Source: CBRE Econometric Advisors, Q1 2015.

Figure 10: West and South Markets Lead in Rent Growth



Source: CBRE Econometric Advisors, Q2 2015.

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prior three quarters, apartment buyers are underwriting transactions using projected average annual rent growth rates of 3.6% for the first three years of the holding period. Unlevered target IRRs averaged 6.17% in the Q2 2015 survey—essentially unchanged from Q1 2015.

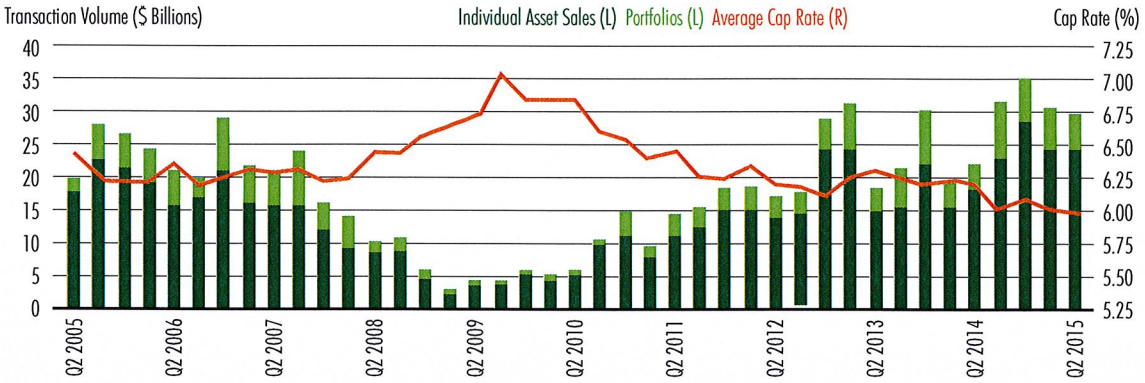
Initial cap rates reflect the competitive investment arena as well as the strong attraction of mid- and high-rise investment opportunities. Among the 14 submarkets surveyed, the average was 4.23%, unchanged from Q1 2015. The spread between the going-in and exit cap rates was 72 bps.

Figure 11: Buyer Valuation Underwriting Survey for Prime Class A Multifamily Assets – Ranked by IRR Target and Cap Rate

Market	Submarket	Multifamily Subtype	Asking Rent ($/SF/PM)	Average Annual Rent Growth Underwriting First 3 Years (%)	Unlevered IRR Target (%)	Going-in Cap Rate (%)	Exit Cap Rate (%)	Holding Period (Years)
San Francisco	South of Market	Mid Rise	5.75	4.5	5.50	3.50	4.50	10
Boston	Downtown	High Rise	4.70	3.0	5.75	4.00	4.75	7 - 10
Chicago	River North	High Rise	3.45	3.5	5.90	4.25	5.00	10
Los Angeles	West Los Angeles	Mid Rise	4.59	5.0	6.00	4.00	4.75	5 - 7
Seattle	Downtown	Mid Rise	3.40	4.0	6.00	4.00	5.00	10
Austin	Downtown	High Rise	3.25	3.0	6.00 - 6.25	4.25	5.00 - 5.25	10
Dallas	Intown Dallas	High Rise	2.25	3.0	6.00 - 6.25	4.00 - 4.50	4.50 - 5.00	5
Washington, D.C.	West End	High Rise	4.57	3.5	6.25	4.25	4.50 - 4.75	5 - 7
Miami	Downtown/Brickell	High Rise	2.75	3.0	6.00 - 6.50	4.00 - 4.50	5.00 - 5.25	7 - 10
Atlanta	Midtown	High Rise	2.55	4.0	6.25	4.25 - 4.50	5.00	7
New York	Manhattan	High Rise	5.80	3.7	6.50	4.00	4.50	10
Houston	Inner Loop W/Greenway Plaza	High Rise	2.88	3.5	6.00 - 7.00	4.50 - 5.00	5.25 - 5.75	7 - 10
Denver	Downtown	High Rise	2.80	3.0	6.50	4.60	5.20	7 - 10
Phoenix	South Scottsdale	Mid Rise	2.25	3.7	6.75	4.75	5.50	10
Average			3.64	3.6	6.17	4.23	4.95	8.4

Source: CBRE Research, Q2 2015. The "prime" statistics displayed above are estimates of current buyer underwriting assumptions for the highest quality asset in the best location of a particular market. The quoted prime rents reflect the level at which top-tier relevant transactions are being completed. Estimates are based on the expert opinion of CBRE brokers that provide investment advisory services in these particular markets.

Figure 12: U.S. Multifamily Investment Sales Volume and Cap Rate



Source: CBRE Research, Real Capital Analytics, Q2 2015. Excludes "entity-level" acquisitions.

Note: All multifamily property types included.

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HIGH LEVELS OF INVESTMENT REFLECT SOLID CONFIDENCE IN SECTOR

Investment in U.S. multifamily communities has been robust for several years. This trend continued during Q2, with $30 billion flowing into the multifamily sector, confirming unrelenting confidence in the future performance of multifamily. The quarter's total reflects a slight decline from Q1 2015 (-3%), but a 35% gain over the prior year. Multifamily acquisitions represented 27% of the total $110 billion U.S. commercial real estate investment in Q2 2015. About two-thirds of the capital invested during Q2 2015 was directed at garden product vs. one-third for mid/high-rise product (the two main categories used by Real Capital Analytics [RCA])—the same ratios as experienced in 2014.

For the year ending Q2 2015, multifamily investment reached $127 billion—representing 36% growth over the 12-month period, and the highest four-quarter total in history. This total is also well above the mid-2000s peak of $100 billion achieved in the year ending Q2 2006.

The acquisition totals cited above do not include entity-level sales—the transfer of property ownership through company acquisitions and related transactions. There was no M&A activity in the multifamily sector in Q2 2015, although Toronto-based Brookfield Asset Management's $2.5 billion acquisition of Associated Estates (approximately 50 properties and 12,400 units) closed in Q3 2015. Additional M&A transactions in the works include Independence Realty Trust's acquisition of Trade Street Residential, with 20 properties in six southeast and south central states, for an estimated $655 million and Lonestar's pending acquisition of Home Properties.

In Q2 2015, cross-border investment in U.S. multifamily totaled $2.1 billion, not counting properties acquired through entity-level acquisitions. The H1 2015 total of $4.4 billion is already higher than the full-year 2014 figure of $3.7

Figure 13: Leading Metros for Multifamily Investment, H1 2015

Rank	Metro	Invested ($ billions)	Market Share (%) Metro	Market Share (%) Cumulative
1	Los Angeles/Southern California	5.3	8	8
2	Dallas/Ft. Worth	3.0	5	13
3	Washington, D.C.	3.0	4	17
4	Atlanta	2.8	4	20
5	Houston	2.5	3	24
6	San Francisco Bay Area	2.2	3	27
7	Denver	2.0	2	29
8	Miami/South Florida	2.0	2	31
9	Seattle	1.9	2	33
10	Austin	1.7	2	35
11	Chicago	1.7	2	37
12	Boston	1.6	1	38

Source: Real Capital Analytics, CBRE Research, Q2 2015. Totals include entity-level acquisitions. *Los Angeles/Southern California includes Orange County and Inland Empire.
Note: Totals may not add due to rounding.

Figure 14: Multifamily Cap Rates, H1 2015

Sector	Class	H1 2015 (%)	Change from H2 2014 (bps)	Spread Over 10-Year Treasury*
Infill	A	4.57	-8	222
	B	5.13	-9	278
	C	6.12	-14	377
Suburban	A	5.10	-10	275
	B	5.58	-11	323
	C	6.66	5	431

Source: CBRE North America Cap Rate Survey: H1 2015. Cap rates for stabilized assets. *10-year Treasury bond at end of H1 2015 (2.35%).

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billion. In Q2 2015, Mexico represented the largest country source of cross-border acquisition capital for multifamily investment, (31%), due to a significant portfolio transaction. Canada represented the second-largest share of transaction volume at 29%.

Los Angeles/Southern California attracted the most multifamily investment in H1 2015, by far, at $5.3 billion. Dallas/Ft. Worth, Washington D.C., and Atlanta had the next highest investment totals. On a cumulative basis, the 12 leading markets for multifamily investment in H1 2015 represented 38% of the total transaction volume.

ACQUISITION PRICING CONTINUES TO RISE

As evidenced in the underwriting survey discussed above, pricing metrics continue to reflect the competitive pricing of multifamily investment. Also confirming this environment are transactional data captured in the RCA database, as well as the newly released *CBRE North America Cap Rate Survey: H1 2015*. Moreover, the statistics confirm that buyers maintain a preference for mid- and high-rise product—or at least a willingness to acquire these assets at lower cap rates.

In Q2 2015, sales prices per unit of mid- and high-rise communities rose by 20% year-over-year to $253,000. For garden apartment communities, the average sales price climbed 13% to $100,000 per unit, according to RCA data.

CAP RATES CLOSE TO STABILIZATION

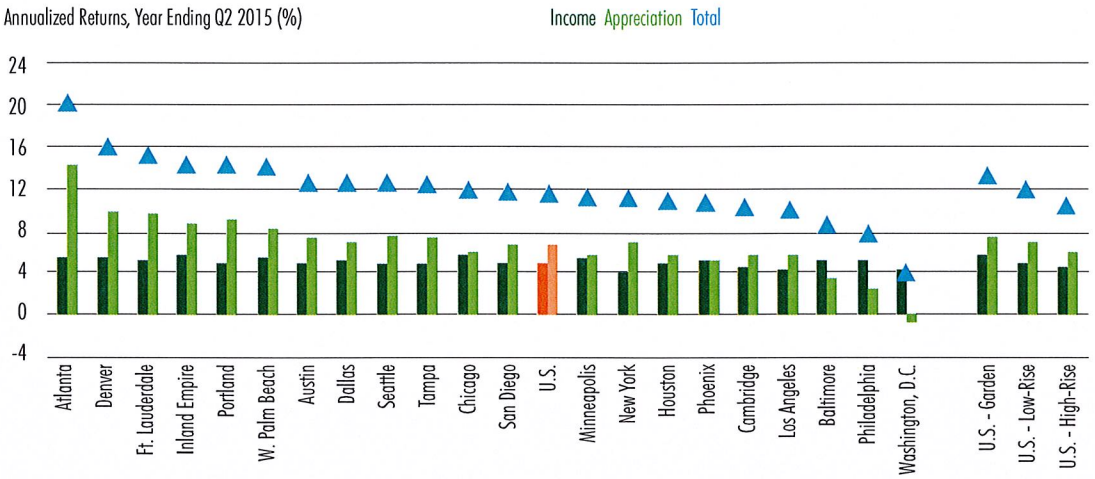
Cap rates are still declining, however the changes are very small and signal that the market is close to bottom in terms of this pricing metric. The RCA database reflects very small declines versus Q1 2015—a 3-bps decline to 6.17% for garden product of all classes, and a 20-bps drop to 4.90% for mid- and high-rise assets.

The *CBRE North America Cap Rate Survey: H1 2015* also found very small declines in cap rates compared to the prior survey, except for suburban Class C product. For both infill and suburban Class A assets, the California markets of San Francisco, Orange County, San Diego and San Jose had the lowest cap rates among the 44 markets surveyed. Over the second half of 2015, the vast majority (80%) of markets are expected to experience no cap rate change in infill and suburban product.

INVESTMENT RETURNS REMAIN FAVORABLE

NCREIF returns data for institutionally-owned multifamily properties confirm the sector's

Figure 15: Institutional Multifamily Returns for Select Markets



Source: CBRE Research, NCREIF, Q2 2015. All returns are reported on an unlevered basis.

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ongoing favorable performance. At an annual return level of 11.60% (appreciation 6.52%, income 4.85%), multifamily is lower than the other property sectors, reflecting the greater maturity of apartments' position in the real estate cycle. This rate remains well above the 20-year average of 9.84%. Atlanta is currently enjoying the nation's highest investment return of 20.46%, followed by Denver (15.76%) and Fort Lauderdale (15.30%).

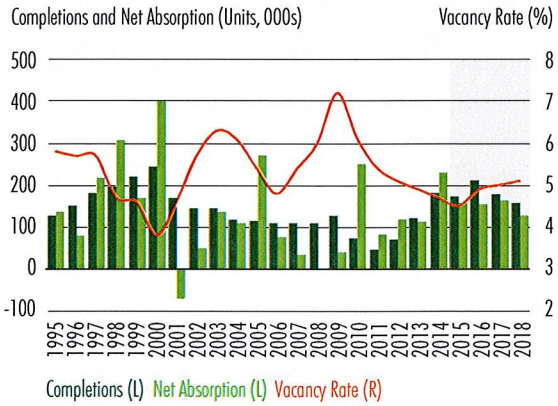
IN THE MORTGAGE WORLD, LENDING CONTINUES RAPID CLIMB

As with equity investment, debt investment, as measured by commercial mortgage originations, is rising significantly. The Mortgage Bankers Association's quarterly survey of mortgage originations reported a 58% year-over-year gain in Q2 2015. All property types enjoyed year-over-year increases, but multifamily experienced the highest gain.

Both of the leading sources of multifamily mortgage capital—Fannie Mae and Freddie Mac—experienced very high levels of mortgage production in Q2 2015, following an extremely robust Q1 2015. Total new business activity reached $14.6 billion in Q2 2015 for Fannie Mae and $13.1 billion for Freddie Mac, for a combined year-to-date total of $48 billion—more than triple the total for the same period in 2014. Year-to-date, a total of 625,000 units have been financed by the two agencies—roughly equivalent to the combined apartment inventories of Atlanta and Minneapolis. However, given annual caps on new multifamily loan business, even with cap revisions in Q2 2015, agency production activity in H2 2015 is expected to moderate.

The favorable health of the multifamily sector is also reflected in very low and declining delinquency rates. As of June, the multifamily 60+ day delinquency rates for Fannie Mae and Freddie Mac were 0.05% and 0.01%, respectively—each down slightly from a year ago. In the CMBS world, the 30+ day multifamily delinquency level ended Q2 2015 at 1.95%—the lowest delinquency among major property types—down from June 2014's 2.66%, based on data from Morningstar Credit Ratings.

Figure 16: U.S. Multifamily Supply and Demand Outlook



Source: CBRE Econometric Advisors, Q2 2015.

MARKET OUTLOOK

OUTLOOK STRONG WITH VACANCY AT OR BELOW 5% FOR FIVE MORE QUARTERS

Accommodative economic conditions and employment growth will support further strengthening in multifamily fundamentals in the near term. Demographic trends—including the confirmed shift from ownership toward rentership—suggest that the apartment sector will handily absorb new deliveries over the next two years overall, although supply pressure is steep in markets like Minneapolis, Boston and Washington, D.C. Still, the sector's strong performance in spite of substantial new supply continues to susprise. The second quarter saw a surge in apartment completions compared to Q1 2015, largely due to weather-related construction delays early in the year; completions will increase in each of the next four quarters to peak in Q2 2016 at 56,200 units.

While Gen Xers have contributed to the multifamily sector's success in recent years, millennials and baby boomers will drive absorption for the next 15 years. According to

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consensus definitions, in 2015 the oldest millennial is 34 years old and the youngest is 18 years old—which provides for many more years of expanding apartment demand.

The vacancy rate is expected to decline further in Q3 2015, to 4.1%, which would be the lowest level reported since Q1 2001. Modest softening in the vacancy rate is forecast for the coming quarters, although the overall measure will remain at 5% or below through Q3 2016. Year-over-year rent growth is forecast to range between 4.0% and 5.5% over the next four quarters, and then to moderate somewhat while staying positive.



MARKET SPOTLIGHT

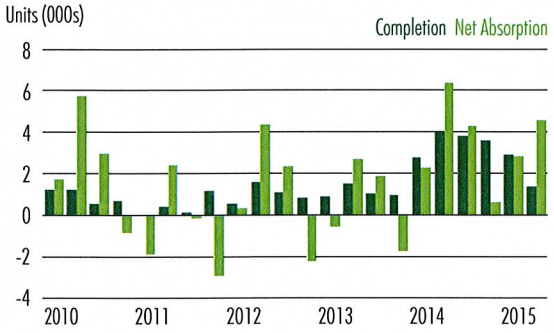
WASHINGTON, D.C.: FINALLY TURNING THE CORNER

After concerns of oversupply dominated headlines in 2014, the Washington, D.C. multifamily market has rebounded. The balance of supply and demand has begun to tip back in favor of apartment owners and investors.

A wave of new units hit the market last year, bringing rent growth to a halt and causing vacancy rates to edge up. The count of D.C.-area apartment completions in 2014 was more than 2.5 times the average of the past 20 years. After peaking in Q2 2014, quarterly completions have declined 64.9%, to 1,406 units in Q2 2015—just slightly above the quarterly historical average.

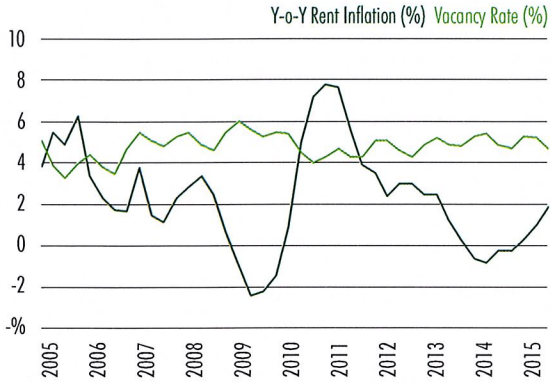
Meanwhile, apartment demand remains elevated. Net absorption of 4,544 apartment units in Q2 2015

Figure 17: Washington, D.C. Apartment Completions vs. Net Absorption



Source: CBRE Econometric Advisors, Q2 2015.

Figure 18: Washington, D.C. Rent Growth vs. Vacancy Rate



Source: CBRE Econometric Advisors, Q2 2015.

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was the third-highest rate in the last five years, and total net absorption over the past four quarters is 240% of the 20-year annual average. As a result, vacancy has declined and rents have started to rise. The vacancy rate in the D.C.-area apartment market was 4.7% in Q2 2015, down by 20 bps year-over-year. Annual effective rent growth for D.C. apartments was 1.8% as of Q2 2015, the largest annual increase in two years and a marked improvement from the 0.8% year-over-year decline in rents recorded in Q1 2014.

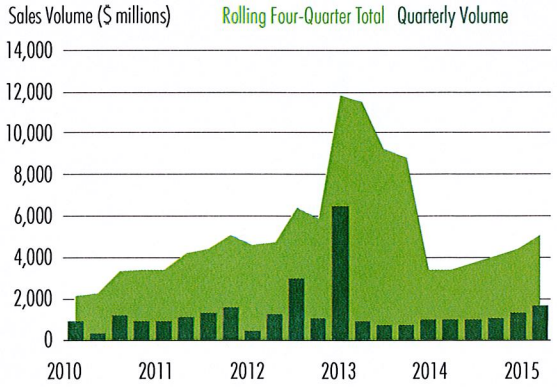
Washington, D.C.'s improving multifamily market fundamentals are garnering interest from diverse capital sources. Multifamily sales volume has increased in each of the past four quarters, with the rolling four-quarter sales volume up 48.4% from the same period a year earlier. The Q2 2015 sales volume of nearly $1.7 billion was up 70.8% year-over-year, according to Real Capital Analytics.

The average price per unit of $196,000 in Q2 2015 marked a 21.3% increase year-over-year, outpacing the national appreciation of 16.5% for all property types. CBRE's underwriting survey reports that cap rates for prime Class A properties in D.C.'s West End submarket ranged between 4.25% and 4.5% in Q2 2015.

While domestic buyers represent the majority of purchasers in the sector, foreign capital is gaining ground. Washington, D.C. saw a higher dollar investment volume and generated as many sales by foreign capital in the first two quarters of 2015 than in all of 2014 and 2013 combined.

The Washington, D.C., multifamily market has turned the corner. With new construction activity expected to remain within a healthy range, the D.C. area will see continued rental rate appreciation and steady vacancy rates over the near-term.

Figure 19: Washington, D.C. Apartment Sales Volume



Source: Real Capital Analytics, Q2 2015.

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Figure 20: Multifamily Fundamentals for the 50 Largest U.S. Markets, Q2 2015

Inventory Rank	Market	Vacancy Rate Q2 2015 (%)	Vacancy Rate Y-o-Y (bps)	Net Absorption Last 4 Quarters (Units)	Rent per Unit Q1 2015 ($)	Y-o-Y Rent Change (%)
1	New York	3.3	-50	22,103	2,828	3.5
2	Los Angeles	4.2	-30	9,594	1,980	6.6
3	Chicago	4.4	-30	6,573	1,378	6.2
4	Houston	5.1	10	6,585	1,036	3.4
5	Washington, D.C.	4.9	-20	12,265	1,612	1.8
6	Dallas	5.1	-50	12,052	984	6.5
7	Boston	4.2	-50	8,818	2,031	4.8
8	Atlanta	5.8	-60	8,158	940	7.3
9	Seattle	3.9	10	5,365	1,457	8.1
10	Phoenix	6.1	-80	6,928	827	6.8
11	Philadelphia	5.0	-40	2,829	1,266	4.0
12	San Diego	3.7	20	-221	1,677	6.0
13	Denver	4.1	-20	8,124	1,191	12.0
14	Miami	3.6	-30	3,266	1,546	4.5
15	Minneapolis	3.3	20	4,605	1,282	5.3
16	Orange County	4.3	-20	1,458	1,793	6.2
17	Tampa	5.1	-70	4,269	963	6.6
18	Detroit	4.5	-40	1,218	926	3.4
19	San Francisco	3.9	0	1,505	2,856	10.9
20	Oakland	3.3	20	408	1,971	15.0
21	Baltimore	5.0	-50	2,678	1,236	3.2
22	Austin	4.6	30	5,446	1,078	5.0
23	Orlando	5.0	-60	4,394	984	6.8
24	Fort Lauderdale	4.2	0	2,524	1,365	6.4
25	Portland	3.8	-70	2,519	1,143	12.5
26	Las Vegas	6.7	-110	1,896	801	7.3
27	Riverside	4.7	-60	1,467	1,257	7.5
28	Cleveland	4.8	-50	2,463	866	2.7
29	Fort Worth	5.0	-60	2,777	876	6.4
30	Cincinnati	5.2	-30	1,339	845	3.7
31	Newark	3.2	80	65	1,641	3.8
32	San Jose	3.5	10	2,144	2,468	10.7
33	Columbus	4.1	-10	2,327	803	2.3
34	San Antonio	6.4	-50	5,743	850	4.8
35	Indianapolis	6.8	-60	3,132	759	3.9
36	Charlotte	4.9	-20	5,759	910	6.0
37	Sacramento	4.0	-20	631	1,118	10.6
38	Kansas City	5.1	-50	3,103	871	3.3
39	Raleigh	5.3	-10	4,535	912	5.4
40	Nashville	3.9	20	3,933	976	7.8
41	Norfolk	6.3	50	-77	1,000	0.6
42	West Palm Beach	4.5	30	1,227	1,341	5.2
43	Pittsburgh	4.0	50	523	1,316	-1.8
44	St. Louis	6.3	-40	534	837	9.0
45	Providence	2.6	80	-603	1,339	2.6
46	Jacksonville	6.5	-130	2,179	884	5.1
47	Memphis	6.6	-10	1,220	793	0.9
48	Salt Lake City	4.5	0	2,709	902	4.6
49	Hartford	3.2	10	850	1,269	1.6
50	Honolulu	6.3	-70	783	1,950	2.3
	National*	4.3	-30	203,362	1,595	5.2

* National figures represent the sum of 62 markets.
Source: CBRE Econometric Advisors, Q2 2015.

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Additional U.S. Research from CBRE can be found *here*.

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To access the *CBRE North America Cap Rate Survey: H1 2015* referenced in this MarketView, please click *here*.

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As CBRE Econometric Advisors transitions data sources for its Apartment forecast product, in Q1 2015 several changes were made to improve the accuracy and consistency of our product. The most notable change is in how inventory is calculated for historical periods through the current quarter. We now use a Census benchmark of Q1 2000 and raise inventory using quarterly completions data provided by McGraw Hill/Dodge Pipeline, which we consider to be the most accurate representation of actual apartment completions, as it provides building level detail. This change will affect historical values for apartment inventory as well as other series that are calculated using inventory, such as vacancy rates. The forecasts have not been materially affected by this data change, as the structure of the econometric model has not been altered.

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Housing

Retiring Boomers Crowd The Rental Market

- Former homeowners vie with millennials for apartments
- "I don't pay property taxes. I don't pay for maintenance"

Mike Abelson calls it his "man cave." After his wife died in October 2012, the 65-year-old put his house in Potomac, Md., up for sale and began renting a 1,400-square-foot apartment eight miles away in Bethesda. "I pay a pretty steep rent, but it's worth it," Abelson says. "I don't pay property taxes. I don't pay for maintenance, plumbing, or electrical. I don't have to pay for the grass cutting. It's just easier than being a homeowner."

Abelson is among the ranks of senior renters who are expected to more than double, to 12.2 million, by 2030, according to research from the Urban Institute. While younger adults of the millennial generation have helped drive demand for apartments, it's older Americans who will flood the market in years to come, pushing up rents and spurring construction of more multifamily housing. "It's a combination of their sheer size and that they're entering the age range where they increasingly downsize," says Jordan Rappaport, a senior economist at the Federal Reserve Bank of Kansas City who's studied the phenomenon. "It will put upward pressure on rents for all types" of multifamily buildings.

> "We had one instance where we had a grandson, who was 28, and his grandmother, who was 90, both living in the same community." —*Ian Swiergol, Alliance Residential*

Rappaport found that adults in their 50s and 60s accounted for almost all of the increase in multifamily-building occupancy from 2000 to 2013. When the earliest members of the Baby Boom generation enter their 70s next year and start downsizing, "multifamily home construction is likely to continue to grow at a healthy rate through the end of the decade and thereafter remain well above its level prior to the housing crisis," Rappaport wrote in a report published in June.

Millennials and boomers could be competing for the same places to live. **Alliance Residential** is building housing complexes where the generations can coexist, says Ian Swiergol, managing director of the Alliance division covering Arizona, New Mexico, and Utah. The developer is designing buildings with smaller, more affordable units on ground floors to attract young adults, while creating bigger units on upper levels that feature wine refrigerators and touch-button window shades to appeal to boomers, says Swiergol. "We had one instance where we had a grandson, who was 28, and his grandmother, who was 90, both living in the same community," he says. Alliance, which has 34 regional offices nationwide, with an emphasis on major cities, is also exploring the construction of housing designed specifically for boomers, from independent living for ▶

Business Week July 25, 15

Apartment Boom

41%
Share of total housing starts in June that were multifamily buildings

Up from 16% six years ago, when economic expansion began

7.1%
Rental vacancy rate during the first quarter of 2015

Up from 7% at the end of 2014, which was the lowest since 1993

$1,367
Nationwide median monthly rent in May

Up 14% from four years ago

◀ active seniors to assisted-living and memory-care facilities, he says.

Bozzuto Group, which manages about 51,000 units from Washington to Chicago–including Abelson's–says about 10 percent of its renters in 2014 were at least 60 years old, up from 8 percent in 2012. The company expects the share to continue to grow, according to President Toby Bozzuto. "And we haven't even begun to develop for them specifically," he says, adding that the company is looking to add rental properties catering to residents 55 and older.

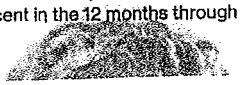
Construction of multifamily housing has driven the industry's recovery in recent years. Buildings with five or more units represented about 41 percent of total U.S. housing starts in June, compared with 16 percent when the economic expansion began six years earlier, Department of Commerce figures show. Homebuilders such as **Lennar** are racing to take advantage of the market. The company, which focuses on single-family homes, said it's formed a $1.1 billion joint venture with institutional investors to develop multifamily communities in 25 U.S. metropolitan markets.

Still, the rental vacancy rate is hovering near 21-year lows: It was 7.1 percent in the first quarter after falling at the end of 2014 to 7 percent, the lowest level since 1993, according to Commerce Department data. Such conditions have made it easier to raise rents. The nationwide median monthly rent as of May was $1,367, up 14 percent from four years earlier, according to real estate website Zillow.

The Department of Labor's measure of what consumers pay for rental units has increased 3.5 percent in the 12 months through June. By comparison, consumer prices, minus food and energy, have advanced 1.8 percent in the same period. Rents are increasing so quickly they've helped put a floor under broader inflation measures, which Federal Reserve policymakers are keen to see rise as they contemplate the timing of their first interest rate increase since 2006.

Rapidly rising rents could make life much harder for seniors who rent because they have to, not because they want to, says Laurie Goodman, director of the Housing Finance Policy Center at the Urban Institute. Generation X adults–those born from 1965 to 1980–who lost their homes in the housing crisis may have also lost the desire to own, further boosting rental demand. "It's not unreasonable to think that some seniors are going to get hurt disproportionately, because rents are going to rise and their fixed incomes aren't going to grow accordingly," she says. "There's going to be just a huge surge in the demand for rental housing, and there's not enough–period." —*Victoria Stilwell*

The bottom line With baby boomers helping drive down vacancy rates, rents climbed 3.5 percent in the 12 months through June.



CBRE

ABOUT REAL ESTATE

U.S. Apartments

Premiums on luxury apartments create investment opportunity



Matthew Vance
Economist, Americas Research, Econometric Advisors

The trend toward developing luxury apartment buildings is not new, but it has become more widespread. It is drawing greater attention as a rising trend in most major markets, with the continued delivery of high-end rental housing—along with a lack of new moderately-priced apartments—likely contributing to strong overall rent growth that is leaving the budgets of many middle-class renters tighter than ever.

We dug into the data and drew from experts in the multifamily sector to see what we could uncover for investors who watch cycles and trends in order to make savvy investment decisions.

- The luxury development trend began in Texas in the mid-2000s and has since spread to most major markets around the country.
- A closer look at several markets—Austin, Los Angeles, Tampa, Raleigh, Boston and Washington D.C.—shows that rent premiums for new apartment buildings vary in their behavior across markets and over time.
- Some markets have seen new construction premiums diminish in recent years—attributable in part to the early movement toward luxury and the subsequent acceleration in rent growth among older buildings.
- In many other markets, however, new construction premiums have increased as the trend toward luxury has begun to take shape.
- These trends offer opportunities for multifamily investors to target timely equity allocations, based on property characteristics, desired hold periods, etc.

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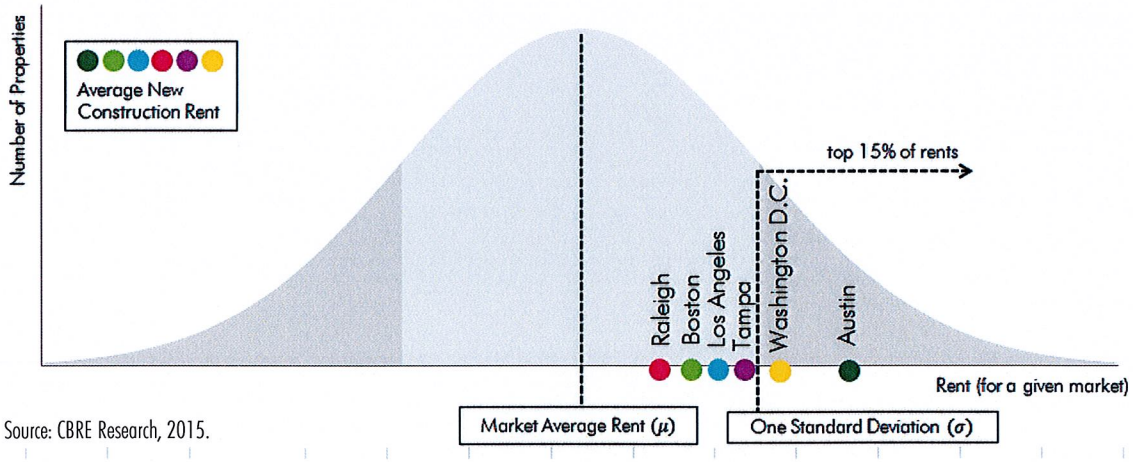
Although a consumer trend—whether organic foods, fuel-efficient vehicles, or luxury apartments—will materialize for any of a number of reasons, all trends begin somewhere, and they all require that consumers be willing to pay and that suppliers see pricing incentives to meet demand. In the early-to-mid 2000s, developers identified an opportunity in the South Texas residential real estate market: luxury for-rent apartments. By 2006-2007, apartments in new buildings throughout several Texas markets were leasing at rates more than 40% higher than the market average. In other words, new construction premiums were above 40%.

Today, we are seeing the same trend develop across many markets. Of the 179,000 units completed across 62 U.S. markets in 2014, approximately 80% carry rents in the top 20% of their respective markets. Rent premiums on new construction in Tampa and Los Angeles, for example, are now reaching 40%.

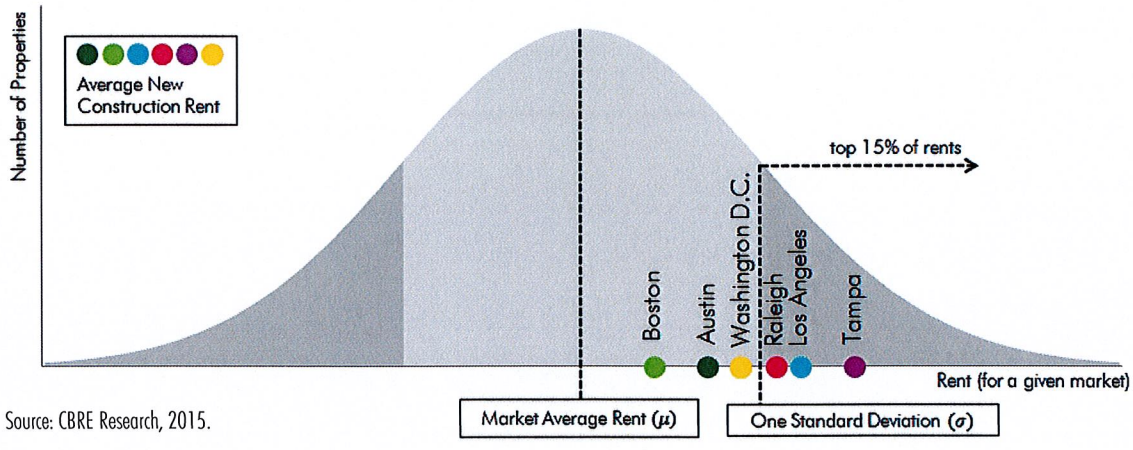
Consider figures 1 and 2. In each, the traditional bell curve represents the distribution of rents for an arbitrary market. The curve is the tallest where the majority of rents (and the average rent) fall, while very high and very low rents are represented in the tails of the curve, with increasingly fewer properties. Each chart also shows how the average new-construction rent compares to the average existing-stock rent in each of six markets (Austin, Los Angeles, Tampa, Raleigh, Boston, Washington D.C.). In each of the six, new-building rents are above the market average; that is, they command a new construction premium. While these results are unsurprising, not all construction premiums are the same.

Figure 1. Rents: New Construction vs. Existing Stock (2006)



Source: CBRE Research, 2015.

Figure 2. Rents: New Construction vs. Existing Stock (2015)



Source: CBRE Research, 2015.

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Rents that are more than one standard deviation above the average represent approximately the top 15% of a market's rents. In 2006, only Washington D.C. and Austin saw new apartments command rents above that threshold. Jump ahead to 2015 and something interesting has happened—every market (except Boston) has shifted. Markets that had relatively high construction premiums in 2006 no longer have them today, and those whose 2006 premiums were low have much higher premiums today. This information allows us to characterize these markets in additional ways.

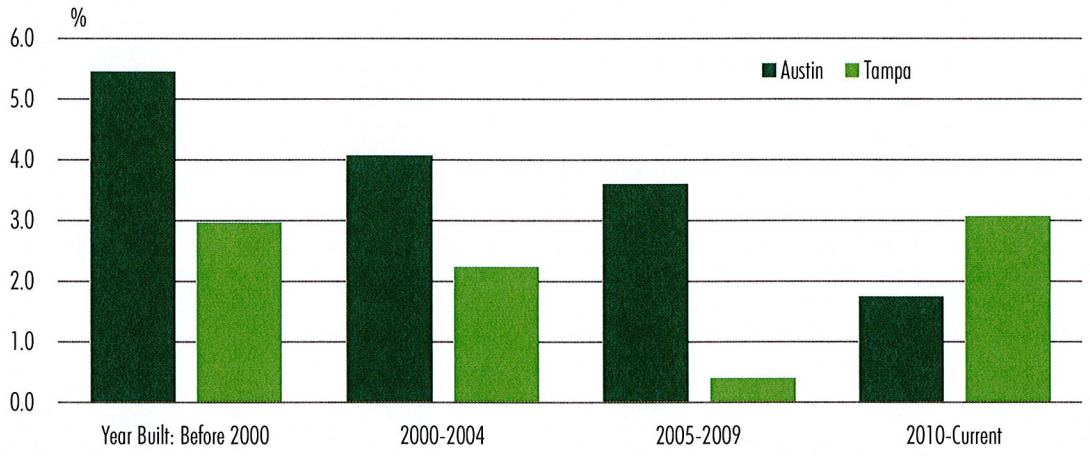
With all rents having increased over the period, any change in a given market's new construction premium (i.e., a shift in its position in the curve) indicates a difference between the increase in new construction rents and the increase in the existing stock rents.

To understand this better, let's first consider the change in Austin's construction premium over the period. Between 2006 and 2015, the premium decreased as the market-wide average rent increased by more ($295—from $810 to $1,105 per unit) than the average rent for new apartments did ($164—from $1,177 to $1,341 per unit). These increases amount to cumulative growth of 36% and 14%, respectively, over the period.

Meanwhile, Tampa saw an *increase* in its construction premium over the period, as its market-wide average rent increased by less than the average rent for new apartments did. One might assume that the rent growth rate for existing stock was lower than the rate for new apartments, but this is not necessarily true.[1] After all, if two different rents grow at the same rate, the larger (new construction, in this case) will increase by a greater dollar amount over time.

Figure 3 illustrates rent changes that have taken place in these two markets over the past few years. Tracking four cohorts of buildings, we find just what we would expect. In Austin, where the construction premium has decreased, rents in the older building cohorts have seen rents grow more quickly since 2012. In Tampa, where the premium has increased, rent growth looks much different; growth rates for the new and older cohorts are nearly identical. Meanwhile, a demand-side substitution effect, in which preference is given to only the newest buildings, is apparent—rents in apartments built between 2005 and 2009 have experienced virtually no rent growth in the period since 2012.

Figure 3. Average Annual Rent Growth Since 2012



Source: CBRE Research, 2015.

[1] Tampa's new apartments did see greater rent increases than existing stock in both dollar amount and growth rate. Over 2006-2015, the average rent for a new apartments grew by $370—from $1,002 to $1,372 per unit (37%) while the stock of existing apartments grew by only $145—from $860 to $1,005 per unit (17%).

For those whose investment decisions are informed by observation of cycles and trends, these findings could have significant implications. In markets where new construction premiums experience strong growth, a peak is likely to occur. Once a peak is reached, two factors can work to diminish construction premiums: 1) luxury buildings that were built recently but are no longer considered new will place upward pressure on the overall average market rent and 2) the average rent for existing apartments will begin to grow relatively quickly as a result.

A building's age will factor differently into its rent growth rate and potential for above-market performance depending on how far along its market is in adapting to the trend toward luxury. Certainly, in less-established rental markets where new construction premiums have not experienced an upward trend, there are opportunities for high-end apartment development. Further opportunity arises when existing stock begins a growth phase to bridge the rent gap created by luxury development; a value-add or rehab of an older building could capitalize on this.

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From the Sacramento Business Journal :http://www.bizjournals.com/sacramento/news/2015/07/28/study-sees-only-blue-skies-ahead-for-multifamily.html

Study sees only blue skies ahead for multifamily property owners

Jul 28, 2015, 6:40am PDT Updated: Jul 28, 2015, 7:03am PDT



Ben van der Meer
Staff Writer- *Sacramento Business Journal*
Email | Twitter | LinkedIn | Google+

Apartment owners in the region are enjoying one of the best markets in modern memory. And the latest occupancy and rent trends suggest it won't end anytime soon.

According to a new report from the Bay Area real estate consulting firm **RealFacts**, the super-hot rental market there is going to continue driving tenants into the Sacramento market.

In the second quarter of the year, local occupancy was 96 percent, with an average of $1,160 per month. That was good enough for 14th in the state on both measures, but second-highest among inland metro areas for rent. Riverside-San Bernardino, at an average of $1,287, was the only higher inland rent.

Sacramento's MSA performed better on rent growth year-over-year, at 10.5 percent, ranking ninth in the state.

The RealFacts report said when vacancy is at 5 percent, a market is in balance between renters looking for space and owners trying to push rents. Below that, rents are likely to rise until either there's a new supply of units or the market won't bear it.

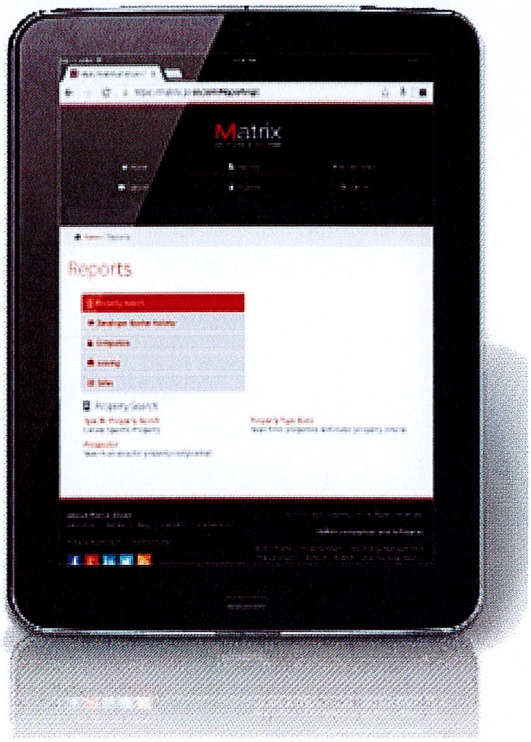
The analysis suggests that when rents stop rising in San Francisco and San Jose, secondary markets like Sacramento could see a decline, with oversupply potentially an issue. However, that doesn't appear to be happening in the Bay Area or here anytime soon.

ATTACHMENT 13

During the second quarter, rents rose on average by $66 a month in San Francisco. And locally, few new market-rate multifamily projects have received entitlements, and even fewer have begun construction. Most of those being built are in the midtown/downtown portion of Sacramento or West Sacramento's Bridge District.

Ben van der Meer covers real estate, development, construction, water issues and the business of sports.

Download Matrix Monthly - May 2015



Rents moved upward in May, according to the latest Matrix Monthly survey, a report on apartment market trends from Yardi. On a national level, rents rose by 0.8% to $1,136, topping the all-time high of $1,108 reached in February 2015. The figure represents a 6.1% year-over-year increase. The survey also found that monthly rent increases are strongest in metros in the West and South.

Rent gains were led by five cities with double-digit percentage year-over-year increases: Jacksonville, Fla., and Portland, Ore. (both 12.7%), San Francisco (11.9%), Sacramento, Calif. (11.8%) and Denver, Col. (11.5%). Rent growth was generally weaker in the Northeast and Mid-Atlantic metros, although some metros in those regions Boston, Philadelphia and Washington, D.C. improved their performance over the past three months.

Matrix Monthly highlights the result of Yardi's monthly survey of apartment owners in 61 of the markets covered by the firm's Pierce-Eislen unit. It provides readers with data that includes national and market rent trends and forecasts, and job and supply growth.

Want to share the Matrix Monthly with colleagues? Forward this email and have them click HERE. Thanks for your help!

For more information about Yardi Matrix click here.

Questions?

Email Us

Please contact us by email or by phone at (480) 663-1149.

APARTMENT

REIS

Metro: Sacramento
Submarket: Rancho Cordova



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Submarket Trend Futures



AGENDA ITEM 11.1

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ATTACHMENT 13

Submarket Trend Futures

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento
Submarket: Rancho Cordova

Section 1 - Current Submarket Rent Details

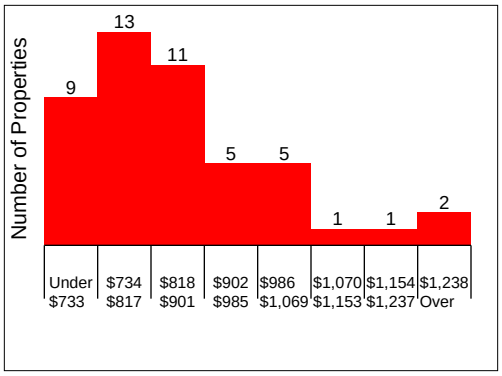
Asking Rent by Age

Year Built	Rent
Before 1970	$746
1970-1979	$788
1980-1989	$953
1990-1999	$1,105
2000-2009	$1,176
After 2009	n/a
All	$918

As of 06/30/15

Asking Rent Distribution

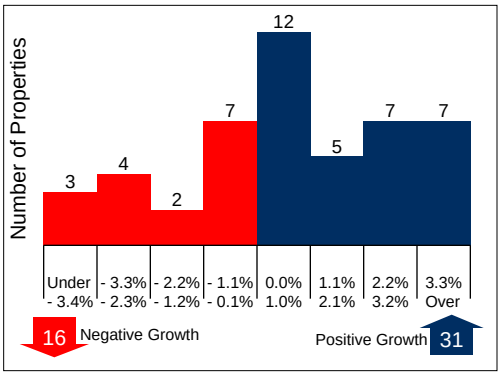
Low	25%	Mean	Median	75%	High
$649	$783	$918	$923	$1,042	$1,323



As of 06/30/15

Asking Rent Growth Rate Distribution

Low	25%	Mean	Median	75%	High
- 3.9%	- 0.4%	0.7%	0.8%	2.3%	4.9%

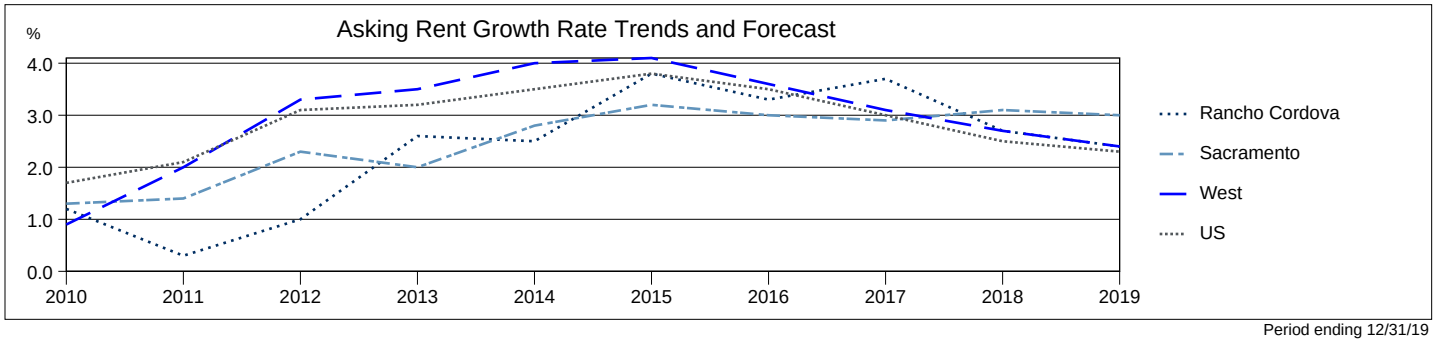


Qtr Ending 06/30/15

Section 2 - Rent Growth Comparisons

	Asking Rent Growth						
	Quarterly			Annualized			
	2Q15	1Q15	YTD Avg	1 Year	3 Year	5 Year	5 Yr Forecast
Rancho Cordova	0.7%	1.0%	0.9%	2.5%	2.0%	1.5%	3.2%
Sacramento	0.7%	0.9%	0.8%	2.8%	2.3%	2.0%	3.0%
West	1.2%	0.8%	1.0%	4.0%	3.6%	2.7%	3.2%
United States	1.1%	0.7%	0.9%	3.5%	3.3%	2.7%	3.0%
Period Ending:	06/30/15	03/31/15	06/30/15	12/31/14	12/31/14	12/31/14	12/31/19

Submarket Rank Compared to:	Total Subs	Submarket Ranks						
		2Q15	1Q15	YTD	1 Year	3 Year	5 Year	5 Yr Forecast
Sacramento	17	9	4	6	10	13	11	7
West	240	130	71	94	145	193	178	79
United States	835	382	207	268	440	607	669	170



Period ending 12/31/19

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Submarket Trend Futures

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento
Submarket: Rancho Cordova

Section 3 - Current Submarket Vacancy Details

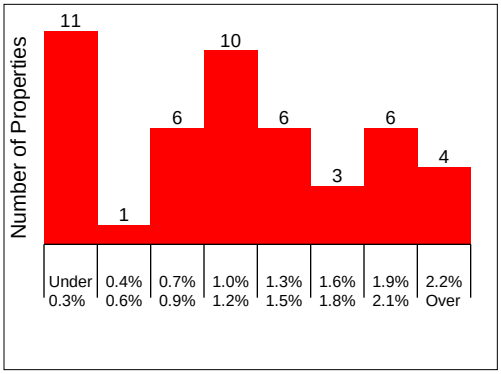
Vacancy Rate By Age

Year Built	Vac. Rate
Before 1970	1.0%
1970-1979	1.1%
1980-1989	1.2%
1990-1999	1.2%
2000-2009	1.9%
After 2009	n/a
All	1.2%

As of 06/30/15

Vacancy Rate Distribution

Low	25%	Mean	Median	75%	High
0.0%	0.8%	1.2%	1.2%	1.6%	2.4%

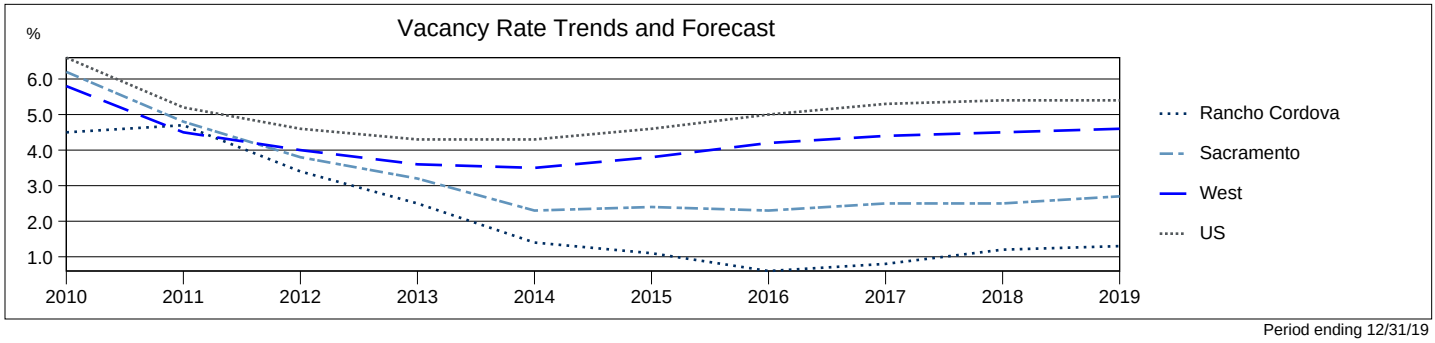


As of 06/30/15

Section 4 - Vacancy Rate Comparisons

	Vacancy Rates						
	Quarterly			Annualized			
	2Q15	1Q15	YTD Avg	1 Year	3 Year	5 Year	5 Yr Forecast
Rancho Cordova	1.2%	1.2%	1.2%	1.9%	3.0%	3.9%	1.0%
Sacramento	2.3%	2.3%	2.3%	2.8%	3.5%	4.6%	2.5%
West	3.4%	3.4%	3.4%	3.6%	3.9%	4.7%	4.3%
United States	4.2%	4.2%	4.2%	4.3%	4.6%	5.5%	5.1%
Period Ending:	06/30/15	03/31/15	06/30/15	12/31/14	12/31/14	12/31/14	12/31/19

Submarket Rank Compared to:	Total Subs	Submarket Ranks						
		2Q15	1Q15	YTD	1 Year	3 Year	5 Year	5 Yr Forecast
Sacramento	17	1	2	2	3	5	2	2
West	240	15	14	16	35	71	76	5
United States	835	33	29	32	74	169	181	9



Period ending 12/31/19

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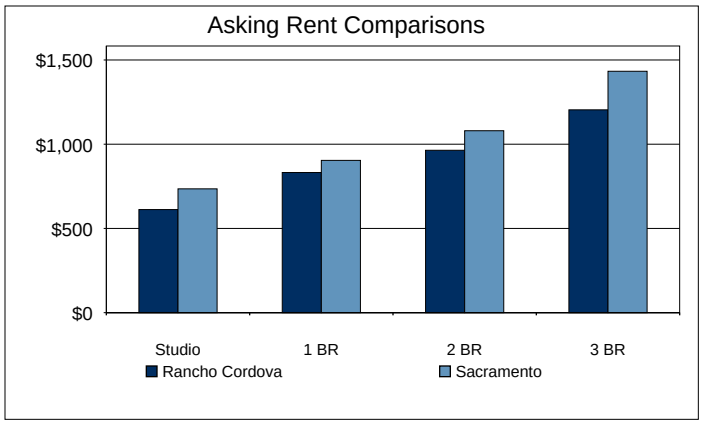
Submarket Trend Futures

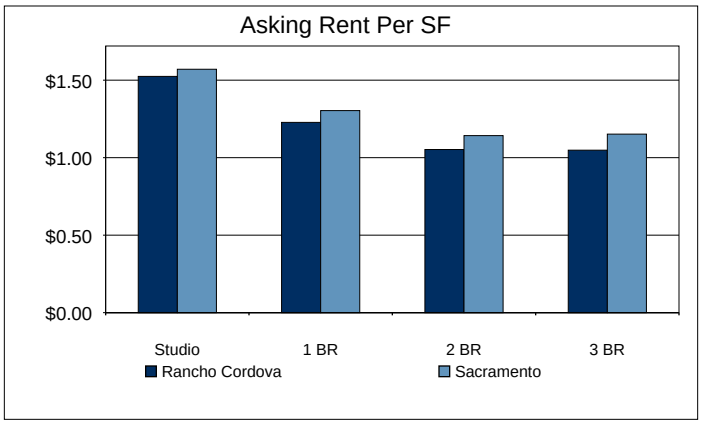
Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento
Submarket: Rancho Cordova

Section 5 - Submarket Unit Mix Rent Details

Current Submarket Average Rents and Sizes				Asking Rent Growth					
	2Q 2015			Quarterly			Annualized		
	Rent	Avg. SF	Avg. Rent PSF	2Q15	1Q15	YTD	1 Year	3 Year	5 Year
Studio/Efficiency	$612	401	$ 1.52	3.2%	- 1.0%	2.2%	0.5%	0.1%	0.0%
One Bedroom	$832	678	$ 1.23	1.2%	1.1%	2.3%	2.7%	2.4%	1.8%
Two Bedroom	$964	916	$ 1.05	0.4%	0.6%	1.0%	3.0%	2.1%	1.4%
Three Bedroom	$1,204	1149	$ 1.05	0.8%	5.8%	6.6%	- 4.9%	- 0.9%	0.1%
			Average over period ending:	06/30/15	03/31/15	06/30/15	12/31/14	12/31/14	12/31/14





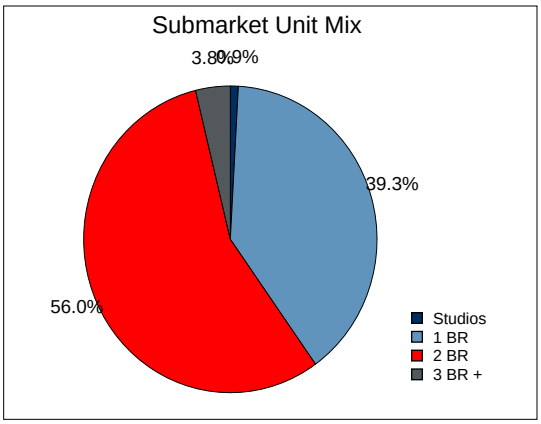
	Studio	1 BR	2 BR	3 BR
Rancho Cordova	$612	$832	$964	$1,204
Sacramento	$735	$904	$1,080	$1,433

As of 06/30/15

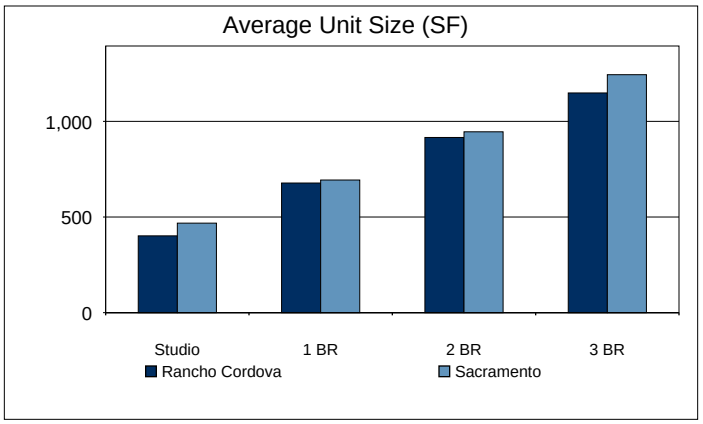
	Studio	1 BR	2 BR	3 BR
Rancho Cordova	$ 1.52	$ 1.23	$ 1.05	$ 1.05
Sacramento	$ 1.57	$ 1.30	$ 1.14	$ 1.15

As of 06/30/15

Section 6 - Submarket Unit Mix Inventory Details



As of 06/30/15



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Submarket Trend Futures

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento
Submarket: Rancho Cordova

Section 7 - Submarket Inventory Details

Inventory By Building Age

Year Built	Percent
Before 1970	6.0%
1970-1979	36.0%
1980-1989	36.0%
1990-1999	20.0%
2000-2009	3.0%
After 2009	0.0%
All	100.0%

As of 06/30/15

Apartment Stock Traits

	Submarket			
	Low	Mean	Median	High
Year Built	1961	1979	1978	2007
Size (units)	39	153	112	600
Distance to Highway (miles)	0.1	0.6	0.5	1
Distance to CBD (miles)	5.8	8.9	9.1	11.5
Distance to Landmark (miles)	7.1	10.2	10.3	12.6

As of 06/30/15 Landmark =Coast

Average Submarket Lease Terms

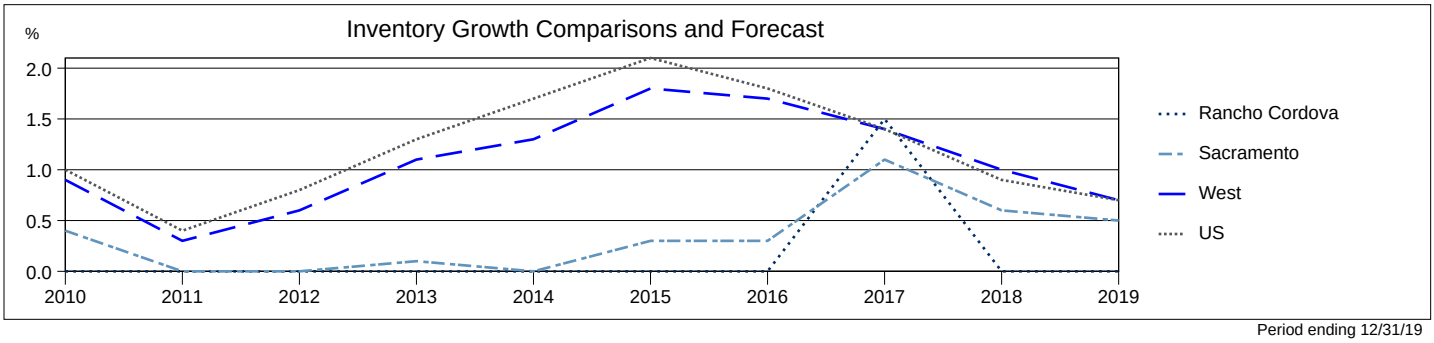
Free Rent (mos)	Expenses % (Apartment)
0.27	40.2%

As of 06/30/15

Section 8 - Inventory Growth Comparisons

	Inventory Growth Rates						
	Quarterly			Annualized			
	2Q15	1Q15	YTD Avg	1 Year	3 Year	5 Year	5 Yr Forecast
Rancho Cordova	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Sacramento	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.6%
West	0.4%	0.2%	0.3%	1.3%	1.0%	0.8%	1.3%
United States	0.5%	0.3%	0.4%	1.7%	1.3%	1.1%	1.4%
Period Ending:	06/30/15	03/31/15	06/30/15	12/31/14	12/31/14	12/31/14	12/31/19

Submarket Rank Compared to:	Total Subs	Submarket Ranks						
		2Q15	1Q15	YTD	1 Year	3 Year	5 Year	5 Yr Forecast
Sacramento	17	5	5	6	5	5	6	7
West	240	166	166	171	181	194	200	162
United States	835	556	542	576	612	667	687	584



Period ending 12/31/19

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Submarket Trend Futures

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento
Submarket: Rancho Cordova

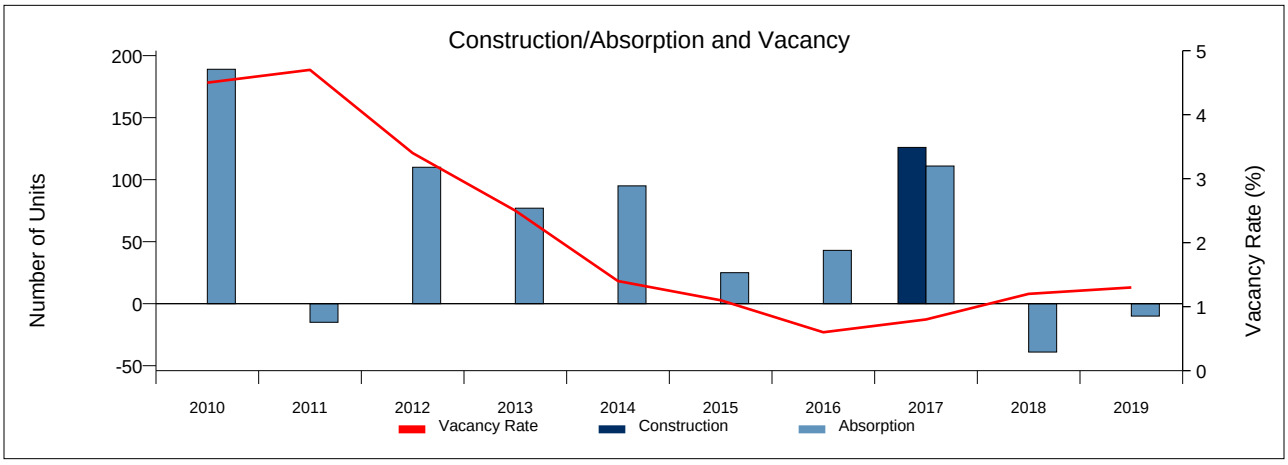
Section 9 - Construction/Absorption Change

Construction and Absorption

	Quarterly								
	2Q15			1Q15			YTD Avg		
	Units Built	Units Absorbed	Con/Abs Ratio	Units Built	Units Absorbed	Con/Abs Ratio	Units Built	Units Absorbed	Con/Abs Ratio
Rancho Cordova	0	4	0.0	0	17	0.0	0	11	0.0
Sacramento	50	33	1.5	96	175	0.5	73	104	0.7
Average over period ending:	06/30/15	06/30/15	06/30/15	03/31/15	03/31/15	03/31/15	06/30/15	06/30/15	06/30/15

	Annualized								
	1 Year History			3 Year History			5 Year History		
	Units Built	Units Absorbed	Con/Abs Ratio	Units Built	Units Absorbed	Con/Abs Ratio	Units Built	Units Absorbed	Con/Abs Ratio
Rancho Cordova	0	95	0.0	0	94	0.0	0	91	0.0
Sacramento	36	864	0.0	40	874	0.0	111	1,113	0.1
Average over period ending:	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14

	Annualized		
	5 Year Forecast		
	Units Built	Units Absorbed	Con/Abs Ratio
Rancho Cordova	25	26	1.0
Sacramento	586	504	1.2
Average over period ending:	12/31/19	12/31/19	12/31/19



Period ending 12/31/19

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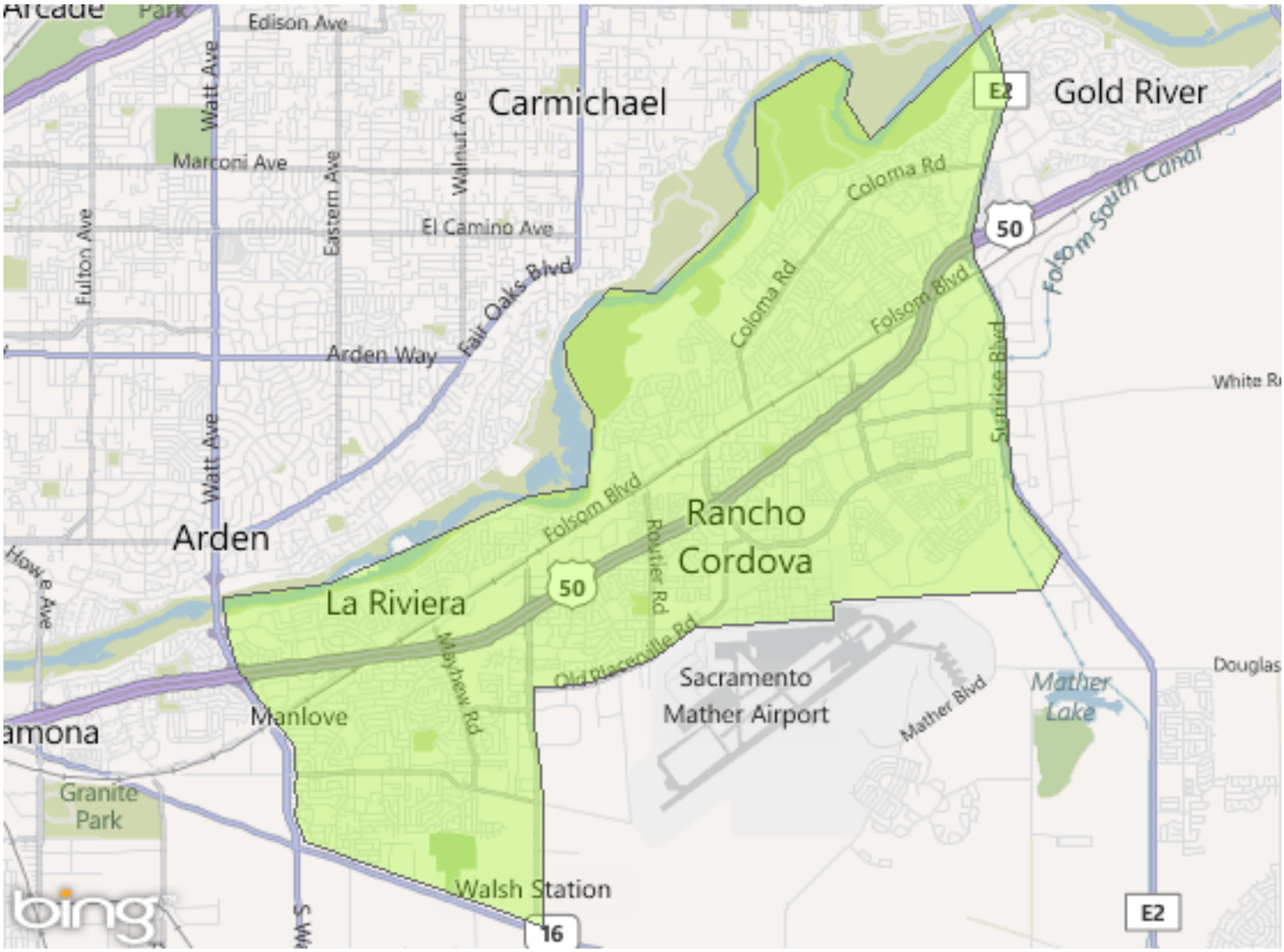
Submarket Trend Futures

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento
Submarket: Rancho Cordova

Section 10 - Submarket Area Map: Rancho Cordova



Metro:Sacramento Submarket:Rancho Cordova

S Watt Ave	State Hwy 16	Bradshaw Rd
Mather AFB Boundary	Sunrise Blvd	American River
Old Placerville Rd		

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Submarket Trend Futures

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento
Submarket: Rancho Cordova

Section 11 - Submarket Data

Year	Qtr	Inventory SF/Units	Completions	Inventory Growth%	Vacant Stock	Vacancy Rate	Vacancy Change(BPS)	Occupied Stock	Net Absorption	Asking Rent	Ask Rent % Chg
2010	Y	8,597	0	0.0%	387	4.5%	-220	8,210	189	$847	1.1%
2011	Y	8,597	0	0.0%	402	4.7%	20	8,195	-15	$849	0.3%
2012	Y	8,597	0	0.0%	292	3.4%	-130	8,305	110	$857	1.0%
2013	Q3	8,597	0	0.0%	267	3.1%	10	8,330	-9	$881	0.7%
2013	Q4	8,597	0	0.0%	215	2.5%	-60	8,382	52	$880	- 0.1%
2013	Y	8,597	0	0.0%	215	2.5%	-90	8,382	77	$880	2.7%
2014	Q1	8,597	0	0.0%	155	1.8%	-70	8,442	60	$882	0.2%
2014	Q2	8,597	0	0.0%	150	1.8%	0	8,447	5	$886	0.5%
2014	Q3	8,597	0	0.0%	138	1.6%	-20	8,459	12	$893	0.8%
2014	Q4	8,597	0	0.0%	120	1.4%	-20	8,477	18	$902	1.1%
2014	Y	8,597	0	0.0%	120	1.4%	-110	8,477	95	$902	2.5%
2015	Q1	8,597	0	0.0%	103	1.2%	-20	8,494	17	$912	1.0%
2015	Q2	8,597	0	0.0%	99	1.2%	0	8,498	4	$918	0.7%
2015	Y	8,597	0	0.0%	95	1.1%	-30	8,502	25	$936	3.8%
2016	Y	8,597	0	0.0%	52	0.6%	-50	8,545	43	$967	3.3%
2017	Y	8,723	126	1.5%	67	0.8%	20	8,656	111	$1,003	3.7%
2018	Y	8,723	0	0.0%	106	1.2%	40	8,617	-39	$1,030	2.7%
2019	Y	8,723	0	0.0%	116	1.3%	10	8,607	-10	$1,055	2.4%

Year	Qtr	Effective Rent	Eff Rent % Chg	Cons/Abs	Abs/Occ Stock%
2010	Y	$808	1.9%	0.0	2.3%
2011	Y	$811	0.4%	0.0	- 0.2%
2012	Y	$825	1.6%	0.0	1.3%
2013	Q3	$849	0.6%	0.0	- 0.1%
2013	Q4	$849	0.0%	0.0	0.6%
2013	Y	$849	2.9%	0.0	0.9%
2014	Q1	$850	0.2%	0.0	0.7%
2014	Q2	$855	0.6%	0.0	0.1%
2014	Q3	$863	0.9%	0.0	0.1%
2014	Q4	$873	1.2%	0.0	0.2%
2014	Y	$873	2.9%	0.0	1.1%
2015	Q1	$886	1.4%	0.0	0.2%
2015	Q2	$898	1.3%	0.0	0.0%
2015	Y	$913	4.6%	0.0	0.3%
2016	Y	$941	3.0%	0.0	0.5%
2017	Y	$970	3.1%	1.1	1.3%
2018	Y	$1,000	3.1%	0.0	- 0.5%
2019	Y	$1,031	3.1%	0.0	- 0.1%

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Submarket Class Cut



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Submarket Class Cut

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento
Submarket: Rancho Cordova

Section 12 - Market Data by Building Class - Class A Properties

Year	Quarter	Inventory (Units)	Completions	Vac %	Vacant Stock	Occupied Stock	Net Abs	Asking Rent($)	Rent Change	Constr/ Abs	Abs/Occ Stock %	Gr Rev. Unit ($)
2000	Y	3,440	0	0.9%	31	3,409	69	$785	9.2%	0.0	2.0	$777.93
2001	Y	3,440	0	4.0%	137	3,303	-106	$827	5.4%	0.0	-3.2	$794.06
2002	Y	3,440	0	3.1%	108	3,332	29	$858	3.7%	0.0	0.9	$831.06
2003	Y	3,440	0	3.9%	135	3,305	-27	$876	2.1%	0.0	-0.8	$841.62
2004	Y	3,440	0	4.4%	151	3,289	-16	$876	0.0%	0.0	-0.5	$837.55
2005	Y	3,260	0	3.5%	115	3,145	-144	$914	4.3%	0.0	-4.6	$881.76
2006	Y	3,260	0	3.7%	121	3,139	-6	$921	0.8%	0.0	-0.2	$886.82
2007	Y	3,468	208	4.4%	152	3,316	177	$945	2.6%	1.2	5.3	$903.58
2008	Y	3,468	0	4.7%	163	3,305	-11	$968	2.4%	0.0	-0.3	$922.50
2009	Y	3,468	0	4.8%	166	3,302	-3	$919	- 5.1%	0.0	-0.1	$875.01
2010	Y	3,468	0	2.4%	84	3,384	82	$913	- 0.7%	0.0	2.4	$890.89
2011	1	3,468	0	2.9%	100	3,368	-16	$910	- 0.3%	0.0	-0.5	$883.76
2011	2	3,468	0	3.2%	112	3,356	-12	$910	0.0%	0.0	-0.4	$880.61
2011	3	3,468	0	2.0%	70	3,398	42	$919	1.0%	0.0	1.2	$900.45
2011	4	3,468	0	2.2%	76	3,392	-6	$910	- 1.0%	0.0	-0.2	$890.06
2011	Y	3,468	0	2.2%	76	3,392	8	$910	- 0.3%	0.0	0.2	$890.06
2012	1	3,468	0	2.4%	83	3,385	-7	$912	0.2%	0.0	-0.2	$890.17
2012	2	3,468	0	2.5%	86	3,382	-3	$925	1.4%	0.0	-0.1	$902.06
2012	3	3,468	0	2.4%	83	3,385	3	$919	- 0.6%	0.0	0.1	$897.01
2012	4	3,468	0	2.1%	72	3,396	11	$914	- 0.5%	0.0	0.3	$895.02
2012	Y	3,468	0	2.1%	72	3,396	4	$914	0.4%	0.0	0.1	$895.02
2013	1	3,468	0	2.3%	80	3,388	-8	$928	1.5%	0.0	-0.2	$906.59
2013	2	3,468	0	2.0%	69	3,399	11	$947	2.0%	0.0	0.3	$928.16
2013	3	3,468	0	2.1%	73	3,395	-4	$953	0.6%	0.0	-0.1	$932.94
2013	4	3,468	0	1.5%	52	3,416	21	$963	1.0%	0.0	0.6	$948.56
2013	Y	3,468	0	1.5%	52	3,416	20	$963	5.4%	0.0	0.6	$948.56
2014	1	3,468	0	1.0%	34	3,434	18	$969	0.6%	0.0	0.5	$959.50
2014	2	3,468	0	0.9%	32	3,436	2	$965	- 0.4%	0.0	0.1	$956.10
2014	3	3,468	0	0.8%	27	3,441	5	$983	1.9%	0.0	0.1	$975.35
2014	4	3,468	0	0.7%	24	3,444	3	$996	1.3%	0.0	0.1	$989.11
2014	Y	3,468	0	0.7%	24	3,444	28	$996	3.4%	0.0	0.8	$989.11
2015	1	3,468	0	0.6%	21	3,447	3	$1,011	1.5%	0.0	0.1	$1,004.88
2015	2	3,468	0	0.6%	21	3,447	0	$1,018	0.7%	0.0	0.0	$1,011.84

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Submarket Class Cut

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento
Submarket: Rancho Cordova

Section 13 - Market Data by Building Class - Class B/C Properties

Year	Quarter	Inventory (Units)	Completions	Vac %	Vacant Stock	Occupied Stock	Net Abs	Asking Rent($)	Rent Change	Constr/ Abs	Abs/Occ Stock %	Gr Rev. Unit ($)
2000	Y	5,129	0	1.4%	72	5,057	102	$625	12.0%	0.0	2.0	$616.23
2001	Y	5,129	0	2.7%	137	4,992	-65	$690	10.4%	0.0	-1.3	$671.57
2002	Y	5,129	0	3.4%	175	4,954	-38	$714	3.5%	0.0	-0.8	$689.64
2003	Y	5,129	0	5.2%	268	4,861	-93	$744	4.2%	0.0	-1.9	$705.12
2004	Y	5,129	0	5.4%	277	4,852	-9	$758	1.9%	0.0	-0.2	$717.06
2005	Y	5,129	0	4.6%	237	4,892	40	$764	0.8%	0.0	0.8	$728.70
2006	Y	5,129	0	5.7%	290	4,839	-53	$774	1.3%	0.0	-1.1	$730.24
2007	Y	5,129	0	6.6%	338	4,791	-48	$795	2.7%	0.0	-1.0	$742.61
2008	Y	5,129	0	5.7%	293	4,836	45	$813	2.3%	0.0	0.9	$766.56
2009	Y	5,129	0	8.0%	410	4,719	-117	$781	- 3.9%	0.0	-2.5	$718.57
2010	Y	5,129	0	5.9%	303	4,826	107	$803	2.8%	0.0	2.2	$755.56
2011	1	5,129	0	5.6%	287	4,842	16	$795	- 1.0%	0.0	0.3	$750.51
2011	2	5,129	0	5.4%	279	4,850	8	$801	0.8%	0.0	0.2	$757.43
2011	3	5,129	0	7.0%	361	4,768	-82	$799	- 0.2%	0.0	-1.7	$742.76
2011	4	5,129	0	6.4%	327	4,802	34	$808	1.1%	0.0	0.7	$756.49
2011	Y	5,129	0	6.4%	327	4,802	-24	$808	0.6%	0.0	-0.5	$756.49
2012	1	5,129	0	5.8%	296	4,833	31	$808	0.0%	0.0	0.6	$761.37
2012	2	5,129	0	5.7%	292	4,837	4	$808	0.0%	0.0	0.1	$762.00
2012	3	5,129	0	5.1%	261	4,868	31	$820	1.5%	0.0	0.6	$778.27
2012	4	5,129	0	4.3%	219	4,910	42	$819	- 0.1%	0.0	0.9	$784.03
2012	Y	5,129	0	4.3%	219	4,910	108	$819	1.4%	0.0	2.2	$784.03
2013	1	5,129	0	3.8%	195	4,934	24	$829	1.2%	0.0	0.5	$797.48
2013	2	5,129	0	3.7%	189	4,940	6	$825	- 0.5%	0.0	0.1	$794.60
2013	3	5,129	0	3.8%	194	4,935	-5	$832	0.8%	0.0	-0.1	$800.53
2013	4	5,129	0	3.2%	163	4,966	31	$824	- 1.0%	0.0	0.6	$797.81
2013	Y	5,129	0	3.2%	163	4,966	56	$824	0.6%	0.0	1.1	$797.81
2014	1	5,129	0	2.4%	121	5,008	42	$822	- 0.2%	0.0	0.8	$802.61
2014	2	5,129	0	2.3%	119	5,010	2	$832	1.2%	0.0	0.0	$812.70
2014	3	5,129	0	2.2%	111	5,018	8	$831	- 0.1%	0.0	0.2	$813.02
2014	4	5,129	0	1.9%	97	5,032	14	$838	0.8%	0.0	0.3	$822.15
2014	Y	5,129	0	1.9%	97	5,032	66	$838	1.7%	0.0	1.3	$822.15
2015	1	5,129	0	1.6%	82	5,047	15	$845	0.8%	0.0	0.3	$831.49
2015	2	5,129	0	1.5%	78	5,051	4	$852	0.8%	0.0	0.1	$839.04

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ATTACHMENT 13

APARTMENT

REIS

Reis Observer



AGENDA ITEM 11.1

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THE ECONOMY

Not quite there yet. The Sacramento economy, doubly ravaged by the recession and its impacts on the Construction sector and on housing as well as by the contraction in State Government, an effect of what had seemed a near-perpetual budget crisis (now resolved), has been slow to recover its earlier losses. Indeed, as California's capital city, Sacramento has a huge public sector employment component: as the largest employment sector by far in the local Metropolitan Statistical Area (MSA), Government's 222,200 jobs (state, local, and federal combined) accounted for fully 24.3% of total MSA non-farm jobs as of August.

Even as the nation as a whole has returned to and now surpasses pre-recession employment totals, the Sacramento area is not quite there yet. According to data provided by the U.S. Bureau of Labor Statistics (BLS), total local non-farm employment as of August remained down 3,900 jobs (0.4%) from the total reported for August 2007. Given current rates of job growth, however, that narrow gap should soon close. While far from spectacular, the 24,700-jobs (2.8%) increase in total non-farm employment over the 12-month span ending with August 2015 indicates substantial job creation. The gain over 24 months was 51,600 jobs (6.0%).

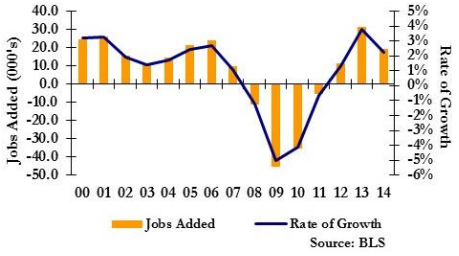
Strongest job growth over the latest August-to-August period is indicated for the Leisure and Hospitality sector—a robust 10.4% increase, representing the net addition of 9,800 jobs, highest metrowide in both growth rate and jobs added. Second in job creation was the Professional and Business Services sector with 5,600 added net—a gain of 4.7%. Trade, Transportation, and Utilities followed with a net gain of 5,000 jobs—growth at 3.5%. All other sectors with the exception of Information, which lost 300 jobs, saw gains over the period. Manufacturing was weakest with a gain of about 100.

The Government sector, the recent troubles in which served to impede the region's progress, also plays a substantial role in the region's current job growth profile. Employment by Government was up 1,900 jobs August-to-August for a gain on the order of 0.9%. With the Federal and Local Government subsectors essentially flat over the period, job growth in State Government ran at 2,000 jobs, a gain of 1.8%. The increase in State Government employment since August 2012, reflecting resolution of the budget crisis, was fully 8,400 jobs (8.0%).

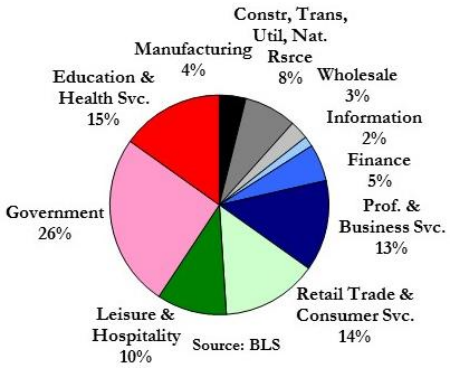
Employment:

- *The BLS reports a seasonally unadjusted unemployment rate of 5.6% in June for the Sacramento-Roseville-Arden-Arcade MSA, down from 7.0% one year earlier.*
- *Moody's Economy.com reports a second quarter 2015 average household income of $135,440 for Sacramento. Average household incomes of $138,245 and $145,359 are reported for the top metros in the nation and West region, respectively.*

Employment Growth:



Employment by Sector:



OUTLOOK

The local economy is on the brink, at long last, of redeeming its recession-related job losses, quantitatively speaking; that threshold likely lies not many months away. Downtown development including and related to the new arena for the Sacramento Kings should be helpful for the core area, which has seen little of the development fervor common among the nation's Central Business Districts (CBD's) given the post-recession emergence of the Millennials as a major source of residential demand and of related mixed-use redevelopment initiatives. Barring changes at the national level, the local economy should show additional progress.

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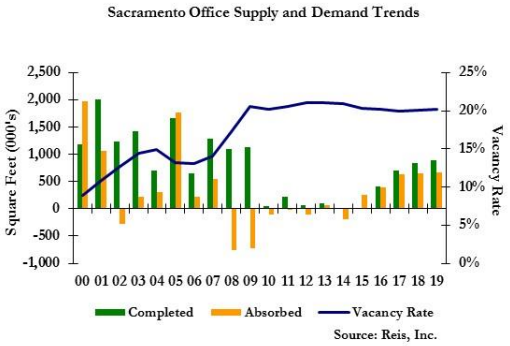
THE REAL ESTATE MARKET

OFFICE



As high-technology industry is the backbone of the office markets in the nearby San Francisco Bay and San Jose-Silicon Valley areas, so the California state government has been the main support for the less exalted Sacramento area market, protecting it as well against cycles in the private economy. While there has been some tech growth in the Sacramento area and some corporate relocations as well, including financial sector entities, these sources of demand have largely dried up. And with the state government suffering an extended budget crisis (finally resolved in the recent period), the local general purpose, multi-tenant office market was left in limbo. Development has been minimal since the recession, and demand has been mainly negative. Indeed, total net absorption over the seven-year span ending with 2014, including that year's negative 191,000 square feet, alongside no new additions to supply, was negative 1.86 million.

In 2015, however, the market has shown new signs of life. With no new supply coming online, net absorption for the first half of the year was counted by Reis at 230,000 square feet. The total for the second quarter alone was 157,000, to which July added 59,000 more. According to Newmark Cornish & Carey, strong leasing activity during the second quarter focused most heavily on the CBD and South Natomas areas.

Vacancy remains elevated. Reis put the second quarter metro rate at 20.4%, down 30 basis points for the period and down 50 year-to-date following a 10-basis-points decline in 2014. While high, the vacancy rate has struck its lowest mark since the third quarter of 2011. The Class A rate, also heading downward, was slightly more favorable at 19.5%. Among major submarkets, meanwhile, quarter-end overall vacancy was lowest in the Downtown/Midtown submarket at 14.6%.

No office projects of any description were under construction per the date of this report. In South Natomas, meanwhile, a moratorium on

Special Real Estate Factors:

- ***Office**: "Four out of five of the largest lease signings occurred in the 50 Corridor East and Downtown submarkets… [including] the 138,811-square-foot lease by The State of California's Department of Conservation at 801 K Street," stated Newmark Cornish & Carey in its second quarter report on the local market. In addition, the state's Healthcare Services agency leased 77,742 square feet at 1700 K Street. The quarter's two largest leases, noted this source, were signed by the state.*

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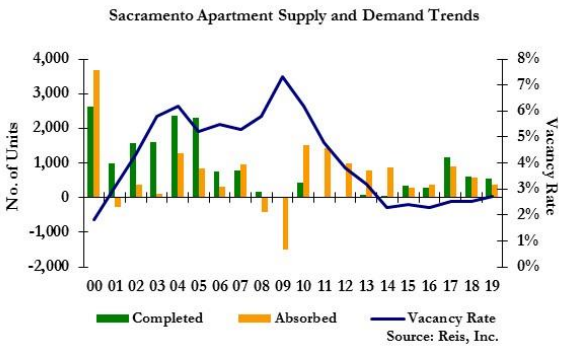
construction has been lifted. There is "a noticeable lack" of large contiguous spaces here and in the CBD, notes Newmark Cornish & Carey. "For the first time in seven years it may become feasible for developers to contemplate new office construction in a few select submarkets," states this source. "Expect any new construction to occur in South Natomas, Downtown, and possibly West Sacramento." By the end of July, the rate had slipped to 20.2%. Rent growth, weak in the recent period, also has improved. At $24.11 psf and $19.20 psf, second quarter asking and effective averages were up 0.6% each for the period following similar gains the quarter before. Gains for all of 2014 were just 0.5% for both rates.

- *Alongside no new supply, Reis expects about 250,000 square feet of net absorption for the year all told as the vacancy rate closes at about 20.0%. Rent growth just under 2.0% on average, best since 2007, is expected. The potential for new construction, as referenced, bears watching.*

APARTMENT



Sacramento provides an unusual contrast—extremely low vacancy rates, high rates of rent growth, and a favorable demand profile alongside minimal new development. Indeed, over the four-year span ending with 2014, only 120 market-rate apartments completed construction metrowide. While construction has since increased and may increase additionally, large volumes are not expected. There are a few reasons for this. As indicated, the local economy has been very slow to recover from its severe recession setbacks. In addition, however, apartment development is inhibited by strong community resistance to high-density development and the fear of lawsuits under the California Environmental Quality Act (CEQA), often filed after project permitting has been completed. "For every good reason to pursue apartments, a group of motivated neighbors can provide a reason not to," *Sacramento Business Journal* reported in July. In addition, high and rising rents serve to restrict the pool of renters available to new projects. Virtually all market-rate construction in metro Sacramento since 1995 has been Class A.

Special Real Estate Factors:
Continued

- ***Apartment**: The affordability crunch remains an acute problem—and not just for renters. According to an August report in Sacramento Business Journal citing rental site Zumper.com (Zumper, Inc.), the average one-bedroom rent in the region increased 15.0% year-over-year in July to $900. In addition to renters, however, "there are two other groups that might not like to see rents rising: developers and potential investors," added the report. "As any multifamily developer can tell you, new apartments tend to take a long time to entitle, finance, and build in even the best of markets. The danger is that by the time the apartments are developed, rents may have flattened or even dropped, making the project less viable."*

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The delivery of 146 market-rate units in two new projects through the first half of 2015 met with 208 units of positive net absorption. Respective totals for the second quarter alone were 50 units, belonging to the 16 Powerhouse development which completed at 16th and "P" streets downtown in June, and 33 units. With construction becoming more active, four projects with a combined total of 561 market-rate apartments were under construction as of mid-September. Prominent among them and due online in October is the 270-unit first phase of the Capitol Yards development at 5th Street and Capitol Avenue. A start that month is planned for the 108-unit second phase with completion to follow in June 2017. The newest project, breaking ground in April, is the 55-unit apartment component of the 700 K Block mixed-use development, also downtown.

Vacancy, exceedingly low, ended the quarter at just 2.3%, unchanged since year-end following a decline by 90 basis points all told last year. Class A vacancy ended the quarter at 2.4%. Rent growth has been strong. At $1,022 and $996 per month, second quarter asking and effective averages were up 0.7% and 1.0% for the period after similar increases the quarter before and gains of 2.8% and 3.1% all told in 2014. "For apartment-property owners, the sun is shining," noted the *Journal* in an August report. "But for renters and those concerned with affordability, the increase is distressing, given that incomes are not rising nearly as fast. What's more, all indicators point to more upward pressure on rents because occupancy rates are high." The shortage of affordable options, accordingly, remains an acute problem—and there's more to it than meets the eye (see *Special Real Estate Factors*).

July followed with no new supply deliveries, 45 units of negative net absorption (the negative activity is expected to be temporary), flat vacancy, and large gains in average rents—0.7% asking, 0.6% effective.

- *New supply could run ahead of net absorption in 2015 all told, but not significantly. Occupancy will remain very high for the foreseeable term. Rent growth above 3.0% is expected on average for the current year.*

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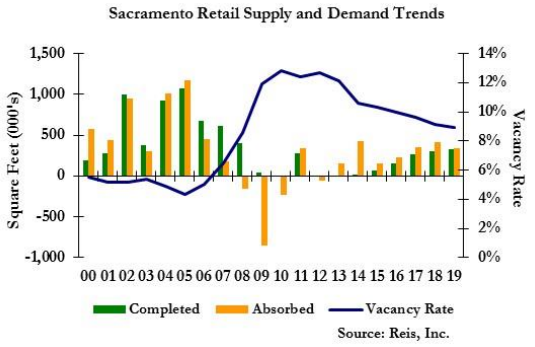
RETAIL



It seems that neither the relatively stagnant local economy nor the rise of e-commerce retailing has prevailed against recent increases in retail real estate development in the Sacramento area. While only 21,235 square feet of retail product completed construction all told last year followed by only 28,000 year-to-date in 2015, fully 1.29 million was under construction metrowide as of mid-September. This activity is dominated by two power centers in north suburban Rocklin—the 543,500-square-foot Rocklin Crossing and the 380,000-square-foot Rocklin Commons, both on Sierra College Boulevard, both from developer Donohue Schriber, both scheduled to complete during the fourth quarter. Second quarter metro area power center vacancy was low and declining at 3.8%. At $31.20 psf, the second quarter average asking rent for non-anchor power center space was up 1.7% year-over-year. The remainder under way, 363,325 square feet in six projects, consists of a mix of small neighborhood center, mixed-use, and freestanding developments.

The community-neighborhood shopping center market as tracked by Reis has been relatively quiet until recently with respect to new construction. Demand, though, has been strong. The 21,000 square feet of such space that completed construction in a single project all told last year met with 429,000 square feet of positive net absorption. A lack of deliveries during the first half of 2015 was accompanied by net absorption at 100,000, 38,000 of which is attributed to the second quarter. Vacancy, declining through the recent period, ended the second quarter at 10.3%, approximating the national same-property rate for the period, was down 10 basis points from the quarter before and was down 30 year-to-date—following a decrease by 150 in 2014. At $22.67 psf and $18.86 psf, average community-neighborhood center asking and effective lease rates for the latest quarter were up 0.5% each for the period following identical rates of increase the quarter before—after gains of 1.6% and 1.9% in 2014. July followed with net absorption at negative 7,000 square feet along with gains of 0.2% in both average rents.

Special Real Estate Factors:
Continued

- ***Retail:*** *"The mixed-use development around Golden 1 Center in downtown Sacramento has a name—and its first three confirmed tenants," Sacramento Business Journal reported in mid-September. "Officials with the Sacramento Kings and JMA Ventures said they have dubbed retail space in a redeveloped portion of Downtown Plaza, along with the mixed-use hotel tower now under construction, as 'Downtown Commons.' They also named three national retail tenants for that development. Those tenants—including two that will be establishing their first California locations [will occupy]…about 45,000 square feet, or about 15.0% of the total retail space expected in the first phase of development around the arena. Representatives from the Kings and JMA said more announcements on tenants would be forthcoming, but did not give specific timing."*

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South suburban Elk Grove remains a focus of attention. Plans for the huge Elk Grove Promenade regional mall at the Lent Ranch site, run awry by the recession, have been followed by litigation between developers Howard Hughes Corporation and M&H Realty Partners and the emergence of a new set of development plans. Hughes now plans to transform the partially built mall into an outlet mall. Reis puts the planned Outlet Collection at Elk Grove at 775,000 square feet. M&H will develop its own retail project at a 195-acre adjacent site, *Elk Grove Citizen* reported in August. The town of Elk Grove, meanwhile, has embarked on the lengthy process of annexing 1,200 acres to its "sphere of influence" as proposed by Kamilos Cos. and Feletto Development Company, the *Business Journal* reported at the end of July. Eventual build-out at 5,000 homes along with commercial components is contemplated.

And the new arena for the Sacramento Kings NBA franchise has brought attention to downtown. As of mid-June, the start of construction of the 16-story hotel-retail mixed-use tower adjacent to the new arena, with three floors of retail, was fast approaching, the *Journal* reported at the time. Reis reports 300,000 square feet of community center retail space planned for the site—in addition to maintaining the existing Macy's store. The arena-area retail district has been renamed Downtown Commons (also known as "DoCo"). JMA Ventures is developer of the retail. See *Special Real Estate Factors*.

- *The large excess of community-neighborhood sector demand over new supply in 2014 should be followed by a smaller excess of 2015 as the vacancy rate continues to descend. Rent growth above 2.0% on average is expected for the year. Downtown, Elk Grove and Rocklin bear special attention for their pending and current activity.*

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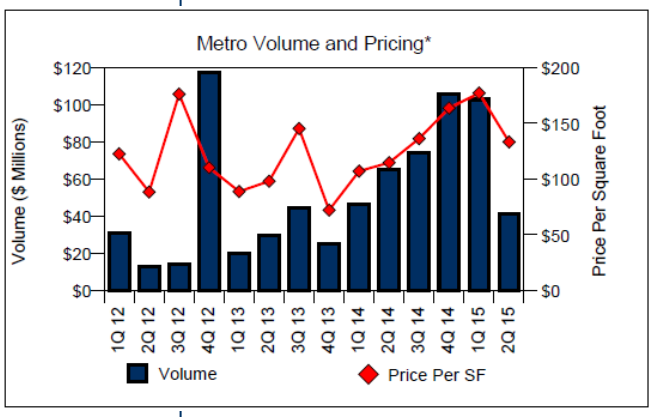
TRANSACTION ANALYTICS

Office

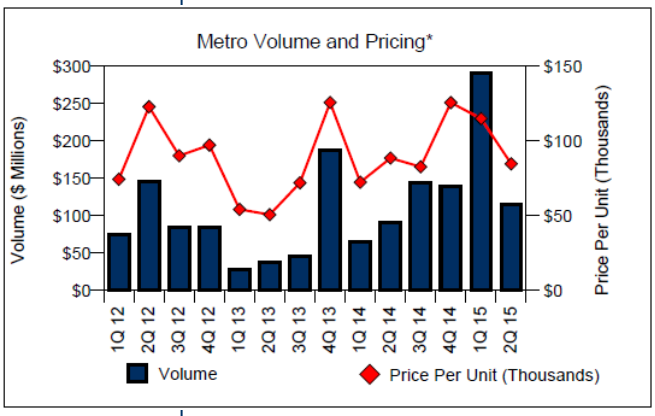
The sale of eight office properties during the second quarter for a combined total of $40.9 million resulted in a total for the first half of the year of $143.7 million for 20 transactions.* Average selling prices for the latest quarter and 2015 year-to-date were $133 psf and $162 psf. The average for all of last year was $133 psf. The mean cap rate for second quarter sales was 8.6%. The 12-month rolling mean cap rate per quarter-end was 6.9%, down from 7.3% a year earlier. Reis expects the 12-month rolling cap rate to slip to about 6.0% in the coming period.



In the latest quarter's largest sale, Corsair Management LP paid Patricia G. R. Brunetti $13.15 million ($183 psf) for the 71,817-square-foot Evergreen Zinfandel Building C in Rancho Cordova.

Apartment

Strong market fundamentals contribute to active investment. The $404.1 million exchanged in 32 sales during the first half of 2015 amounted to 92.8% of the dollar volume reported for all of 2014's 52 transactions. The total for the latest quarter alone for 13 deals was $113.9 million. Respective average selling prices for the second quarter and the first half of the year were $84,000 and $104,000 per unit. The average for 2014 was $92,000. The mean cap rate for second quarter sales was 6.6%. The 12-month rolling mean cap rate per quarter-end was 6.5%, down from 7.3% a year earlier. Reis expects additional declines for the 12-month rolling cap rate for the period ahead. In the second quarter's largest sale, 3310 Partners LP paid Prometheus Real Estate Group $35 million ($91,146 per unit) in June for the 384-unit 3310 Apartment Homes in Sacramento.



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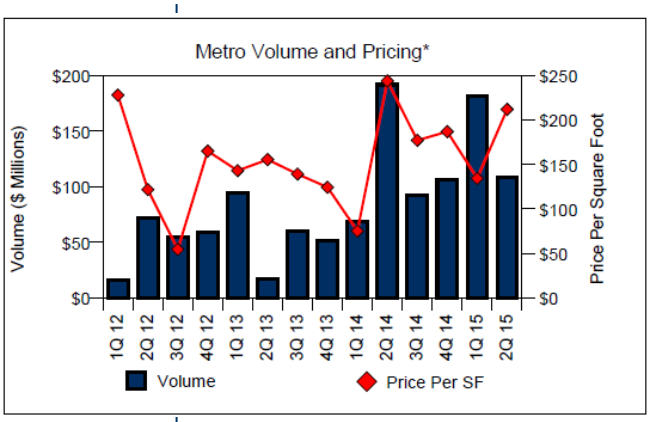
Retail

The $108.7 million exchanged in 21 retail property transactions during the second quarter brought the year-to-date total to $290.6 million for 37 sales, 63.3% of the dollar total amassed in all of 2014's 66 deals. Average selling prices for the latest quarter and the first half of the year were $212 psf and $156 psf. The average for 2014 all told was $165 psf. The mean cap rate for second quarter sales was 5.2%. The 12-month rolling mean cap rate per quarter-end was 7.4%, up from 7.2% a year earlier. Reis expects the 12-month rolling cap rate to decline in the period ahead.



In the latest quarter's largest sale, third-largest in a year, Epic Real Estate Partners paid Regency Centers Corporation $31.3 million ($234 psf) for the 133,932-square-foot Auburn Village neighborhood center in Auburn.

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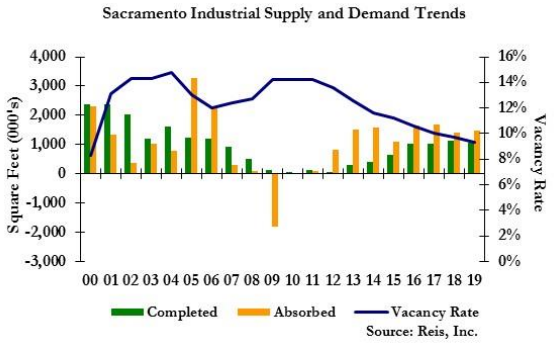
INDUSTRIAL



Strong demand has been a salient factor in the local warehouse/distribution market in the recent term. With no new space completing construction over the two-year span 2013-2014, net absorption ran at 2.5 million square feet, including last year's 1.3 million. The first half of 2015 provided more of the same—no supply delivered and 464,000 square feet absorbed net, 192,000 of which is attributed to the second quarter, to which July added 67,000 more. The vacancy rate, accordingly, has been moving downward. Reis put the second quarter number at 12.7%, a decline of 20 basis points for the period and a loss of 50 year-to-date following last year's decline by 140. Rent growth in this sector has been moderately positive. At $4.34 psf and $4.02 psf, asking and effective averages for the second quarter were up 0.2% each for the period following increases of 0.5% the quarter before after gains of 1.7% and 2.0% all told last year (after slightly higher growth rates in 2013). July's positive absorption was accompanied by additional gains of 0.2% for the average rents and a 10-basis-points decline in the vacancy rate.

Development, apparently slow to catch on, finally has increased. Indeed, reported *Sacramento Business Journal* in May, Ridge Capital has started three speculative warehouse/distribution projects with a combined total of 765,000 square feet in the Southport area of West Sacramento. The largest of the three, a 474,800-square-foot project at 3600 Massie Court that completed in June, was fully leased by Nor-Cal Beverage Company, the *Business Journal* reported in August. Late summer completions are expected for Ridge's 153,000 and 138,000-square-foot buildings. "After those projects are built and occupied, however," as stated by the *Journal*, "there's some question about where spec demand will be seen next. Buzz Oates Group of Cos. is working on a spec building on Raley Boulevard, but most of the available land is in outlying areas such as Lincoln or Woodland."

Special Real Estate Factors:
Continued

- ***Industrial**: More than 1.7 million square feet of industrial space was permanently removed from the Sacramento industrial market during the second quarter for repurposing as office or retail space, as reported by Newmark Cornish & Carey. Most of the repurposing is taking place downtown, added the report, "where housing, retail, or conversion to office space have become the highest and best uses for many industrial buildings close to the urban core."*

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- *Even with new warehouse/distribution space expected to come online over the remainder of the year, demand should maintain its substantial margin over new supply. Rent growth rates are expected to rise above 2.5% this year. Another favorable performance is anticipated for 2016. The Journal has described the new spec development as "a barometer" for the industrial market.*

Vacancy

Sector	2Q15	2Q14	Chg
Office	20.4%	20.7%	-30 bps
Multifamily	2.3%	2.6%	-30 bps
Retail	10.3%	11.6%	-130 bps
Warehouse	12.7%	13.8%	-110 bps
Flex/R&D	20.0%	21.2%	-120 bps

Rents

Sector	2Q15	2Q14	Chg
Office	$24.11 psf	$23.81 psf	1.3%
Multifamily	$1,022 month	$988 month	3.4%
Retail	$22.67 psf	$22.25 psf	1.9%
Warehouse	$4.34 psf	$4.27 psf	1.6%
Flex/R&D	$8.24 psf	$8.11 psf	1.6%

For additional metro and submarket level information on the top 82 markets for the four principal property types, visit www.reis.com or call Reis at: (800) 366-REIS.

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Metro Trend Futures



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ATTACHMENT 13

Metro Trend Futures

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento

Section 15 - Current Metro Rent Details

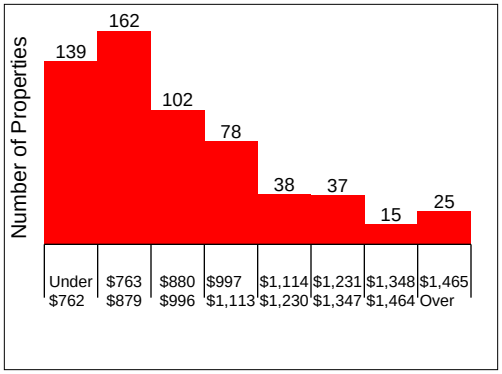
Asking Rent by Age

Year Built	Rent
Before 1970	$828
1970-1979	$890
1980-1989	$968
1990-1999	$1,166
2000-2009	$1,324
After 2009	$1,774
All	$1,022

As of 06/30/15

Asking Rent Distribution

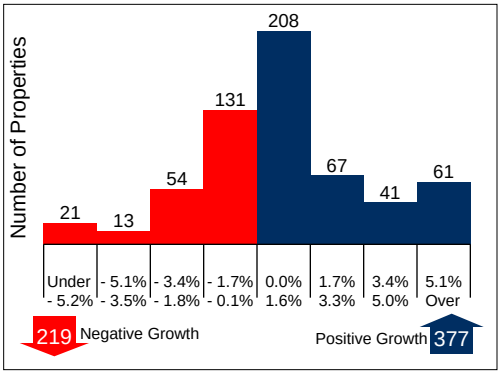
Low	25%	Mean	Median	75%	High
$645	$817	$1,022	$965	$1,184	$1,579



As of 06/30/15

Asking Rent Growth Rate Distribution

Low	25%	Mean	Median	75%	High
- 5.7%	- 0.7%	0.7%	0.4%	2.1%	8.0%

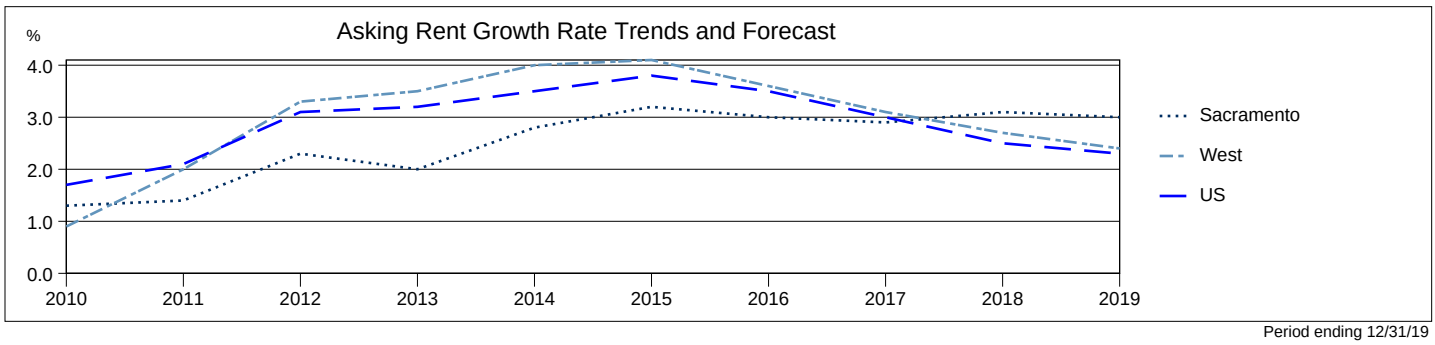


Qtr Ending 06/30/15

Section 16 - Rent Growth Comparisons

	Asking Rent Growth						
	Quarterly			Annualized			
	2Q15	1Q15	YTD Avg	1 Year	3 Year	5 Year	5 Yr Forecast
Sacramento	0.7%	0.9%	0.8%	2.8%	2.3%	2.0%	3.0%
West	1.2%	0.8%	1.0%	4.0%	3.6%	2.7%	3.2%
United States	1.1%	0.7%	0.9%	3.5%	3.3%	2.7%	3.0%
Period Ending:	06/30/15	03/31/15	06/30/15	12/31/14	12/31/14	12/31/14	12/31/19

Metro Rank Compared to:	Total Metros	Metro Ranks						
		2Q15	1Q15	YTD	1 Year	3 Year	5 Year	5 Yr Forecast
West	19	16	7	9	14	17	14	9
United States	82	60	20	30	44	57	60	17



Period ending 12/31/19

AGENDA ITEM 11.1

ATTACHMENT 13

Metro Trend Futures

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento

Section 17 - Current Metro Vacancy Details

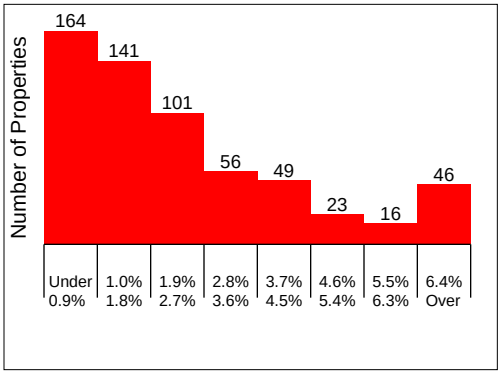
Vacancy Rate By Age

Year Built	Vac. Rate
Before 1970	3.3%
1970-1979	2.1%
1980-1989	2.0%
1990-1999	2.5%
2000-2009	2.1%
After 2009	11.8%
All	2.3%

As of 06/30/15

Vacancy Rate Distribution

Low	25%	Mean	Median	75%	High
0.0%	1.0%	2.3%	1.7%	3.0%	7.1%

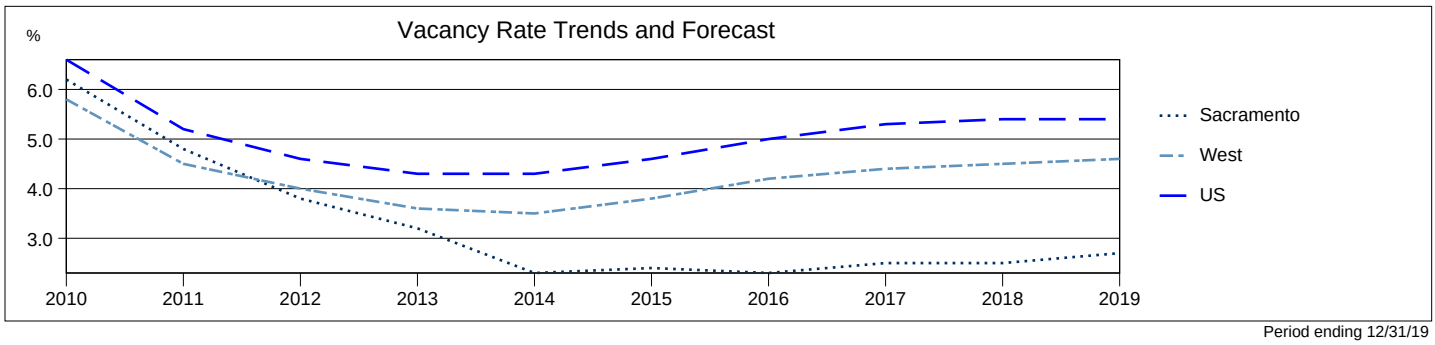


As of 06/30/15

Section 18 - Vacancy Rate Comparisons

	Vacancy Rates						
	Quarterly			Annualized			
	2Q15	1Q15	YTD Avg	1 Year	3 Year	5 Year	5 Yr Forecast
Sacramento	2.3%	2.3%	2.3%	2.8%	3.5%	4.6%	2.5%
West	3.4%	3.4%	3.4%	3.6%	3.9%	4.7%	4.3%
United States	4.2%	4.2%	4.2%	4.3%	4.6%	5.5%	5.1%
Period Ending:	06/30/15	03/31/15	06/30/15	12/31/14	12/31/14	12/31/14	12/31/19

Metro Rank Compared to:	Total Metros	Metro Ranks						
		2Q15	1Q15	YTD	1 Year	3 Year	5 Year	5 Yr Forecast
West	19	1	1	1	4	8	10	1
United States	82	2	2	2	6	21	30	1



Period ending 12/31/19

AGENDA ITEM 11.1

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Metro Trend Futures

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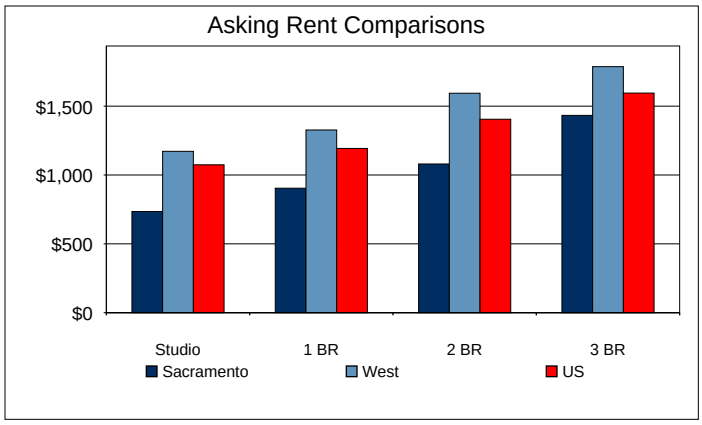
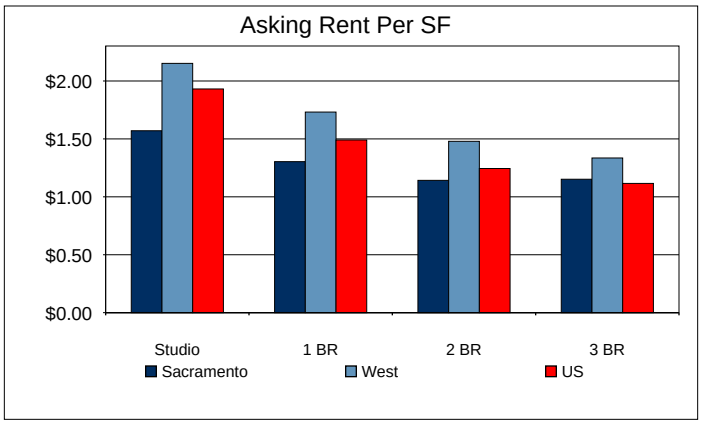
Apartment - 2nd Quarter 2015
Metro: Sacramento

Section 19 - Metro Unit Mix Rent Details

Current Metro Average Rents and Sizes				Asking Rent Growth					
	2Q 2015			Quarterly			Annualized		
	Rent	Avg. SF	Avg. Rent PSF	2Q15	1Q15	YTD	1 Year	3 Year	5 Year
Studio/Efficiency	$735	468	$ 1.57	1.5%	0.6%	2.1%	3.9%	2.9%	2.4%
One Bedroom	$904	693	$ 1.30	0.9%	1.1%	2.0%	2.8%	2.6%	2.1%
Two Bedroom	$1,080	945	$ 1.14	0.6%	0.7%	1.2%	2.9%	2.4%	1.9%
Three Bedroom	$1,433	1244	$ 1.15	0.4%	0.3%	0.7%	1.5%	1.4%	1.7%
			Average over period ending:	06/30/15	03/31/15	06/30/15	12/31/14	12/31/14	12/31/14





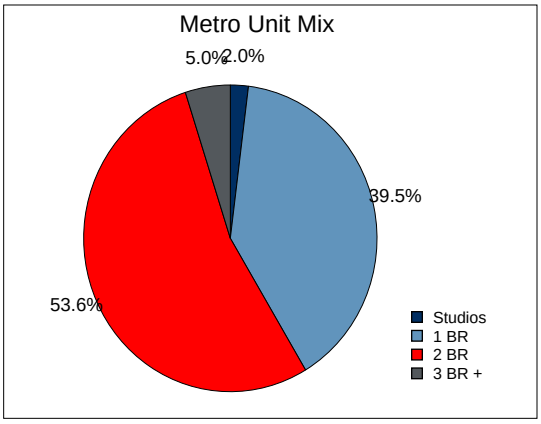
	Studio	1 BR	2 BR	3 BR
Sacramento	$735	$904	$1,080	$1,433
West	$1,172	$1,327	$1,594	$1,787
United States	$1,074	$1,193	$1,405	$1,595

As of 06/30/15

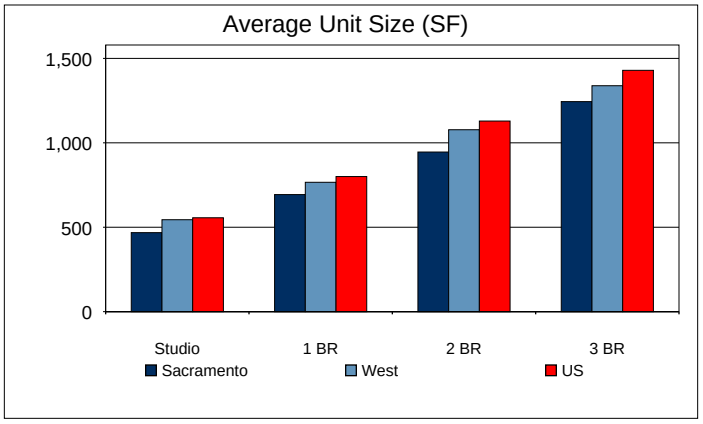
	Studio	1 BR	2 BR	3 BR
Sacramento	$ 1.57	$ 1.30	$ 1.14	$ 1.15
West	$ 2.15	$ 1.73	$ 1.48	$ 1.34
United States	$ 1.93	$ 1.49	$ 1.24	$ 1.12

As of 06/30/15

Section 20 - Metro Unit Mix Inventory Details



As of 06/30/15



As of 06/30/15

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Metro Trend Futures

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Apartment - 2nd Quarter 2015
Metro: Sacramento

Section 21 - Metro Inventory Details

Inventory By Building Age

Year Built	Percent
Before 1970	12.0%
1970-1979	26.0%
1980-1989	37.0%
1990-1999	10.0%
2000-2009	15.0%
After 2009	1.0%
All	100.0%

As of 06/30/15

Apartment Stock Traits

	Metro			
	Low	Mean	Median	High
Year Built	1955	1981	1980	2015
Size (units)	24	137	100	796
Distance to Highway (miles)	0.1	1.2	1	3.2
Distance to CBD (miles)	0.7	9.2	8.6	18.9
Distance to Landmark (miles)	0.3	8.4	8.4	19.2

As of 06/30/15 Landmark =Coast

Average Metro Lease Terms

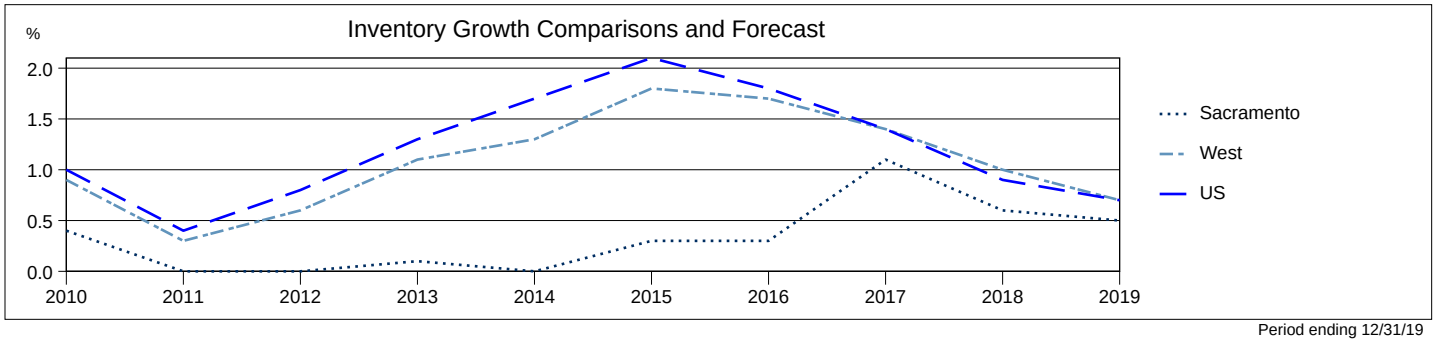
Free Rent (mos)	Expenses % (Apartment)
0.29	40.5%

As of 06/30/15

Section 22 - Inventory Growth Comparisons

	Inventory Growth Rates						
	Quarterly			Annualized			
	2Q15	1Q15	YTD Avg	1 Year	3 Year	5 Year	5 Yr Forecast
Sacramento	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.6%
West	0.4%	0.2%	0.3%	1.3%	1.0%	0.8%	1.3%
United States	0.5%	0.3%	0.4%	1.7%	1.3%	1.1%	1.4%
Period Ending:	06/30/15	03/31/15	06/30/15	12/31/14	12/31/14	12/31/14	12/31/19

Metro Rank Compared to:	Total Metros	Metro Ranks						
		2Q15	1Q15	YTD	1 Year	3 Year	5 Year	5 Yr Forecast
West	19	18	11	18	18	19	19	18
United States	82	66	52	70	78	82	81	71



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Apartment - 2nd Quarter 2015
Metro: Sacramento

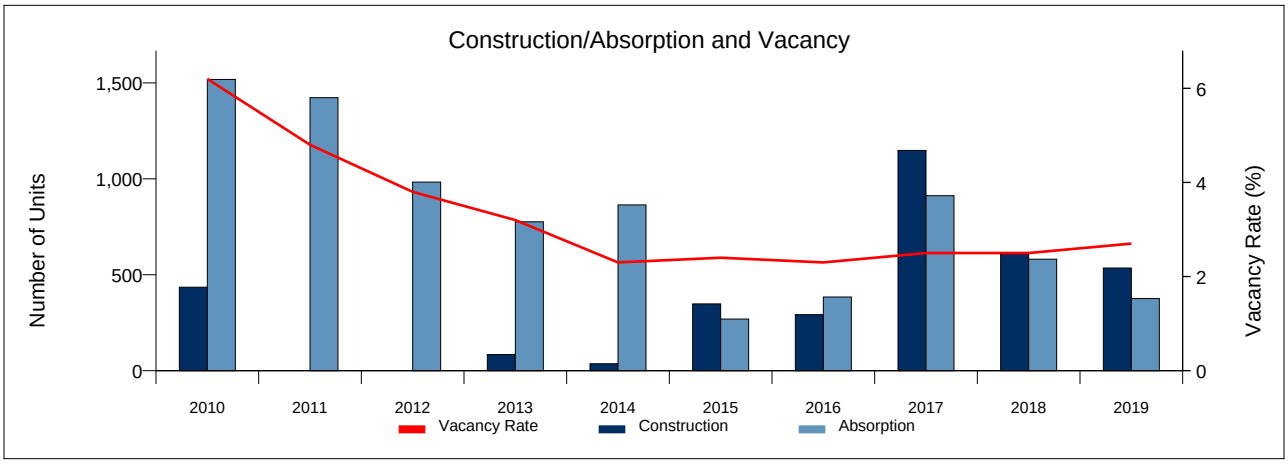
Section 23 - Construction/Absorption Change

Construction and Absorption

	Quarterly								
	2Q15			1Q15			YTD Avg		
	Units Built	Units Absorbed	Con/Abs Ratio	Units Built	Units Absorbed	Con/Abs Ratio	Units Built	Units Absorbed	Con/Abs Ratio
Sacramento	50	33	1.5	96	175	0.5	73	104	0.7
West	12,535	11,164	1.1	6,847	10,140	0.7	9,691	10,652	0.9
Average over period ending:	06/30/15	06/30/15	06/30/15	03/31/15	03/31/15	03/31/15	06/30/15	06/30/15	06/30/15

	Annualized								
	1 Year History			3 Year History			5 Year History		
	Units Built	Units Absorbed	Con/Abs Ratio	Units Built	Units Absorbed	Con/Abs Ratio	Units Built	Units Absorbed	Con/Abs Ratio
Sacramento	36	864	0.0	40	874	0.0	111	1,113	0.1
West	38,885	40,469	1.0	30,213	38,589	0.8	25,031	44,471	0.6
Average over period ending:	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14

	Annualized		
	5 Year Forecast		
	Units Built	Units Absorbed	Con/Abs Ratio
Sacramento	586	504	1.2
West	41,161	32,518	1.3
Average over period ending:	12/31/19	12/31/19	12/31/19



Period ending 12/31/19

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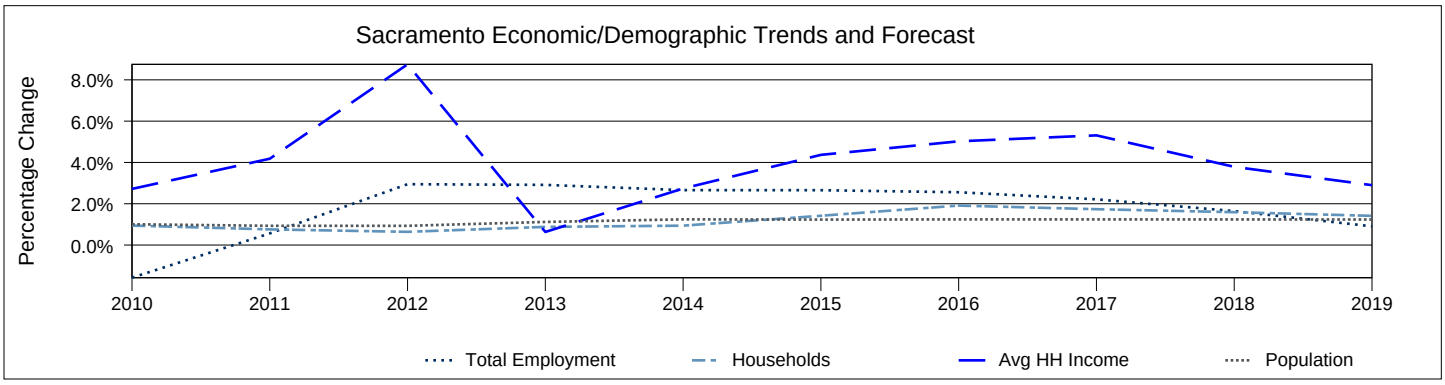
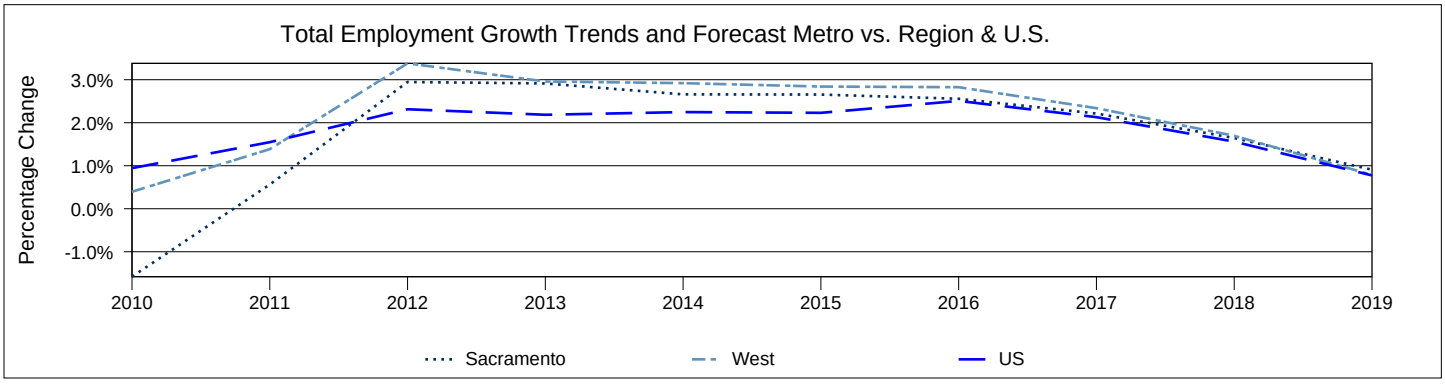
Apartment - 2nd Quarter 2015
Metro: Sacramento

Section 24 - Economic and Demographic Trends



Provided by Moody's Economy.com, Period ending 12/31/19



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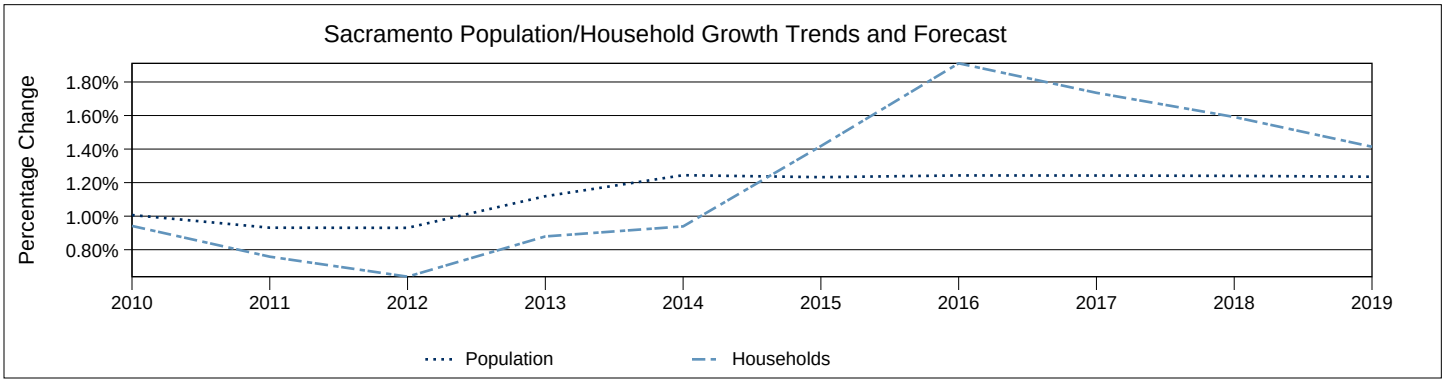

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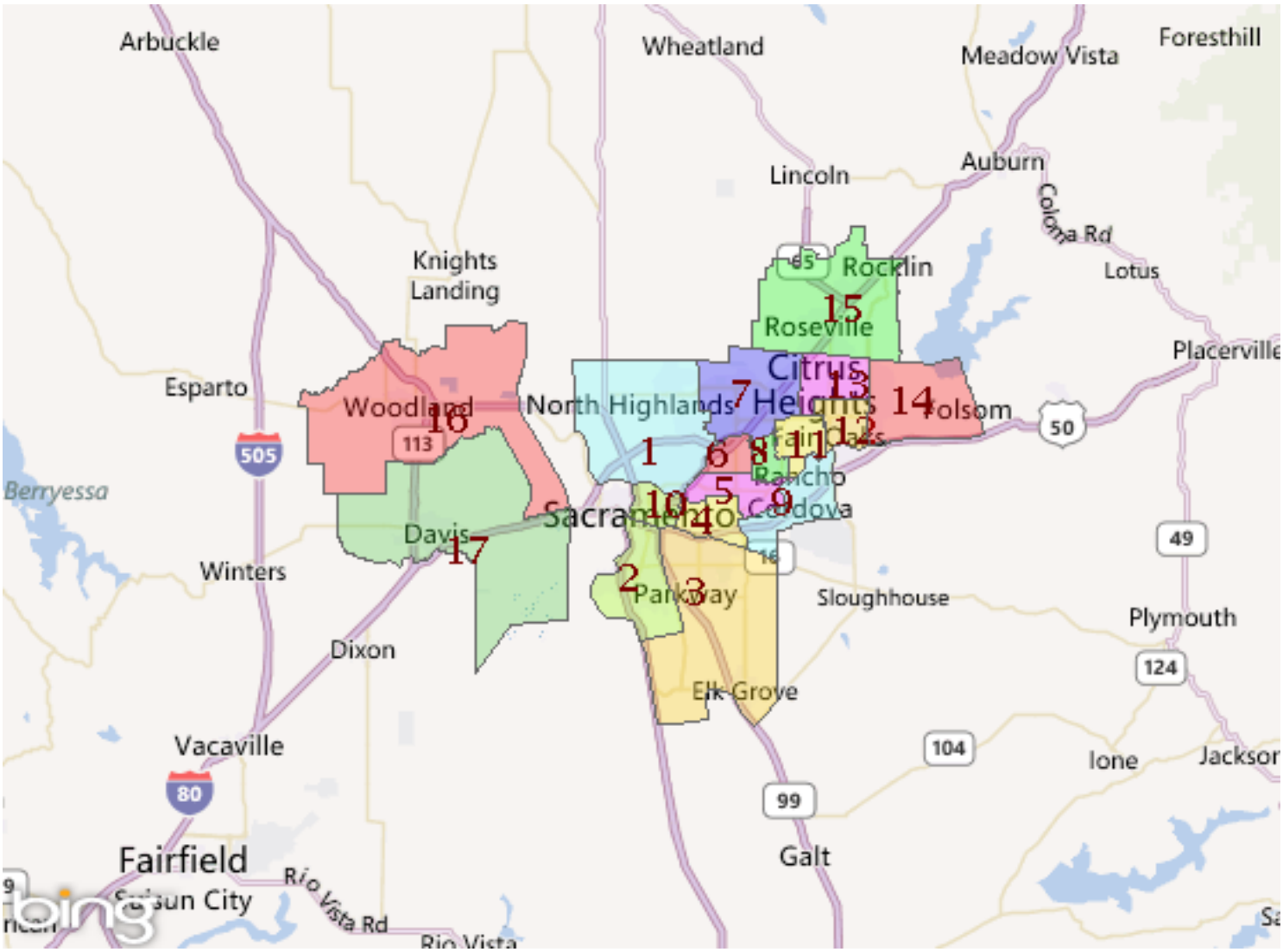
Apartment - 2nd Quarter 2015
Metro: Sacramento

Section 25 - Metro Area Map: Sacramento



Sacramento Submarkets

1	North Sacramento	**2**	Florin Road West	**3**	South/Elk Grove
4	West University	**5**	Arden Way	**6**	West Marconi Ave/Del Paso
7	North Highlands	**8**	East Marconi Ave	**9**	Rancho Cordova
10	Downtown Sacramento	**11**	Carmichael	**12**	Fair Oaks
13	Citrus Heights	**14**	Orangevale/Folsom	**15**	Roseville
16	Woodland	**17**	Davis		

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Metro Trend Futures

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Apartment - 2nd Quarter 2015
Metro: Sacramento

Section 26 - Metro Data

Year	Qtr	Inventory SF/Units	Completions	Inventory Growth%	Vacant Stock	Vacancy Rate	Vacancy Change(BPS)	Occupied Stock	Net Absorption	Asking Rent	Ask Rent % Chg
2010	Y	101,434	435	0.4%	6,306	6.2%	-110	95,128	1,518	$926	1.3%
2011	Y	101,434	0	0.0%	4,883	4.8%	-140	96,551	1,423	$939	1.4%
2012	Y	101,434	0	0.0%	3,900	3.8%	-100	97,534	983	$960	2.3%
2013	Q3	101,434	0	0.0%	3,587	3.5%	-30	97,847	230	$972	0.7%
2013	Q4	101,518	84	0.1%	3,208	3.2%	-30	98,310	463	$979	0.8%
2013	Y	101,518	84	0.1%	3,208	3.2%	-60	98,310	776	$979	2.0%
2014	Q1	101,518	0	0.0%	2,883	2.8%	-40	98,635	325	$984	0.5%
2014	Q2	101,518	0	0.0%	2,632	2.6%	-20	98,886	251	$988	0.5%
2014	Q3	101,518	0	0.0%	2,519	2.5%	-10	98,999	113	$999	1.0%
2014	Q4	101,554	36	0.0%	2,380	2.3%	-20	99,174	175	$1,006	0.7%
2014	Y	101,554	36	0.0%	2,380	2.3%	-90	99,174	864	$1,006	2.8%
2015	Q1	101,650	96	0.1%	2,301	2.3%	0	99,349	175	$1,015	0.9%
2015	Q2	101,700	50	0.0%	2,318	2.3%	0	99,382	33	$1,022	0.7%
2015	Y	101,902	348	0.3%	2,459	2.4%	10	99,443	269	$1,038	3.2%
2016	Y	102,194	292	0.3%	2,367	2.3%	-10	99,827	384	$1,069	3.0%
2017	Y	103,342	1,148	1.1%	2,603	2.5%	20	100,739	912	$1,100	2.9%
2018	Y	103,951	609	0.6%	2,631	2.5%	0	101,320	581	$1,134	3.1%
2019	Y	104,486	535	0.5%	2,790	2.7%	20	101,696	376	$1,168	3.0%

Year	Qtr	Effective Rent	Eff Rent % Chg	Cons/Abs	Abs/Occ Stock%	Population	Pop% Chg	Employment	Emp% Chg	Households	HH% Chg	Avg HH Income	AHHI% Chg
2010	Y	$882	2.1%	0.3	1.6%	2,165,240	1.0%	822,370	- 1.6%	796,450	0.9%	$113,392	2.7%
2011	Y	$897	1.7%	0.0	1.5%	2,185,400	0.9%	827,000	0.6%	802,490	0.8%	$118,132	4.2%
2012	Y	$925	3.1%	0.0	1.0%	2,205,730	0.9%	851,370	2.9%	807,620	0.6%	$128,469	8.8%
2013	Q3	$938	0.8%	0.0	0.2%	2,223,820	0.3%	867,830	0.7%	812,840	0.2%	$127,896	1.3%
2013	Q4	$946	0.9%	0.2	0.5%	2,230,410	0.3%	876,170	1.0%	814,720	0.2%	$129,284	1.1%
2013	Y	$946	2.3%	0.1	0.8%	2,230,410	1.1%	876,170	2.9%	814,720	0.9%	$129,284	0.6%
2014	Q1	$951	0.6%	0.0	0.3%	2,237,270	0.3%	881,100	0.6%	816,660	0.2%	$128,925	- 0.3%
2014	Q2	$957	0.6%	0.0	0.3%	2,244,400	0.3%	888,730	0.9%	818,530	0.2%	$129,638	0.6%
2014	Q3	$968	1.1%	0.0	0.1%	2,251,300	0.3%	894,000	0.6%	820,420	0.2%	$132,030	1.8%
2014	Q4	$976	0.8%	0.2	0.2%	2,258,160	0.3%	899,470	0.6%	822,370	0.2%	$132,823	0.6%
2014	Y	$976	3.1%	0.0	0.9%	2,258,160	1.2%	899,470	2.7%	822,370	0.9%	$132,823	2.7%
2015	Q1	$986	1.0%	0.5	0.2%	2,265,020	0.3%	907,530	0.9%	824,730	0.3%	$134,035	0.9%
2015	Q2	$996	1.0%	1.5	0.0%	2,271,950	0.3%	913,010	0.6%	827,370	0.3%	$135,440	1.0%
2015	Y	$1,009	3.4%	1.3	0.3%	2,285,990	1.2%	923,350	2.7%	834,030	1.4%	$138,624	4.4%
2016	Y	$1,039	3.0%	0.8	0.4%	2,314,400	1.2%	946,960	2.6%	849,970	1.9%	$145,586	5.0%
2017	Y	$1,068	2.8%	1.3	0.9%	2,343,150	1.2%	967,920	2.2%	864,720	1.7%	$153,318	5.3%
2018	Y	$1,100	3.0%	1.0	0.6%	2,372,210	1.2%	983,830	1.6%	878,480	1.6%	$159,125	3.8%
2019	Y	$1,138	3.5%	1.4	0.4%	2,401,510	1.2%	992,750	0.9%	890,900	1.4%	$163,738	2.9%

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Metro Class Cut



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Metro Class Cut

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Apartment - 2nd Quarter 2015
Metro: Sacramento

Section 27 - Market Data by Building Class - Class A Properties

Year	Quarter	Inventory (Units)	Completions	Vac %	Vacant Stock	Occupied Stock	Net Abs	Asking Rent($)	Rent Change	Constr/ Abs	Abs/Occ Stock %	Gr Rev. Unit ($)
2000	Y	34,549	2,627	1.9%	641	33,908	3,011	$875	10.2%	0.9	8.9	$858.77
2001	Y	35,540	991	3.4%	1,218	34,322	414	$939	7.3%	2.4	1.2	$906.82
2002	Y	37,097	1,557	5.0%	1,864	35,233	911	$970	3.3%	1.7	2.6	$921.26
2003	Y	38,687	1,590	6.1%	2,342	36,345	1,112	$987	1.8%	1.4	3.1	$927.25
2004	Y	40,472	2,306	6.2%	2,504	37,968	1,623	$1,001	1.4%	1.4	4.3	$939.07
2005	Y	41,025	2,295	5.3%	2,176	38,849	881	$1,020	1.9%	2.6	2.3	$965.90
2006	Y	41,892	740	5.1%	2,139	39,753	904	$1,041	2.1%	0.8	2.3	$987.85
2007	Y	42,624	780	5.9%	2,516	40,108	355	$1,058	1.6%	2.2	0.9	$995.55
2008	Y	42,792	168	6.4%	2,750	40,042	-66	$1,086	2.6%	-2.5	-0.2	$1,016.21
2009	Y	42,792	0	6.8%	2,896	39,896	-146	$1,046	- 3.7%	0.0	-0.4	$975.21
2010	Y	43,227	435	5.2%	2,251	40,976	1,080	$1,069	2.2%	0.4	2.6	$1,013.33
2011	1	43,227	0	4.9%	2,132	41,095	119	$1,072	0.3%	0.0	0.3	$1,019.13
2011	2	43,227	0	4.8%	2,065	41,162	67	$1,075	0.3%	0.0	0.2	$1,023.65
2011	3	43,227	0	4.6%	1,989	41,238	76	$1,080	0.5%	0.0	0.2	$1,030.31
2011	4	43,227	0	4.3%	1,863	41,364	126	$1,085	0.5%	0.0	0.3	$1,038.24
2011	Y	43,227	0	4.3%	1,863	41,364	388	$1,085	1.5%	0.0	0.9	$1,038.24
2012	1	43,227	0	4.0%	1,750	41,477	113	$1,092	0.6%	0.0	0.3	$1,047.79
2012	2	43,227	0	3.8%	1,647	41,580	103	$1,104	1.1%	0.0	0.2	$1,061.94
2012	3	43,227	0	3.5%	1,529	41,698	118	$1,104	0.0%	0.0	0.3	$1,064.95
2012	4	43,227	0	3.2%	1,402	41,825	127	$1,113	0.8%	0.0	0.3	$1,076.90
2012	Y	43,227	0	3.2%	1,402	41,825	461	$1,113	2.6%	0.0	1.1	$1,076.90
2013	1	43,227	0	3.1%	1,337	41,890	65	$1,112	- 0.1%	0.0	0.2	$1,077.61
2013	2	43,227	0	3.0%	1,302	41,925	35	$1,119	0.6%	0.0	0.1	$1,085.30
2013	3	43,227	0	2.8%	1,204	42,023	98	$1,125	0.5%	0.0	0.2	$1,093.67
2013	4	43,311	84	2.5%	1,098	42,213	190	$1,135	0.9%	0.4	0.5	$1,106.23
2013	Y	43,311	84	2.5%	1,098	42,213	388	$1,135	2.0%	0.2	0.9	$1,106.23
2014	1	43,311	0	2.3%	997	42,314	101	$1,137	0.2%	0.0	0.2	$1,110.83
2014	2	43,311	0	2.2%	932	42,379	65	$1,140	0.3%	0.0	0.2	$1,115.47
2014	3	43,311	0	2.3%	996	42,315	-64	$1,154	1.2%	0.0	-0.2	$1,127.46
2014	4	43,347	36	2.3%	995	42,352	37	$1,161	0.6%	1.0	0.1	$1,134.35
2014	Y	43,347	36	2.3%	995	42,352	139	$1,161	2.3%	0.3	0.3	$1,134.35
2015	1	43,443	96	2.4%	1,021	42,422	70	$1,175	1.2%	1.4	0.2	$1,147.39
2015	2	43,493	50	2.4%	1,041	42,452	30	$1,181	0.5%	1.7	0.1	$1,152.73

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Metro Class Cut

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Apartment - 2nd Quarter 2015
Metro: Sacramento

Section 28 - Market Data by Building Class - Class B/C Properties

Year	Quarter	Inventory (Units)	Completions	Vac %	Vacant Stock	Occupied Stock	Net Abs	Asking Rent($)	Rent Change	Constr/ Abs	Abs/Occ Stock %	Gr Rev. Unit ($)
2000	Y	59,099	0	1.8%	1,044	58,055	660	$654	9.5%	0.0	1.1	$642.45
2001	Y	59,099	0	2.9%	1,741	57,358	-697	$720	10.1%	0.0	-1.2	$698.79
2002	Y	59,099	0	3.9%	2,294	56,805	-553	$748	3.9%	0.0	-1.0	$718.97
2003	Y	59,099	0	5.6%	3,312	55,787	-1,018	$769	2.8%	0.0	-1.8	$725.90
2004	Y	59,163	64	6.3%	3,708	55,455	-332	$779	1.3%	-0.2	-0.6	$730.18
2005	Y	58,433	0	5.2%	3,034	55,399	-56	$782	0.4%	0.0	-0.1	$741.40
2006	Y	58,207	0	5.8%	3,402	54,805	-594	$798	2.0%	0.0	-1.1	$751.36
2007	Y	58,207	0	4.8%	2,798	55,409	604	$815	2.1%	0.0	1.1	$775.82
2008	Y	58,207	0	5.4%	3,142	55,065	-344	$832	2.1%	0.0	-0.6	$787.09
2009	Y	58,207	0	7.7%	4,493	53,714	-1,351	$816	- 1.9%	0.0	-2.5	$753.01
2010	Y	58,207	0	7.0%	4,059	54,148	434	$819	0.4%	0.0	0.8	$761.89
2011	1	58,207	0	6.3%	3,641	54,566	418	$821	0.2%	0.0	0.8	$769.64
2011	2	58,207	0	5.9%	3,431	54,776	210	$823	0.2%	0.0	0.4	$774.49
2011	3	58,207	0	5.9%	3,453	54,754	-22	$826	0.4%	0.0	0.0	$777.00
2011	4	58,207	0	5.2%	3,023	55,184	430	$830	0.5%	0.0	0.8	$786.89
2011	Y	58,207	0	5.2%	3,023	55,184	1,036	$830	1.3%	0.0	1.9	$786.89
2012	1	58,207	0	4.7%	2,747	55,460	276	$833	0.4%	0.0	0.5	$793.69
2012	2	58,207	0	4.7%	2,738	55,469	9	$837	0.5%	0.0	0.0	$797.63
2012	3	58,207	0	4.7%	2,724	55,483	14	$842	0.6%	0.0	0.0	$802.60
2012	4	58,207	0	4.3%	2,498	55,709	226	$847	0.6%	0.0	0.4	$810.65
2012	Y	58,207	0	4.3%	2,498	55,709	525	$847	2.0%	0.0	0.9	$810.65
2013	1	58,207	0	4.2%	2,473	55,734	25	$849	0.2%	0.0	0.0	$812.93
2013	2	58,207	0	4.3%	2,512	55,695	-39	$850	0.1%	0.0	-0.1	$813.32
2013	3	58,207	0	4.1%	2,384	55,823	128	$859	1.1%	0.0	0.2	$823.82
2013	4	58,207	0	3.6%	2,108	56,099	276	$863	0.5%	0.0	0.5	$831.75
2013	Y	58,207	0	3.6%	2,108	56,099	390	$863	1.9%	0.0	0.7	$831.75
2014	1	58,207	0	3.2%	1,886	56,321	222	$870	0.8%	0.0	0.4	$841.81
2014	2	58,207	0	2.9%	1,699	56,508	187	$875	0.6%	0.0	0.3	$849.46
2014	3	58,207	0	2.6%	1,521	56,686	178	$883	0.9%	0.0	0.3	$859.93
2014	4	58,207	0	2.4%	1,385	56,822	136	$890	0.8%	0.0	0.2	$868.82
2014	Y	58,207	0	2.4%	1,385	56,822	723	$890	3.1%	0.0	1.3	$868.82
2015	1	58,207	0	2.2%	1,280	56,927	105	$895	0.6%	0.0	0.2	$875.32
2015	2	58,207	0	2.2%	1,273	56,934	7	$903	0.9%	0.0	0.0	$883.25

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Submarket Overview



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Submarket Overview

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Apartment - 2nd Quarter 2015
Metro: Sacramento

Section 29 - Submarket Overview

Submarket	Inventory (Buildings)	Inventory (Units)	Asking Rent $	Vac %	Free Rent (mos)	Expenses % (Apartment)
North Sacramento	51	12,378	$1,092	1.8%	0.32	39.3%
Florin Road West	49	6,071	$1,099	2.1%	0.09	40.7%
South/Elk Grove	51	7,181	$843	1.7%	0.24	40.5%
West University	55	8,615	$1,043	2.2%	0.13	41.4%
Arden Way	36	4,502	$872	2.7%	0.49	42.0%
West Marconi Ave	53	4,635	$766	4.6%	0.23	43.3%
North Highlands	49	7,564	$918	2.0%	0.33	40.0%
East Marconi Ave	35	2,622	$814	5.8%	0.00	42.7%
Rancho Cordova	54	8,597	$918	1.2%	0.27	40.2%
Dwntwn Sacramento	49	2,722	$1,380	5.7%	0.55	42.4%
Carmichael	31	2,513	$849	2.1%	0.00	40.9%
Fair Oaks	30	3,985	$993	1.2%	0.08	41.0%
Citrus Heights	46	6,655	$938	1.8%	0.37	39.5%
Orangevale/Folsom	29	5,314	$1,244	3.7%	0.76	39.9%
Roseville	65	11,248	$1,226	1.8%	0.25	39.5%
Woodland	46	3,686	$866	2.3%	0.31	40.2%
Davis	30	3,412	$1,328	1.6%	0.64	41.2%

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New Construction Listing



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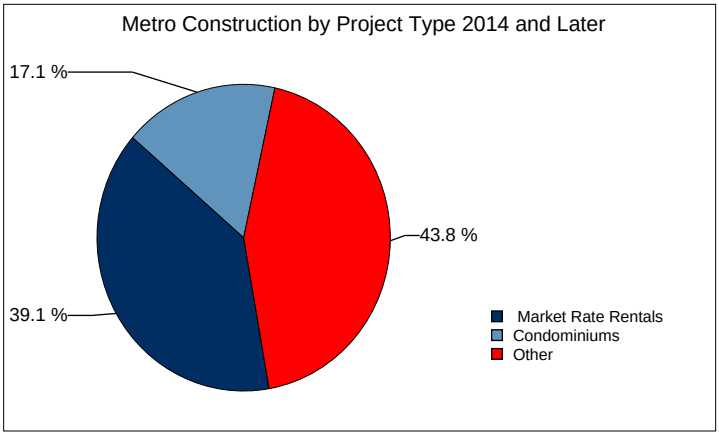
Metro: Sacramento
As of 20-Oct-2015

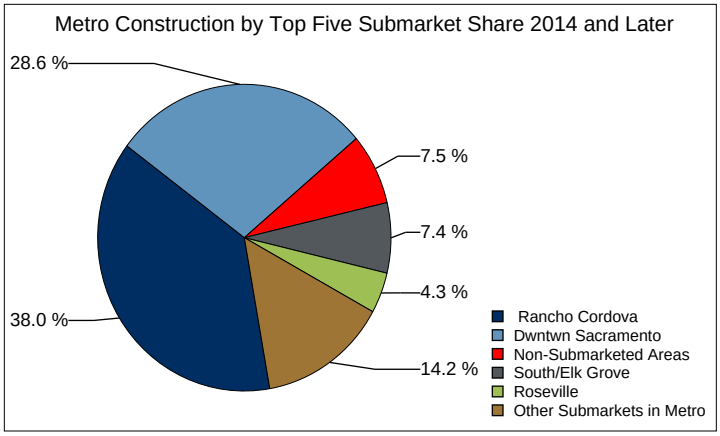
Section 30 - Construction Deliveries

	Completed Units		Units Under Construction		Totals
	2014	YTD 2015	2015	2016 and Later	2014 and Later
Market Rate Rentals	36	640	0	291	967
Condominiums	0	0	0	0	0
Other	226	279	0	350	855
Totals	262	919	0	641	1,822

Planned	Proposed	Totals
4,185	999	5,184
1,874	818	2,692
5,440	598	6,038
11,499	2,415	13,914

Section 31 - Metro Construction Breakdown





Includes all recently completed, under construction, planned, and proposed properties from the table above. Note that some verified listings for planned and proposed properties do not yet have a firm completion date.

Section 32 - Submarket New Construction Project Tally

	1. Completed			2. Under Construction			3. Planned/Proposed			
Submarket	Apartment	Condo	Other	Apartment	Condo	Other	Apartment	Condo	Other	Grand Total
North Sacramento	0	0	0	0	0	0	251	375	0	626
Florin Road West	0	0	0	0	0	91	0	48	0	139
South/Elk Grove	0	0	195	0	0	0	636	334	0	1,165
West University	0	0	0	0	0	0	120	0	0	120
Arden Way	0	0	0	0	0	0	0	130	177	307
East Marconi Ave	96	0	0	0	0	0	0	0	0	96
Rancho Cordova	0	0	0	0	0	100	236	1,464	4,176	5,976
Dwntwn Sacramento	86	0	108	291	0	82	2,226	320	1,382	4,495
Carmichael	0	0	0	0	0	0	52	0	0	52
Fair Oaks	0	0	0	0	0	0	22	0	0	22
Orangevale/Folsom	0	0	0	0	0	0	264	0	0	264
Roseville	224	0	22	0	0	0	260	0	175	681
Woodland	0	0	62	0	0	0	0	0	0	62
Davis	0	0	0	0	0	0	547	0	0	547
Non-Submarketed Areas	270	0	118	0	0	77	570	21	128	1,184

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Apartment - 2nd Quarter 2015
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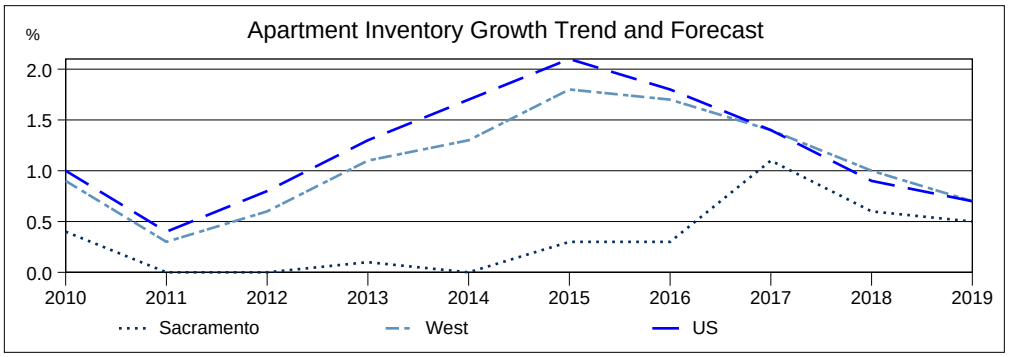
As of 20-Oct-2015

Section 33 - Metro Inventory Details

Inventory By Building Age

Year Built	Percent
Before 1970	12.0%
1970-1979	26.0%
1980-1989	37.0%
1990-1999	10.0%
2000-2009	15.0%
After 2009	1.0%
All	100.0%

As of 06/30/15



Section 34 - Inventory Growth Rankings Forecast

West Region Cumulative Inventory Growth Forecast Ranking 2015 and Later

Metro	Cumulative Growth Forecast	Rank
Seattle	14.0%	1
Ventura County	4.1%	15
Las Vegas	4.0%	16
San Bernardino/Riverside	3.8%	17
Sacramento	2.9%	18
Tucson	2.7%	19
Tucson	2.7%	19

National Cumulative Inventory Growth Forecast Ranking 2015 and Later

Metro	Cumulative Growth Forecast	Rank
New York Metro	19.1%	1
Little Rock	3.1%	69
Long Island	3.1%	70
Sacramento	2.9%	71
Wichita	2.7%	72
Tucson	2.7%	73
Dayton	1.1%	82

Section 35 - Construction/Absorption Change

Construction and Absorption

	Quarterly								
	2Q15			1Q15			YTD Avg		
	Units Built	Units Absorbed	Con/Abs Ratio	Units Built	Units Absorbed	Con/Abs Ratio	Units Built	Units Absorbed	Con/Abs Ratio
Sacramento	50	33	1.5	96	175	0.5	73	104	0.7
West	12,535	11,164	1.1	6,847	10,140	0.7	9,691	10,652	0.9
Average over period ending:	06/30/15	06/30/15	06/30/15	03/31/15	03/31/15	03/31/15	06/30/15	06/30/15	06/30/15

	Annualized								
	1 Year History			3 Year History			5 Year History		
	Units Built	Units Absorbed	Con/Abs Ratio	Units Built	Units Absorbed	Con/Abs Ratio	Units Built	Units Absorbed	Con/Abs Ratio
Sacramento	36	864	0.0	40	874	0.0	111	1,113	0.1
West	38,885	40,469	1.0	30,213	38,589	0.8	25,031	44,471	0.6
Average over period ending:	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14

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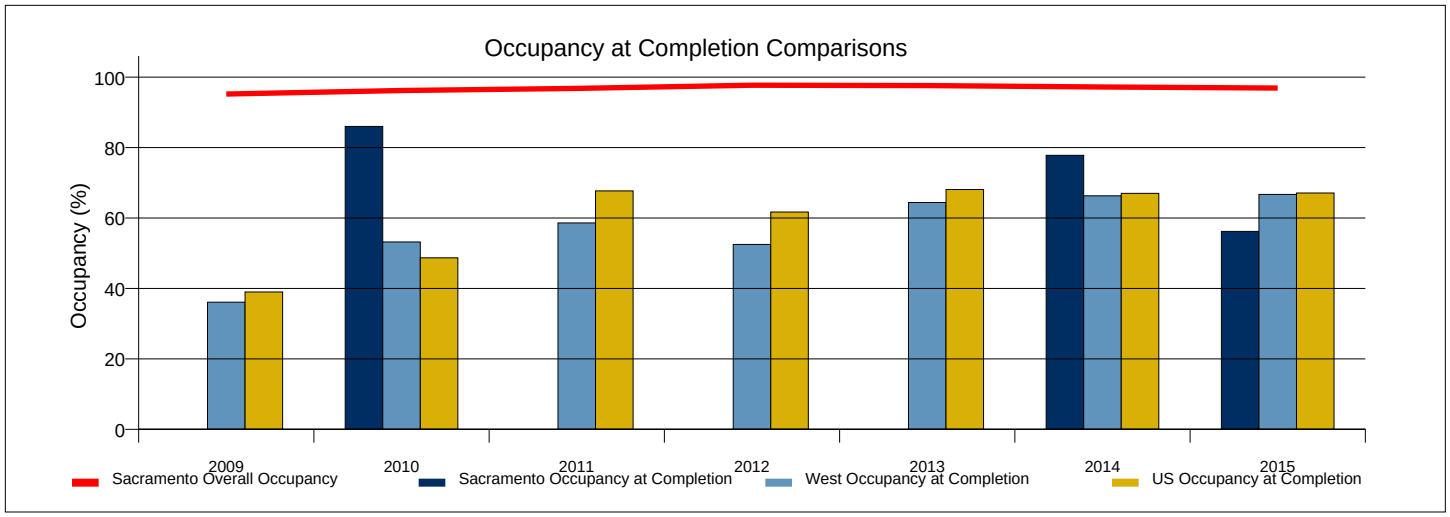
As of 20-Oct-2015

Section 36 - Occupancy at Completion

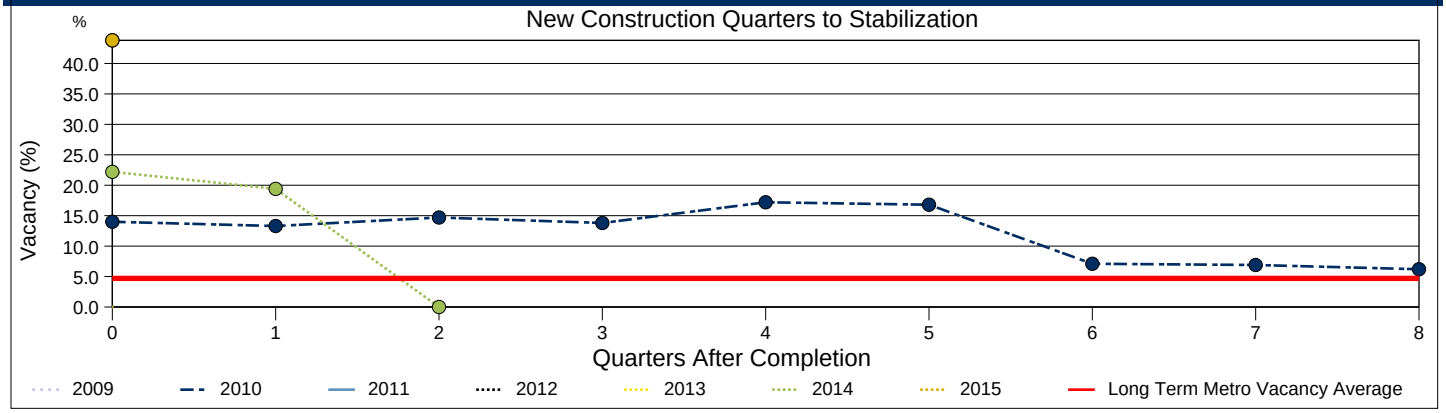


Occupancy at Completion Comparisons

Properties Built in:	2009	2010	2011	2012	2013	2014	2015
Sacramento	n/a	86.0%	n/a	n/a	n/a	77.8%	56.2%
West	36.1%	53.2%	58.6%	52.5%	64.4%	66.3%	66.7%
United States	39.0%	48.7%	67.7%	61.7%	68.1%	67.0%	67.1%

*Occupation at completion is calculated for all properties completed during each individual calendar year

Section 37 - Stabilization Data



Stabilization Data

Construction Year:	2009	2010	2011	2012	2013	2014	2015 YTD
No.of Properties Tracked		2				1	1
Properties Stabilized 0-4 Quarters After Completion		1				0	0
Properties Stabilized 5-8 Quarters After Completion		0				0	0
Properties Stabilized 9-12 Quarters After Completion		1				0	0
Properties Stabilized 13+ Quarters After Completion		0				0	0
Properties That Have Not Yet Stabilized		0				1	1

Stabilization is reached when the average vacancy of the properties built in any given year equals or is less than the metro's average overall vacancy for the last five years. "0" in the Quarters After Completion chart above represents the vacancy at completion.

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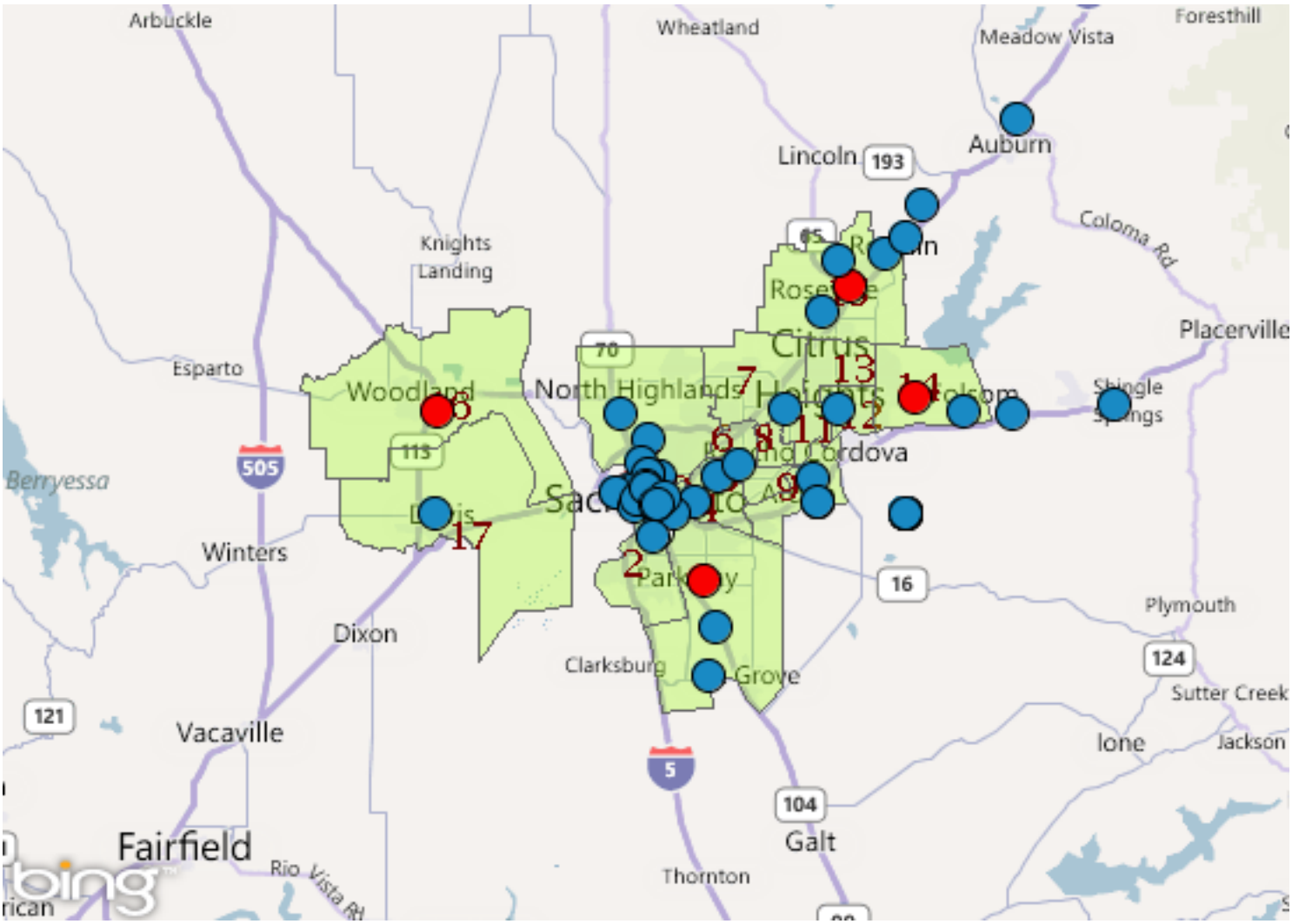
Section 38 - Metro Area Map: Sacramento



● Completed Projects ○ Under Construction ● Planned/Proposed

Sacramento Submarkets

1	North Sacramento	2	Florin Road West	3	South/Elk Grove
4	West University	5	Arden Way	6	West Marconi Ave/Del Paso
7	North Highlands	8	East Marconi Ave	9	Rancho Cordova
10	Downtown Sacramento	11	Carmichael	12	Fair Oaks
13	Citrus Heights	14	Orangevale/Folsom	15	Roseville
16	Woodland	17	Davis		

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As of 20-Oct-2015

Section 39 - New Construction Listing

No.	Property Name and Address	Date As Of	Multi-Family Type	County	Total Size (Units)	Competitive Size (Units)	No. Bldgs	Floors	Est. Groundbreak	Est. Completion	Status
	Submarket: Arden Way										
1	**BUTANO APARTMENTS** 2134 BUTANO DR @ COTTAGE WAY SACRAMENTO, CA 95825	09-01-2015	Subsidized/Low Income	SACRAMENTO	148	0	3				Proposed
2	**ST JOHN'S GROVE** 1540 HOOD RD @ ARDEN WAY SACRAMENTO, CA 95825	06-05-2015	Townhomes	SACRAMENTO	29	0			12/2015		Planned
3	**THE VILLAGE AT LOOMIS** HORSESHOE BAR RD @ I-80 LOOMIS, CA 95650	01-30-2015	Condominiums	PLACER	130	0					Planned
	Submarket: Carmichael										
4	**THE OAKS AT HACKBERRY** 4950 HACKBERRY LN @ GREENBERRY DR CARMICHAEL, CA 95608	06-05-2015	Apartment	SACRAMENTO	52	52	3	2			Planned
	Submarket: Davis										
5	**THE CANNERY** E COVELL BLVD @ F ST DAVIS, CA 95616	01-22-2015	Apartment	YOLO	547	547					Planned
	Submarket: Dwntwn Sacramento										
6	**R ST APARTMENTS** 1801 3RD ST @ R ST SACRAMENTO, CA 95814	12-30-2014	Apartment	SACRAMENTO	305	305	1	6			Proposed
7	**801 L ST BEL-VUE ADDITION** 801 L ST @ 8TH ST SACRAMENTO, CA 95814	10-14-2015	Apartment	SACRAMENTO	56	56	1	4			Planned
8	**21ST & Q APARTMENTS** SWC 21ST ST @ Q ST SACRAMENTO, CA 95811	10-13-2015	Apartment	SACRAMENTO	290	290	2	5			Proposed
9	**WAREHOUSE ARTISTS LOFTS (WAL)** 1108 R ST @ 11TH ST/12TH ST SACRAMENTO, CA 95814	10-07-2014	Apartment	SACRAMENTO	122	36	1	3	2/2013	10/2014	Complete
10	**7OO K BLOCK (APARTMENTS)** 700 K ST @ 7TH ST/8TH ST SACRAMENTO, CA 95814	09-28-2015	Subsidized/Low Income	SACRAMENTO	82	0	1	6	4/2015	9/2017	Under Constr.
11	**700 K BLOCK (APARTMENTS)** 700 K ST @ 7TH ST/8TH ST SACRAMENTO, CA 95814	09-28-2015	Apartment	SACRAMENTO	55	55	1	6	4/2015	9/2017	Under Constr.
12	**YAMANEE** 2500-2508 J ST @ 25 ST SACRAMENTO, CA 95816	09-22-2015	Condominiums	SACRAMENTO	134	0	1	14			Proposed
13	**EVIVA MIDTOWN** 1525 N ST @ 16TH ST SACRAMENTO, CA 95811	09-21-2015	Apartment	SACRAMENTO	118	118	1	5	7/2014	4/2016	Under Constr.
14	**EAST END GATEWAY SOUTHWEST** 16TH ST @ O ST SACRAMENTO, CA 95814	09-10-2013	Apartment	SACRAMENTO	84	84	2	5	1/2012	10/2013	Complete

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Metro: Sacramento
As of 20-Oct-2015

No.	Property Name and Address	Date As Of	Multi-Family Type	County	Total Size (Units)	Competitive Size (Units)	No. Bldgs	Floors	Est. Groundbreak	Est. Completion	Status
15	**DOWNTOWN PLAZA TOWER (KINGS ARENA)** 547 L ST @ 5TH ST SACRAMENTO, CA 95814	09-03-2015	Condominiums	SACRAMENTO	69	0	1	16			Proposed
16	**1500 S ST** 1500 S ST @ 15TH ST SACRAMENTO, CA 95811	08-27-2014	Apartment	SACRAMENTO	76	76	1	5			Planned
17	**THE CREAMERY CONDOS** 1013 D ST @ 10TH ST SACRAMENTO, CA 95814	08-07-2015	Condominiums	SACRAMENTO	117	0	3				Planned
18	**THE ICE BLOCKS** 16TH ST @ R ST SACRAMENTO, CA 95814	08-07-2015	N/A	SACRAMENTO	100	0					Proposed
19	**TOWNSHIP 9 - TOWNHOMES PH I** RICHARDS BLVD @ 5TH ST/ 7TH ST SACRAMENTO, CA 95814	07-29-2015	Townhomes	SACRAMENTO	72	0					Proposed
20	**TOWNSHIP 9 - TOWNHOMES PH II** RICHARD BLVD @ 5TH ST/7TH ST SACRAMENTO, CA 95814	07-29-2015	Townhomes	SACRAMENTO	78	0		3			Proposed
21	19TH ST @ Q ST SACRAMENTO, CA 95811	07-01-2015	Apartment	SACRAMENTO	72	72	1	4			Proposed
22	813 6TH ST @ H ST/7TH ST SACRAMENTO, CA 95814	07-01-2015	Apartment	SACRAMENTO	42	42	1	5			Proposed
23	**2001 L ST** 2001 L ST @ 20TH ST SACRAMENTO, CA 95811	06-22-2015	Apartment	SACRAMENTO	140	140	1	4			Proposed
24	**SACRAMENTO COMMONS- CAPITOL VILLAGE** 5TH ST @ N ST/P ST/7TH ST SACRAMENTO, CA 95814	06-22-2015	Apartment	SACRAMENTO	550	550	2	24			Planned
25	**SACRAMENTO COMMONS** 5TH ST @ N ST/P ST/7TH ST SACRAMENTO, CA 95814	06-22-2015	Apartment	SACRAMENTO	462	462	3				Planned
26	**16 POWERHOUSE** 16TH ST @ P ST SACRAMENTO, CA 95814	06-15-2015	Apartment	SACRAMENTO	50	50		5	8/2013	6/2015	Complete
27	**RIDGEWAY STUDIOS** 912-914 12TH ST @ IMPROV ALLEY SACRAMENTO, CA 95814	05-21-2014	Subsidized/Low Income	SACRAMENTO	22	0	1	4		5/2014	Complete
28	**METRO CROSSING** 7TH STREET @ G STREET SACRAMENTO, CA 95814	05-15-2015	Subsidized/Low Income	SACRAMENTO	200	0	1	4			Proposed
29	**SACRAMENTO COMMONS- CONDOS** 5TH ST @ N ST SACRAMENTO, CA 95814	03-27-2014	Apartment	SACRAMENTO	110	0	1				Planned

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Apartment - 2nd Quarter 2015
Metro: Sacramento
As of 20-Oct-2015

No.	Property Name and Address	Date As Of	Multi-Family Type	County	Total Size (Units)	Competitive Size (Units)	No. Bldgs	Floors	Est. Groundbreak	Est. Completion	Status
30	**I15** 1431 I ST @ 15TH ST SACRAMENTO, CA 95814	02-27-2015	Apartment	SACRAMENTO	96	96	1	8			Planned
31	**PROMENADE ON K ST** 700 K ST @ MERCHANT ST SACRAMENTO, CA 95814	02-26-2015	Apartment	SACRAMENTO	137	137	1	6			Planned
32	**TWIN RIVERS HOUSING PROJECT** RICHARDS BLVD @ SUNBEAM AVE SACRAMENTO, CA 95811	02-12-2015	Subsidized/Low Income	SACRAMENTO	800	0					Planned
33	**EVIVA** 16TH ST @ N ST SACRAMENTO, CA 95811	02-12-2015	Apartment	SACRAMENTO	118	118			9/2014	6/2016	Under Constr.
34	**912-914 12TH ST** 912-914 12TH ST @ IMPROV ALLEY SACRAMENTO, CA 95814	01-22-2014	Subsidized/Low Income	SACRAMENTO	22	0	1				Planned
	Submarket: East Marconi Ave										
35	**THE HABITAT - BRIDGE DISTRICT** 5TH ST @ MILL ST SACRAMENTO, CA 95691	03-09-2015	Apartment	YOLO	96	96	4	3	7/2013	3/2015	Complete
	Submarket: Fair Oaks										
36	**RIDGEVINE PLACE** 7921 CODMAN LN @ RIDGEWAY WAY FAIR OAKS, CA 95628	01-10-2014	Apartment	SACRAMENTO	22	22					Planned
	Submarket: Florin Road West										
37	**CURTIS PARK COURT** NWC 24TH ST @ 10TH AVE SACRAMENTO, CA 95818	04-23-2015	Subsidized/Low Income	SACRAMENTO	91	0	1	3	1/2015	6/2017	Under Constr.
38	**401 BROADWAY** 401 BROADWAY @ 3RD ST SACRAMENTO, CA 95818	02-25-2015	Condominiums	SACRAMENTO	48	0	1	4			Proposed
	Submarket: North Sacramento										
39	**PARKEBRIDGE** 3800 FONG RANCH RD @ SAN JUAN RD SACRAMENTO, CA 95833	02-27-2015	Condominiums	SACRAMENTO	142	0					Planned
40	**NATOMAS PARK DR APARTMENTS** NATOMAS PARK DR @ GARDEN HWY SACRAMENTO, CA 95833	02-26-2015	Apartment	SACRAMENTO	251	251					Planned
41	**PROVONCE** E COMMERCE WAY @ BENEFIT WAY SACRAMENTO, CA 95834	02-26-2015	Condominiums	SACRAMENTO	233	0					Proposed
	Submarket: Orangevale/Folsom										
42	**GRANITE CITY APARTMENTS** 1150 SIBLEY ST @ LEMBI DR FOLSOM, CA 95630	10-31-2013	Subsidized/Low Income	SACRAMENTO	80	0				11/2013	Complete
43	**TALAVERA RIDGE** BROADSTONE PKWY @ CAVITT DR FOLSOM, CA 95630	07-01-2015	Apartment	SACRAMENTO	264	264	1				Planned
	Submarket: Rancho Cordova										
44	**THE MATHER VETERANS VILLAGE PH III** 3611 BLECKELY ST @ SCHIRRA AVE RANCHO CORDOVA, CA 95670	09-28-2015	Subsidized/Low Income	SACRAMENTO	50	0	1		3/2015	2/2016	Under Constr.

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ATTACHMENT 13

New Construction Listing

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento
As of 20-Oct-2015

No.	Property Name and Address	Date As Of	Multi-Family Type	County	Total Size (Units)	Competitive Size (Units)	No. Bldgs	Floors	Est. Groundbreak	Est. Completion	Status
45	**MATHER VETERANS VILLAGE PH I** SCHIRRA AVE @ FEMOYER ST RANCHO CORDOVA, CA 95655	08-03-2015	Subsidized/Low Income	SACRAMENTO	50	0	1	3	10/2014	3/2016	Under Constr.
46	**MATHER VETERANS VILLAGE PH II** SCHIRRA AVE @ FEMOYER ST RANCHO CORDOVA, CA 95655	08-03-2015	Subsidized/Low Income	SACRAMENTO	60	0	1	3			Planned
47	**HORIZONS AT NEW RANCHO** 2708 WOODBERRY WAY @ CROETTO WAY RANCHO CORDOVA, CA 95670	02-26-2015	Subsidized/Low Income	SACRAMENTO	48	0	1	3			Planned
48	**CORDOVA HILLS-UNIVERSITY VILLAGE TOWNHOMES** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Townhomes	SACRAMENTO	530	0					Planned
49	**CORDOVA HILLS-EAST VALLEY RES** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Condominiums	SACRAMENTO	256	0					Planned
50	**CORDOVA HILLS-EAST VALLEY TOWNHOMES** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Townhomes	SACRAMENTO	725	0					Planned
51	**CORDOVA HILLS-EAST VALLEY AFFORDABLE** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Subsidized/Low Income	SACRAMENTO	174	0					Planned
52	**CORDOVA HILLS-CREEKSIDE RES** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Condominiums	SACRAMENTO	311	0					Planned
53	**CORDOVA HILLS-CREEKSIDE TOWNHOMES** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Townhomes	SACRAMENTO	610	0					Planned
54	**CORDOVA HILLS-CREEKSIDE AFFORDABLE** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Subsidized/Low Income	SACRAMENTO	192	0					Planned
55	**CORDOVA HILLS-TOWN CENTER APARTMENTS** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Apartment	SACRAMENTO	236	236					Planned
56	**CORDOVA HILLS - TOWN CENTER CONDOS** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Condominiums	SACRAMENTO	236	0					Planned
57	**CORDOVA HILLS-TOWN CENTER TOWNHOMES** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Townhomes	SACRAMENTO	760	0					Planned
58	**CORDOVA HILLS-TOWN CENTER AFFORDABLE** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Subsidized/Low Income	SACRAMENTO	228	0					Planned
59	**CORDOVA HILLS-RIDGELINE VILLAGE RES** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Subsidized/Low Income	SACRAMENTO	200	6					Planned

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Apartment - 2nd Quarter 2015
Metro: Sacramento
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No.	Property Name and Address	Date As Of	Multi-Family Type	County	Total Size (Units)	Competitive Size (Units)	No. Bldgs	Floors	Est. Groundbreak	Est. Completion	Status
60	**CORDOVA HILLS-RIDGELINE VILLAGE TOWNHOMES** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Townhomes	SACRAMENTO	485	0					Planned
61	**CORDOVA HILLS-UNIVERSITY VILLAGE RES** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Condominiums	SACRAMENTO	661	0					Planned
62	**CORDOVA HILLS-UNIVERSITY VILLAGE AFFORDABLE** DOUGLAS RD @ GRANT LINE RD RANCHO CORDOVA, CA 95742	01-16-2015	Subsidized/Low Income	SACRAMENTO	164	0					Planned
	Submarket: Roseville										
63	**MERCY ROSEVILLE APARTMENTS** 609 & 623 VERNON ST @ JUDAH ST ROSEVILLE, CA 95678	08-06-2015	Subsidized/Low Income	PLACER	56	0	1	4			Planned
64	**PEARL CREEK APARTMENTS** 1298 ANTELOPE CREEK DR @ CREEKSIDE RIDGE DR ROSEVILLE, CA 95678	07-14-2015	Apartment	PLACER	246	224	13	3	11/2013	5/2015	Complete
65	**GARNET CREEK** DOMINGUEZ RD @ GRANITE DR ROCKLIN, CA 95677	06-05-2015	Apartment	PLACER	260	260					Planned
66	**STANFORD TERRACE II** STANFORD RANCH RD @ PLAZA DR ROCKLIN, CA 95678	01-26-2015	Townhomes	PLACER	119	0					Planned
	Submarket: South/Elk Grove										
67	**BACKER RANCH SQUARE CONDOS** BACKER RANCH RD @ ELK GROVE BLVD/BRUCEVILLE RD ELK GROVE, CA 95758	07-07-2015	Apartment	SACRAMENTO	152	152					Planned
68	**COPPERSTONE VILLAGE** 7640 W STOCKTON BLVD @ KASTANIS WAY SACRAMENTO, CA 95823	07-07-2015	Apartment	SACRAMENTO	270	270					Planned
69	3675 T ST @ STOCKTON BLVD SACRAMENTO, CA 95816	07-01-2015	Apartment	SACRAMENTO	214	214	1	4			Planned
70	**CURTIS PARK VILLAGE HOUSING** SUTTERVILLE RD @ 24TH ST SACRAMENTO, CA 95817	06-03-2015	Condominiums	SACRAMENTO	334	0					Proposed
71	**GARDEN VILLAGE** 6601 & 6701 SUNNYSLOPE DR @ LINDALE DR SACRAMENTO, CA 95828	04-17-2015	Subsidized/Low Income	SACRAMENTO	195	0	6	2	12/2013	4/2015	Complete
	Submarket: West University										
72	**SUTTER PARK RESIDENTIAL** 5275 F ST @ 53RD ST SACRAMENTO, CA 95819	06-05-2015	Apartment	SACRAMENTO	120	120					Planned
	Submarket: Woodland										
73	**MUTUAL HOUSING AT SPRING LAKE** 2170 FARMER CENTRAL RD @ PIONEER AVE WOODLAND, CA 95695	02-06-2015	Subsidized/Low Income	YOLO	62	0	5	3	12/2013	2/2015	Complete
	Submarket: Not in a Reis submarket										
74	**CAPITOL YARDS PH I** 777 5TH ST @ W CAPITOL AVE WEST SACRAMENTO, CA 95606	10-06-2015	Apartment	YOLO	270	270	11	3	12/2012	9/2015	Complete

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New Construction Listing

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Apartment - 2nd Quarter 2015
Metro: Sacramento
As of 20-Oct-2015

No.	Property Name and Address	Date As Of	Multi-Family Type	County	Total Size (Units)	Competitive Size (Units)	No. Bldgs	Floors	Est. Groundbreak	Est. Completion	Status
75	**QUARTZ RIDGE APARTMENTS** 360 SILVERBEND WAY @ LINCOLN WAY AUBURN, CA 95604	09-29-2014	Subsidized/Low Income	PLACER	64	0	8	2			Planned
76	**CAPITOL YARDS PH II** 777 5TH ST @ W CAPITOL AVE WEST SACRAMENTO, CA 95605	09-09-2015	Apartment	YOLO	108	108			10/2015	6/2017	Planned
77	**RIVERMARK** S RIVER RD @ RISKE LN WEST SACRAMENTO, CA 95691	08-27-2014	Subsidized/Low Income	YOLO	70	0	1	4		8/2014	Complete
78	**DELTA LANE APARTMENTS** 825 DELTA LN @ TOWER BRIDGE GATEWAY WEST SACRAMENTO, CA 95691	08-03-2015	Subsidized/Low Income	YOLO	77	0	2	4	7/2015	12/2016	Under Constr.
79	**LANDMARK LOFTS** 1801 W CAPITOL AVE @ WESTACRE RD WEST SACRAMENTO, CA 95691	07-15-2014	Apartment	YOLO	62	62					Planned
80	**WEST SACRAMENTO FAMILY APARTMENTS** 1801 W CAPITOL AVE @ POPLAR AVE WEST SACRAMENTO, CA 95691	02-27-2015	Subsidized/Low Income	YOLO	64	0					Planned
81	**DUROCK RD CONDOS** DUROCK RD @ PRESLEY LN CAMERON PARK, CA 95682	02-25-2015	Condominiums	EL DORADO	21	0					Planned
82	**EL DORADO HILLS APARTMENTS** TOWN CENTER BLVD @ VINE ST EL DORADO HILLS, CA 95762	01-15-2015	Apartment	EL DORADO	250	250	1	4			Planned
83	**THE ORCHARD AT PENRYN** PENRYN RD @ TAYLOR RD PENRYN, CA 95663	01-15-2015	Apartment	PLACER	150	150					Proposed
84	**THE ASPENS AT SOUTH LAKE TAHOE** PIONEER TRAIL @ SKI RUN SOUTH LAKE TAHOE, CA 96150	01-15-2014	Subsidized/Low Income	EL DORADO	48	0	7	2		1/2014	Complete

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APARTMENT

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Sales Trend



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Sales Trend

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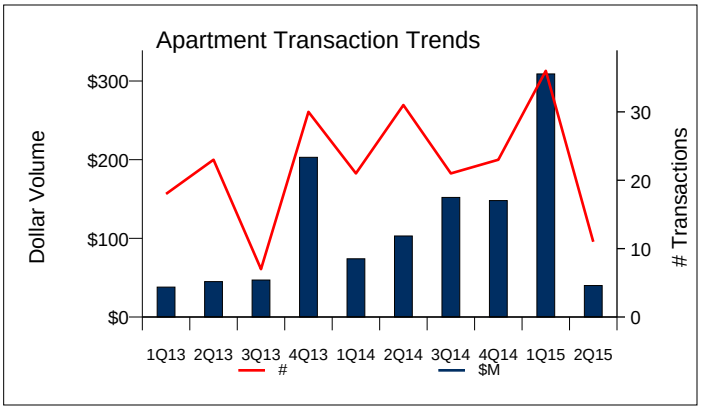
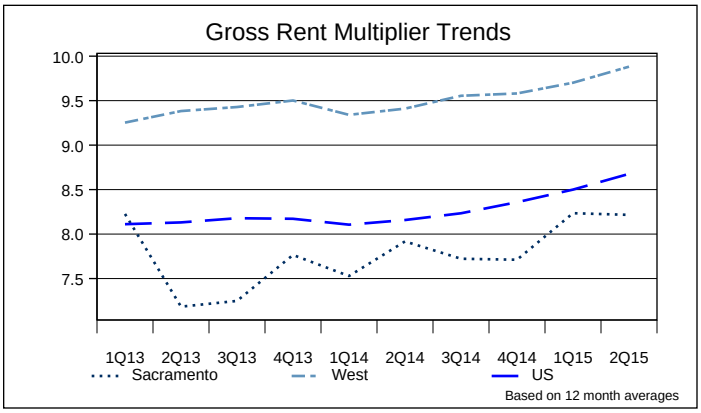
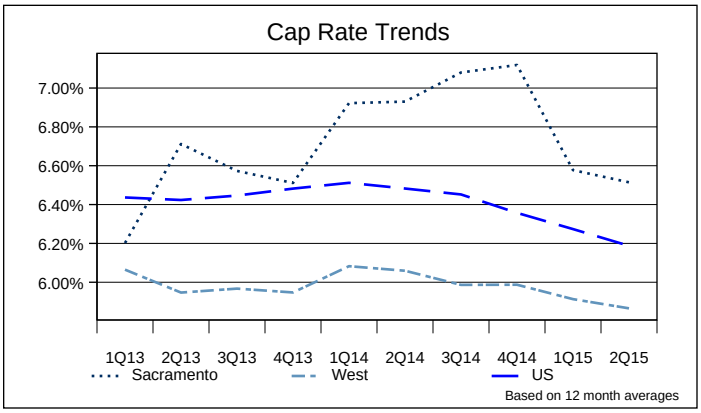
Apartment - 2Q 2015
Metro: Sacramento

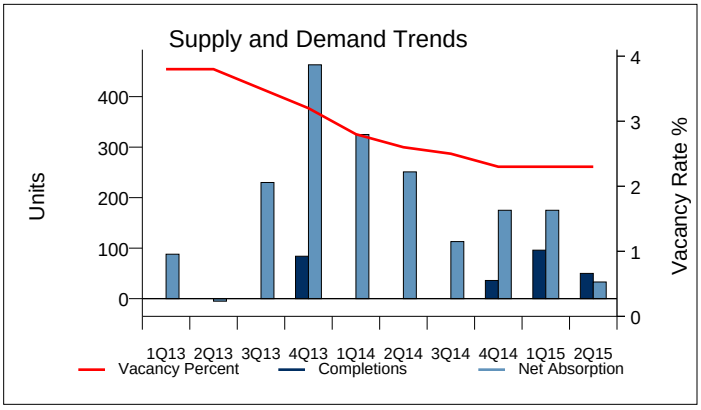
	2Q 2015 Metro Statistics		Metro Statistics - 12 Month Rolling			
	Mean	Median	25th Percentile	Mean	Median	75th Percentile
Cap Rate	6.9%	7.0%	5.6%	6.5%	6.3%	7.1%
Sale Price	$3,631,591	$3,590,000	$1,015,000	$7,134,033	$2,670,000	$5,518,750
Sale Price Per Unit	$69,961	$66,667	$59,772	$100,666	$75,000	$113,750
Number of Units	52	46	14	71	30	72
Number of Floors	2	2	2	2	2	2
Year Built	1974	1971	1963	1982	1970	1982

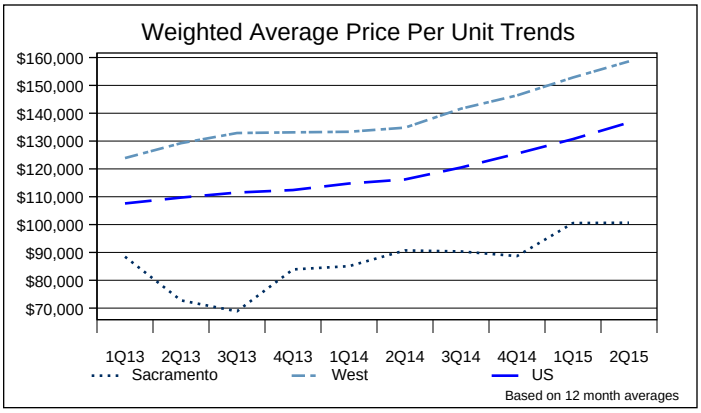
	Dollar Volume (M)	# Units	# Transactions
Seattle	$623	2,553	31
Los Angeles	$433	1,975	101
Phoenix	$349	4,122	29
Denver	$292	1,745	17
San Diego	$285	1,705	40
San Bernardino/Riverside	$224	1,077	8
Orange County	$171	594	8
Portland	$131	1,104	12
San Jose	$123	347	15
Sacramento	$40	571	11
Other West	$292	2,733	37
West Total	**$2,963**	**18,526**	**309**











Key Submarket and Pricing Activity				
	# Transactions	# Units	Dollar Volume (M)	Price Per Units
North Sacramento	11	1,305	$123	$94,501
Dwntwn Sacramento	11	351	$73	$208,379
Orangevale/Folsom	1	280	$58	$207,857
North Highlands	5	878	$55	$62,392
West University	3	644	$54	$83,991
Roseville	6	304	$51	$166,604
South/Elk Grove	7	394	$45	$114,175

Based on 12 month averages

For details on individual transactions, please go to the sales comparables section of the Reis website. www.reis.com

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Sales Trend

Apartment - 2Q 2015
Metro: Sacramento

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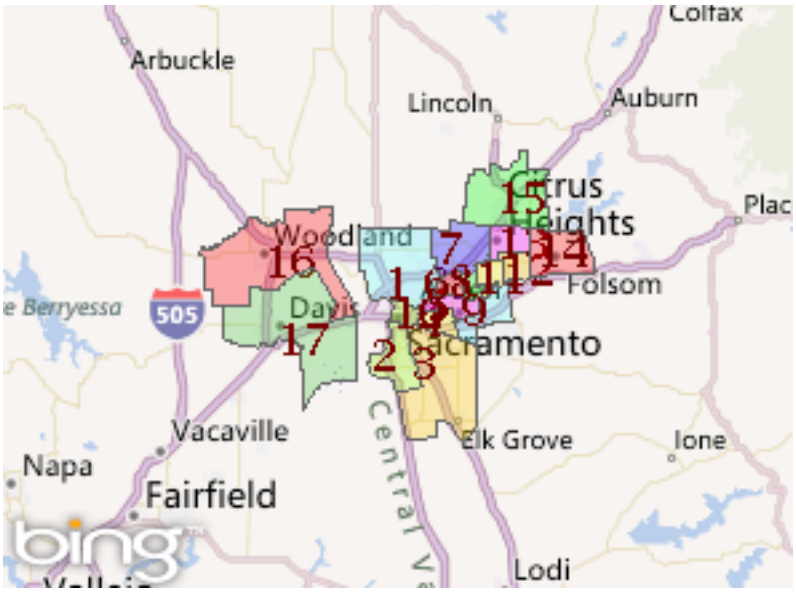

Submarkets

1. North Sacramento
2. Florin Road West
3. South/Elk Grove
4. West University
5. Arden Way
6. West Marconi Ave/Del Paso
7. North Highlands
8. East Marconi Ave
9. Rancho Cordova
10. Downtown Sacramento
11. Carmichael
12. Fair Oaks
13. Citrus Heights
14. Orangevale/Folsom
15. Roseville
16. Woodland
17. Davis

Most Recent Transactions

City, State	Submarket	Year Built	Floors	Price Per Units Range	Sale Date	Reis Sales Comparables Number
1. Sacramento, CA	North Highlands	1961	2	$25,000 - $49,999	Q2 2015	671498
2. Sacramento, CA	West Marconi Ave	1986	2	$50,000 - $74,999	Q2 2015	674855
3. Rancho Cordova, CA	Rancho Cordova	1983	2	$50,000 - $74,999	Q2 2015	671436
4. Sacramento, CA	North Highlands	1970	2	$50,000 - $74,999	Q2 2015	667062
5. Sacramento, CA	West Marconi Ave	1985	2	$50,000 - $74,999	Q2 2015	664444
6. Rancho Cordova, CA	Rancho Cordova	1961	3	$50,000 - $74,999	Q2 2015	661521
7. Rancho Cordova, CA	Rancho Cordova	1971	2	$50,000 - $74,999	Q2 2015	666642
8. Carmichael, CA	Carmichael	1980	2	$75,000 - $99,999	Q2 2015	666810
9. Rancho Cordova, CA	Rancho Cordova	1975	2	$50,000 - $74,999	Q2 2015	661908
10. Sacramento, CA	Dwntwn Sacramento	1935	4	$200,000 - $249,999	Q2 2015	664598
11. Sacramento, CA	Florin Road West	1950	2	$75,000 - $99,999	Q2 2015	665193
12. Rancho Cordova, CA	Rancho Cordova	1971	2	$50,000 - $74,999	Q2 2015	662750
13. Elk Grove, CA	South/Elk Grove	2000	3	$125,000 - $149,999	Q1 2015	658348
14. Sacramento, CA	Arden Way	1971	2	$100,000 - $124,999	Q1 2015	662751
15. Sacramento, CA	Arden Way	1950	2	$50,000 - $74,999	Q1 2015	665192
16. Sacramento, CA	West Marconi Ave	1954	2	$50,000 - $74,999	Q1 2015	658347
17. Sacramento, CA	Arden Way	1972	1	$50,000 - $74,999	Q1 2015	657461
18. Sacramento, CA	West University	1976	2	$100,000 - $124,999	Q1 2015	658345
19. Sacramento, CA	Arden Way	1967	2	$50,000 - $74,999	Q1 2015	653332
20. Sacramento, CA	North Sacramento	1976	2	$100,000 - $124,999	Q1 2015	654724

For details on the transactions listed above, click on the Sales Comparables number link. For historical transactions or transactions in another Reis market, please go to the Sales Comparables section of the Reis website. www.Reis.com

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Sales Trend

Apartment - 2Q 2015
Metro: Sacramento

Property Location and Physical Characteristics

Property Name	Sienna Vista Apartments	**Property Type**	Federally Subsidized
Address	4901 Little Oak Ln	**Building Area (SF)**	259,158[NRA] / 262,406[GBA]
City	Sacramento	**No. of Bldgs./Floors**	30 / 2
State/ZIP/County	CA / 95841 / Sacramento	**Year Built/Renovated**	1961 / --
Metro (Submarket)	Sacramento (North Highlands)	**Total Units/Asset Class**	296 / BC

Comments

Sale Details and Analysis

Sale Date	21 May 2015
Sale Price	$13,200,000 (Verified: Pub Rcrd)
Sale Price/Unit	$44,595
Sale Price PSF	$50[GBA] / $51[NRA]
Vacancy at Sale	--
Seller	1. Sienna Vista LP 2. Fairfield Residential / (858) 457-2123 / 5510 Morehouse Dr, Ste 200, San Diego, CA 92121
Buyer	1. Colrich Multifamily / (858) 490-2321 / 444 W Beech St, Ste 300, San Diego, CA 92101 2. CR Sienna Vista Communities LP
Comments	

Reis Cap Rate Analysis Proforma
All per unit figures are monthly

Total Units	--
Potential Rent Revenue	--
Vacancy Loss/Rate	--
Effective Rent Revenue	--
Free Rent Concessions	--
Credit Loss	--
Additional Income	--
Effective Gross Revenue	--
Operating Expenses/Ratio	--
Capital Reserve	--
Net Operating Income	--
Estimated Going-in Cap Rate	--
12-Month Rolling Metro Cap Rate	6.5% (Q2 2015)
Reported Cap Rate, This Sale	None

Additional Details When Available

Seller's Broker		**Buyer's Broker**	
Other Broker			
Interest Purchased	--	**Lot Size**	657,756 SF / 15.10 Acres
Parcel Numbers	228-0300-009-0000, 228-0300-027-0000, 228-0300-028-0000		
Deed Reference	20150521-01151		
Time on Market			

	Number	Monthly Rent
Efficiencies	--	--
1 Bedrooms	50	--
2 Bedrooms	186	--
3 Bedrooms	60	--
4 Bedrooms	--	--
Total	296	$0

Financing Details

Other:

Laundry Facility. Pool. Children's Play Area. Cable TV. High speed Internet access. Barbeques. On-site Computer/Homework Center. Spa. On-site parking is available.

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Sales Trend

Apartment - 2Q 2015
Metro: Sacramento

Property Location and Physical Characteristics

Property Name	Gold Crossing Apartments	**Property Type**	Market Rate Rental
Address	10894 Coloma Rd	**Building Area (SF)**	39,280^{NRA} / 39,280^{GBA}
City	Rancho Cordova	**No. of Bldgs./Floors**	20 / 2
State/ZIP/County	CA / 95670 / Sacramento	**Year Built/Renovated**	1983 / --
Metro (Submarket)	Sacramento (Rancho Cordova)	**Total Units/Asset Class**	80 / BC

Comments Masonry exterior walls.

Sale Details and Analysis

Sale Date	09 May 2015
Sale Price	$5,830,000 (Verified: Pub Rcrd)
Sale Price/Unit	$72,875
Sale Price PSF	$148^{GBA} / $148^{NRA}
Vacancy at Sale	--
Seller	1. Gold Crossing LP / 11 Haverhill Ct, Novato, CA 94947
Buyer	1. Spant Properties LLC / PO Box 7054, Santa Cruz, CA 95061
Comments	

Reis Cap Rate Analysis Proforma
All per unit figures are monthly

Total Units	80	
Potential Rent Revenue	**$791,748**	
Vacancy Loss/Rate *$825 Market Rent x 12 Months x 80 Units x 1.9%*	($15,369)	[1.9%]
Effective Rent Revenue *$825 In Place Rent x 12 Months x 80 Units x 98.1%*	**$776,379**	
Free Rent Concessions	($6,599)	[$82 Per Unit]
Credit Loss	($7,917)	[1.0%]
Additional Income	$0	[$0 Per Unit]
Effective Gross Revenue	**$761,862**	
Operating Expenses/Ratio	($317,491)	[40.1%]
Capital Reserve	($28,000)	[$350 Per Unit]
Net Operating Income	**$416,371**	
Estimated Going-in Cap Rate *Based on Sale Price of $5,830,000*	7.1%	
12-Month Rolling Metro Cap Rate	6.5%	(Q2 2015)
Reported Cap Rate, This Sale	None	

Additional Details When Available

Seller's Broker		**Buyer's Broker**	
Other Broker			
Interest Purchased	--	**Lot Size**	179,467 SF / 4.12 Acres
Parcel Number	058-0241-031-0000		
Deed Reference	20150526-01371		
Time on Market			

	Number	Monthly Rent
Efficiencies	--	--
1 Bedrooms	--	--
2 Bedrooms	--	--
3 Bedrooms	--	--
4 Bedrooms	--	--
Total	80	--

Financing Details

Other:

Laundry Facility. Pool. Cable TV. High speed Internet access. Courtyard. Gated. On-site parking is available.

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Sales Trend

Apartment - 2Q 2015
Metro: Sacramento

Property Location and Physical Characteristics

Property Name	Chardonnay Court	**Property Type**	Market Rate Rental
Address	2707 La Verta Ct	**Building Area (SF)**	72,488[NRA] / 72,488[GBA]
City	Rancho Cordova	**No. of Bldgs./Floors**	8 / 2
State/ZIP/County	CA / 95670 / Sacramento	**Year Built/Renovated**	1975 / --
Metro (Submarket)	Sacramento (Rancho Cordova)	**Total Units/Asset Class**	92 / BC

Comments The buildings have wood frame construction.

Sale Details and Analysis

Sale Date	21 Apr 2015
Sale Price	$6,000,000 (Verified: Pub Rcrd)
Sale Price/Unit	$65,217
Sale Price PSF	$83[GBA] / $83[NRA]
Vacancy at Sale	--
Seller	1. Victoria M Gewalt Trust / (985) 748-7872 / 18348 Providence Estates Rd, Amite City, LA 70422 2. Gewalt Revocable Trust
Buyer	1. Investment Property Exchange Services Inc / (602) 850-8627 / 60 E Rio Salado Pkwy, Ste 1103, Tempe, AZ 85281 2. Radiant Lilac Exchange LLC
Comments	

Reis Cap Rate Analysis Proforma
All per unit figures are monthly

Total Units	92	
Potential Rent Revenue	**$855,552**	
Vacancy Loss/Rate *$775 Market Rent x 12 Months x 92 Units x 1.1%*	($9,299)	[1.1%]
Effective Rent Revenue *$775 In Place Rent x 12 Months x 92 Units x 98.9%*	**$846,253**	
Free Rent Concessions	($7,193)	[$78 Per Unit]
Credit Loss	($8,556)	[1.0%]
Additional Income	$0	[$0 Per Unit]
Effective Gross Revenue	**$830,504**	
Operating Expenses/Ratio	($343,076)	[40.1%]
Capital Reserve	($32,200)	[$350 Per Unit]
Net Operating Income	**$455,228**	
Estimated Going-in Cap Rate *Based on Sale Price of $6,000,000*	7.6%	
12-Month Rolling Metro Cap Rate	6.5%	(Q2 2015)
Reported Cap Rate, This Sale	None	

Additional Details When Available

Seller's Broker		**Buyer's Broker**	
Other Broker			
Interest Purchased	--	**Lot Size**	200,376 SF / 4.60 Acres
Parcel Number	076-0020-018-0000		
Deed Reference	20150421-01056		
Time on Market			

	Number	Monthly Rent
Efficiencies	8	--
1 Bedrooms	36	--
2 Bedrooms	48	--
3 Bedrooms	--	--
4 Bedrooms	--	--
Total	92	$0

Financing Details

Other:

Laundry Facility. Pool. Tennis. Exercise Room. Cable TV. High speed Internet access. On-site parking is available.

Click here for a glossary of terms, or go to https://se.reis.com/ReisSEGlossary.pdf

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A.G. Spanos Companies

BRIDGEWAY SQUARE, RANCHO CORDOVA
PARKING ANALYSIS

Rancho Cordova's Multi-Family parking requirements are based upon a typical garden style two or three story apartment project. This kind of project is usually a mix of 40% 1-bedrooms, 40-45% 2-bedrooms and 15-20% 3-bedrooms with an average unit size of over 1,000 square feet. The Bridgeway Square project in contrast is designed with a much different unit mix. This project will have 63% studios and 1-bedrooms, 37% 2-bedrooms, and **no 3-bedrooms at all**. This project will have an average unit size of approximately 828 square feet. Because of this type of mix, the number of residents will be considerably less and therefore the number of cars will be considerably less. In other words, with smaller units comes a lower population, thus a lower demand for parking.

The other factor that justifies a legitimate parking reduction is the unique location of the proposed project. Like other downtown locations, the residents will easily be able to go to work, shop and access the light rail by walking and/or bicycle, without a need for a car. More and more people are choosing to live without cars and this is a location that enables them to do this. Our studios, as well as smaller one-bedrooms will definitely appeal to this renter demographic.

The Capital Village Special Planning Area requires 2 covered spaces per unit and .1 per unit for guests. That would result in 418 spaces required for the proposed project. We are asking for a 20% parking reduction, 332 parking spots opposed to the 418 required. This would provide 1.67 spaces per unit. For comparison purposes for our proposed project, we have attached **Exhibit A** which reflects other Northern California cities parking requirements based on Bridgeway Square's unit mix.

A.G. Spanos recently completed an urban in-fill project located in Denver, "Element 47". This property has 265 units and is similar to Bridgeway Square in several ways. Element 47 has an average unit size of 838 square feet and the property has a total of 437 parking spaces (or 1.65 spaces per unit.) Included in the parking count are 66 tandem spaces which account for just over 15% of the total parking. The property has enjoyed a high occupancy once it was leased up and is presently 97% occupied. This high level of occupancy is achievable and sustainable with this successful parking plan.

Bridgeway Square actually offers more walk / bike accessibility than Element 47 with nearby retail options and office buildings, plus it is closer to transit than the Denver property. Element 47 is certainly an excellent example of a property that has met the market needs and offers residents an urban in-fill location, including a parking design that has been proven to work!

The following table displays the data described above;

	Bridgeway Square	***Element 47***
Units	199 units	265 units
Average Unit Size	828 sq. ft.	838 sq. ft.
Parking Spots	332 total	437 total
Parking Ratio	1.67 spaces per unit	1.65 spaces per unit
Tandem Parking	37 tandem (11%)	66 tandem (15%)
Studio & 1 Bedrooms	63%	61%
Two Bedroom	37%	39%
Three Bedroom	0%	0%

ATTACHMENT 14

DOWNTOWN URBAN AREA
PARKING REQUIREMENT COMPARISON

EXHIBIT A

CITY	PARKING REQUIREMENTS	BRIDGEWAY SQUARE UNIT MIX		PARKING SPACES REQUIRED
ANTIOCH				
	1.5 spaces per unit	Studios	43 Units	65
		1-Bedroom	83 Units	125
		2-Bedrooms	73 Units	109
			Guests	0
				299
RICHMOND				
		Studios	43 Units	Inc. below
	1 space for 1-Bedroom	1-Bedroom	83 Units	126
	1.5 spaces for 2-Bedroom	2-Bedrooms	73 Units	109
	1 space for every 5 units		Guests	40
				275
SACRAMENTO				
	1 space per unit	Studios	43 Units	43
		1-Bedroom	83 Units	83
		2-Bedrooms	73 Units	73
			Guests	0
				199
STOCKTON				
	1 space per unit	Studios	43 Units	43
		1-Bedroom	83 Units	83
		2-Bedrooms	73 Units	73
			Guests	0
				199
LIVERMORE				
	1 space for Studio	Studios	43 Units	43
	1.5 spaces for 1-Bedroom	1-Bedroom	83 Units	125
	1.75 spaces for 2-Bedroom	2-Bedrooms	73 Units	128
	1 space for every 10 units		Guests	20
				316

PLEASANTON

1.5 spaces per unit	Studios	43 Units	299
	1-Bedroom	83 Units	Inc. above
	2-Bedrooms	73 Units	Inc. above
1 space for every 10 units		Guests	20
			319

SAN JOSE

1.25 per unit	Studios	43 Units	249
	1-Bedroom	83 Units	Inc. above
	2-Bedrooms	73 Units	Inc. above
			249

Contact	Response Type	Date	Issue/Comment
Audrey Anderson	Email to staff	6/2/15	Design and traffic impacts.
Valerie Knipps	Email to staff	6/2/15	Would like a new grocery store south of Hwy 50
Alex Tardif	Email to staff	6/2/15	Any plans for additional shopping/retail
Jeanne Sanchez	Email to staff	6/2/15	Would like a new grocery store south of Hwy 50
Leslie Lewis	Email to staff	6/2/15	Would like the city planners to reconsider the use. Believe the land was going to be zoned for more multi use businesses for those who were already living here in the city. Concerned the site does not have the necessary infrastructure and services to support the existing population.
John Carr	Email to staff	6/2/15	Would like a new grocery store south of Hwy 50
Susan Foulk	Email to staff	6/2/15	1. Who owns this property? 2. How does a shortfall in parking become permissible? Do you poll the nearby residents (who are already parking impacted) on whether they are willing to share their limited parking with guests of the complex? 3. This is a poor intersection for high volume traffic - does a viable solution for the traffic have to be approved before it can move forward? 4. The bridge is owned by the CV HOA (non-townhome) - it really isn't a two lane road - how will increased traffic over the bridge be accommodated? Perhaps we need a gate like the one proposed for the apartments. 5. It is ugly - surely someone could design something that at least is aesthetically pleasing. 6. This will decrease property values. That impacts the city in a negative way. When owner/occupants of CV turn their homes into rentals and CV becomes largely rentals, this will impact the city even more. 7. Timeline - what is the timeline here?
Abby Kurz	Email to staff	6/2/15	I was reading information on your website and saw the information about the proposed new apartment complex which sounds terrific! (I live in Napa, considering moving to Rancho Cordova as my son lives nearby). Whatever you do with this property, may I offer this suggestion: Do NOT let FPI Management, Inc. become the property management company. They are the absolute worst...just read the reviews online on Yelp and

			other related sites. People are taking a lot of time from their busy days to write reviews about FPI...both employees, former employees, residents and former residents. For busy people to take so much time to write such long, detailed accounts of that company is a reflection of just how horrible a company they are.
Jessica Kaiser	Email to staff	6/16/15	Mr. Diaz, As a homeowner in Capital Village, I would like to voice my opinion about the proposed apartments. I have seen Rancho Cordova in its miserable times; seedy strip malls, dumpster motels and high crime. Over the past few years many people have worked very hard to make changes that have contributed to better businesses, reduced plight and a generally more inhabitable city. After studying criminal justice in college extensively as well as being familiar with the effects of apartment life on neighborhoods and cities, I am strongly against this proposal at this location at this time. Typically, apartments cause reduced home values. With reduced home values comes an increase in crime, especially violent crime, which further lowers home values. Stability is sacrificed. Additionally, more transient residents lead to a negatively affected sense of community and involvement. Having more apartments in Rancho will cause other complexes to have continued and greater vacancies, leading to blight or lowered rents, which exacerbate current problems in Rancho. Rancho Cordova would much better be served by increased services; the neighborhood and community would do well with more businesses, restaurants, or for goodness sake a public pool that is sustainable for years to come instead of the hole in the ground that is barely hanging on from year to year. Please do not reverse the progress of the last few years by suggesting or signing off on what is likely to become a crime ridden nightmare.
Trish Crissey	Email to staff	6/16/15	Hello- I cannot attend this meeting, but I have to say, if this is a section 8 or low income type of housing. I'm totally against that in this new area of Rancho Cordova. Rancho Cordova has enough low income housing and as we have seen over the years, has turned Rancho Cordova in to a slum. Please do not turn out beautiful new area in to another slum. It is a proven fact that once low income housing moves in the rate of

			crime and drugs increases. If there is a place I can vote NO on this please let me know! Thank you!!!
Danielle Hatler	Email to staff	6/17/15	Good afternoon, I am really concerned about this new development. I do not want section 8 housing out here. My husband and I scraped by and saved to buy a home out here. We came from the other side of rancho where drive by shooting and drug deals happened by our home. Unfortunately, section 8..aka, affordable housing brings those problems to the neighborhood. I don't want this area to turn into the other side. The property values will go down and crime WILL increase. This is outrageous. Build more houses not affordable housing. Sincerely, Danielle Hatler
Cole Valadez	Email to staff	6/22/15	I was under the impression when I bought in this locale, that this lot was zone for a commercial, community grocery store. Is this not correct? What is the expected impact of property prices in the area?
Kerry Ruben	Email to staff	6/22/15	To Whom it May Concern- I am unable to attend the meeting tomorrow. However, please count my vote as a 'NO' on the Bridgeway Square Apartment project. This would be a huge detriment to the neighborhood. The site should be grounds for a small chain grocery mart or other use for the housing already here.
Sandra Zollinger	Email to staff	6/23/15	Mr. Diaz, This is in response to the email I received regarding proposed Bridgeway Square Apartments. I am working out of town this week and will be unable to attend tonight's meeting. I reside at 10842 Nederland Way in Capitol Village and would like to see that parcel developed. I am concerned about apartments; however, if they are truly 'luxury' apartments then I would be in favor.
Erik Ringelberg	Email to staff	6/23/15	Hi Mike, I am a resident just down Disk Dr. from the proposed Bridgeway Square project. I have a couple of concerns that need to be addressed in the planning phase of the project. The current area sound levels are within the City's standards, but given the proposed design and layout it looks like noise will be significantly increased over ambient levels, and potentially well over the City's standards. The sound impacts, particularly associated with 1. reflected sound from the buildings (tunneling) and the 2. road traffic should be fully modeled. I already have baseline data from a simple acoustic study that I did across the street. There are already very high peaks from the garbage pickup at 5 :30 am and when the generators kick on at the server complex across the street. Traffic would be significantly increased on Disk Dr., a road with low traffic levels but high vehicle speeds given the 35 mph limit. This road is already used as a 'short-cut' for businesses to the east and on the hour

			(in the am and later afternoon) it can be difficult to merge into the road. The speed limit needs to lowered for Disk Drive. Parking is a significant issue along Disk Dr. currently, with massive spillover taking up all spots on the street because of weekend events on the Green. All the spots within the community complex including visitor parking are also overwhelmed during those events. Currently evening parking on the street is about 1/3 to 1/2 of capacity which allows residents to park overnight. The City already failed to plan for adequate parking for those events and put the burden on the homeowners, and now wants to add significantly more cars and visitors to the same locations. The City needs to institute and enforce a neighborhood permit program to avoid creating an inappropriate urban parking problem in a quiet residential community. Finally, this area already gets trash left from the Green events and the strip mall. Ample trash receptacles have to be made available and maintained along the proposed apartment complex. Thanks for the opportunity to comment.
Adam Collins, Capital Village	Email to staff	6/23/15	Yes. It really shows you how our community has a very low sex offender and crime rate. When viewing current Rancho Cordova Apartments this map is like looking into the future and what our community might look like. I wanted people to see this because of the children and family events at Village Green Park. This proposed Apartments will be about a hundred feet away. I hope people look at the map and see what could possibly happen here.
Judi Thomas	Email to staff	6/24/15	City move this project to International and Kilgore. That property is more suited then this property. Also this project has a hole in the corner and yet NO plans to fill in how come, that is the question.
Amie/Rob Porter	Email to staff	6/24/15	Hello Mr. Diaz, Unfortunately, I was unable to attend last night's meeting due to a prior engagement. My husband and I have been residents of Stone Creek for the past 13 years and currently own two homes. Adding an apartment complex on the corner of Disk Drive would not be an improvement in our community. This area of Rancho Cordova is over saturated with apartment complexes as it is with three large ones on Data Drive. The Stone Creek Community and Capital Village have greatly improved this end of Rancho Cordova and as the market has recovered, our property values have increased and has opened the doors to Elliott Homes and Beazer to continue building. The proposed plan for the Bridgeway complex will greatly decrease the value of our community, greatly increase traffic the Capital Village Area and increase crime. The aesthetics of a four story building will not be in keeping of the architectural of the area and building a 194 unit building will greatly congest this part of Rancho Cordova, especially with morning and evening traffic due to the large corporate offices in the area. This

			apartment complex is not designed to bring families into the area as the proposed plan for the complex has studio and small apartments. We can only assume this will include section 8 housing which is already provided in the Data Drive Area. In the past couple weeks there have been several shootings in Rancho Cordova, many not reported to the news and adding another apartment complex next to homes that have increased in value will deteriorate the area. Please keep us apprised of the next meeting as several neighbors are moving forward with having petitions signed if needed.
Richard and Nicole Manners	Email to staff	6/24/15	To: Matt Diaz, Associate Planner, City of Rancho Cordova Re: Bridgeway Square Apartments Dear Mr. Diaz, This note is to inform you of my family's sincere protest and disappointment toward the proposed development of "Bridgeway Square Apartments" at the corner of Disc Drive and Bridgeway Drive. As homeowners in Capital Village, we were dismayed to hear of the proposal, not only because such a project does not fit the aesthetic theme of our community, but primarily because we know through past experience how much resident turnover, crime rates, and property depreciation are affected by such high-density apartment complexes. As homeowners who have lived in this community for over six years, we purchased in Capital Village for its quaint, small-town feel, its neighborhood solidarity, and its safety. This was our first home purchase, and we remain pleased with where we have chosen to raise our children. We do not wish to regret our decision. We fear we might. Aesthetically, the proposed four-story apartment complex, covering a five-acre parcel in the heart of our little town square, will detract from the atmosphere we currently enjoy as residents of Capital Village. Not only will it interfere with the prominent view of Tower Park, itself an icon in our little community, but such a project will be out of line with the other buildings in its vicinity, giving it a much different elevation from the surrounding businesses and residences. A four-story building of that size seems an attempt to bring the big city into our small community, and will not help to add solidarity or a sense of belonging to the residents who live here. We prize our Town Centre as an integral anchor to our neighborhood, and it would be, in essence, cut off from the surrounding areas by such a development. Would parents such as ourselves feel safe in allowing our young people to walk through Tower Park and past the proposed apartment complex to buy a summertime yogurt at Yogurtvilla? Would a woman alone feel safe walking past that development in the evening to meet a friend at Starbucks or Panera Bread for a mom's night out? Certainly, our family would not feel comfortable with either one of those scenarios were the proposed apartments to be built. Though we certainly feel safe in our

			community now, we are constantly aware of the need for vigilance against the encroachment of those into our community who wish to have freedom for their nefarious activities. High-density apartment buildings such as the one proposed generally promote low-income, disenfranchised malefactors who hide in dark corners and bring their illicit plans to life in relative safety. Such dwellings invite blight, disrepair and disrespect toward those who pay the real estate and income taxes in the community where they live and work. We are a quiet, calm community who cares about our neighbors and wish to keep it that way. Apart from the aesthetic reasons to which we protest, the impact of such a large amount of short-term renters to our community, one which is newly burgeoning with promise since the recent economic upswing, will be detrimental. Not only is Beazer actively involved in building a mirror community to Capital Village across International Drive, but Elliot homes is also adding more quality single-family dwellings to our area not very far away. Most of these will be owned, not rented, by people who will take pride in their community and treat it as a privilege to live in. Families looking for affordable home prices in this housing market will invariably look to our section of Rancho Cordova as an option for buying, especially if they see it as a safe place where family life is prized and the atmosphere is safe. However, with the number of studio and one-bedroom units proposed in the Bridgeway Square project vastly outnumbering the two-bedroom units, the prospective demographic is obviously not young families. A young family would barely fit in a two-bedroom apartment, much less a one-bedroom or studio. With multiple apartment complexes nearby on Data Drive, and the higher crime rates which inevitably shadow them, why should we saturate our community with short-term tenants who will not value Capital Village in a way which only home and business owners can? With the recent spate of shootings in Rancho Cordova, we would do well to contemplate the type of community which fosters safety, peace, and prosperity. Unfortunately, the proposed Bridgeway Square Apartments project is not the answer to building a stronger community, but a more fractured one. Thank you for your time.
Jillian/Ray Medrano	Email to staff	6/24/15	Hello Matt, I just wanted to send you a quick email to ensure I am kept in the loop about meetings for the above mentioned proposal. My spouse and I would like to be informed and attend each and every meeting and request time off of work if need be as we feel very strongly about this. We received a notice in the mail about this only a couple of days prior to the meeting that fortunately we were able to attend on June 23. We would like to be notified a little more in advance so we may adjust our

			schedules. Thank you for your consideration,
Landon Mercado	Email to staff	6/25/15	Well, I couldn't attend the meeting. I am a Correctional Sergeant at Folsom Prison and work a lot of hard hours. I'll be honest though. I feel like "Rancho Cordova" already has a stigma to it. All of us who live in the community that is Capitol Village are proud of where we live. I have many work partners who also live near me, who defend Capitol Village by saying, "No, it's the new side of Rancho, It's totally different." And I agree. If there is a 5 acre brick of apartment complexes where people don't care about their "houses" because they don't own them, I fear it will drive the current upscale feel, down. I think it will also drive the value of our houses down, and the "new" side of Rancho will become a continuation of the old side of it. I really hope other people at the meeting expressed my same concern because I know others who feel the same way I do.
Gil Ruiz	Email to staff	6/29/15	Hello Mr Diaz, I found out too late about the meeting. I would be opposed to any more apartments in the city. There are too many to begin with and having renters vs homeowners does not lead to stable neighborhoods. Rancho should focus more on single family homes or townhouse even condos wherein people would have ownership . Also focus should be on attracting commercial/retail developments because there is a relative lack of retail in the city.
Kelly Ann Gomes	Email to staff	7/1/15	Hi Matt, thank you for sending the attached form. Please note, my preferred name is Kelly Ann instead of Kelly. I attended the apartment meeting from 5:30 to 7:00. I was very pleased to see such a great turn out from the residents, the Rancho Cordova citizens are certainly passionate about their city. I wanted to share my comments from the meeting if that is ok. I am not really sure how this works, it didn't sound like a done deal so I hope the citizens can continue to voice their concerns about this apartment project that will not be an asset to the residents living in this community and that City Council will see these comments and vote for what is best for the City, not giving in to pressure from the Spanos family. There is no way apartments can bring value to a neighborhood that currently has property owners. The apartment residents would bring tax dollars if they spend their money in Rancho Cordova, but that is not guaranteed. We can get tax dollars a different way, more businesses or more condos/houses. They could shop at the Walmart in Orangevale since the Rancho Cordova Walmart in my opinion is not a very desirable place to shop. They could grocery shop at Trader Joe's in Citrus Heights or Winco in Folsom. I don't spend my grocery tax dollars in Rancho Cordova since there aren't any decent grocery stores to shop at. Who is to say these residents wouldn't do the same?

			Do the former luxury apartments on Data Drive have Section 8 housing? Does Ashgrove have Section 8 housing? Just curious if these new luxury apartments will have that, not sure what the law says if there is a minimum requirement. Has the city done a study on how many apartments are in Rancho Cordova and what the current vacancy rate is? I had a concern about the different stories regarding the notices that were sent in the mail to the homeowners that live 500 feet from proposed site. One person said they received theirs on Friday a few days before the meeting, the developer said they were mailed out two weeks prior. The developer was very arrogant (not Lex, the older man) and condescending. I wouldn't believe a word he said, he was not believable and talked down to the residents like we are morons. I understand where he is coming from, he wants to make his millions of dollars and move on to the next project. I get that he is trying to make a living, but he is not getting on the residents good side by making us believe this project is in our best interest. Is it a law to send a notice only to residents within 500 feet of a project? I see the Capital Village and Stone Creek area as one big neighborhood, could those notices be sent out to residents up to a mile or two? You asked the group what they would like to see on that lot. I gave it some thought. Yoga studios are very popular now, there are no yoga studios in Rancho Cordova. There are three yoga studios within two miles of each other in Old Fair Oaks to the corner of Fair Oaks and San Juan. There are many corporate employees that work in Rancho Cordova that would probably love to attend a class before heading home. I also think a martial arts studio or dance studio like an Arthur Murrary business would do well. Thank you Matt for the follow up email, I appreciate it. Kelly Ann
Angie Wilson	Email to staff	7/1/15	Hi Matt, I'm hoping you can help me verify some information related to the Capital Village project that has been proposed on the southwest corner of Bridgeway and Disk. Recently, the roads in the area were repaved. And this morning I found the lines had been painted in. By the looks of it, parking may soon be allowed along the west side of Bridgeway. Can you confirm this? The no parking signs are still posted, but the actual lines on the road suggest otherwise. If you recall, parking on Bridgeway was one of the concerns at the neighborhood meeting regarding the proposal. However, many, like myself, believed the no parking status would not change and so did not press the matter. If this status is changing, it needs to be shared with the community immediately. I would also like to know the status of the different city departments' reports regarding this project, specifically the traffic report. Can you please provide that and the time of the next meeting.

Mike O'Rourke	Email to staff	7/22/15	Dear Matt Diaz: I attended the meeting at the Hyatt Plaza on June 30, 2015. At that meeting, you said you were gathering email addresses of those who were interested in receiving updates. It has been over three (3) weeks and I haven't received any notices. Please confirm that you have included this email address in your group listing. Have there been any updates to the proposal from AG Spanos? Have you heard back from the police and fire agencies as to their reports? According the Calendar at the cityofranchocordova.org website, I see that a City Council Special Meeting / Work Session has been scheduled for July 28, 2015 at 5:30 PM. Even though the listing shows that an agenda was "Included", only the calendar item shows on the page to where the hyperlink for this item is sent. Is this the work session to which you referenced at the June 30 Meeting? Please advise at your earliest opportunity.
Susan Foulk	Email to staff	7/27/15	Hi Matt – I was wondering if there was any update that you can share? Was the traffic study completed? Also, there is a posting related to a drainage easement in that area – is this related to the project moving forward?
Mark Roffe	Email to staff	7/29/15	Hello Matt, Thank you for compiling a summary of questions brought up at the Bridgeway Square Apartments neighborhood meeting of June 23rd. I attended the meeting and I notice that some important questions discussed at the meeting may have been inadvertently omitted from the list, so I am bringing them to your attention for inclusion: • What is the actual need for 194 additional rental apartment in this area, as there already 1,772 rental apartments located slightly more than one half mile from the proposed Brideway Square site? (568 at Bishop's Court, 600 at Chesapeake Commons, and 240 at The Reserve). • It was noted at the meeting that the nearby existing 1,772 apartments all fit the criteria of "luxury" apartments as defined by Spanos at the meeting (walk-in closets, balconies, washer/dryers, swimming pools, 24-hr fitness centers, etc.). • Will this high density of rentals exceed any city rules for proportion of rental units? • How many parking spaces will the Bridgeway complex include? The tentative answer at the meeting seemed to indicate that there would not be enough spaces to house even one car per unit. As many households own more than one car, won't the additional vehicles impact the already overcrowded streets of Capital Village? • Will an impact study be done for the effect on the small nearby park/amphitheater? The park was constructed along with Capital Village, and was sized accordingly. 194 additional households may have an

			impact on the park and its facilities. • Will an impact study be done for noise, including additional cars and motorcycles? • What about the inevitable increase in the number of pets that will be walked in the park? The current number of dogs walked there quickly exhaust the number of doggie poop bags in the existing dispensers. Less conscientious pet owners do not bring their own bags, expecting to use the dispensers, and when the bags are depleted there are dog poops left on the grass. This is a health hazard, especially for the small children that play barefoot in the park. • Capital Village has guidelines about the number and size of pets. Will the apartment complex address this? • The Bridgeway Square apartments will not have actual CC&Rs, but will there be rules that will prevent tenants from creating ugliness in the community – specifically window coverings (no bedsheets, cardboard, or plastic sheeting) and inappropriate storage of items on balconies (no furniture or belongings other than appropriate patio furniture)? • Is there any way to prevent the apartments from having a bunch of separate TV dish antennas sticking out of windows, balconies and exterior walls? This would be very unattractive. • How will Bridgeway Square deal with the potential of overcrowding of apartments? For examples, will there be rules to prevent 4 or more people from sharing a studio or 1-bedroom apartment? I want to thank you for hosting the Spanos meeting. It was a great opportunity to hear questions and concerns, and to meet one-on-one with the Spanos representatives and City Council members. I am looking forward to future meetings on this topic.
Kelly Harrington	Email to staff	7/30/15	Dear Mr. Diaz I recently found out about the proposed Bridgeway Square Apartments. As as member of the Capital Village community, I am very upset that this project may move forward. I question why the city would want to put apartments in a neighborhood that is all primarily owner-occupied townhomes and single family homes. I would like to know when the questions and concerns that were brought up at the June 23rd meeting will be answered. I have enjoyed living here, but with this project I am definitely reevaluating my desire to stay in this community. Also, I noticed a flyer stating there will be a meeting on August 3rd to discuss the use of that land. Is this meeting going to address the questions/concerns form the previous meeting?
John Stafford	Email to staff	8/17/15	Hello Matt, thanks for the discussion on that possible development. I would appreciate any information that you have and future notices of any meetings that the community could attend. I live over in Zinfandel Village near the Capital Village development. Oh yes, get a Trader Joe's to go in the Lowes development! At the very least we need a smaller type grocery store.

			Thank you,
Stephanie St. Pierre	Email to staff	8/23/15	Mr. Diaz, I would like to voice my concerns about the new luxury apt complex that is planning on being built by the Habit. Data and Disk drives are already subject to heavy traffic flow. Putting an apartment complex there would cause even more congestion. There are already way to many people in the area. If you approve an apartment complex to be built there, you are adding to the overcrowding of the area. I live in Capital Village and have noticed that there's no parking around the shops like Starbucks and Steve's Pizza. People living in the apartment complex wouldn't necessarily walk just because they're close. The food places are crowded already. What with the new subdivision being built by Beazer and your proposed influx of people from a 195 unit complex, the wait times at the surrounding businesses and parking will become a nightmare. There are already plenty of apartment buildings across Zinfandel on Data. We bought our home over here to be somewhat removed from that type of environment and now you're considering putting apartments near our home. I urge you to reconsider. Please. Thank you for your time.
Don Raskin	Email to staff	8/23/15	Hello Mr. Diaz, I have been a resident in Capitol Village in Rancho Cordova since 2009. I moved here with the understanding that eventually Beazer would be doing construction on the other side of International, which they have started. When I moved into the neighborhood, I also knew that there would be expansion happening in that shopping complex where Anytime Fitness, The Habit, and UCD Med now are. The empty lot was slated to be a family fun center and that was appealing at the time; allowing for a location that would be beneficial to the families and people in the neighborhood. I understand that this plan fell through, as is often the case with these types of construction projects. It has come to my attention that this area is now being considered for a development of 195 unit luxury apartment complex, and I have some serious concerns about the negative effects this will have on our community. First and foremost, the space itself is not big enough to handle an apartment complex of 195 units; ranging from influx of people to available parking for these units. Even if they are building this as a high rise, which would destroy the aesthetics of the area and stand out like a sore thumb in the complex, there is still the aspect of traffic for people coming into and leaving these apartments. The traffic on Zinfandel and the lights for turning left into this complex either at Data Drive or the entrance are not able to handle an influx of 195 commuters. On top of the already accounted for increased traffic that will happen from the new Beazer development. This also leads to the questions of where those 195 are going to be parking? As the lot is not big enough to sustain 195

			plus cars associated with this apartment complex. While I am not against luxury apartments being built within the city, I do not think that this lot is the ideal location for such a thing to be built, as I don't see it being beneficial to the established community that is already here. I have other concerns about this development and its possible negative impact on the surrounding community, but we'll start with the aspects of increased traffic alone being a major issue that the location is not able to handle.
Jim Boyd	Email to staff	9/18/15	Matt, I have reservations about the 192, four story apartments in planning for the retail area off Data drive. Please put me on your communication list so I can hear about and speak to this project. Thanks, Jim Boyd
Erik	Email to staff	10/1/15	Hi Matt, I appreciate your providing the traffic analysis. It appears that the analysis uses an incorrect CEQA baseline and analysis, namely the prior project and the prior project analytical tools. The methodological approach has changed since that original analysis and the environmental baseline is different. For example the increase over the prior project would appear to be minimized compared to the actual use, current traffic patterns, and current peak traffic, which would be weekend with a park event. The LOS for Zinfandel and White Rock is already horrible and this project would be a significant incremental contribution to that problem, and the associated air pollution. It is also not clear why the internalization estimates were carried forward. It looks like they are discounting trips, which would seem unlikely given the geometry of the project. Regardless, the total net new trips would be the (estimated) traffic encountered by the residents, and not the difference between projects. The project trip distribution seems incorrectly assessed and potentially biased against the main traffic routes already used by the existing community: The Zinfandel-White Rock-Data route is used by the community as the Zinfandel-Data is often gridlocked. The Data drive link seems grossly underrepresented, as is the diverted traffic through Capital Village Ln and the following 3 right turns that would be used to get onto Zinfandel, and worsen the Data gridlock. The Bridgeway-International route is not even described, and needs a LOS comparison; although that would be a main access link, and it has pedestrian access problems during peak flows already (and additional traffic would be unsafe and undermine the park values). The analysis further estimates the project location as being the sole source of traffic and circulations and not the dispersal of traffic into the

			neighborhood due to the inadequate provision of parking. The spill-over parking effects from the residents and visitors will go to the sample places the (undisclosed and unanalyzed) event parking goes to, Disk Dr, the HOA spots, and the Wraysbury/Atherstone street parking, which the project conveniently provide a direct walking trail to. Thank for your attention to the community issues created by this project.
Matt Cummings	Email to staff	10/3/15	Hello, Matt. Our neighborhood has received word that the city would like to transfer ownership of the bridge. I am wondering if the HOA will be compensated and whether this decision was made by councilmembers in a public forum. Please forward to me any relevant minutes that address when this conversation might have happened. Thank you, Matt
Lynn Nicholls	Email to staff	10/11/15	Hello Matt, Thank you for the October 1 update on the Bridgeway Apartment complex. I live in Capital Village at the end farthest from this proposed project. I also serve on the homeowner's board of directors for the Capital Village homes, not townhomes. My concern regarding this project has always been the impact of the additional traffic this will generate. I am retired and so can choose when to head out to the store. I avoid the intersection at Zinfandel and White Rock during commute times whenever possible. I see from the traffic study that the intersection already earns a grade of F. So it is bad and will only get worse. I don't know what can be done about that, but if there is any remediation possible I think that the City should prioritize it. I am not opposed to the apartment complex. I found the information at the neighborhood meeting I attended to be helpful. I thought that the realtor's presentation was particularly helpful to understand how we have reached this point in the process. He made it clear that there have not been any interested buyers or viable options for commercial development on that site. I am sure that you are aware of the opposition to this project among some residents of Capital Village. I think that some of the opposition stems from misunderstandings. I heard people complain about the impact of the apartments on "our parks." I wonder if these people realize that these are City parks and not the private property of Capital Village. There is another group opposed to the apartment complex that is

			spreading misinformation to residents of Capital Village concerning the bridge that connects the commercial part of Capital Village with the residential part. What they are posting on Nextdoor and on Yahoo Groups / Capital Village concerns the fact the the Capital Village Homes HOA owns the bridge. They are telling people that our ownership of the bridge is an obstacle that could keep the City from being able to approve this project. I plan to attend the meeting on October 15th to keep myself up to date on the facts of the issue and thank you for keeping us all informed through email blasts.
Shannon and Jennifer Streets-Casias	Email to staff	10/27/15	Matt – Please find below a few of the continued issues regarding the Bridgeway Square Apartments project. I do appreciate that on the redesign, the exterior seems closer to something that will blend in with the existing buildings and homes, and that the trash bins are now within the complex, as opposed to being next to Bridgeway drive. 1. The traffic study shows very few people out of the 194 units will be working during commute hours…this seems difficult to believe. 2. The developer used data from older years when determining what would be financially viable in this area. It seems there should be a study done utilizing current economic conditions, not data from the years before and during the recession. 3. The new plans show the drainage ditch being filled in with oak trees. Especially heading into an El Nino year, it seems that the drainage ditch was built for a reason, and that it should remain in place. 4. Questions with the bridge use remain unanswered, and require further conversations with Landmark and the residents who pay for the bridge through HOA dues. I propose either that the company takes over maintenance and other fees associated with the bridge, or that it becomes a pedestrian only bridge for the safety of residents – that road is not designed to be a full thoroughfare for heavy traffic. 5. The presentation today does include photos of townhomes in the area, and businesses, but NONE of the photos are of the homes that will be directly impacted by the project. The townhomes shown are on Tower Park Dr., not the ones on Bridgeway Drive. The developers completely ignored the questions of the residents regarding line of sight, privacy, and shadow studies by stating that a project would be there anyway. This does not address whether there are better placements for the buildings – as drawn, the entire facing of the apartments on the Bridgeway side look into each and every bedroom of the townhomes across the street, and completely compromise privacy. The design placement also blocks line of sight of the sun, which is a valuable source of light and heat during the winter. Turning the buildings on the lot would eliminate the privacy and shadow issues, but instead of explaining why the buildings are placed where they are, the developer ignores the residents. Why is the exact placement as shown necessary? Why does the developer not show the townhomes most directly affected by the

			project? 6. The most pressing concern is the lack of parking. The developer shows that they are 25% short on meeting parking requirements for the units. Zoning seems to require 444 for the site, the Capital Village special planning area shows a need of at least 408, and currently the developer shows only 312 proposed parking spaces. The builder argues that most residents will not have cars; however, shouldn't the project accommodate the spaces required by the city? In addition, there are problems with the proposed spaces – a number of them seem to be tandem parking behind garages. If the spaces aren't both allocated to a single unit, then how is this actual, functional parking? The development does not show a contingency plan for the lack of parking – this means the businesses will lose out on valuable temporary parking for patrons, creating frustration for the group that they are trying to attract, and possibly losing business, especially during the busy lunch hour. In addition, Tower Park Drive and Wraysbury Way are in close proximity to the project, and would probably also see parking from nonresidents. These streets are too narrow to accommodate consistent parking, and the HOA actually forbids using the street parking on a regular basis unless the garages of HOA dues-paying residents are at full capacity. If the residents of Capital Village are not even supposed to park on the street, what is the developer's answer to making sure this is not an issue that negatively impacts the neighborhood? Parking on both sides is enough to constrict Wraysbury Wy. down to a one lane passage, which negatively affects the safety of this family street. Will there be parking passes to indicate that only residents of Capital Village can park on those streets? Where will the other 25% of the cars from this apartment complex park? How will businesses keep their parking open for patrons? Stating that hypothetical residents will not have cars does not seem to be enough to ensure that the project has enough parking. The developers should be responsible for creating a complete project that meets minimum city requirements, otherwise, this indicates that they are cramming too many units in too small of a space. Interestingly enough, had the project proposed fit the original description of the space as noted in the CV SPA, there would be plenty of underground parking, plus businesses, and residences, and the project would not be facing this parking shortage. Thank you for your time. See you at the Meeting.

ATTACHMENT 16

COMMERCIAL REAL ESTATE SERVICES

CBRE

Bill Ayres
First Vice President

CBRE, Inc.
Brokerage Services | Land Investments

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November 12, 2015

Matt Diaz, Associate Planner
Planning Department
City of Rancho Cordova
2729 Prospect Park Drive,
Rancho Cordova, CA 95670

Dear Matt:

By way of introduction we are long time commercial land brokers who specialize throughout the Sacramento region in selling multifamily land to apartment, townhome, commercial and senior housing developers. We have also been the listing brokers for Beazer Homes on and off since 2007 on the land where the Bridgeway Apartments are now proposed.

Over our years of marketing we have targeted this property to various end users: medical office users, senior care providers, retailers, office users/developers and luxury/affordable apartment builders. The Spanos proposal is by far the best project that surfaced because of the experience of the sponsor, its reduced height(from the original Loft SPA vision), the quality of their construction materials and the fact that it is 100% market rate.

After attending the 3 workshops on the proposed project our observations from a commercial real estate perspective are:

- "Activity breeds activity" which is good for the retailers of the town center, Cap Center employers/employees and the City of Rancho Cordova.
- If approved and built, the Spanos Company will pay multiple millions of dollars in development fees to the City of Rancho Cordova, public works, schools and parks which will in turn fund many necessary public programs in the area.
- If approved, 100's of construction workers will be employed and will spend money in retail shops around the site.
- The product Spanos will build will command rents exceeding existing apartment rents in Cap Center , which will in turn put upward pressure on the other projects to improve their apartment product and raise their rents (industry sources have said that rents rise faster in B/C product when a class A product is built nearby).
- With raising rents, more improvement investments in the older projects will naturally occur!! (I talked to Kurt Haven about this, he gets it).
- Rising rents means rising values for all the existing apartments which is good for all.
- As to the Rancho Cordova citizen's "fear of apartments" that Councilman Sander mentioned, the bad rap today's apartment industry has gotten is from the late 70's/early 80's product where non-apartment developers built apartments (with comp roofs/T-1-11 siding/little management) for depreciation and tax breaks for their investors. Today's luxury, class A apartments are

built/professionally managed with AAA materials to last and to provide big cash flow for investors, institutions, REITS and life companies.

- As to an EDH type project at this location, or what RC needs to do to get better development projects in the future; there is nothing like a winner! The development industry likes success stories/better comps/better rents/better absorption/better pricing and winning projects. If you are successful, other builder/developers/investors of all product types will take notice and follow, as will the all-important equity investors and bankers!!
- Lastly, in our many discussions with various retailers, office users, major employers and building owners in the Cap center area, there was virtually unanimous support for the project (but many had corporate policy's not to support a project for fear of customer/neighbor backlash so they could not state this publically).

We would appreciate it if you would share this letter with Council and, naturally, we would be pleased to talk to anyone about the above or our knowledge of the apartment industry throughout the region.

Thank you,

CBRE, Inc.



Bill Ayres



Brian Parker

cc: Tom Allen, AG Spanos
Manny Silva, Beazer Homes

RANCHO CORDOVA
CHAMBER OF COMMERCE

Honorable Robert J. McGarvey
& City Council Members
2729 Prospect Park Drive
Rancho Cordova, CA 95670

October 20, 2015

Dear Mayor McGarvey and Members of the Rancho Cordova City Council,

Re: Support for the Bridgeway Square Luxury Apartments

On behalf of the Rancho Cordova Chamber of Commerce, our 430 members and the board of Directors, we would like to offer our strong support for the approval of the Bridgeway Square Luxury Apartments.

Our Government Relations Committee, after hearing from both proponents and opponents, thoroughly reviewed the project and recommended a support position to our Board of Directors. The Board also reviewed the proposal and formally voted to support the project.

It is our position that a development of this caliber will be a valuable asset to our community. Bridgeway Square will attract young professionals who desire to work and live here. Spending will stay local and these new residents will leave their car at home in favor of walking or biking to work, parks, restaurants, coffee shops, shopping, and other activities.

We are confident that it is projects like Bridgeway Square Luxury Apartments that will encourage a "fresh take" from folks considering locating to our wonderful community.

Thank you for your consideration and we encourage your support for this project.

Sincerely,

Steve Millner, Chairman
Rancho Cordova Chamber of Commerce

Rancho Cordova Chamber of Commerce ❖ 2729 Prospect Park Drive Suite 117
Rancho Cordova, CA 95670 ❖ (916) 273-5700 ❖ fax (916) 384-2046
RanchoCordova.org ❖ email: DHRogers@RanchoCordova.org

FIRST BANK
Jane S. Daly
Vice President and Manager

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firstbanks.com
Customer Service: 1-800-760-2265
Fax: (916) 635-5219
Jane.daly@fbol.com

Rancho Cordova City Council
Mayor Robert J. McGarvey
Vice Mayor David Sander
Council Member Donald Terry
Council Member Linda Budge
Council Member Dan Skoglund
2729 Prospect Park
Drive Rancho Cordova, CA 95670

PLEASE REGISTER MY SUPPORT FOR THE BRIDGEWAY SQUARE LUXURY APARTMENTS PROJECT

As a local business person, I am writing to voice my SUPPORT for your approving the Bridgeway Square Luxury Apartments in the vacant piece of property in Capitol Village across from Lowe's.

Currently, most of Rancho Cordova's workforce resides outside the city, commuting into work daily and leaving at the end of the day, taking with them spending power that could boost our economy. Rancho Cordova needs this type of new and unique housing to attract young professionals and other workers – with disposable incomes – to keep business and our economy thriving in our city.

Bridgeway Square will be modern, high-end apartments, catering to individuals who wish to live near their place of employment, near shopping and restaurants. They will leave their car at home

in favor of walking or biking to work, parks, restaurants, coffee shops, shopping, and other activities. There is no other similar upscale rental housing in Rancho Cordova.

Our local businesses support the proposed Bridgeway Square Luxury Apartments. The professionals who work in our city will find this proposed luxury complex a special place to live – much better than the current piece of dirt that currently blights Capital Village.

Please take my support into consideration when you vote on this important project.

Sincerely,

Jane S Daly

Jane S. Daly
Vice President and Manager

MONARK℠
PREMIUM APPLIANCE CO

TO: Rancho Cordova City Council
Mayor Robert J. McGarvey
Vice Mayor David Sander
Council Members Donald Terry,
Linda Budge & Dan Skoglund
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Please take my support into consideration when you vote on this important project.

Thank you,

MONARK CALIFORNIA OFFICE

A 6085 STATE FARM DR #200
ROHNERT PARK, CA 94928

T 707 588 3200

W MONARKHOME.COM

LIGHTBULBSPLUSINC

2689 Citrus Road

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Ph: 916-635-1127 Fx: 916-635-1161

Rancho Cordova City Council

City Hall 2729 Prospect Park Drive

Rancho Cordova, CA 95670

Mayor McGarvey and Councilmembers:

I am a businessperson in Rancho Cordova and I WOULD LIKE TO REGISTER MY SUPPORT FOR THE PROPOSED BRIDGEWAY SQUARE LUXURY APARTMENT COMPLEX you are considering for approval.

I would like to share with you why I support this proposed new luxury rental complex.

As a local businessperson, I know how vital it is to promote initiatives to improve our business climate and attract individuals to frequent Rancho Cordova businesses. Our local businesses need the professionals who work in Rancho Cordova to LIVE IN RANCHO CORDOVA, instead of leaving our City at the end of the work day. The Bridgeway Square Luxury Apartments will provide the utmost in amenities and give its residents the ability to enjoy their time off walking or biking to local recreational, retail and dining establishments in Rancho Cordova, with a light rail line less than a mile from their door allowing easy access to the capitol.

We need these new, unique type of rental apartments in our City – to attract young professionals to live and work in Rancho Cordova – spending nights and weekends frequenting our local businesses.

Thank you in advance, for listening to my opinions. Please support this project – IT WILL BE GOOD FOR RANCHO CORDOVA and will benefit our local economy.

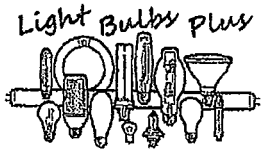
Best Regards,

Karin Magnes

President

Light Bulbs Plus

Karin Magnes



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I ♥ Sushi Teriyaki

Phone: (916) 636-0176 Fax: (916) 636-0196
3221-2 Zinfandel Drive, Rancho Cordova, CA 95670

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Mayor McGarvey and Councilmembers:

I work in Rancho Cordova and **I WOULD LIKE TO REGISTER MY SUPPORT FOR THE PROPOSED BRIDGEWAY SQUARE LUXURY APARTMENT COMPLEX** you are considering for approval.

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As an individual who works in this city, I know how vital it is to promote initiatives to improve our business climate and attract individuals to frequent Rancho Cordova businesses.

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We need these new, unique type of rental apartments in our City – to attract young professionals to live and work in Rancho Cordova – spending nights and weekends frequenting our local businesses.

Thank you in advance, for listening to my opinions. Please support this project – IT WILL BE GOOD FOR RANCHO CORDOVA and will benefit our local economy.

Best Regards,

GREEN OLIVES
RESTAURANT + BBQ + BAR + GRILL
Tel: 916-758-5957
Cell: 916-220-6765
Ask Steve
GreenOlivesRestaurant.org
3155 Zinfandel Dr. #1, Rancho Cordova, CA 95670

August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

I SUPPORT THE BRIDGEWAY SQUARE LUXURY APARTMENTS PROJECT

As a local business person, I am writing to voice my SUPPORT for your approving the Bridgeway Square Luxury Apartments on the currently-vacant property by Bridgeway and Disc Drives, across from Lowe's in Rancho Cordova.

Rancho Cordova has over 20 large-scale employers with over 20,000 employees who commute in and out of our city daily, taking with them spending power that could boost our economy. Rancho Cordova needs this type of new and unique housing to attract young professionals and other workers – with disposable incomes – to keep business and our economy ***thriving*** in our city.

Bridgeway Square will be modern, high-end apartments, catering to individuals who wish to live near their place of employment, near shopping and restaurants. They will leave their car at home in favor of walking or biking to work, parks, restaurants, coffee shops, shopping, and other activities. There is no other similar upscale rental housing in Rancho Cordova.

Many local businesses support the proposed Bridgeway Square Luxury Apartments. The professionals who work in our city will find this proposed luxury complex a special place to live.

Please take my support into consideration when you vote on this important project.

Thank you,

Steve Galstyan

Rubio's

3221 Zinfandel Dr
Rancho Cordova, CA 95670

916-853-1494 *phone*
916-853-9453 *fax*

Jeff Hargrave
General Manager

Restaurant Support Center
1902 Wright Place, Suite 300
Carlsbad, CA 92008
760/929-8226

August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Thank you,

ATTACHMENT 16

FARMERS INSURANCE

Oyler Insurance Team
2933 Gold Pan Ct., Suite E
Rancho Cordova, CA 95670
Bus: 916.635.0444
Fax: 916.635.0346
License# 0777239

August 18, 2015

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
Rancho Cordova, California 95670

Mayor & Councilmembers,

I recently learned about the possibility of the Bridgeway Square Luxury Apartment complex being built in Capital Village near Lowe's Home Improvement Center.

I feel this would greatly help our community. Right now, our city has a limited supply of housing for professionals who would like to be able to live here, shop here and walk to work during the work week.

We need this type of new housing opportunity, with modern amenities for professionals, like a fitness gym, a large community club house, with a pool, spa, media and game rooms, outdoor lounge, barbecue and kitchen facilities. Bridgeway Square, if approved by the City Council, will be the newest, most modern rental complex in Rancho Cordova.

I am excited about the opportunity to bring this living environment to our city, and the ability such a complex will offer for people, to walk or bike to work, as well as to stores and local restaurants.

I urge you to please vote YES to approve Bridgeway Square Luxury living – your support is greatly appreciated.

Sincerely,

David R. Oyler, LUTCF
Agency Principal
Oyler Insurance Team
Farmers Insurance

31-0645 9-13

The Best Choice for Your Wellness

TO: Rancho Cordova City Council
Mayor Robert J. McGarvey
Vice Mayor David Sander
Council Member Donald Terry
Council Member Linda Budge
Council Member Dan Skoglund
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Please take my support into consideration when you vote on this important project.

Thank you,

Aaron Robinet,
Owner: Robinet Fitness

www.RobinetFitness.com (916) 293-1830 Aaron_Robinet@RobinetFitness.com

Cordova Recreation & Park District

Heather Schelske
Recreation Supervisor
(916) 366-3133 Ext. 13
Fax: (916) 363-1487

3480 Routier Road
Sacramento, CA 95827
hschelske@crpd.com • www.crpd.com

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
Rancho Cordova, California 95670

RE: Please support Bridgeway Square Luxury Apartments – thank you.

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Right now, our city has a limited supply of housing for professionals who would like to be able to live here, shop here and walk to work during the work week.

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Please vote YES to approve Bridgeway Square Luxury living – your support will be greatly appreciated.

Sincerely,

Training Solutions for Individuals
RCTC Rancho Cordova Training Center

Nathan McQueen
Training Director

2941 Sunrise Blvd. Ste #280
Rancho Cordova, CA 95742
nathan.mcqueen@rctrainingcenter.com

916.520.1060 office
916.246.2802 fax

Individual and Small Business Training Solutions

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Mayor McGarvey and Councilmembers:

I work in Rancho Cordova and **I WOULD LIKE TO REGISTER MY SUPPORT FOR THE PROPOSED BRIDGEWAY SQUARE LUXURY APARTMENT COMPLEX** you are considering for approval.

I would like to share with you why I support this proposed new luxury rental complex.

As an individual who works in this city, I know how vital it is to promote initiatives to improve our business climate and attract individuals to frequent Rancho Cordova businesses.

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Best Regards,

DAN BEBERMEYER ATTACHMENT 16
(916) 296-1721
dbebermeyer@gmail.com

DITTMAN CONSTRUCTION General Contractor Lic# 976857

TO: Rancho Cordova City Council
Mayor Robert J. McGarvey
Vice Mayor David Sander
Council Member Donald Terry
Council Member Linda Budge
Council Member Dan Skoglund
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Thank you,

Dittman Construction

ATTACHMENT 16

FAIRFIELD INN & SUITES® Marriott

~~Kathleen Maldonado~~
General Manager
Ritesh Singh

Fairfield Inn & Suites by Marriott
Rancho Cordova
10745 Gold Center Drive
Rancho Cordova, CA 95670
T 916.858.8680
F 916.858.8668
kathleen.maldonado@marriott.com
fairfield.com/sacfs

August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Thank you,

Ritesh Singh

SACRAMENTO STAND DOWN ASSOCIATION

P.O. Box 601536
Sacramento, CA 95860-1536

916-389-8917
president@standdownsacramento.org

www.standdownsacramento.org

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
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Thank you,

Kim Dewar
Secretary Sac. Stand Down

SAFE CREDIT UNION

Kurt Munch
Sr. Mortgage Officer

(916) 971-6426
(800) 733-7233, ext. X6426
mobile (916) 292-0698
fax (916) 971-6497

kurt.munch@safecu.org
NMLS # 231377

Rancho Cordova Branch
12519 Folsom Blvd
Rancho Cordova, CA 95742

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Best Regards,



GraybaR

Virginia Tylenda
Branch Manager

3035 Prospect Park Drive, Ste 60
Rancho Cordova, CA 95670
Direct: 916-288-4110
Fax: 916-288-4299
Toll Free: 800-688-8061
virginia.tylenda@graybar.com

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2729 Prospect Park Drive
Rancho Cordova, CA 95670

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V C Tylenda

SUPERCUTS®

Joann Barba
Manager

10937 Olson Drive
Rancho Cordova, CA 95670
(916) 635-2900

Mon. thru Fri. 9 - 8
Sat. 9 - 7
Sun. 10 - 5

TO: Rancho Cordova City Council
Mayor Robert J. McGarvey
Vice Mayor David Sander
Council Member Donald Terry
Council Member Linda Budge
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Thank you,

Sign of the Crab

August 11, 2015

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Best Regards,

Larry H. Jacobs
President

Ashley Harris Marketing
Larry H. Jacobs
President
Ashley Harris Marketing, Inc.
3756 Omec Circle, Suite A
Rancho Cordova, CA 95742
Tel 916-638-2722 Fax 916-638-2725
www.signofthecrab.com



EDDIE MATTE
Ph: 916.858.0588
Fx: 916.858.0188
3101 Zinfandel Dr., Ste.#138
Rancho Cordova, CA 95670
www.eatapitanow.com

TO: Rancho Cordova City Council
Mayor Robert J. McGarvey
Vice Mayor David Sander
Council Member Donald Terry
Council Member Linda Budge
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ATTACHMENT 16

MONARK℠
PREMIUM APPLIANCE CO

TO: Rancho Cordova City Council
Mayor Robert J. McGarvey
Vice Mayor David Sander
Council Members Donald Terry,
Linda Budge & Dan Skoglund
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Thank you,

MONARK CALIFORNIA OFFICE

A 6085 STATE FARM DR #200
ROHNERT PARK, CA 94928

T 707 588 3200

W MONARKHOME.COM

LIGHTBULBSPLUSINC

2689 Citrus Road

Rancho Cordova, Ca. 95742

Ph: 916-635-1127 Fx: 916-635-1161

Rancho Cordova City Council

City Hall 2729 Prospect Park Drive

Rancho Cordova, CA 95670

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Best Regards,

Karin Magnes

Karin Magnes

President

Light Bulbs Plus

Karin Magnes

2689 Citrus Road
Rancho Cordova, Ca 95742
Office (916) 635-1127
Fax (916) 635-1161

Cell (530) 903-1604 | KMag

5161 Auburn Blvd
Sacramento, Ca 9584
Office (916) 332-355
Fax (916) 332-359

Jane S. Daly
Vice President & Manager

ATTACHMENT 16

2880 Sunrise Blvd., Suite 100
Rancho Cordova, CA 95742

Direct: (916) 852-5601
Office: (916) 635-4553
1-800-760-BANK
Customer Service: 1-800-760-2265
firstbanks.com
Fax: (916) 635-5219
Jane.daly@fbol.com

Rancho Cordova City Council
Mayor Robert J. McGarvey
Vice Mayor David Sander
Council Member Donald Terry
Council Member Linda Budge
Council Member Dan Skoglund
2729 Prospect Park
Drive Rancho Cordova, CA 95670

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Sincerely,

Jane S Daly

Jane S. Daly
Vice President and Manager

I ♥ Sushi Teriyaki

Phone: (916) 636-0176 Fax: (916) 636-0196

3221-2 Zinfandel Drive, Rancho Cordova, CA 95670

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Best Regards,

GREEN OLIVES
RESTAURANT + BBQ + BAR + GRILL
Tel: 916-758-5957
Cell: 916-220-6765
Ask Steve
GreenOlivesRestaurant.org
3155 Zinfandel Dr. #1, Rancho Cordova, CA 95670

August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Thank you,

Steve Galstyan

3221 Zinfandel Dr
Rancho Cordova, CA 95670

916-853-1494 *phone*
916-853-9453 *fax*

Jeff Hargrave
General Manager

Restaurant Support Center
1902 Wright Place, Suite 300
Carlsbad, CA 92008
760/929-8226

August, 2015

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Thank you,



Volunteers of America

NORTHERN CALIFORNIA & NORTHERN NEVADA

Chris Mann
Project Supervisor
S.T.E.P.

10630 Schirra Avenue, Mather, CA 95655
Tel: (916) 706-3017 Fax: (916) 706-3457
cmann@voa-ncnn.org | www.voa-ncnn.org

Rancho Cordova City Council
City Hall
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Best Regards,

Consolidated
formerly SureWest

LANCE COWLEY
Account Executive
Commercial Sales

211 Lincoln Street, Roseville, CA 95678
Tel 916 846 7445

LANCE.COWLEY@consolidated.com
www.consolidated.com

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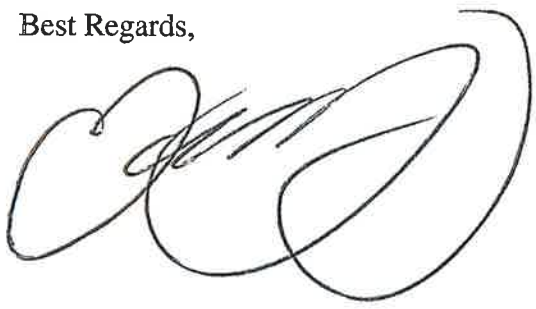

August, 2015

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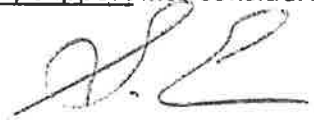

STEVE EISAKS
Bigtime Speedway

August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

I SUPPORT THE BRIDGEWAY SQUARE LUXURY APARTMENTS PROJECT

As a local business person, I am writing to voice my SUPPORT for your approving the Bridgeway Square Luxury Apartments on the currently-vacant property by Bridgeway and Disc Drives, across from Lowe's in Rancho Cordova.

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Please take my support into consideration when you vote on this important project.

Thank you,

Justin A. Leech
Benefit Advisor

Arthur J. Gallagher & Co.

Gallagher Benefit Services of California Insurance Services
11060 White Rock Road, Suite 160
Rancho Cordova, CA 95670

CA Lic # 0D36879

d 916.431.2504
c 916.390.0134
f 866.549.9298

justin_leech@ajg.com

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Mayor McGarvey and Councilmembers:

I work in Rancho Cordova and **I WOULD LIKE TO REGISTER MY SUPPORT FOR THE PROPOSED BRIDGEWAY SQUARE LUXURY APARTMENT COMPLEX** you are considering for approval.

I would like to share with you why I support this proposed new luxury rental complex.

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Best Regards,

Desert Capital Management Group, Inc.

NATASHA DICKERSON
ADMINSTRATION DEPARTMENT
2377 GOLD MEADOW WAY, SUITE 100
GOLD RIVER, CA 95670
PHONE: 916.966.3100
FAX: 916.966.3101
NATASHA_DICKERSON@AOL.COM
WWW.DSRTCPTL.COM



Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
Rancho Cordova, California 95670

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Sincerely,

Kevin Nazaryan

S

ATTACHMENT 16

Steve Rexroat
916.288.0934
Steve_rexroat@libertyhomeequity.c

August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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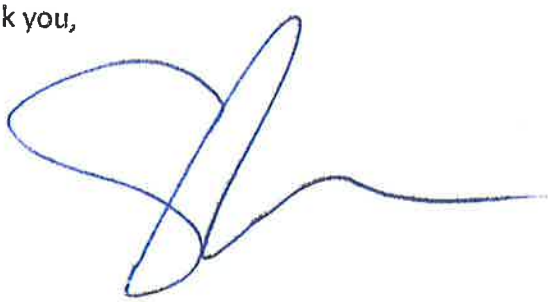

Debi Hollis
Motion Control Engineering
11380 White Rock Rd
RC 95742

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Best Regards,

Capitol Administrators
2920 Prospect Park Drive
Rancho Cordova, CA
95683

Rancho Cordova City Council
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Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
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Sincerely,

Rita



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City Hall
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Rancho Cordova, CA 95670

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Best Regards,

Mark Mendelsohn
V.P. Sales & Marketing

Style Media Group
120 Blue Ravine Rd., Ste. 5
Folsom, CA 95630

p 916.988.9888 x 106
m 818.992.6492
f 916.596.2100

mark@stylemg.com
www.stylemg.com

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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ATTACHMENT 16

FAIRFIELD INN & SUITES® Marriott

Kathleen Maldonado
General Manager

Fairfield Inn & Suites by Marriott®
Rancho Cordova
10745 Gold Center Drive
Rancho Cordova, CA 95670
T 916.858.8680
F 916.858.8668
kathleen.maldonado@marriott.com
fairfield.com/sacfs

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Kathleen Maldonado

ATTACHMENT 16

FAIRFIELD INN & SUITES Marriott

~~Kathleen Maldonado~~
General Manager
Ritesh Singh

Fairfield Inn & Suites by Marriott
Rancho Cordova
10745 Gold Center Drive
Rancho Cordova, CA 95670
T 916.858.8680
F 916.858.8668
kathleen.maldonado@marriott.com
fairfield.com/sacfs

August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Thank you,

Ritesh Singh

PRIMERICA®

Edward Robert Abella
Representative

Primerica
1111 Howe Ave
Ste 200
Sacramento, CA 95825

916 567 1818 Phone
916 416 8110 Mobile
eabelia@primerica.com
primerica.com/abeliae

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
Rancho Cordova, California 95670

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Edward R Abella

August, 2015

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Thank you,

Julie Reardon



REALTOR® LYON REAL ESTATE GoLyon.com

Julie Reardon
Executive Associate
CalBRE # 01925466
2580 Fair Oaks Blvd., Suite 20
Sacramento, CA 95825
JReardon@GoLyon.com

Cell (916) 799-0246 • Fax (916) 536-4022 • FB: Reardon Real Estate

August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Thank you,

Cartridge World

ACCOUNT EXECUTIVE

Phone: 916.859.0961
Fax: 916.859.0963

11170 Sun Center Drive #200
Rancho Cordova, CA 95670

Jacob

BIG SAVINGS!! FREE DELIVERY on qualifying orders!!!

ATTACHMENT 16

Peter Thao
Agent
CA Ins. Lic. # 0J02685

New York Life Insurance Company
3255 West March Lane Suite #300
Stockton, CA 95219
Tel. 916 806 1490
pthao@ft.newyorklife.com

The Company You Keep®

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
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Sincerely,

GOLD RIVER RACQUET CLUB

MARGARET FLANIGAN
Member Services Manager
Margaretf@sparetimeinc.com

2201 GOLD RUSH DRIVE
GOLD RIVER, CA 95670

(916) 638-7001
Fax: (916) 853-1845
www.goldriverrc.com

August, 2015

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Margaret Flanigan

GOLD RIVER
RACQUET CLUB

LORENA BEIGHTLER
Marketing Director
Lorenab@sparetimeinc.com

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GOLD RIVER, CA 95670

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Lorena Beightler

Rancho Cordova City Council
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Vice Mayor Dave Sander
Councilmembers Linda Budge
Dan Skoglund & Donald Terr
2729 Prospect Park Drive
Rancho Cordova, California 95670

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NEW YORK LIFE

Rocky Keopradabsy
Agent
CA Ins. Lic. # 0J00681

New York Life Insurance Company
3255 West March Lane Suite #300
Stockton, CA 95219
Cel. 916 914 4755
rkeopradabsy@ft.newyorklife.com
www.newyorklife.com

The Company You Keep®

ATTACHMENT 16



Marlow Simonetto
REALTOR®
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2580 Fair Oaks Boulevard, Suite 20
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LYON REAL ESTATE
GoLyon.com

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SACRAMENTO STAND DOWN ASSOCIATION

P.O. Box 601536
Sacramento, CA 95860-1536

916-389-8917
president@standdownsacramento.org

www.standdownsacramento.org

Rancho Cordova City Council
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Kim Dewar
Secretary Sac. Stand Down

Paramountequity.com
10888 White Rock Rd
Rancho, CA
Cordova

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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We need these new, unique type of rental apartments in our City – to attract young professionals to live and work in Rancho Cordova – spending nights and weekends frequenting our local businesses.

Thank you in advance, for listening to my opinions. Please support this project – IT WILL BE GOOD FOR RANCHO CORDOVA and will benefit our local economy.

Best Regards,

Missy Farris

ATTACHMENT 16

SAFE CREDIT UNION

Kurt Munch
Sr. Mortgage Officer

(916) 971-6426
(800) 733-7233, ext. X6426
mobile (916) 292-0698
fax (916) 971-6497

kurt.munch@safecu.org
NMLS # 231377

Rancho Cordova Branch
12519 Folsom Blvd
Rancho Cordova, CA 95742

safecu.org

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Mayor McGarvey and Councilmembers:

I work in Rancho Cordova and **I WOULD LIKE TO REGISTER MY SUPPORT FOR THE PROPOSED BRIDGEWAY SQUARE LUXURY APARTMENT COMPLEX** you are considering for approval.

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Best Regards,



ATTACHMENT 16

10860 Gold Center Drive
Suite 180
Rancho Cordova, CA 95670
T 916.403.6100 D 916.403.6106
C 916.221.8889 F 916.638.8267
mysti.freyenberger@accountingprincipals.com
accountingprincipals.com

Mysti Freyenberger
MANAGING DIRECTOR

August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

I SUPPORT THE BRIDGEWAY SQUARE LUXURY APARTMENTS PROJECT

As a local business person, I am writing to voice my SUPPORT for your approving the Bridgeway Square Luxury Apartments on the currently-vacant property by Bridgeway and Disc Drives, across from Lowe's in Rancho Cordova.

Rancho Cordova has over 20 large-scale employers with over 20,000 employees who commute in and out of our city daily, taking with them spending power that could boost our economy. Rancho Cordova needs this type of new and unique housing to attract young professionals and other workers – with disposable incomes – to keep business and our economy ***thriving*** in our city.

Bridgeway Square will be modern, high-end apartments, catering to individuals who wish to live near their place of employment, near shopping and restaurants. They will leave their car at home in favor of walking or biking to work, parks, restaurants, coffee shops, shopping, and other activities. There is no other similar upscale rental housing in Rancho Cordova.

Many local businesses support the proposed Bridgeway Square Luxury Apartments. The professionals who work in our city will find this proposed luxury complex a special place to live.

Please take my support into consideration when you vote on this important project.

Thank you,

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Best Regards,

Karen Mason

10860 Gold Center Drive, Suite 180
Rancho Cordova, CA 95670
O 916.403.6100 D 916.403.6107
C 916.317.1224 F 916.638.8267
karen.mason@accountingprincipals.com

Karen Mason
BUSINESS DEVELOPMENT MANAGER

MONARK℠
PREMIUM APPLIANCE CO

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
Rancho Cordova, California 95670

Mayor & Councilmembers,

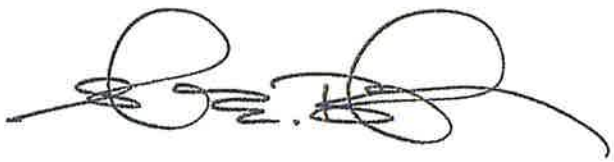
I just learned about the possibility of the Bridgeway Square Luxury Apartment complex being built in Capital Village near Lowe's Home Improvement Center. Right now, our city has a limited supply of housing for professionals who would like to be able to live here, shop here and walk to work during the work week.

Rancho Cordova NEEDS this type of new housing opportunity, with modern amenities for professionals, like a fitness gym, a large community club house, with a pool, spa, media and game rooms, outdoor lounge, barbecue and kitchen facilities. Bridgeway Square, if approved by the City Council, will be the newest, most modern rental complex in Rancho Cordova.

I am excited about the opportunity to bring this living environment to our city, and the ability such a complex will offer for people, like me, to walk or bike to work, as well as to stores and local restaurants.

Please vote YES to approve Bridgeway Square Luxury living – your support will be greatly appreciated.

Sincerely,



MONARK CALIFORNIA OFFICE

6085 STATE FARM DR #200
ROHNERT PARK, CA 94928

707 588 3200

MONARKHOME.COM

Virginia Tylenda
Branch Manager

3035 Prospect Park Drive, Ste 60
Rancho Cordova, CA 95670
Direct: 916-288-4110
Fax: 916-288-4299
Toll Free: 800-688-8061
virginia.tylenda@graybar.com

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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VC Tylenda

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Best Regards,

PRIMERICA

Walkyria Fidelina Abelia
District Leader

Primerica
1111 Howe Ave
Ste 200
Sacramento, CA 95825

916 567 1818 Phone
916 416 8250 Mobile
wabelia@primerica.com
primerica.com/abeliae

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Sincerely,

Ryan Burton

4432 Pittsfield Wy
Mather 95655

Rancho Cordova City Council
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2729 Prospect Park Drive
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Cynthia Jones
2133 Watt Ave
Sac, CA 95827

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Elizabeth Ruyat

916-635-5153

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Dan Skogland & Donald Terry
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Steve Findlay

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12317 Little Dome Way
Rancho Cordova, CA 95742

Rancho Cordova City Council
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2729 Prospect Park Drive
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3423 Kleiner Wy
RC 95670

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Robert Valentine
11221 Russian River Ct
Rancho Cordova CA 95670

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2729 Prospect Park Drive
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Neha Garg
3300, Capital Center Dr.
198 Bishop Court. CA.
916 318 2624.

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Sincerely,

Lakshmi Settem
3441 Data Dr
Apt 562
Rancho Cordova
CA-95670
916 833-0943

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
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2729 Prospect Park Drive
Rancho Cordova, California 95670

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Sincerely,

Naubiah Subtecq
2929 Routier Rd.
Unit 179
SacRC

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Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
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Margarita Jamias
4315 Monhegan Way
Rancho Cordova, CA 95655

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
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Sincerely,

Angela Johnson

10453 Buckingham drive 95670
Rancho Cordova

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
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Sincerely,

Violette Seals
10453, Rockingham Dr
Rancho, Cordova

Rancho Cordova City Council
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Atmond Bradford
10730 Coloma Rd.
Unit 19
Rancho Cordova, CA 95670

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Sharon Burnett
RC- 10752 Pedro
95670

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Rancho Cordova City Council
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DALE BURNETT
10752 PEDROWAY
RANCHO CORDOVA
95670

ATTACHMENT 16

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
Rancho Cordova, California 95670

RE: Please support Bridgeway Square Luxury Apartments – thank you.

Mayor & Councilmembers,

I just learned about the possibility of the Bridgeway Square Luxury Apartment complex being built in Capital Village near Lowe's Home Improvement Center.

Right now, our city has a limited supply of housing for professionals who would like to be able to live here, shop here and walk to work during the work week.

Rancho Cordova NEEDS this type of new housing opportunity, with modern amenities for professionals, like a fitness gym, a large community club house, with a pool, spa, media and game rooms, outdoor lounge, barbecue and kitchen facilities. Bridgeway Square, if approved by the City Council, will be the newest, most modern rental complex in Rancho Cordova.

I am excited about the opportunity to bring this living environment to our city, and the ability such a complex will offer for people, like me, to walk or bike to work, as well as to stores and local restaurants.

Please vote YES to approve Bridgeway Square Luxury living – your support will be greatly appreciated.

Sincerely, LeRoy

LeRoy Kruykendall
10691 Audubon Way
RC 95670

Rancho Cordova City Council
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Sincerely,

Ken Kestel
2224 Glenevy Rd ct
R.C 95670
635-4731

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Mildred Kuykendall
10691 Audubon Way
R.C. 95670

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Best Regards,

Mercedes McWilliams
2049 Klamath River Dr
Rancho Cordova CA 95670

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Sincerely,

Bonnie Ward

BONNIE WARD
4155 ROYAL CREST CIR
RCHO CORDOVA 95670

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Sincerely,

Marti McKennan

Marti McKennan
454 Royal Crest Cir
Rancho Cor 95670

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Sincerely,

Hattie Reis
3404 moraine circle #1
Rancho Cordova
CA 95670
916-617-8331

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Carole Bender
2251 Windward Ln.
R.C. 95670

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Monae Newton

2404 Moraine Circle Apt 1

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Eugenia Chien
11070 Fakima River Ct
Rancho Cordova 95670

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Kevin H

10249 COUNTRY WAY
RC SAC CA 95827

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Please take my support into consideration when you vote on this important project.

Thank you,

Yogurt Villa

SUPERCUTS®

Joann Barba
Manager

10937 Olson Drive
Rancho Cordova, CA 95670
(916) 635-2900

Mon. thru Fri. 9 - 8
Sat. 9 - 7
Sun. 10 - 5

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Sincerely,

Farhad Ator

Manager

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Best Regards,

RINA TAMIN
Donut King.

Sign of the Crab

August 11, 2015

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Larry H. Jacobs
President

Ashley Harris Marketing
Larry H. Jacobs
President
Ashley Harris Marketing, Inc.
3756 Omec Circle, Suite A
Rancho Cordova, CA 95742
Tel 916-638-2722 Fax 916-638-2725
www.signofthecrab.com

DAN BEBERMEYER
(916) 296-172
dbebermeyer@gmail.com

DITTMAN CONSTRUCTION General Contractor Lic# 976857

TO: Rancho Cordova City Council
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Vice Mayor David Sander
Council Member Donald Terry
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Thank you,

Dittman Construction

AREA
RESTROOM SOLUTIONS

TO: *Rancho Cordova City Council*
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Thank you,

Doug Gulling

ATTACHMENT 16

Professional Quality Plumbing Service... Guaranteed!!

Derrick Waddell
Service Technician

15 Years Experience
All Plumbing Installations
Service, Repair and Remodel

(916) 599-0554
Ca Contractors Lic # 987057
AmericanPlumbingAndDrain@gmail.com

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Thank you,

American Plumbing

ATTACHMENT 16

3000 POWER INN RD.
SACRAMENTO,
CALIFORNIA 95826

TEL 916.455.2800
FAX 916.736.2931

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

August 12, 2015

Mayor McGarvey and Councilmembers:

I just learned about the possibility of the Bridgeway Square Luxury Apartment complex being built in Capital Village near Lowe's Home Improvement Center.

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Please vote YES to approve Bridgeway Square Luxury living – your support will be greatly appreciated.

Sincerely,

Nick J. Sikich
COO Atlas Disposal
Board Member Rancho Cordova Chamber of Commerce
Board Member Cordova Community Council



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Thank you,

MODERN
TILE SUPPLY

PAMELA TIGUE Owner

9777 Business Park Dr. Suite A
Sacramento, CA 95827

Bus 916.245.3150
Fax 916.400.4998

pam@moderntilesupply.com

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Our local businesses support the proposed Bridgeway Square Luxury Apartments. The professionals who work in our city will find this proposed luxury complex a special place to live – much better than the current piece of dirt that currently blights Capital Village.

Please take my support into consideration when you vote on this important project.

Thank you,

Pamela Tigue

ATTACHMENT 16

FARMERS INSURANCE

Oyler Insurance Team
2933 Gold Pan Ct., Suite E
Rancho Cordova, CA 95670
Bus: 916.635.0444
Fax: 916.635.0346
License# 0777239

August 18, 2015

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
Rancho Cordova, California 95670

Mayor & Councilmembers,

I recently learned about the possibility of the Bridgeway Square Luxury Apartment complex being built in Capital Village near Lowe's Home Improvement Center.

I feel this would greatly help our community. Right now, our city has a limited supply of housing for professionals who would like to be able to live here, shop here and walk to work during the work week.

We need this type of new housing opportunity, with modern amenities for professionals, like a fitness gym, a large community club house, with a pool, spa, media and game rooms, outdoor lounge, barbecue and kitchen facilities. Bridgeway Square, if approved by the City Council, will be the newest, most modern rental complex in Rancho Cordova.

I am excited about the opportunity to bring this living environment to our city, and the ability such a complex will offer for people, to walk or bike to work, as well as to stores and local restaurants.

I urge you to please vote YES to approve Bridgeway Square Luxury living – your support is greatly appreciated.

Sincerely,

David R. Oyler, LUTCF
Agency Principal
Oyler Insurance Team
Farmers Insurance

ATTACHMENT 16

The Best Choice for Your Wellness

TO: Rancho Cordova City Council
Mayor Robert J. McGarvey
Vice Mayor David Sander
Council Member Donald Terry
Council Member Linda Budge
Council Member Dan Skoglund
2729 Prospect Park Drive
Rancho Cordova, CA 95670

PLEASE REGISTER MY SUPPORT FOR THE BRIDGEWAY SQUARE LUXURY APARTMENTS PROJECT

As a local business person, I am writing to voice my SUPPORT for your approving the Bridgeway Square Luxury Apartments in the vacant piece of property in Capitol Village across from Lowe's.

Currently, most of Rancho Cordova's workforce resides outside the city, commuting into work daily and leaving at the end of the day, taking with them spending power that could boost our economy. Rancho Cordova needs this type of new and unique housing to attract young professionals and other workers – with disposable incomes – to keep business and our economy thriving in our city.

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Please take my support into consideration when you vote on this important project.

Thank you,

Aaron Robinet,
Owner: Robinet Fitness

www.RobinetFitness.com (916) 293-1830 Aaron_Robinet@RobinetFitness.com

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
Rancho Cordova, California 95670

RE: Please support Bridgeway Square Luxury Apartments – thank you.

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Please vote YES to approve Bridgeway Square Luxury living – your support will be greatly appreciated.

Sincerely,

10524 Glenview Way
Rancho Cordova CA 95670

August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

I SUPPORT THE BRIDGEWAY SQUARE LUXURY APARTMENTS PROJECT

As a local business person, I am writing to voice my SUPPORT for your approving the Bridgeway Square Luxury Apartments on the currently-vacant property by Bridgeway and Disc Drives, across from Lowe's in Rancho Cordova.

Rancho Cordova has over 20 large-scale employers with over 20,000 employees who commute in and out of our city daily, taking with them spending power that could boost our economy. Rancho Cordova needs this type of new and unique housing to attract young professionals and other workers – with disposable incomes – to keep business and our economy ***thriving*** in our city.

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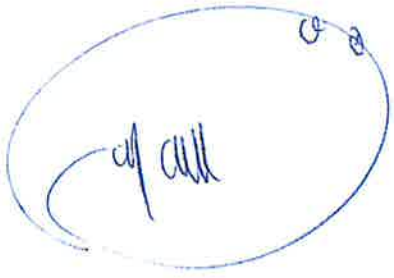
Please take <u>my support</u> into consideration when you vote on this important project.

Thank you,



Payam Lotfi

Subway

MONARK℠
PREMIUM APPLIANCE CO

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Mayor McGarvey and Councilmembers:

I am a businessperson in Rancho Cordova and **I WOULD LIKE TO REGISTER MY SUPPORT FOR THE PROPOSED BRIDGEWAY SQUARE LUXURY APARTMENT COMPLEX** you are considering for approval.

I would like to share with you why I support this proposed new luxury rental complex. As a local businessperson, I know how vital it is to promote initiatives to improve our business climate and attract individuals to frequent Rancho Cordova businesses.

Our local businesses need the professionals who work in Rancho Cordova to LIVE IN RANCHO CORDOVA, instead of leaving our City at the end of the work day. The Bridgeway Square Luxury Apartments will provide the utmost in amenities and give its residents the ability to enjoy their time off walking or biking to local recreational, retail and dining establishments in Rancho Cordova, with a light rail line less than a mile from their door allowing easy access to the capitol.

We need these new, unique types of rental apartments in our City – to attract young professionals to live and work in Rancho Cordova – spending nights and weekends frequenting our local businesses.

Thank you in advance, for listening to my opinions. Please support this project – IT WILL BE GOOD FOR RANCHO CORDOVA and will benefit our local economy.

Best Regards,

MONARK CALIFORNIA OFFICE

A 6085 STATE FARM DR #200
ROHNERT PARK, CA 94928

T 707 588 3200

W MONARKHOME.COM

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Best Regards,

Kiersten Gonzales

Express EMPLOYMENT PROFESSIONALS

phone 916.485.6923
fax 916.485.4932

NORTHEAST SACRAMENTO
Express Employment Professionals
Kiersten Gonzales (F.O.C.)

1715 Professional Dr.
Sacramento, CA 95825

ExpressPros.com/NESacramentoCA

ATTACHMENT 16

Bea Lopez of Bea Creativeish
(916) 634-7119 | bea at beacreativeish.com
Facebook, Instagram & Pinterest: BeaCreativeish

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Best Regards,

Barbara Lopez
Resident of Stone Creek
Since 2004

www.Paramount Equity.com
10888 White Rock Rd.
Rancho Cordova, CA

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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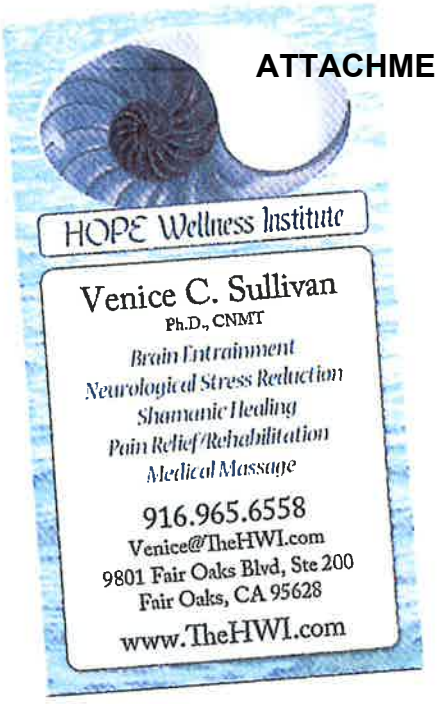
Best Regards,

Amanda Talley

Amanda Talley



Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Best Regards,

Venice Sullivan

August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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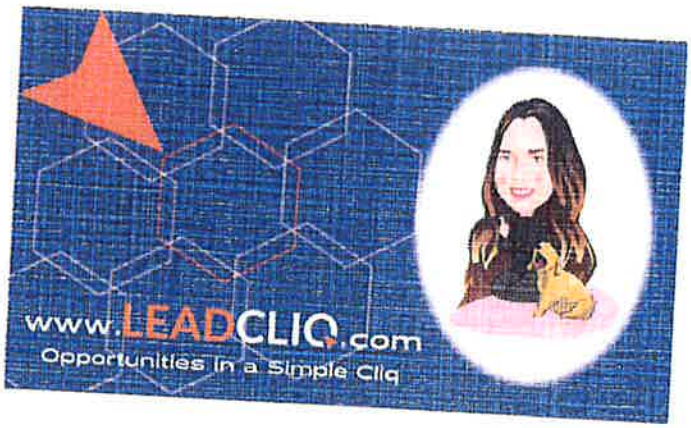
Thank you,

Kathryn Wu
LeadCliq





August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Thank you,

Reagan Maccalino

Reagan Maccalino

ALL FOR YOU
Home Care

1325 Howe Ave., Suite 100
Sacramento, CA 95825

Michelle Haskins
Care Coordinator/
Field Supervisor
Michelle@afyhc.org
P: (916) 479-8554
M: (916) 995-0106
F: (916) 415-5444

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Mayor McGarvey and Councilmembers:

I work in Rancho Cordova and **I WOULD LIKE TO REGISTER MY SUPPORT FOR THE PROPOSED BRIDGEWAY SQUARE LUXURY APARTMENT COMPLEX** you are considering for approval.

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Best Regards,

Michelle Haskins
8/20/15

Cordova Recreation & Park District

Heather Schelske
Recreation Supervisor
(916) 366-3133 Ext. 13
Fax: (916) 363-1487

3480 Routier Road
Sacramento, CA 95827
hschelske@crpd.com • www.crpd.com

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
Rancho Cordova, California 95670

RE: Please support Bridgeway Square Luxury Apartments – thank you.

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Sincerely,

Cordova Recreation & Park District

Jenny Ta
Administrative Assistant
Office: (916) 366-3133
Fax: (916) 363-1487

3480 Routier Road
Sacramento, CA 95827
jta@crpd.com • www.crpd.com

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Please vote YES to approve Bridgeway Square Luxury living – your support will be greatly appreciated.

Sincerely,

HALL'S
Windows and doors from a company you trust.

Kyle Ashby / Chuck Leroy
Events Coordinator

11297 White Rock Road, Rancho Cordova, CA 95742
Direct: (916) 669-1483
Fax: (916) 273-5996 Cell: (530) 356-5545
kashby@hallswindowcenter.com | www.hallswindowcenter.com
SCL# 829789

ATTACHMENT 16



Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
Rancho Cordova, California 95670

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Sincerely,

Elizabeth Fisher

ATTACHMENT 16

Red Roof Inn

Malhar Joshi
General Manager

Red Roof Inn #665
Rancho Cordova
10800 Olson Drive
Rancho Cordova, CA 95670

P 916.638.2500
F 916.638.2672
i0665@redroof.com
redroof.com

August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

I SUPPORT THE BRIDGEWAY SQUARE LUXURY APARTMENTS PROJECT

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Thank you,

Malhar Joshi
Red Roof Inn.

ATTACHMENT 16

Revecca Rodriguez
Front Desk Representative

Red Roof Inn

Red Roof Inn #665
Rancho Cordova
10800 Olson Drive
Rancho Cordova, CA 95670

P 916.638.2500
F 916.638.2672
fd.redroof@gmail.com
redroof.com

August, 2015

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Rancho Cordova, CA 95670

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-Revecca Rodriguez

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Best Regards,

Training Solutions for Individuals
RCTC Rancho Cordova Training Center

Cheryl Gleason, MS
Assistant Training Director

2941 Sunrise Blvd. Ste #280
Rancho Cordova, CA 95742
cheryl.gleason@rctrainingcenter.com

916.520.1060 office
916.246.2802 fax

www.rctrainingcenter.com

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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As an individual who works in this city, I know how vital it is to promote initiatives to improve our business climate and attract individuals to frequent Rancho Cordova businesses.

Our local businesses need the professionals who work in Rancho Cordova to LIVE IN RANCHO CORDOVA, instead of leaving our City at the end of the work day. The Bridgeway Square Luxury Apartments will provide the utmost in amenities and give its residents the ability to enjoy their time off walking or biking to local recreational, retail and dining establishments in Rancho Cordova, with a light rail line (the Zinfandel Station) less than a mile from their door allowing easy access to Sacramento.

We need these new, unique type of rental apartments in our City – to attract young professionals to live and work in Rancho Cordova – spending nights and weekends frequenting our local businesses.

Thank you in advance, for listening to my opinions. Please support this project – IT WILL BE GOOD FOR RANCHO CORDOVA and will benefit our local economy.

Best Regards,

RJ Woolsey

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Phone: 916.366.1342
Fax: 916.389.8783
Cell: 916.730.7696

Training Solutions for Individuals
Rancho Cordova Training Center

Nathan McQueen
Training Director

2941 Sunrise Blvd. Ste #280
Rancho Cordova, CA 95742
nathan.mcqueen@rctrainingcenter.com

916.520.1060 office
916.246.2802 fax

Individual and Small Business Training Solutions

Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Mayor McGarvey and Councilmembers:

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August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
2729 Prospect Park Drive
Rancho Cordova, CA 95670

I SUPPORT THE BRIDGEWAY SQUARE LUXURY APARTMENTS PROJECT

As a local business person, I am writing to voice my SUPPORT for your approving the Bridgeway Square Luxury Apartments on the currently-vacant property by Bridgeway and Disc Drives, across from Lowe's in Rancho Cordova.

Rancho Cordova has over 20 large-scale employers with over 20,000 employees who commute in and out of our city daily, taking with them spending power that could boost our economy. Rancho Cordova needs this type of new and unique housing to attract young professionals and other workers – with disposable incomes – to keep business and our economy ***thriving*** in our city.

Bridgeway Square will be modern, high-end apartments, catering to individuals who wish to live near their place of employment, near shopping and restaurants. They will leave their car at home in favor of walking or biking to work, parks, restaurants, coffee shops, shopping, and other activities. There is no other similar upscale rental housing in Rancho Cordova.

Many local businesses support the proposed Bridgeway Square Luxury Apartments. The professionals who work in our city will find this proposed luxury complex a special place to live.

Please take my support into consideration when you vote on this important project.

Thank you,

ATTACHMENT 16

REsource MF&Group

Howard I. Minster

VP of Marketing & Business Development
howard.resourcemfg@gmail.com

1024 Iron Point Rd Suite 100
Folsom, CA 95630

PH:916-357-6677
Cell:916-264-9171
Fax:855-956-5953

August, 2015

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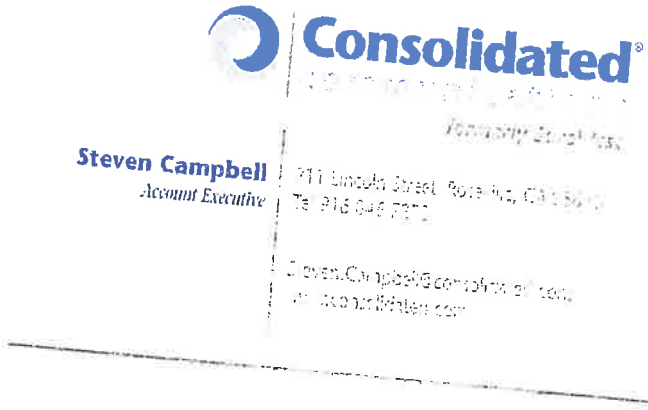

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ATTACHMENT 16

Alpine CABINET COMPANY
Todd Bonanno
Outside Sales Manager
Showroom: (916) 635-7070
Cell: (916) 521-2203
Fax: (916) 852-2830
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Rancho Cordova, CA 95742
Todd@alpinecabinet.com
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August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
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Thank you,



Proposed Bridgeway Square Apartments at Capital Village

City Council Meeting

January 19, 2016

Matt Diaz, Associate Planner

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Project Description

- The applicant is proposing to construct a new 199-unit; 4-5 story market rate housing project with an associated 7,080 square foot club house and outdoor pool area.
- Construction also would include new parking areas, lighting, landscaping, and pedestrian gathering areas for an undeveloped site at the southwest corner of Bridgeway Drive and Data/Disk Drive.

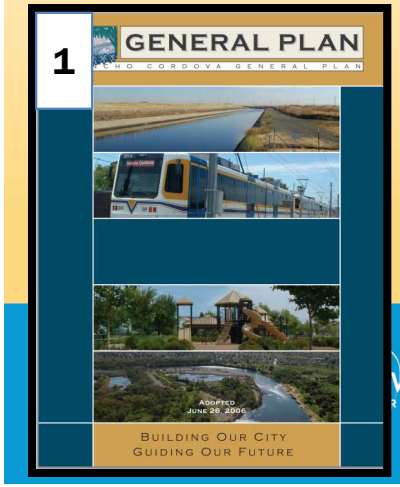
Entitlements Required

- Special Planning Area Amendment
  - To allow “high density residential housing” by-right instead of just Commercial Mixed Use with high density housing.
- Development Agreement (DA) Amendment
  - To allow “high density residential housing” by-right instead of just Commercial Mixed Use with high density housing.
- Design Review
- Adjustment Permit (Parking)

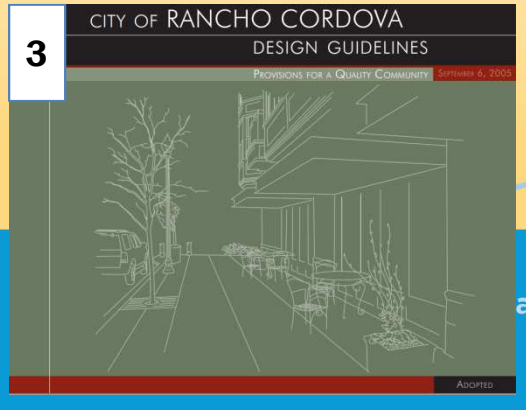
AGENDA ITEM 11.1
1126

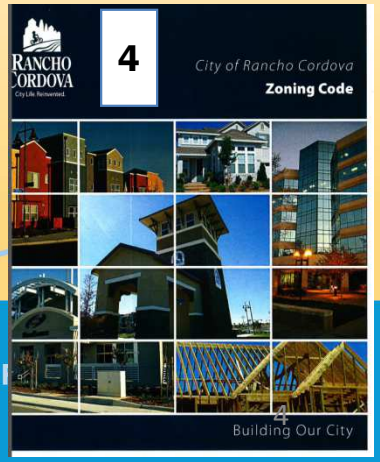
Documents Used for Staff's Review

1. General Plan: *As adopted (amended) in March 2006*
   - Adherence to Overall City Vision
2. Capital Village Special Planning Area: *Adopted 2005*
   - Specific land use (Mixed Use) and previous environmental review
3. [as reference] City's Design Guidelines: *Adopted 2005*
   - Site planning and Architecture
4. [as reference] Zoning Code Title 23:
   - Parking, Landscaping, Amenities, etc.

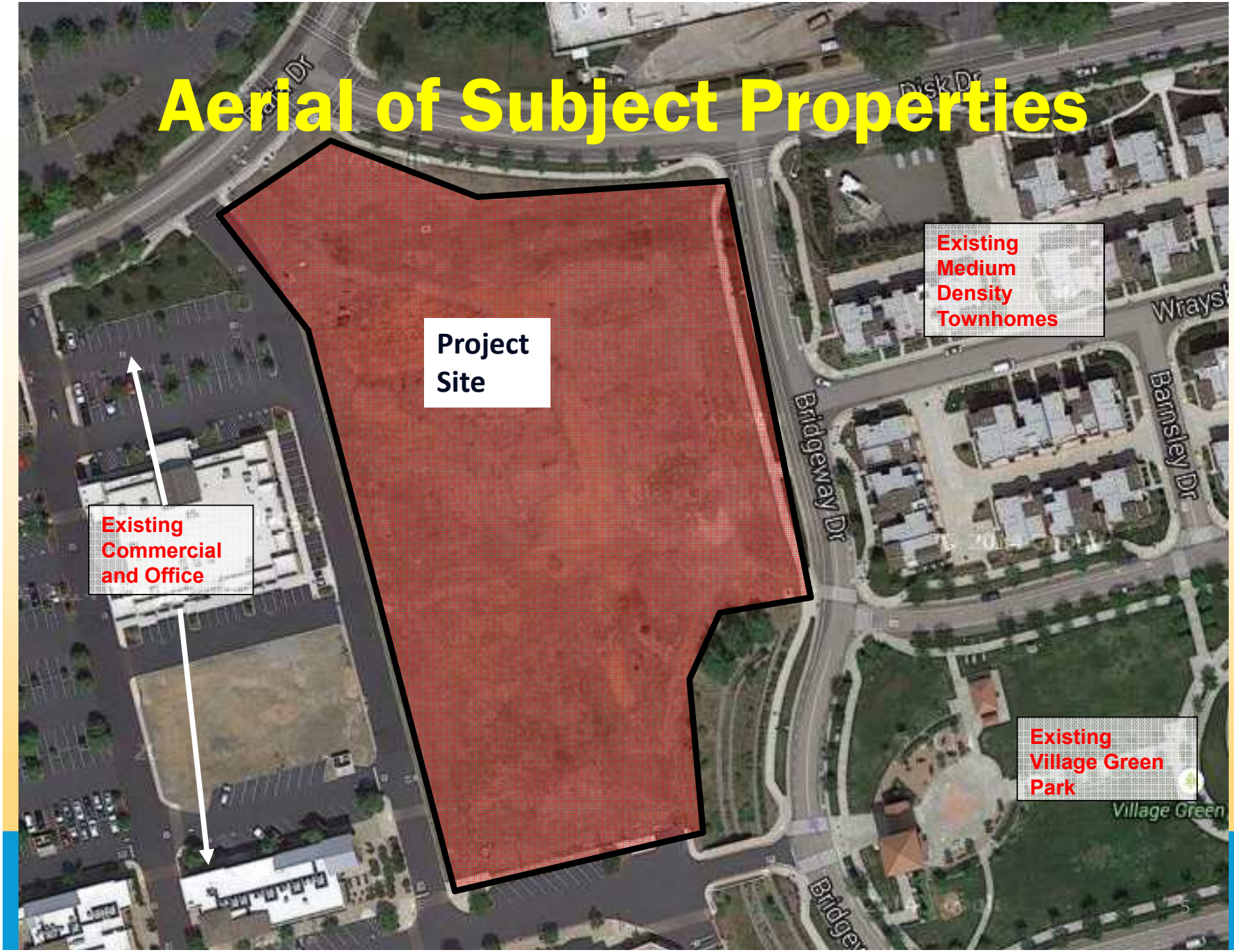








Aerial of Subject Properties



Surrounding Uses

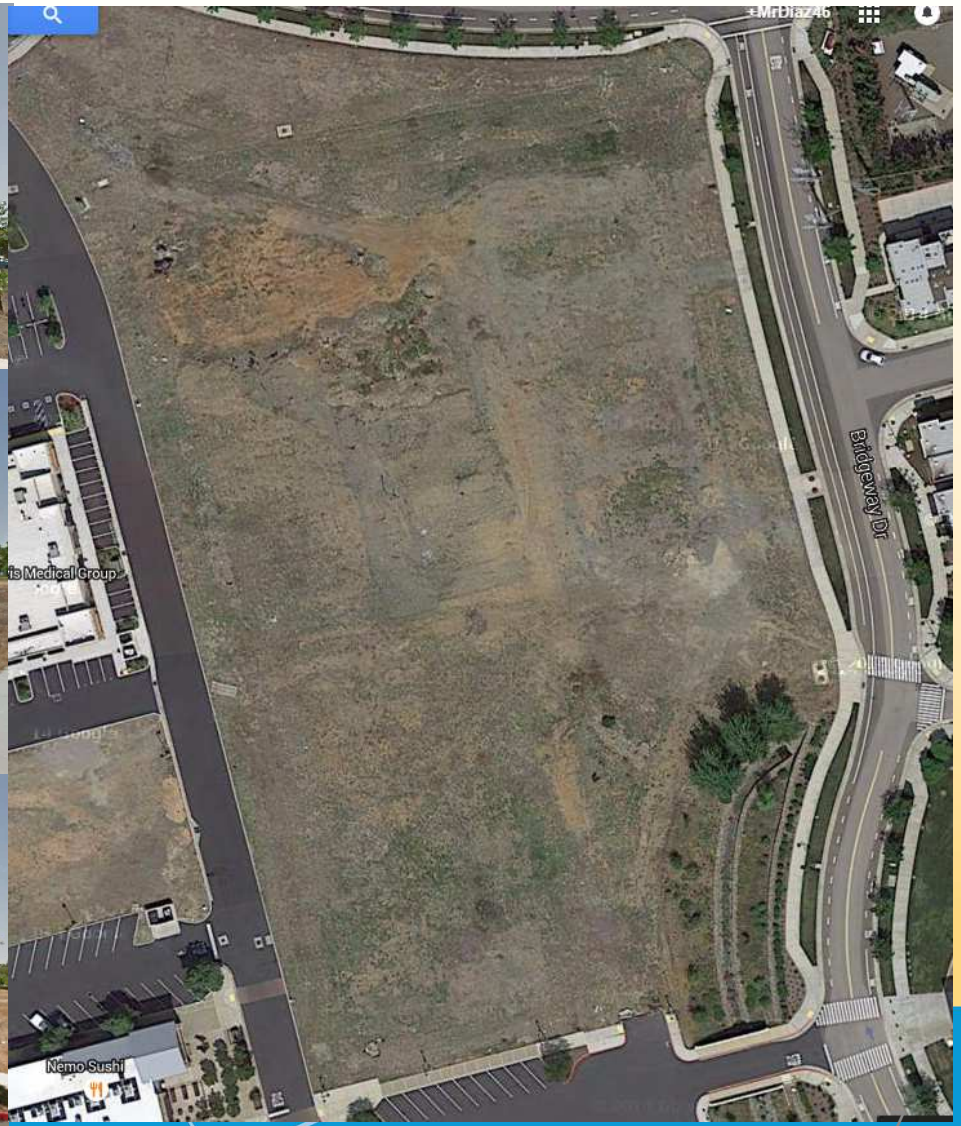


Existing Conditions





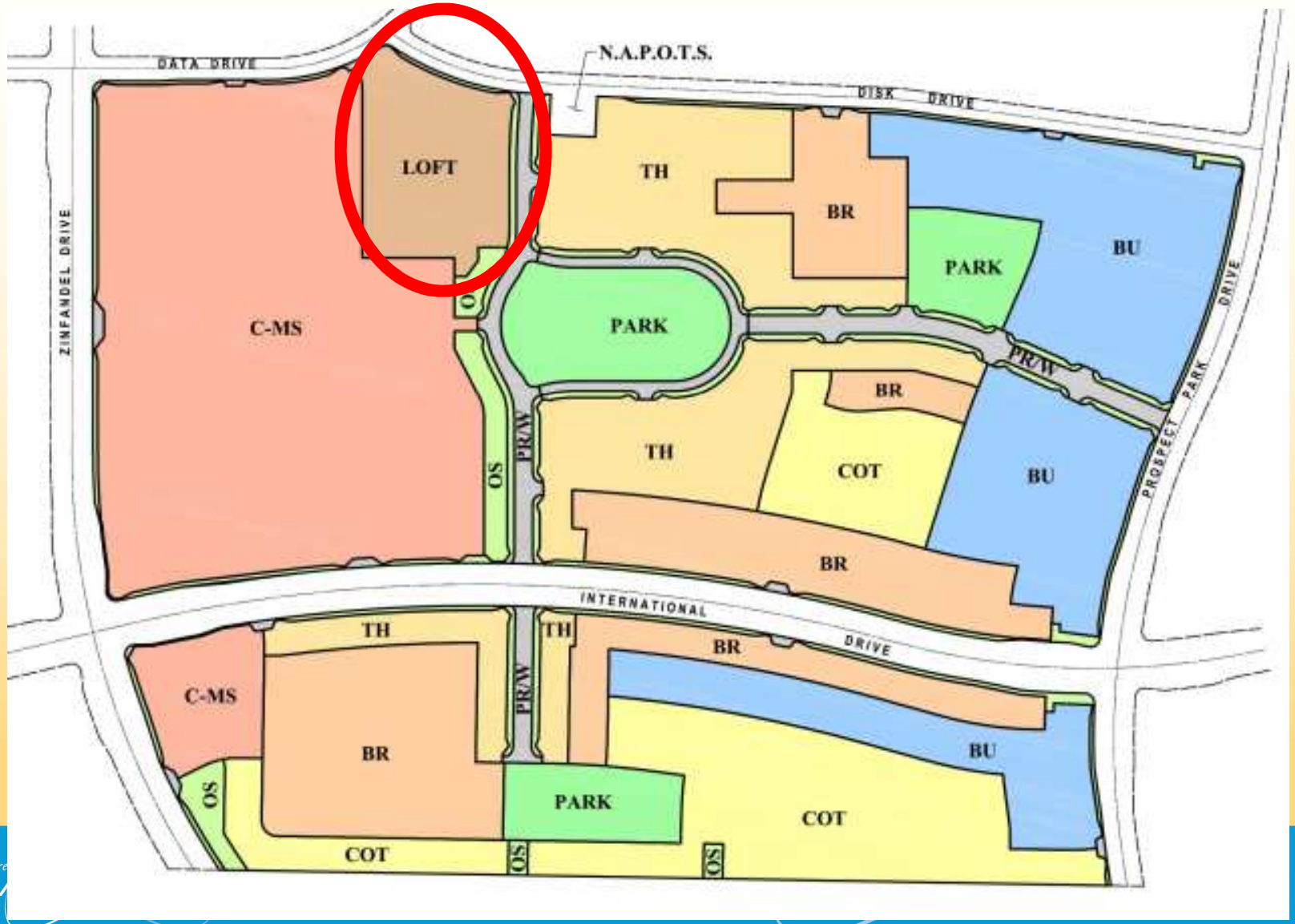




Timeline of Events

- May 18, 2015 the City Council was informed at a public hearing of an impending submittal.
- May 20, 2015 the applicant submitted plans for staff to review.
- June 23, 2015 the applicant hosted a meeting with the residents.
- June 25, 2015 a comment letter from City staff was sent to the applicant regarding design and missing items needed for review.
- July 2015 The applicant provided a summary letter of the issues heard at the June 23rd neighborhood meeting.
- September 18, 2015 the applicant resubmitted plans to address staff's and the residential comments.
- October 15, 2015 the planning department hosted a meeting with the residents.
- October 27, 2015 the planning department hosted a work session with the City Council. The Council gave staff and the applicant on how to improve the plans for the next presentation at a public forum.

2005 (Existing) Zoning



“Loft” Zoning Standards

- Mixed Use Allowed: Density up to 40units/ac
- Ground floor retail and podium design encouraged
- Structure parking strongly encouraged.
- Maximum building height of 150 feet.
- Parking: 2 covered spaces per unit and 0.1 guest spaces per unit. Guest spaces may be uncovered.
- Residential units were to include at least 43 live-work units.

Design Standards

Subject	Permitted/Required	Proposed	Surrounding
Uses	Commercial Mixed Use: ground floor retail envisioned with loft residential units above	High-density housing with no ground floor retail	Commercial and Medium Density Residential
Density	40 units/acre	38 units/acre	15-16 units/acre
Potential Units	204 units	199 units	N/A
Height	150ft Max	4-stories (56ft tower, 45ft roofline), 5th floor (64ft tower and 58ft roofline), club house (36ft tower and 24ft roofline), .	37ft max (townhomes), 60ft max(commercial), and 65ft (tower)
Parking	418 required per 199 units (2 covered per townhome plus 0.1 guests).	332 total (270 uncovered with 62 ground floor/ covered parking) Roughly 1.66 spaces per unit.	(3.5 spaces per 1,000 sqft commercial space); (2 covered per townhome plus 0.6 per total for guests).

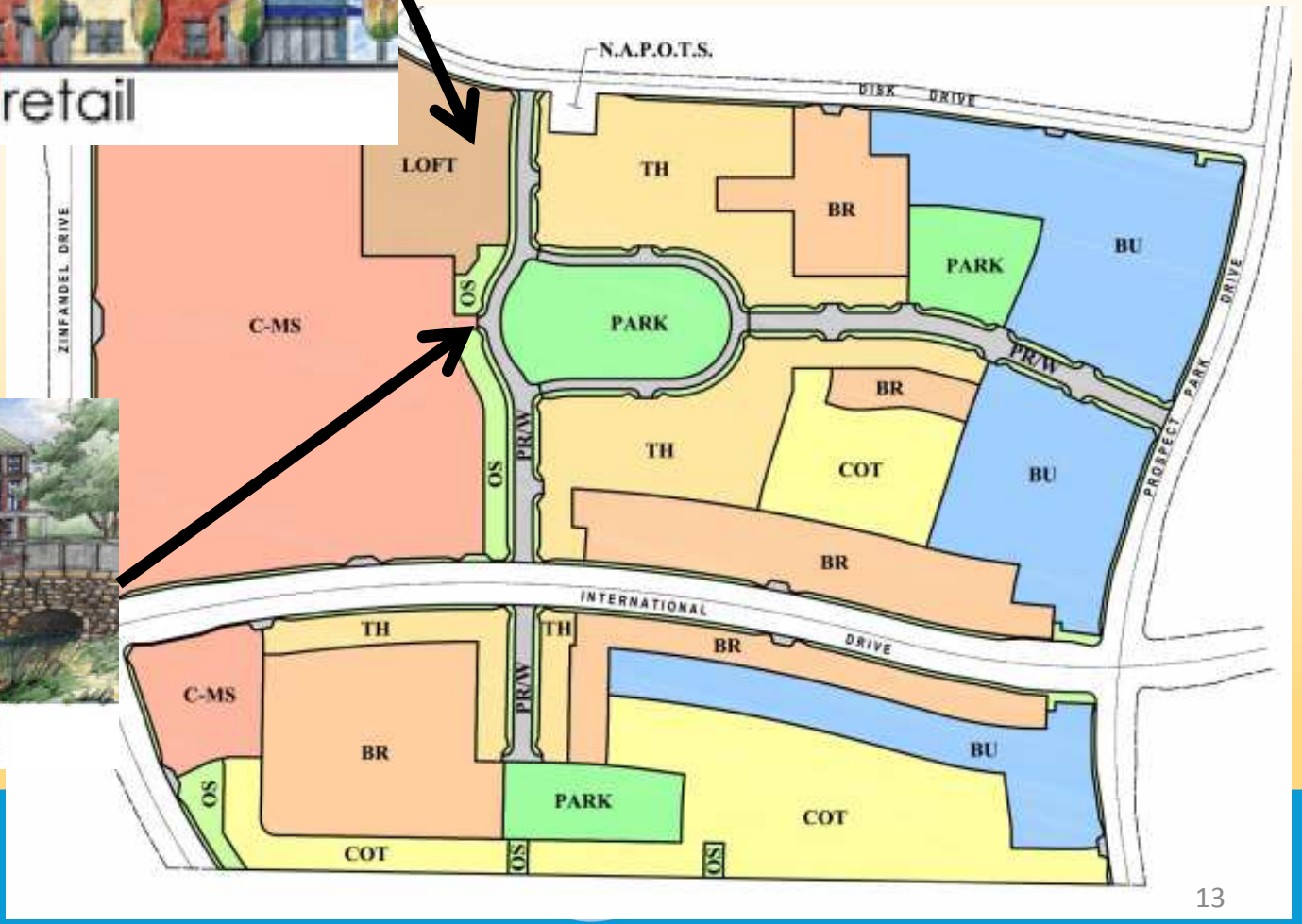
Conceptual Architecture



Conceptual Architecture







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Conceptual Architecture Style

- Reflects an eclectic use of traditional materials and forms unique to Capital Village.
- Forms, proportions and materials used should create visually pleasing buildings.
- Varying materials and styles to convey that the project was built over time.
- Focal points and view corridors throughout the project.
- Colors should be consistent within the Town Center District. Colors should be used to bring together the materials used throughout the project.

Surrounding Architecture- Townhomes to the East









Surrounding Architecture- Commercial to the West







Surrounding Architecture- Commercial to the South/Main Street









AGENDA ITEM 11.1
1140

Visualizations

Club House from Capital Village Lane



Looking North From Capital Village Lane and Bridgeway Drive



AGENDA ITEM 11.1

1141

Visualizations- Main Buildings

Club House



VIEW 3 - CLUB HOUSE AS SEEN FROM COMMERCIAL AREA

Club House Entrance



VIEW 4 - FRONT OF CLUB HOUSE



Visualizations- Pool and Cabana Area



VIEW 9 -POOL AREA AS SEEN FROM CLUB HOUSE



VIEW 10 - POOL AREA AS SEEN FROM APARTMENT

Main Questions Raised Since Submittal

- Is this consistent with the approved Capital Village Special Planning Area plan?
- Will this lead to impacts to traffic, parks, or parking?
- How does the design fit with the surrounding architecture and design guidelines?
- Need for this type of housing?

Need for Housing

The applicant has submitted and economic analysis and letters of support as the reasoning for choosing the specific site. The letters include support from:

- *The Chamber of Commerce*
- *Capital Village businesses*

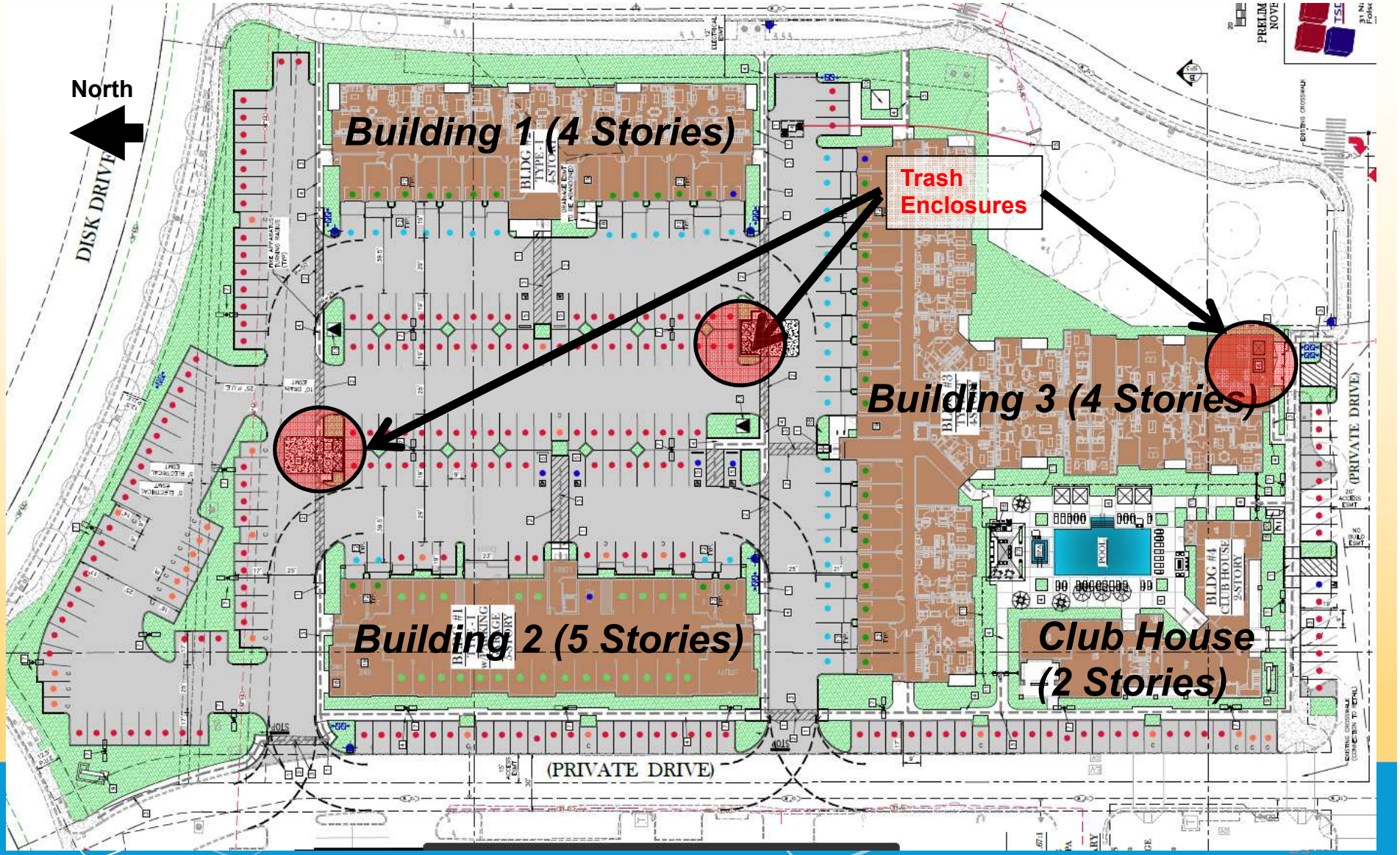
City Council direction from work session on 10/27/15

- **Parking:** Look into parking alternatives and/or provide examples of how the current design with the adjustment will function without causing conflicts.
- **Design:** Relocate the Main Street trash enclosure, wrap the stone to define the edging, change stone to match surrounding uses, work on updating color scheme, confirm amenities, confirm shadow study, and look into the possibility of alternative designs.
- **Lighting:** Provide more detail on proposed lighting and incorporate utility connections along Main Street. This would be to accommodate future events.
- **Security:** Elaborate on possible ways to improve and ensure proper management and security.
- **Economics:** Provide more detail and economic information on why Rancho Cordova needs this type of housing.

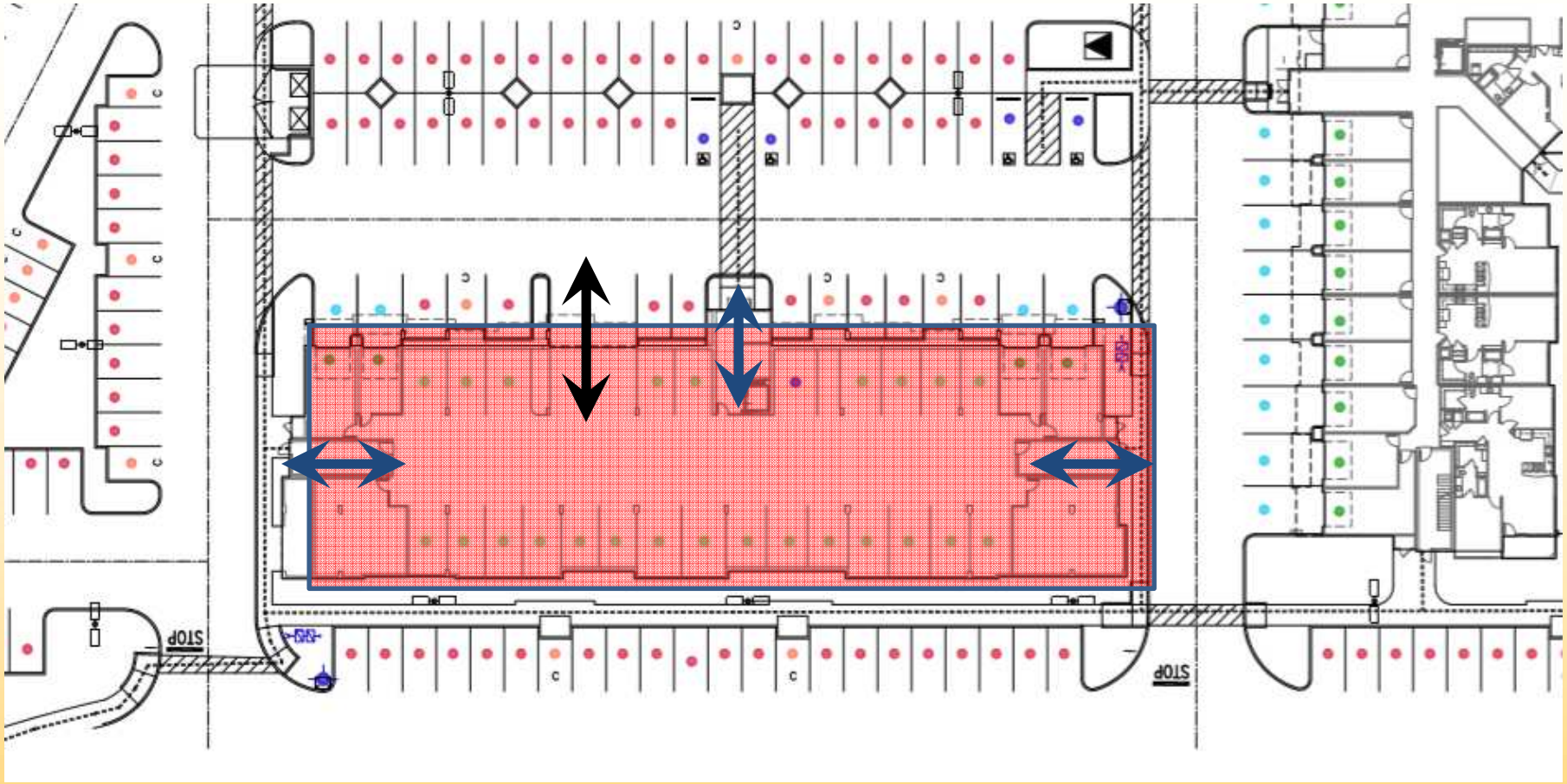
Revised Plans- Parking

- In order to provide more parking, an additional 25 ground floor spaces were added to Building 2 adjacent to the commercial buildings.
- To compensate for the loss of units on the ground floor, a 5th floor was added that increased the total unit count to 199 (5 new units).This increase was reviewed by all applicable departments for safety.
- The project plans reflect the change in height as well as the traffic study, addendum, renderings, lighting plan, and shadow study.
- The project is eligible to receive a 10% parking reduction for onsite improvements and access to transportation.
- To make up the 11% shortfall the applicant has requested an adjustment permit for parking. The findings of approval are included in the staff report and resolution XX-2015.
- The applicant also provided a description of why the current parking standard is outdated when compared to other jurisdiction and projects.

Revised Plans- Design



Revised Design- Parking



AGENDA ITEM 11.1
1149

Revised Plans- Design

- Design amendments have been made to make the building elevations more compatible with existing Capital Village designs (residential and commercial). This includes:
  - stone that is similar to the commercial property; and
  - a more muted color tone to blend the gap in color between the vibrant townhomes and muted commercial buildings.
- The project will not include gates to maintain existing circulation and will add new pedestrian paths from Bridgeway Drive to the commercial areas.
- The trash enclosures have moved away from Bridgeway Drive and are located between two of the main structures.

Revised Elevations- Bld #1 (4 stories Adjacent to Bridgeway Drive)

Height to Eave line : 45-49ft

Height to tower feature peak: 60-62ft



Front Elevation



Left Elevation



Right Elevation



Rear Elevation

Bridgeway Squ

Revised Elevations- Bld # 2 (5 stories Adjacent to Commercial Sites)



AGENDA ITEM 11.1
1152

Revised Elevations- Bld # 3 (4 stories Adjacent to Club House)

Height to tower feature peak: 60-62ft

Height to Eave line : 45-48ft



Front Elevation



Rear Elevation



Left Elevation

Club House and Pool Cabana



Pool Cabana



Right Elevation



Rear Elevation

Height to Eave line : 24ft

Height to tower feature peak: 36ft

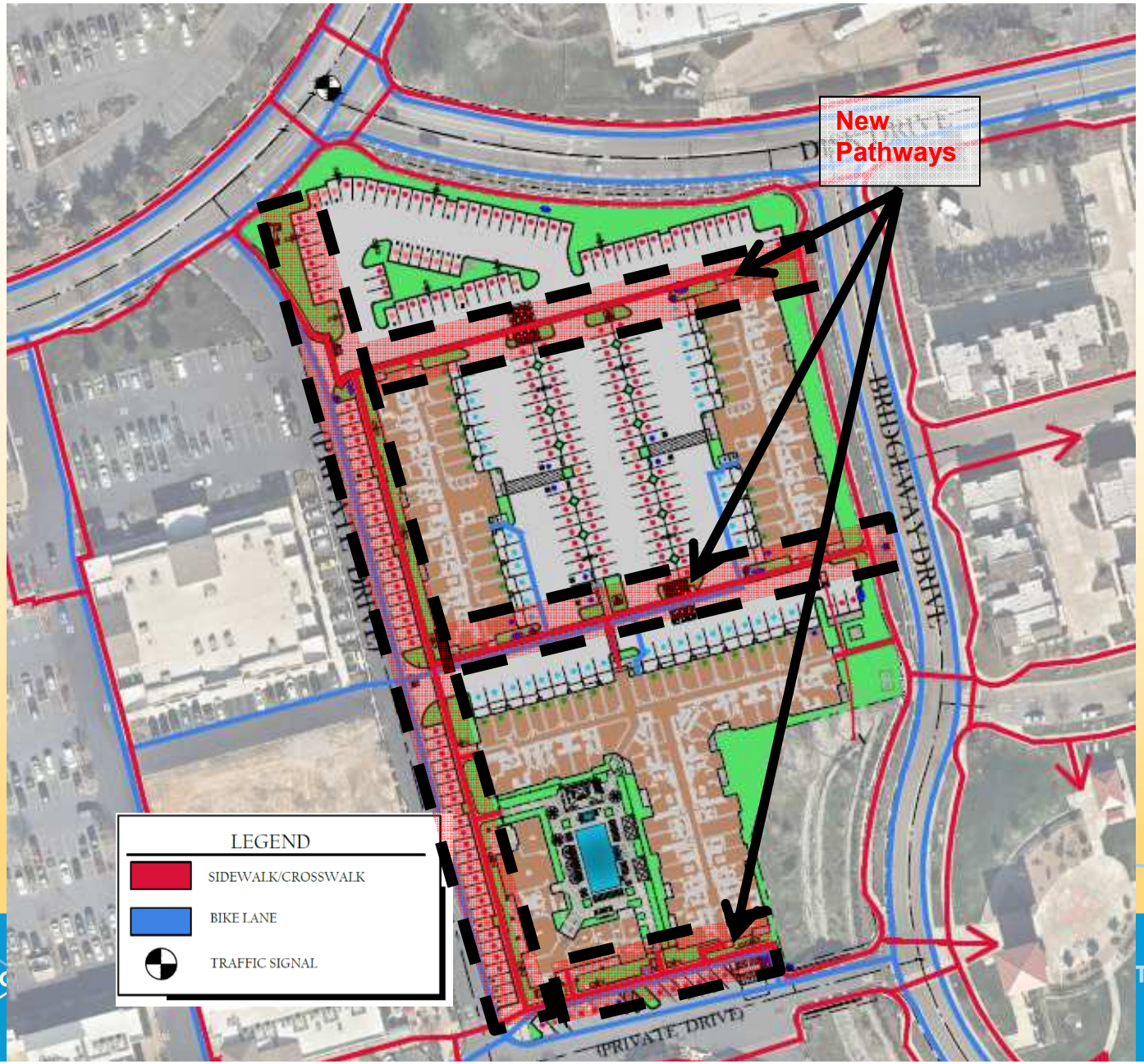


Left Elevation



Front Elevation

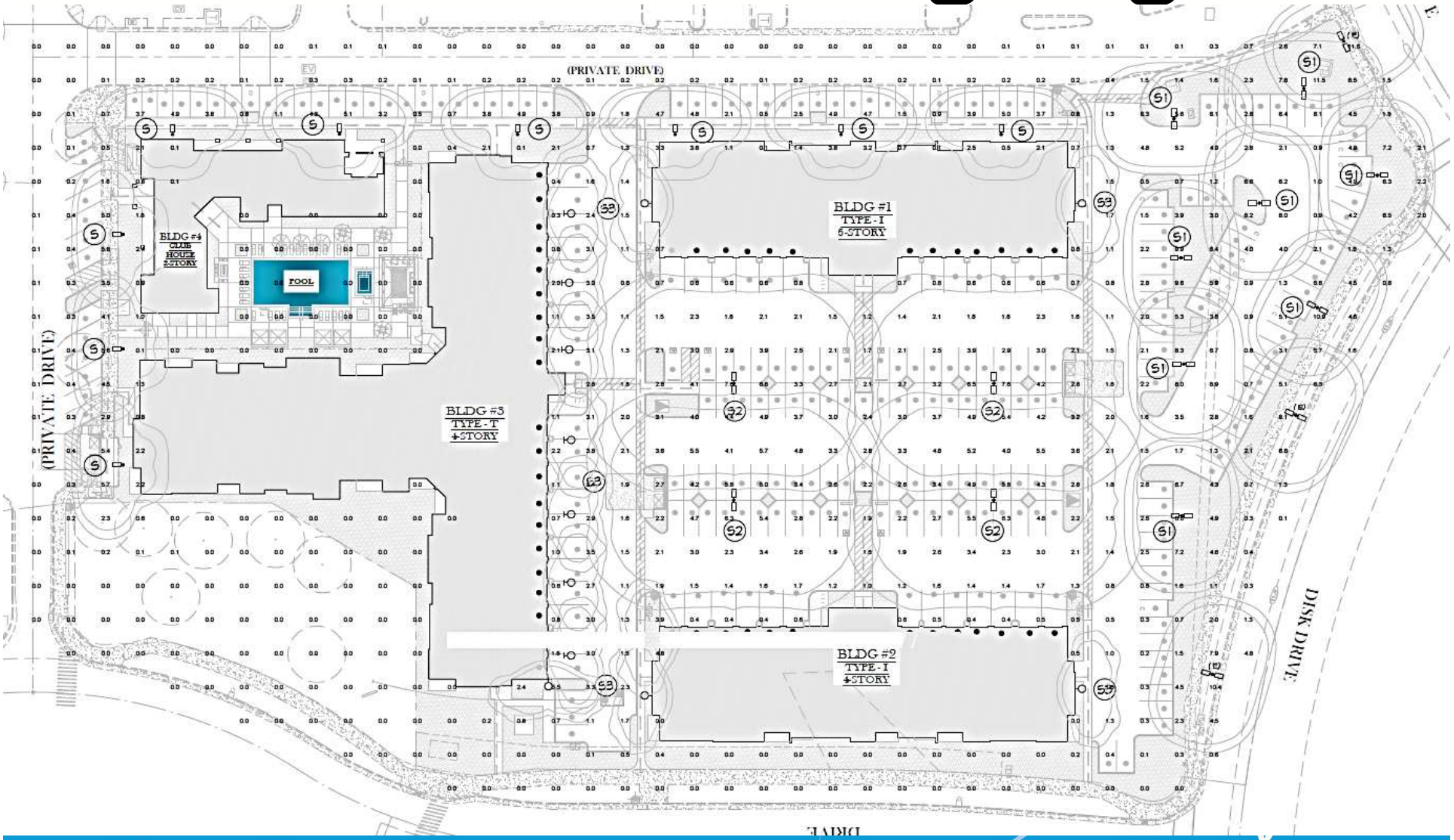
Bike and Pedestrian Plan



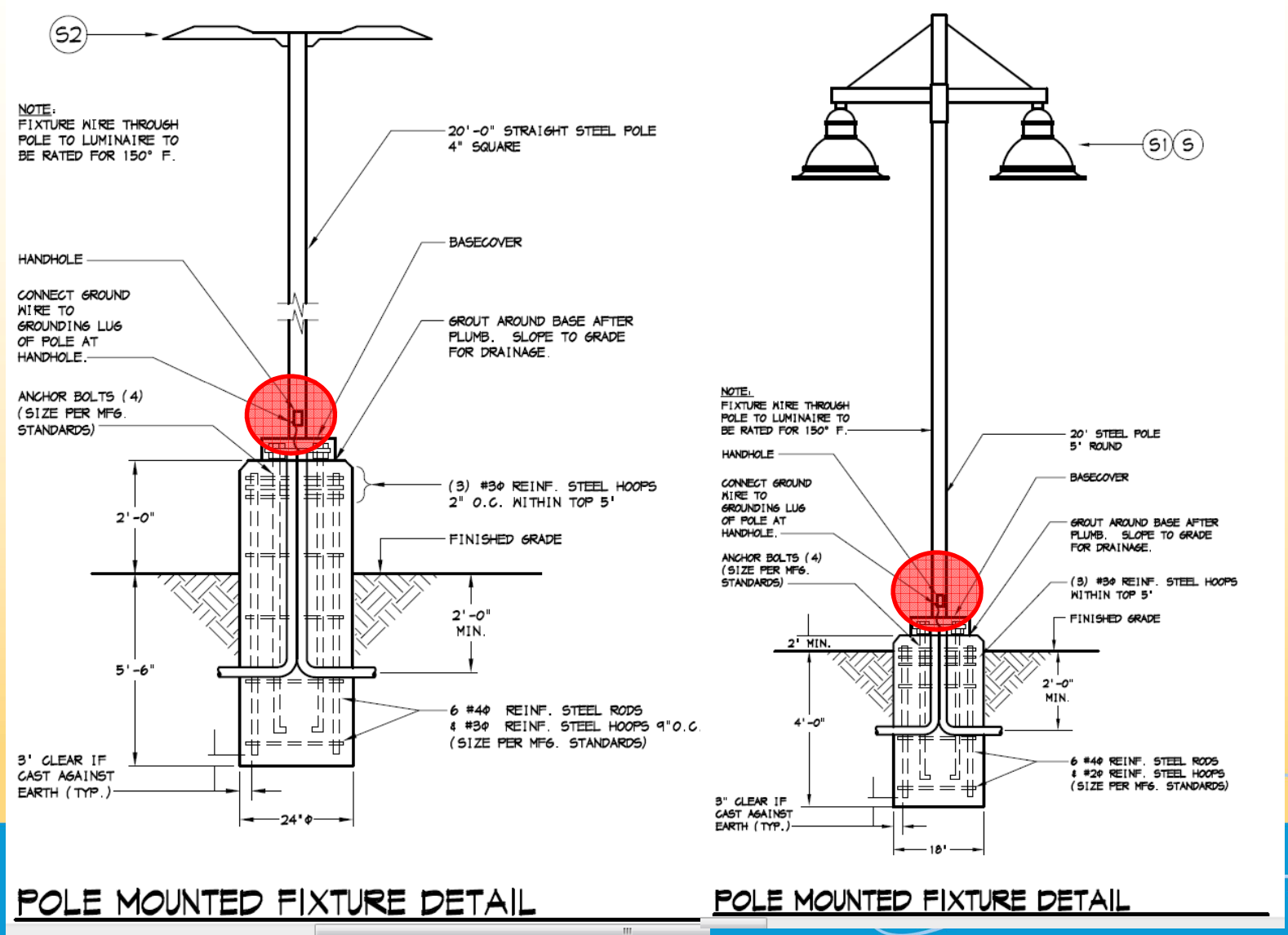
Revised Plans- Lighting

- The project include a photometric plan to indicate lighting measurements.
- The plan is consistent with all local standards and will require a building permit prior to construction.
- The staff report contains specifics about the lighting while the project has been conditioned to ensure the standards are followed.
- The lighting poles will be reduced in height by about 2 feet to comply with code. The current height is approximately 20 feet while the code requires 18 feet adjacent to residential uses.

Revised Plans- Lighting



Revised Plans- Lighting



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Revised Plans- Security

- The project has been conditioned to include parking permits/stickers to designate all residential parking.
- A onsite management will be onsite 24 hour everyday to ensure onsite security and upkeep.
- While the community will not be gated, it will contain security lighting for all pathways, trash receptacles, and bike parking.

Revised Plans- Economics

To demonstrate the need for the proposed project, the applicant prepared a market analysis. Provided below are some of the key items.

- The applicant states the City of Rancho Cordova's has a low vacancy rate which indicates the need for additional housing options due to the demand of housing.
- Given Rancho Cordova's moderate- to above moderate income levels for the existing job market, the City currently has a gap between existing apartment options and single family housing options (buy or rent) for that unmet need.
- This project is aimed at millennials and seniors looking to downsize as the applicant's team anticipates that many of the millennials will work and shop in the area and that the relocation could encourage future home ownership in the area.

Environmental

- City Staff prepared a addendum to the previously adopted Capital Village Mitigated Negative Declaration.
- The draft addendum includes an updated traffic study and air quality emissions analysis that quantifies traffic and air quality related impacts.
- The proposed project will be consistent with the current standards and would be subject to the existing Capital Village mitigation measures.
- The addendum concluded that all environmental impacts will be equal or less than previously identified in the Capital Village Mitigated Negative Declaration.

Recommendations

- **Based on the findings, staff recommends the City Council take one of the following actions:**
- If Council finds that this project is generally consistent with the vision and criteria for this site within the Special Planning Area and desires to approve it:
  - Approve Resolution 146-2015 Approving an Addendum to the Capital Village Mitigated Negative Declaration, Pursuant to Requirements of the California Environmental Quality Act;
  - Introduce and waive first reading of Ordinance No. 16-2015, Adopting Amendments to Section 3.6, Regarding the Loft District, of the Capital Village Special Planning Area Handbook to Allow for High Density Residential as an Allowed Use;
  - Introduce and waive first reading of Ordinance No. 17-2015 Adopting a Second Amendment to the Development Agreement for the Capital Village Special Planning Area; and
  - Approve Resolution No. 147-2015 Approving Major Design Review and Conditions of Approval for the 199-unit, 4- to 5-Story Market Rate Apartment Complex With a 7,080-Square Foot Clubhouse and Outdoor Pool, Including a Parking Adjustment, on 5.12 acres within the Capital Village Special Planning Area; OR
- If significant changes are required for City Council approval, direct staff and the applicant on how the City Council would like to improve the project for final decision and continue the item to a future meeting; OR
- If Council finds that the proposed project is not consistent with the "live-work" vision and criteria for this site within the adopted Special Planning Area, it may recommend denial of the project.

Conclusion

- This concludes staff's presentation and we are prepared to answer any questions from the Council or Public.
- The applicant would also like to make a brief presentation and will be also available for comment.

MEMORANDUM

DATE: January 19, 2016

TO: Honorable Mayor and Council Members

FROM: Matthew Diaz, Associate Planner

SUBJECT: **ZINFANDEL VILLAGE –DESIGN REVIEW AMENDMENT AND EXCEPTION; PROJECT NO. DD9623 – LOCATED AT 2817, 2821 AND 2863 ZINFANDEL DRIVE.**

PROPERTY OWNER:	**APPLICANT/DEVELOPER:**
Pacific Castle Mrs. Judi Harris 2601 Main Street, Suite 900 Irvine, CA 92614	Barbes-Bidaujiri & Associate Mr. Ben Barbes 3420 E. Shea Boulevard, Suite 199 Phoenix, AZ 85028

PROJECT:	The applicant is proposing to remove a small portion of the main building and improve the façade of the existing Zinfandel Village shopping center. The façade improvements involve a slight reconfiguration of the building footprint, new windows and siding, as well as updated roofline. This is an amendment to the previous Design Review permit (DD8440) approved by the City Council on January 20, 2015.
FILE:	DD9623
LOCATION:	2817, 2821 and 2863 Zinfandel Drive;
APN:	072-0330-018-0000, 072-0330-019-000, and 072-0330-022-0000
PLANNER:	Matthew Diaz, Associate Planner

RECOMMENDATION

Staff recommends the City Council take one of the following actions:

1. If Council finds that this project is consistent with the vision and criteria of the Folsom Boulevard Specific Plan and the adopted Design Guidelines then staff recommends the Council adopt Resolution No. 6-2016 approving the Major Design Review permit amendment and Conditions of Approval for the existing Zinfandel Village (a.k.a. Zinfandel 50) shopping center located at the 2817, 2821 and 2863 Zinfandel Drive.

   OR

2. If significant changes are required for City Council approval, direct staff and the applicant on how the City Council would like to improve the project for final decision and continue the item to a future meeting; OR

3. If Council finds that the proposed project is not consistent with the Folsom Boulevard Specific Plan standards or the adopted Design Guidelines, it may recommend denial of the project.

RESULT OF RECOMMENDED ACTION

Depending upon which action the Council takes,

1. Approval of project would allow the applicant to submit building permits and improvement plans for the site plan and facade improvements for the existing Zinfandel Village shopping center.
2. Granting of the continuance would reschedule this item to a future City Council meeting if desired by Council. Staff and the applicant would prepare a formal response to the City Council's direction for a possible final decision of approval or denial.
3. If Council finds that the proposed improvements and exception are NOT consistent with the Folsom Boulevard Specific Plan and the City's adopted Design Guidelines, a recommendation to deny the project would not allow the applicant to proceed.

BACKGROUND

In May of 2013, Pacific Castle (Applicant) began conversations with City staff about improvements to Zinfandel Village (formerly known as Zinfandel 50) that included two new drive-throughs and façade modifications to the existing building. A formal application for a design review permit was submitted on February 14, 2014. This project was circulated for review and approved by the City Council on January 20, 2015, following the approval per Resolution 6-2015 (**Attachment 6**), the Popeye's restaurant design review permit was approved on May 18, 2015 per Resolution 52-2015.

In August 2015, the applicant submitted improvement plans for the center; however, during the building permit preparations the applicant discovered that the approved façade improvements were not economically feasible to complete **(Attachment 5**).

On November 16, 2015 the applicant resubmitted plans that included a relocated pathway and components of the original façade design previously approved by the City Council. This project was reviewed by all applicable Departments and outside agencies for completeness and adherence to all applicable standards ***(*Attachment 4**). As a result the applicant approached staff with a revised proposal for the main building within the center that reflects the new budget for the project. A detailed explanation from the applicant for this subject is contained within **Attachment 5.** This also explains their need for a quick review and action on their proposal due to their need to serve leases with prospective tenants and financing for the improvements. Staff expressed concerns about the proposed revisions, but the applicant proceeded to submit a new application.

Figure 1: Project Site (Existing Conditions)

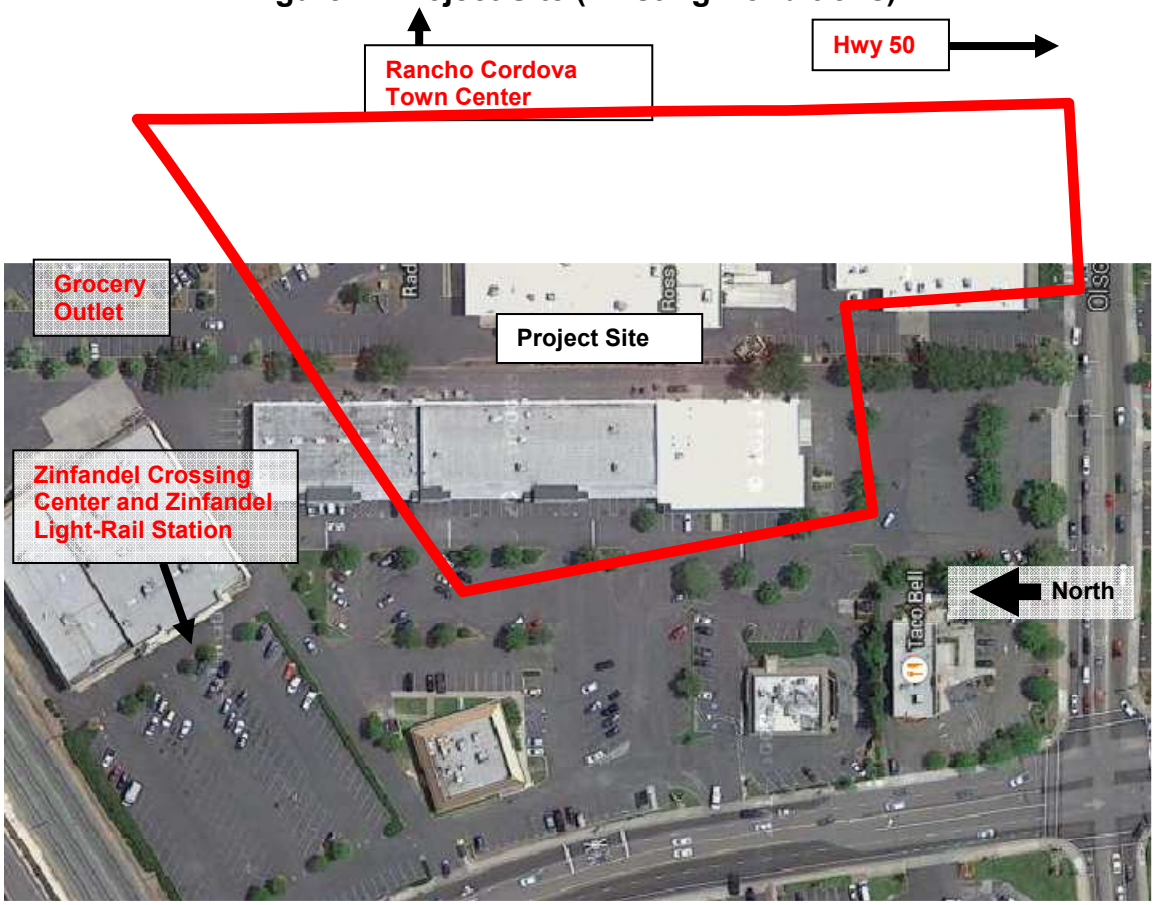


Figure 2: Site Plan (Revised Project)

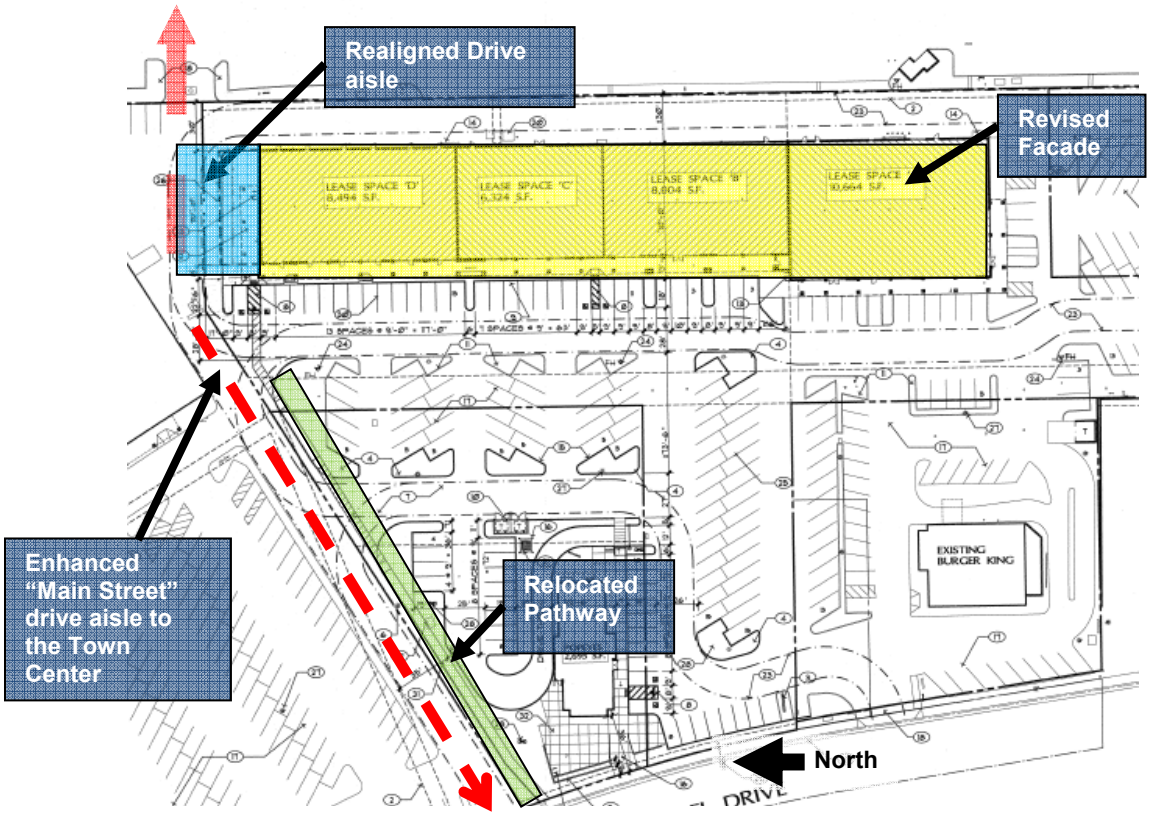


Figure 3: Existing Façade (Looking North)

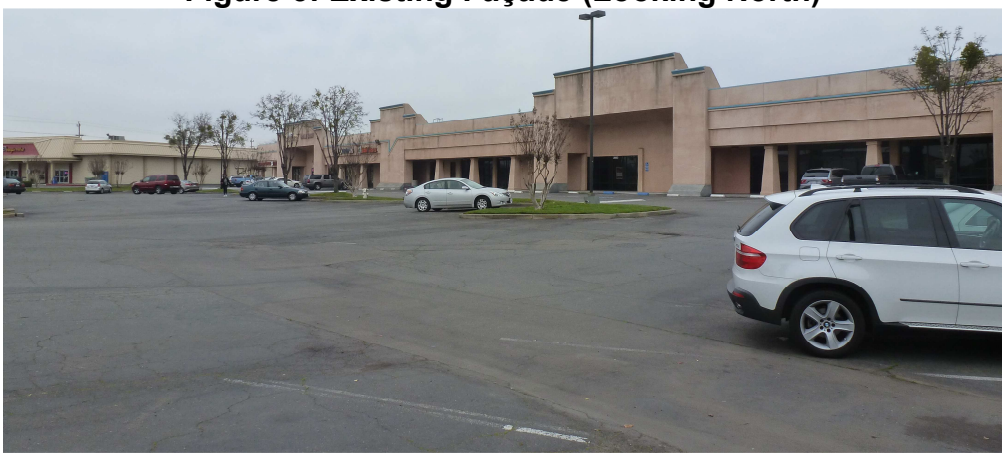


Figure 4: Existing Connection to Town Center (Looking East)



REQUIRED PERMITS AND REGULATORY BASIS

Major Design Review (Section 23.141) is required to ensure compatibility and implementation of development standards. Due to the projects floor area ratio (FAR) being under the required 0.25 FAR, an Exception must be processed to allow the project's current design to deviate from the Folsom Boulevard Specific Plan standards. This was also the case with the approved project. This is discussed further in the Zoning analysis section below.

Permits Required after Approval:

- Major Design Review permit for the new commercial Pad adjacent to Olson Drive.
- Improvement Plans/Grading Permit
- Building Permit
- Business License

ANALYSIS

General Plan:

The project site is within the Downtown Planning Area (DTPA) under the sub-classification of CMU (Commercial Mixed-Use) land use designation. The Downtown is the center and "heart" of Rancho Cordova and provides a significant connection between existing residential and commercial areas. It is the City's intent that the Downtown becomes a vibrant place to live, work, play, and shop, with walkable areas that connect to plazas and other gathering areas that are part of individual projects. One of the main priorities of the Downtown Planning Area is improved circulation and development patterns in the Olson Drive area which includes a local town center with a "Main Street" concept.

The proposed modifications are an attempt to revitalize an aging commercial center with a new façade and on-site improvements to enhance aesthetic appeal and walkability. The project includes an enhanced connection from Zinfandel Drive to the Target shopping center, which

should help facilitate motorist to the adjacent shopping center while reducing the automobile impacts to Olson Drive.

Zoning Code:
The project site is zoned FB-CMU (Folsom Boulevard – Commercial Mixed-Use) which provides for a wide variety of general commercial and heavier types of commercial uses. This district is intended to designate property primarily for commercial development; however, it may also include office and/or residential uses. Retail and service uses (including general retail and personal services) are permitted by right, and more intense commercial and service uses are conditionally permitted. Business and professional office uses, as well as residential uses with a density between 10 and 18 units per acre, are also permitted by right when integrated vertically or horizontally with commercial uses. Since the project site is within one-quarter mile of a light-rail station (Zinfandel Station), the project would fall under the Transit Oriented Development Overlay zone; however, the Folsom Boulevard Specific Plan is the primary regulatory document for this project.

As mentioned in the General Plan discussion above, the improvements will enhance the aging shopping center in an attempt to attract new commercial tenants that will service potential customers. The project does not propose any new use that would not be allowed within the FB-CMU zoning designation while the on-site and off-site improvements will enhance motorist circulation to and through the shopping center as well as pedestrian access along the improved frontage improvements. Specific descriptions of the improvements are listed below within the Design section of this report.

Exception*:*
In conjunction with Major Design Review, project-level CEQA review, and any other required entitlements, an applicant may request that the City Council approve an Exception to allow a development project that does not strictly adhere to the Folsom Boulevard Specific Plan standards assuming the use is permitted. In addition to the findings of approval for an Exception, a project must meet at least four of six conditions intended to highlight a projects unique benefit to the community.

The previous approved plan included an exception for exceedance of the maximum setback and shorten drive-through aisle length as well as a reduction in floor area ratio (FAR), this amendment will only require the exception for the modified FAR that is still below the minimum 0.25 requirement (total building size divided by total parcel size). The revised design will still remove approximately 3,681 of square footage from the north end of the building; however it will not add additional square footage to the building's façade facing Zinfandel Drive. The total FAR will now be 0.20 (38,681 square feet) instead of the previous 0.22 (42,225 square feet) which will still fall below the required 0.25 (48,018 square feet). To meet the 0.25 requirement, the current design would require an additional 0.05 FAR (9,603 square feet) of commercial space which could either require the removal of one of the commercial pads for a larger proposed building or an even larger alteration to the existing main building design. While these two options may help to bring the FAR into compliance, these options are not in line with needs of the potential tenants the applicant has currently been negotiating leases with. Alterations to meet the 0.25 FAR would require a major revision to the existing and proposed center layout which may not align with the current real estate market that has shown interest in the center and therefore the applicant is not proposing to meet this requirment.

Due to the project's 0.05 FAR shortfall, an Exception must be processed to allow the project's current design to deviate from the Folsom Boulevard Specific Plan standards. Based on the

proposed project, staff feels that four of the six conditions have been met. The evidence for the four conditions this project must meet is as follows:

Condition #1: Will fulfill a compelling community need, as indicated by an existing City goal, General Plan policy, budget priority, or other Council-adopted policy document.

Evidence: The project will revitalize a commercial shopping center in the Downtown Planning Area in which conditions are deteriorating and approaching blight. Improvements to the center's aesthetics and infrastructure will improve walkability and automobile circulation that will enhance the safety for motorist and pedestrians. Revitalization and improvements to safety are needed for this area that currently suffers from blighted conditions along Zinfandel Drive and Olson Drive.

Condition #2: Will improve an existing blighted situation by removing 100 percent of the blight located on the subject property.

Evidence: All of the buildings within the project site will be remodeled with more modern façades and parking lot improvements that will comply with current regulations. The aging restaurant adjacent to Zinfandel Drive will be demolished and replaced with a new commercial pad and drive-through, landscaping, and a pedestrian eating area connected to the improved sidewalks. The other commercial pad along Olson Drive will infill excess parking area and the parking lot will be reconfigured with new paving, stripped parking, and landscape planters.

Condition #4: Will create at least 15 new permanent full-time jobs (or new jobs equivalent to at least 15 full-time equivalents) or a minimum of 1 job per 500 square feet.

Evidence: A typical restaurant with drive-through can employ up to 5-10 positions while a major tenant can employee 10-15 positions. While the operational characteristics of the new commercial pads and new tenants are unknown at this time, the applicant anticipates that the approval of this project will the result in the permanent hiring of significantly more than 15 full-time employees at the completion of construction permits and occupancy. This does not account for the part-time and temporary jobs that will be created by the approval of this project by either the new businesses or the construction onsite.

Condition #5: Will generate annual sales tax contributions to the City in excess of $25,000.

Evidence: The exact amount is unknown at this time, but the project will include two new commercial pads with new restaurants while the main building improvements will result in new anchor tenants. These new uses will generate sales tax well in excess of $25,000 as the project is developed and fully utilized in time. The applicant also anticipates that the project will have off-site benefits that will lead to increases in sales tax revenue, as future patrons will shop and eat at the surrounding businesses once they are finished with their onsite activities. These linkages will have indirect benefits as a result of this approval.

Detailed explanations of the findings for approval are contained in the attached Resolution (**Attachment 1**) while the previous findings for approval for the drive-throughs and commercial pads can be found on (**Attachment 6**).

<u>Design:</u>

All renovations and new construction must adhere to the City's Design Guidelines to ensure all improvements and additions will be attractive while integrating into the surrounding environment. The project has been review in accordance with Sections B for commercial development.

Site Plan and Parking:
While the main building will still face Zinfandel Drive, the parking area has been reconfigured to better align the drive aisles and improve the stalls and landscaped planters. Improvements to the parking area include repaved surfaces, and landscaped planters. The main drive aisles have been realigned to improve circulation through the site while maintaining adequate parking. The project requires 316 parking stalls and 383 parking stalls will be provided.

As with the previous approval (DD8440), the project has been conditioned to include enhanced sidewalks and landscaping adjacent to the street frontage along the project boundary. These improvements include new vertical curbs, the widening of the sidewalk to seven feet, and a six foot landscape buffer for canopy trees, shrubs, and ground cover. To improve on-site pedestrian connectivity and reduce pedestrian-automobile conflicts, condition #15 is included to provide better internal circulation and safety by adding pedestrian crossway improvements such as raised crosswalks, enhanced stripping and signage. These improvements are described in detail on the attached Conditions of Approval (**Exhibit B**).

Architecture:
The previously approved Design Review project evaluated the removal of approximately 3,681 square feet of commercial space from the north end of the existing building and the addition of approximately 5,286 square feet along the middle of the building. For the revised proposal the applicant is only proposing to remove 3,681 square feet from the north end of the building. This removal will improve circulation between Zinfandel Village and Rancho Cordova "Target" Town Center to the east of the project. Other proposed architectural modifications to the main building included: a new pitched roofline with concrete tile for a majority of the main façade; the existing building projections will be improved with stone added to the base; and contrast in color to define the entrance. While the main buildings height will be 23-feet, these projections will be 28-feet in height to vary the roofline. Since there is no maximum building height the project is consistent with FBSP standards. The walls will include new stucco with stone veneer ("old country burned oak") for the building's two main projections facing Zinfandel Drive (Figures 5-8). The updated color scheme includes a variety of warm (adobe, tan, orange, and brown) colors and additional windows and glass doors have been added for a more pedestrian friendly ground floor.
The current design is flat and outdated, while the new plan will be more consistent with the City's Design Guidelines to create a layered elevation that will seem more human scale by mixing a variety of materials with different color combinations as well as additional windows. While a proposed design has not been submitted for either of the 2,500 square foot commercial pads, the project has been conditioned to still require Design Review for the new commercial pads prior to construction.

Figure 5: Floor Plan and Main Facade facing the Zinfandel Drive (Northern Section) Main Building



Figure 6: Main Facade facing the Grocery Outlet/Folsom Boulevard (Northern Section)

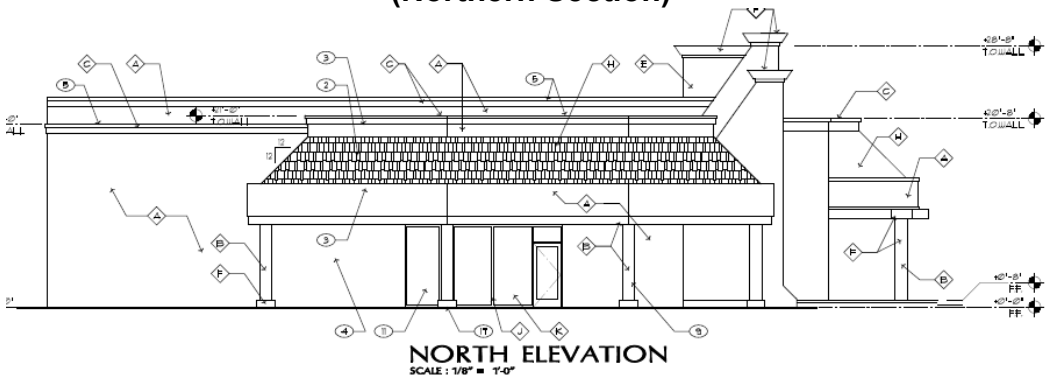


Figure 7: Main Facade facing the Olson Drive (Southern Section)

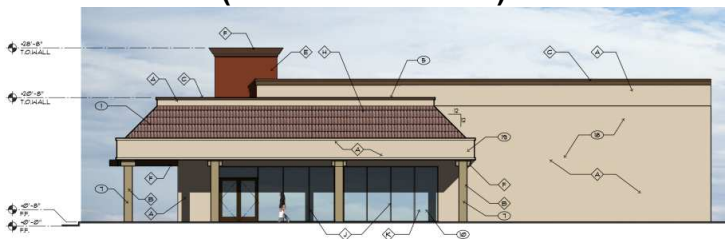


Figure 8: Main Facade Comparison



Consistency with Previous Approvals and Design Guidelines:
As mentioned in the background section of this report, the applicant has advised staff that the previously approved façade changes are not economically feasible, which prompted the redesign submittal. While continuing to work with the applicant to address these comments, staff was informed that financial obligations associated with the leasing of tenant space required all entitlements by early 2016. The applicant has explained these tenants are essential in securing the financial capital to ensure the improvements are made in a timely manner. Although the current plan contains elements of the previous design, the current plans are lacking features that were essential in the project's adherence to the City's adopted Design Guidelines. To avoid the likelihood of missing the leasing requirements by delaying the final review, conditions of approval for additional improvements have been added in an attempt to meet the leasing requirements to ensure the financial capital for the façade upgrades. Below is a summary of the major changes including improvements that have been added as conditions of approval **(Attachment 1, Exhibit B)**.

- Architecture: While the proposed design is an improvement from the center's current outdated design, staff is recommending the following changes to ensure full compliance in the design guidelines. These items can be found in condition #15 and #18.
    - Additional variety in material will be required prior to issuance of building permits as the plans.
    - Additional architectural features should be added to the façade to help break up the monotony of the façade. This could include faux windows, decorative lighting, sign program encouraging unique design, defined cornice or other roof feature, and any other architectural design element suggested by the Council.
- Site Plan:
    - Unique paving for pedestrian space, variety of tile material, planters and enhanced crosswalks.
- Landscaping: Due to the relocation of the pedestrian path from Zinfandel Drive, a slightly revised landscaping was proposed with this amendment. A preliminary landscape plan was submitted and approved per Resolution 6-2015 for the entire center as the details of that approval are contained within **Attachment 6** of this report. Condition of approval #15 will require a final landscaping plan that adheres to the proposes changes. This plan will include:
    - A final landscape plan that included Chinese Pistache, Crape Myrtle, and African rumac along with turf, groundcover and shrubs throughout the project site.

  - A new 6-foot landscape planter adjacent to Zinfandel Drive and Olson Drive with a 5-foot planter between the parking stalls and building.
  - Additional trees adjacent to the pathway along the private drive aisle as well as outdoor patio areas for the two new commercial pads along the public right-of-ways.
  - Drought resistant planting.
- Sign Program: A sign program was submitted and approved per Resolution 6-2015 for the entire center. Consistent with that approval, a revised sign program will be required prior issuance of construction permits. This has been included as condition of approval #31 for the project.

With the above recommendation included as conditions of approval, staff believes the project is more consistent with the original approval and the applicable design guidelines and development standards.

FISCAL ANALYSIS OF PROJECT

The City anticipates that this project will provide additional revenues from an increase in sales taxes through new businesses and increases in general sale of goods purchased by the onsite employees.

ENVIRONMENTAL

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Chapter 3, Division 6 (State CEQA Guidelines) Sections 15301 (Existing Facilities). The project will modify the previous design review permit for the center and amend the existing building and parking area. No potential new impacts related to the project have been identified that would necessitate further environmental review beyond the impacts and issues already disclosed in the previous analyzed per project approval DD8440 and in the General Plan EIR.

RECOMMENDED MOTIONS

Staff recommends that the City Council find the project to be in compliance with the California Environmental Quality Act (CEQA) as exempt pursuant to CEQA Guidelines Section 15301 and adopt Resolution No. 6-2016 the Design Review Amendment and Exception for the Zinfandel Villages DD9623, subject to the findings, Project Plans (**Exhibit A**) and Conditions of Approval (**Exhibit B**)."

ATTACHMENTS

1. Resolution 6-2016, including Project Plans (**Exhibit A**) and subject to the Conditions of Approval (**Exhibit B**).
2. 500' Radius Map with Mailing Labels.
3. Design Guideline Checklist (Commercial).
4. Completeness Letter for DD9623 dated December 17, 2015.
5. Description of Cost Difference from previous plan (DD8440).
6. Staff Report and Resolution for Zinfandel Village Conditional Use Permit, Design Review, and Exception DD8440, approved by the City Council on January 20, 2015.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 6-2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING ZINFANDEL VILLAGE MAJOR DESIGN REVIEW AMENDMENT AND EXCEPTION - PROJECT NO. DD9623

WHEREAS, On February 14, 2014 Ben Barbes and Pacific Castle (referred to as the Applicant) filed a formal submittal to propose façade improvements to the existing shopping center that would include the removal of a portion of the north end of the main building, the demolition of an existing restaurant, two new commercial pads with drive-throughs, an enhanced connection from Zinfandel Drive to the Target shopping center, reconfigured parking area, and a new unified sign program for the Zinfandel Village shopping center located at 2817, 2821 and 2863 Zinfandel Drive. (Assessor's Parcel Number: 072-0330-018-0000, 072-0330-019-000, and 072-0330-022-0000); and

WHEREAS, on July 15, 2014, the Rancho Cordova City Council conducted a study session to discuss drive-through design and future locations. While a determination was not made for the project, staff was given insight into the Council's priorities for drive-through design. From this dialogue, the applicant agreed to revise the project's design to reflect the design principals discussed at the study session; and

WHEREAS, On October 15, 2014 the applicant resubmitted a plan that included two new drive-throughs and supportive Traffic Study. This project was reviewed by all applicable City departments and approved by the City Council on January 20, 2015 per Resolution 6-2015; and

WHEREAS, As part of the building permit preparation, it became clear to the applicant that the original scope of work would not be economical feasible and therefore require a redesign to implement; and

WHEREAS, On November 16, 2015 the applicant resubmitted plans that included a revised plans that were similar to the original design; however the plans did not include the enlarged main façade and building articulations. The plans were subsequently routed and review by all applicable City departments and outside agencies; and

WHEREAS, the City Council is the appropriate authority to hear and take action on this project; and

WHEREAS, the City Council of the City of Rancho Cordova has conducted a properly noticed public hearing pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the Council approves the Zinfandel Village Design Review Amendment permit and an Exception **(Exhibit A)**, subject to the following findings and attached Conditions of Approval **(Exhibit B)**:

ATTACHMENT 1

A. Finds the project site was adequately analyzed according to the California Environmental Quality Act (CEQA) Guidelines and is exempt per 15301 (Existing Facilities), as supported by the following:

Evidence: The project will modify the previous design review permit for the center and amend the existing building and parking area. No potential new impacts related to the project have been identified that would necessitate further environmental review beyond the impacts and issues already disclosed in the previous analyzed per project approval DD8440.

B. Approve the Design Review Amendment permit subject to the Conditions of Approval herein, and subject to the findings as defined by Zoning Code sections 23.141.050 and evidence as follows:

1. Finding: The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Specific Plan provisions, and special planning area provisions, and is consistent with the applicable Rancho Cordova design guidelines.

   Evidence: The proposed project is consistent with the purpose and intent of adopted policies and regulations, including the Folsom Boulevard Specific Plan, the Zoning Code, the Municipal Code, and the General Plan. The project site is located within the Folsom Boulevard Specific Plan Olson Opportunity Site and the Downtown Overlay zone. The project consists of enhanced commercial center that is in keeping with the Olson Opportunity Site, the Downtown Planning Area and all applicable standards, and guidelines.

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

   Evidence: The proposed design review amendment includes a new façade, enhanced town center connection, reconfigured parking area, landscaping, and frontage improvements. These designs will enhance the character of the project site by modernizing an aging shopping center to encourage more commercial and other services. The building's façade and use of color and material are consistent with the City's Design Guidelines for commercial and community facility projects.

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

   Evidence: The design and proposed use of the project is established clearly within the submitted application for Major Design Review Amendment and Exception. The design and use are consistent with the existing businesses in the area which consist of retail, restaurants, personal services (salons, etc.), along Zinfandel Drive and Olson Drive. The design, color, and materials are

compatible with the character and of existing development and have been designed to foster a more human scale façade.

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

   Evidence: The proposed project will not substantially affect current traffic flows or existing modes of transportation circulation as the layout will be similar to the current conditions. The project has been conditioned to improve safety for pedestrians coming from the main streets or that utilize the Zinfandel Light Rail Station. Also improvements will be made to the existing sidewalks and right-of-way along the project site in accordance with all local standards.

C. Approve the Exception subject to the Conditions of Approval herein, and subject to the findings as defined by the Folsom Boulevard Specific Plan Chapter 3 Section D and evidence as follows:

   1. Finding: The proposed project qualifies for an Exception by meeting at least four of the six conditions required for granting of an Exception as defined above.

      Evidence: As described in the associated Staff Report dated January 20, 2015 and January 19, 2016, the project will comply with four of the six required conditions. The project proposes to revitalize an aging shopping center that will improve the aesthetics and health and safety for all motorists and pedestrians.

   2. Finding: The City Council has determined that the proposed project has adhered to the vision of the Folsom Boulevard Specific Plan to the fullest extent practicable.

      Evidence: The improvements to the existing commercial center are in keeping with the intent of the Olson Opportunity Site and Downtown Planning Area. The improvements will enhance an aging shopping center that will intensify the sites commercial capabilities. Since the Olson Opportunity Site and Downtown Planning Area encourages primarily commercial uses in an dense urban setting, the project enhances the vision of the area as being a hub for existing and future customers.

   3. Finding: The applicant has provided substantial evidence that the conditions for the Exception will be met following construction and operation of the project. Further, the applicant has agreed to conditions of approval guaranteeing these requirements will be met or exceeded throughout the life of the project.

      Evidence: While some of the financial specifics were difficult to estimate, the applicant did provide an initial assessment of the results of this project's approval. This includes new tenants for the commercial pads, new employee projections, and estimated tax revenue for the City. The project has been conditioned to improve both onsite and offsite circulation, that will minimize pedestrian and automotive conflicts.

ATTACHMENT 1

4. Finding: Granting the Exception will not adversely affect the interests of the public or the interests of the residents and property owners in the vicinity of the premises in question, and shall not establish a precedent for other project requests.

   Evidence: The approval of the Exception will not adversely affect the similar neighboring commercial development or nearby interests. The Exception is for minor deviations in the drive-through aisle distance and maximum setback that are intended to improve public health and safety by minimizing potential pedestrian and motorist conflicts.

5. Finding: Granting the Exception will not endanger the public health and safety.

   Evidence: The granting of the Exception will allow slight deviations to the Folsom Boulevard Specific Plan maximum setback standard to ensure the drive-through aisle designs do not conflict with pedestrian or motorist traffic from either of the main streets. While the maximum setback distance will be exceeded, the project is conditioned to include pedestrians gathering areas between the new commercial buildings and pedestrian sidewalks. These areas will improve pedestrian circulation while providing a visible gathering area that adheres to many Specific Plan and General Plan goals for the area.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____, 2016 by the following vote:

AYES:

NOES:

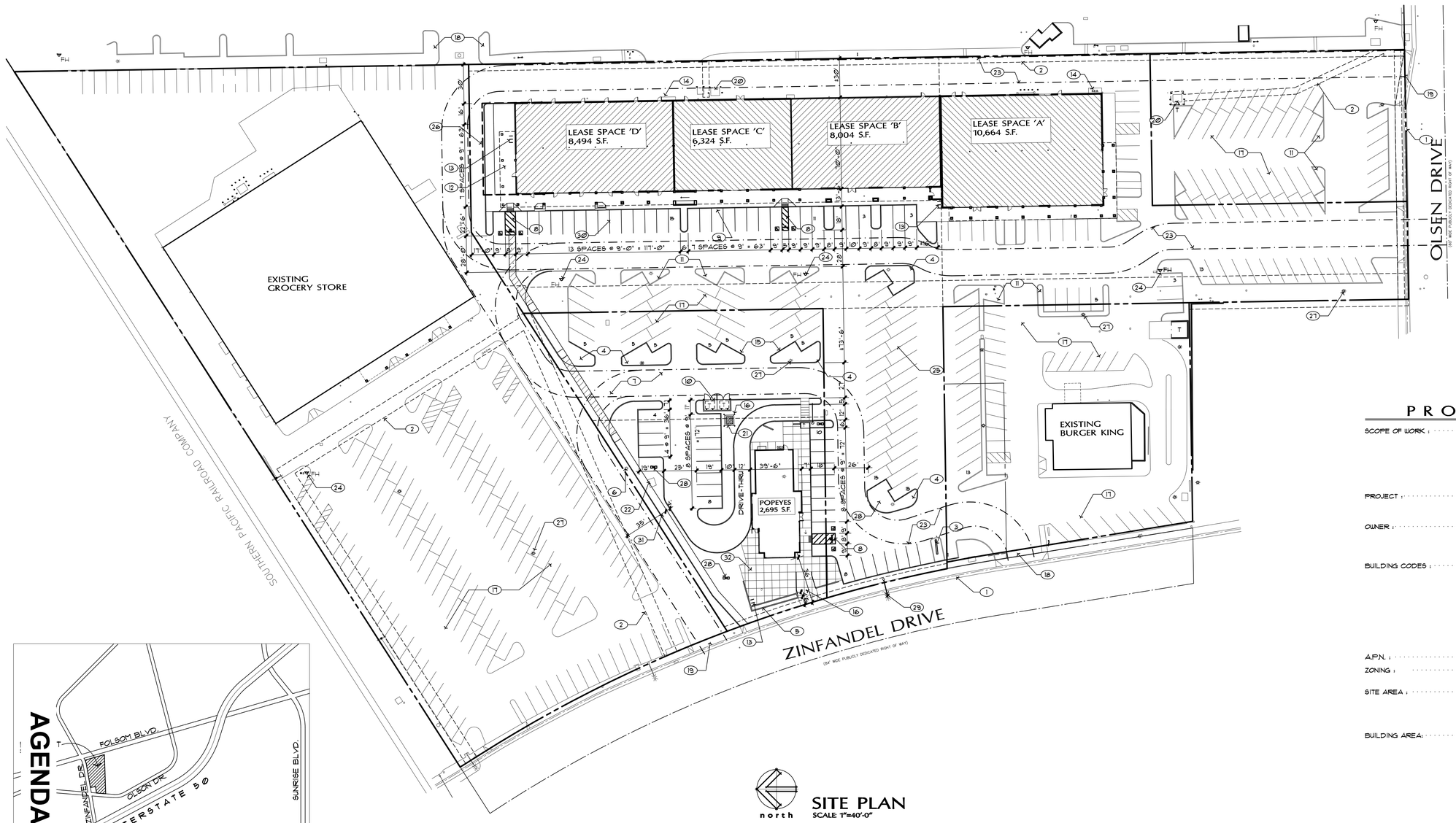
ABSENT:

ABSTAIN:

_____
David M. Sander, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk



north

SITE PLAN

SCALE 1"=40'-0"

0 20' 40' 80' 160'

VICINITY MAP

NOT TO SCALE

AGENDA ITEM 11.2

KEY NOTES :

1. PROPOSED NEW STREET IMPROVEMENT AND SIDEWALK, TYP. - SEE CIVIL
2. EXISTING UTILITY EASEMENT, TYP.
3. EXISTING PYLON SIGN TO BE REFURBISHED
4. NEW LANDSCAPE PLANTER, TYP.
5. NEW RAISED PLANTER, SEE DETAIL
6. EXISTING LIGHT POLE TO BE REMOVED
7. SITE PAVEMENT, TYP. - SEE CIVIL
8. ACCESSIBLE PARKING RAMP AND 3' WIDE TRUNCATED DOME WARNING SURFACE, TYP. - SEE CIVIL
9. EXTEND EXISTING SIDEWALK - SEE CIVIL
10. TRASH ENCLOSURE W/ OPAQUE METAL GATES - SEE DETAIL
11. EXISTING PLANTER AREA, TYP.
12. NEW CONCRETE PATIO
13. BICYCLE PARKING RACKS, TYP.
14. EXISTING ELECTRICAL SERVICE ENTRANCE SECTION - SEE ELECTRICAL PLANS
15. TYPICAL NEW VERTICAL CONC. CURB - SEE CIVIL
16. 4" DIA. X 4'-0" H. CONC. FILLED PAINTED STEEL BOLLARD, TYP.
17. EXISTING PARKING AREA TO REMAIN, TYP.
18. EXISTING DRIVEWAY TO REMAIN, TYP.
19. PROPOSED NEW DRIVEWAY, SEE CIVIL - TYP.
20. EXISTING UTILITY COMPANY TRANSFORMER TO REMAIN, TYP.
21. PROPOSED NEW UTILITY COMPANY TRANSFORMER
22. EXISTING UTILITY COMPANY TRANSFORMER TO BE RELOCATED
23. PROPOSED FIRE DEPARTMENT ACCESS, TYP.
24. EXISTING FIRE HYDRANT TO REMAIN, TYP.
25. EXISTING PARKING TO BE RE-STRIPED, TYP.
26. EXISTING BUILDING TO BE REMOVED (1,800 SF.)
27. TYPICAL EXISTING LIGHT POLE TO REMAIN, TYP.
28. PROPOSED NEW LIGHT POLE, TYP. - SEE ELEC.
29. EXISTING STREET LIGHT TO BE RELOCATED - SEE CIVIL
30. TYPICAL 9' X 18' PARKING STALL
31. NEW ACCESSIBLE PATH OF TRAVEL
32. NEW CONCRETE PATIO AND SIDEWALKS W/ SCORED CONC. PATTERN - SEE CIVIL

PROJECT DATA:

SCOPE OF WORK :	REMODEL OF THE EXISTING SINGLE STORY MASONRY SHOPPING CENTER, REMOVAL OF AN EXISTING PAD BUILDING, ONE NEW RETAIL PAD, NEW EXTERIOR ELEVATIONS, AND UPDATE OF EXISTING PARKING. THIS IS A BUILDING SHELL AND EXTERIOR REMODEL ONLY. SCOPE OF WORK INCLUDES RELATED LANDSCAPING, PAVING, AND UTILITIES.
PROJECT :	ZINFANDEL VILLAGE 2821 - 2863 ZINFANDEL DRIVE RANCHO CORDOVA, CALIFORNIA 95670
OWNER :	PACIFIC CASTLE ZINFANDEL, L.L.C. 2601 MAIN STREET, SUITE 900 IRVINE, CALIFORNIA 92614 (949) 475-4588
BUILDING CODES :	2013 CBC - CALIFORNIA BUILDING CODE 2013 CMC - CALIFORNIA MECHANICAL CODE 2013 CPC - CALIFORNIA PLUMBING CODE 2013 CEC - CALIFORNIA ELECTRICAL CODE 2013 CFC - CALIFORNIA FIRE CODE 2013 CEC - CALIFORNIA ENERGY CODE 2013 CGBSC - CALIFORNIA GREEN BUILDING STANDARDS CODE ALL WITH CITY OF RANCHO CORDOVA ADOPTED ORDINANCES
A.P.N. :	072-0330-018, 072-0330-019, 072-0330-022
ZONING :	CMU (COMMERCIAL MIXED USE) (FOLSOM BLVD. SPECIFIC PLAN)
SITE AREA :	192,072 S.F. (4.41 ACRES) 135,138 S.F. (3.10 ACRES) - GROCERY STORE 34,223 S.F. (0.79 ACRES) - BURGER KING 361,433 S.F. (8.30 ACRES)
BUILDING AREA:	EXISTING: MAIN BUILDING: 35,300 SQ. FT. PAD 'A' : 4,490 SQ. FT. GROCERY STORE : 28,888 SQ. FT. BURGER KING : 3,174 SQ. FT. TOTAL: 71,852 SQ. FT. PROPOSED : MAIN BUILDING: (BASE) 35,300 SF. (DEMOLITION) - 1,800 SF. (SUB-TOTAL) 33,500 SQ. FT. NEW PAD 'A' : 2,695 SQ. FT. GROCERY STORE : 28,888 SQ. FT. BURGER KING : 3,174 SQ. FT. TOTAL: 68,657 SQ. FT.
PARKING REQUIRED :	RETAIL : 57,788 SF. @ 3.6 PER 1000 SF. = 208 SPACES FOOD SERVICE : 10,869 SF. @ 7.2 PER 1000 SF. = 78.3 SPACES TOTAL: 287 SPACES
PARKING PROVIDED :	EXISTING: 422 SPACES (18 ACCESSIBLE SPACES) PROPOSED: 368 SPACES - STANDARD 15 SPACES - ACCESSIBLE 383 SPACES - TOTAL
BICYCLE PARKING :	20 PROVIDED

EXHIBIT A

PRELIMINARY

LICENSED ARCHITECT
BENJAMIN BARBES
REGISTRATION
NO. C-26389
EXP. 6.31.17
STATE OF CALIFORNIA

OCTOBER 5, 2015

DECEMBER 31, 2015

PROJECT NO. 1304

BENJAMIN BARBES ARCHITECT
ARCHITECTURE
PLANNING
INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.569.1302
FAX 602.569.1195

THE REMODEL OF :

ZINFANDEL VILLAGE

2821 - 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

OWNERSHIP OF DOCUMENTS
DRAWINGS AND SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT WHETHER THE PROJECT FOR WHICH THEY ARE MADE IS EXECUTED OR NOT. THEY ARE NOT TO BE USED ON OTHER PROJECTS OR EXTENTIONS TO THIS PROJECT EXCEPT BY WRITTEN AGREEMENT WITH APPROPRIATE COMPENSATION TO THE ARCHITECT.

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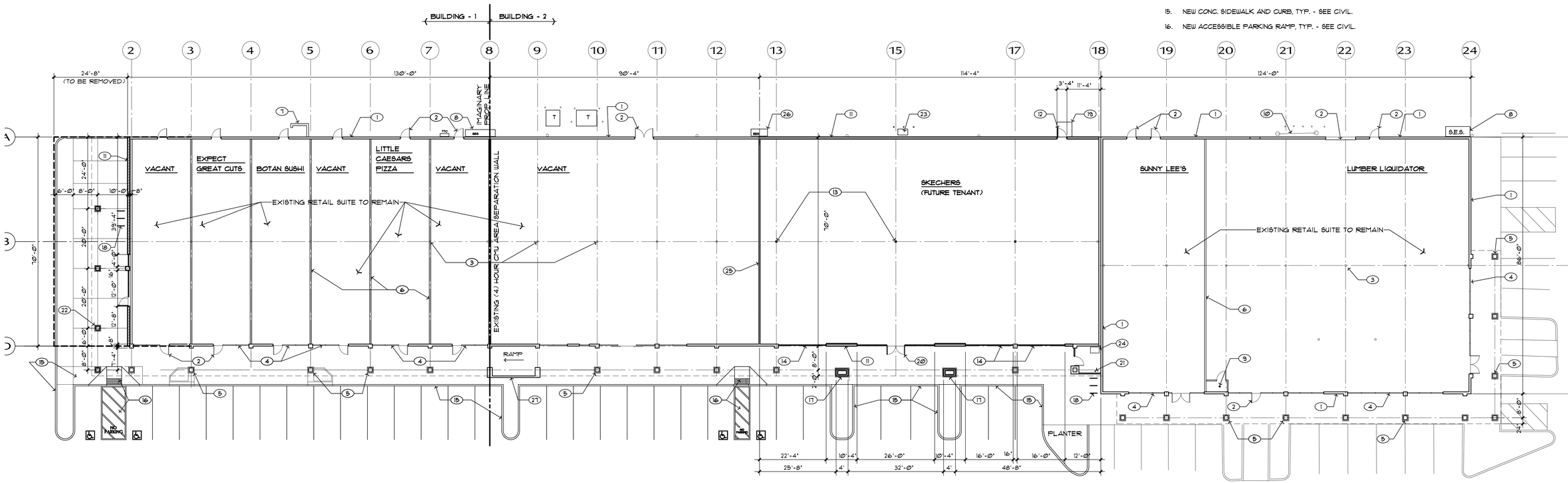
BENJAMIN BARBES ARCHITECT

DR 1181

OF 4

KEY NOTES : ⊗

1. EXISTING MASONRY WALL TO REMAIN, TYP.
2. EXISTING DOORS TO REMAIN, TYP.
3. EXISTING INTERIOR COLUMNS TO REMAIN, TYP.
4. EXISTING ANODIZED ALUM. STOREFRONT TO REMAIN. TYP.
5. EXISTING CMU COLUMNS TO REMAIN, TYP.
6. EXISTING DEMISING WALL TO REMAIN.
7. EXISTING SCREEN WALL TO REMAIN.
8. EXISTING ELECTRICAL SERVICE ENTRANCE SECTION - REFER TO ELECTRICAL PLANS.
9. EXISTING FIRE SPRINKLER RISER.
10. EXISTING GAS METER, TYP.-REFER TO PLUMBING PLANS.
11. NEW MASONRY EXTERIOR WALL, TYP. - SEE STRUCTURAL.
12. NEW PAINTED H.M. DOOR, TYP.
13. NEW INTERIOR COLUMN, TYP - SEE STRUCTURAL.
14. NEW ANODIZED ALUM. STORFRONT, TYP.
15. NEW CONC. SIDEWALK AND CURB, TYP. - SEE CIVIL.
16. NEW ACCESSIBLE PARKING RAMP, TYP. - SEE CIVIL.
17. NEW CMU PIER - SEE STRUCTURAL - ADD 'FAUX STONE' VENEER, TYP. SEE ELEVATIONS.
18. BICYCLE PARKING, TYP.
19. 60"x60" LEVEL LANDING AT MAN DOOR PER SEC. 1133B2.42 OF C.B.C.
20. 72"x60" LEVEL LANDING AT ENTRY DOOR PER SEC. 1133B2.42 OF C.B.C.
21. PROPOSED NEW FIRE SPRINKLER RISER.
22. NEW CMU COLUMN, TYP. - SEE STRUCTURAL.
23. NEW GAS METERS - SEE PLUMBING
24. ROOF ACCESS LADDER AND HATCH.
25. NEW INTERIOR DEMISING WALL - SEE ENLARGED SKECHERS PLANS.
26. PROPOSED NEW ELECTRICAL SERVICE ENTRANCE SECTION W/ CONC. PAD - SEE ELECTRICAL.
27. CREATE NEW OPENING IN EXISTING WALL.



north

FLOOR PLAN
SCALE : 1/16" = 1'-0"

WEST ELEVATION (NORTH HALF)
SCALE : 1/16" = 1'-0"

WEST ELEVATION (SOUTH HALF)
SCALE : 1/16" = 1'-0"

AGENDA ITEM 11.2

EXHIBIT A

PRELIMINARY
LICENSED ARCHITECT
BENJAMIN BARBES
REGISTRATION
No. C 31 17
EXPIRES
20389
NOTARY OF CALIFORNIA

OCTOBER 5, 2015

DECEMBER 31, 2015

PROJECT NO. 1304

BENJAMIN BARBES ARCHITECT
ARCHITECTURE
PLANNING
INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.569.1302
FAX 602.569.1195

THE REMODEL OF :

ZINFANDEL VILLAGE

2821 - 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

OWNERSHIP OF DOCUMENTS
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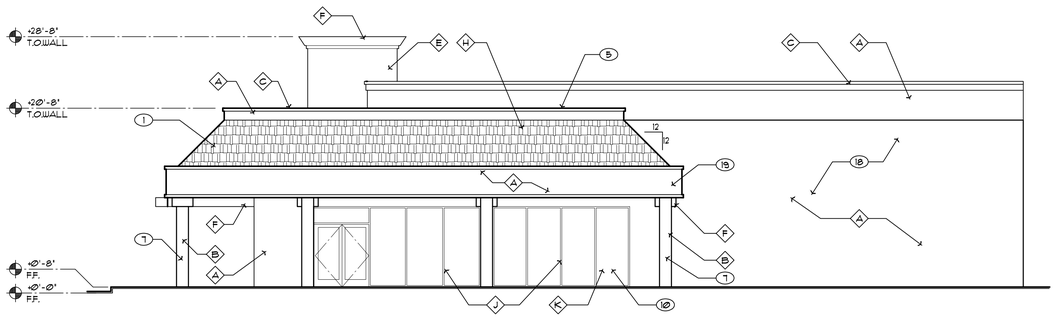
DR- 1182
OF 4



SOUTH ELEVATION
SCALE : 1/8" = 1'-0"

MATERIAL/COLOR KEY :

- A — PAINT - SW 6133 - 'MUSLIN'
- B — PAINT BASE - SW 6158 - 'SAWDUST'
- C — CAP - SW 6104 - 'KAFFEE'
- D — PAINT - SW 6370 - 'SAUCY GOLD'
- E — PAINT - SW 2837 - 'AURORA BROWN'
- F — PAINT / CONCRETE - SW 6068 - 'FRENCH TOAST'
- G — STONE VENEER: CORONADO - LEDGE STONE 'OLD COUNTRY BURNED OAK'
- H — CONCRETE TILE : EAGLE ROOFING - CAPISTRANO 'CORONA DEL MAR BLEND'
- J — ANOD. ALUM. STOREFRONT - DARK BRONZE
- K — CLEAR GLAZING

KEY NOTES :

1. REMOVE EXISTING ROOF SHINGLES AND REPLACE WITH NEW FLAT CONCRETE ROOF TILES, TYP.
2. NEW FLAT CONCRETE ROOF TILES O/ NEW CANOPY FRAMING, TYP.
3. NEW STUCCO O/ CANOPY WOOD FRAMING, TYP.
4. NEW STUCCO O/ MASONRY WALL, TYP.
5. NEW PRE-FINISHED PARAPET FLASHING CAP, TYP.
6. NEW STUCCO WAINSCOT, TYP.
7. TYPICAL EXISTING MASONRY COLUMN TO REMAIN.
8. NEW FAUX STONE' VENEER O/ NEW MASONRY COLUMNS, TYP.
9. TYPICAL NEW MASONRY COLUMN.
10. EXISTING ANODIZED ALUM. STOREFRONT TO REMAIN, TYP.
11. NEW ANODIZED ALUM. STOREFRONT TO MATCH EXISTING COLOR, W/ CLEAR GLAZING, TYP.
12. NEW ANODIZED ALUM. ENTRY DOOR, TYP.
13. NEW OPENING IN EXISTING WALL.
14. PROPOSED SIGNAGE - UNDER A SEPARATE PERMIT.
15. NEW PAINTED HOLLOW METAL DOOR, TYP.
16. TYPICAL EXISTING CONCRETE COLUMN BASE.
17. TYPICAL NEW CONCRETE COLUMN BASE.
18. TYPICAL EXISTING MASONRY WALL TO BE PAINTED AS SHOWN.
19. EXISTING WOOD FASCIA TO REMAIN, TYP. - NEW PAINT AS SHOWN

SHEET NOTES :

1. ALL SIGNAGE SHALL BE SUBMITTED AND APPROVED UNDER A SEPARATE PERMIT.
2. TOTAL WINDOW DISPLAY AT GROUND FLOOR IS 52%.
3. STUCCO SYSTEM SHALL BE SMOOTH SAND FINISH (3) COAT STUCCO SYSTEM O/ APPROVED WEATHER BARRIER O/ PLYWOOD SHEATHING - PROVIDE SUBMITTAL FOR ARCHITECT'S APPROVAL.
4. ALL NEW STOREFRONT SHALL BE ANODIZED ALUM. (TO MATCH EXISTING COLOR); DUAL PANE, INSULATED W/ CLEAR GLAZING.

EXHIBIT A

PRELIMINARY

LICENSED ARCHITECT
BENJAMIN A. BARBES
REGISTRATION NO. C-26389
RENEWAL 8.31.17
STATE OF CALIFORNIA

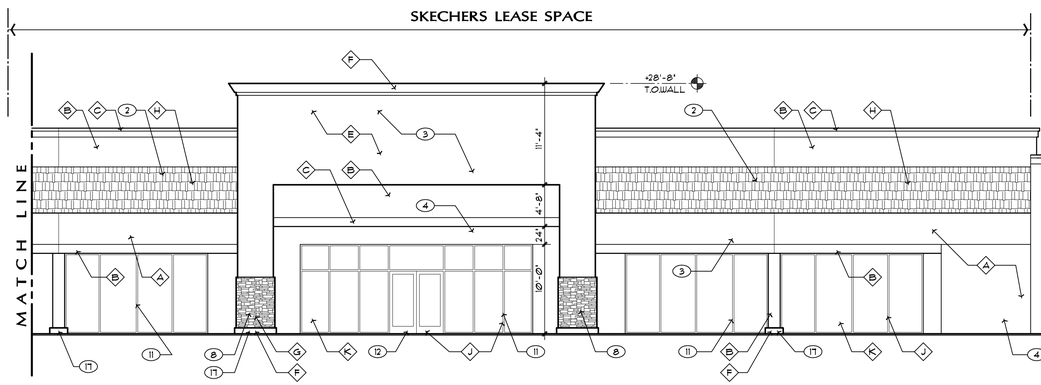
OCTOBER 5, 2015

DECEMBER 31, 2015

PROJECT NO. 1304

BENJAMIN BARBES ARCHITECT
ARCHITECTURE
PLANNING
INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.569.1302
FAX 602.569.1195



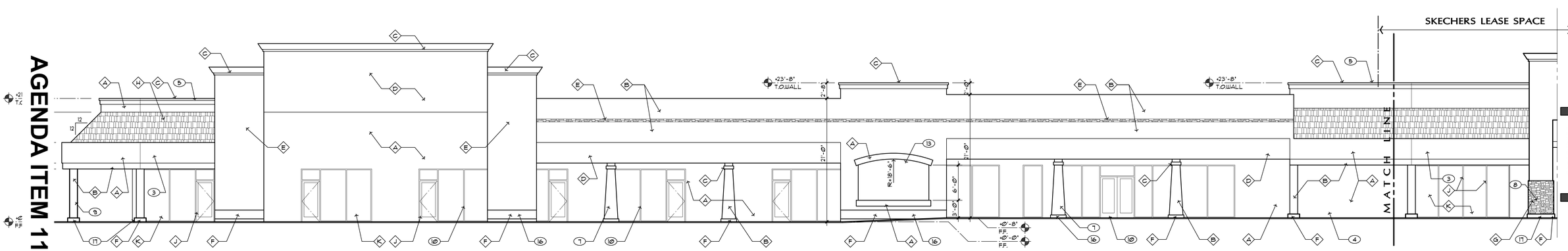
WEST ELEVATION (SOUTH HALF)
SCALE : 1/8" = 1'-0"

THE REMODEL OF :

ZINFANDEL VILLAGE

2821 - 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

AGENDA ITEM 11.2



WEST ELEVATION (NORTH HALF)
SCALE : 1/8" = 1'-0"

OWNERSHIP OF DOCUMENTS
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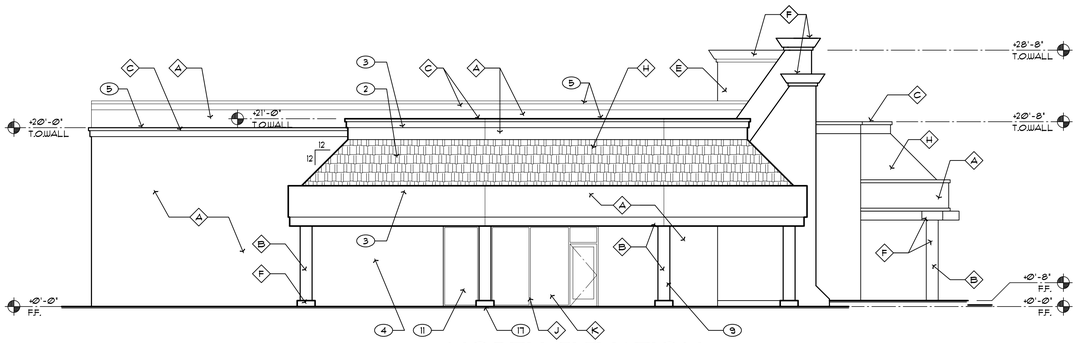
DR-1183
OF 4



NORTH ELEVATION
SCALE : 1/8" = 1'-0"

MATERIAL/COLOR KEY :

- A PAINT - SW 6133 - 'MUSLIN'
- B PAINT BASE - SW 6158 - 'SAWDUST'
- C CAP - SW 6104 - 'KAFFEE'
- D PAINT - SW 6370 - 'SAUCY GOLD'
- E PAINT - SW 2837 - 'AURORA BROWN'
- F PAINT / CONCRETE - SW 6068 - 'FRENCH TOAST'
- G STONE VENEER: CORONADO - LEGDE STONE 'OLD COUNTRY BURNED OAK'
- H CONCRETE TILE : EAGLE ROOFING - CAPISTRANO 'CORONA DEL MAR BLEND'
- J ANOD. ALUM. STOREFRONT - DARK BRONZE
- K CLEAR GLAZING

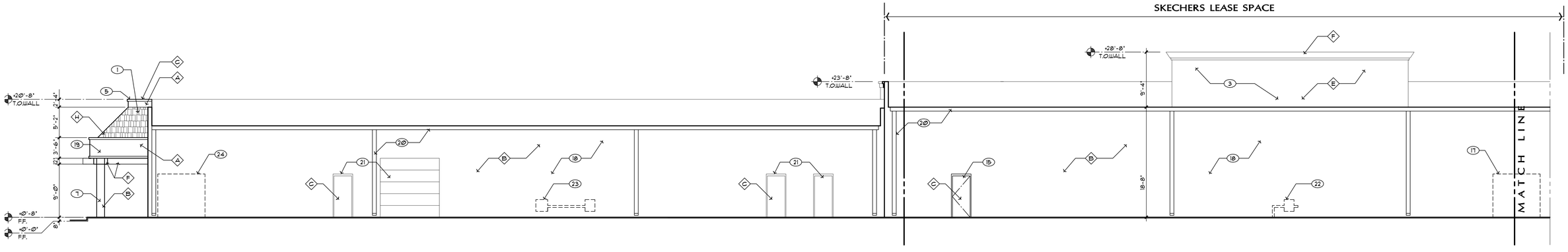
KEY NOTES :

1. REMOVE EXISTING ROOF SHINGLES AND REPLACE WITH NEW FLAT CONCRETE ROOF TILES, TYP.
2. NEW FLAT CONCRETE ROOF TILES O/ NEW CANOPY FRAMING, TYP.
3. NEW STUCCO O/ CANOPY WOOD FRAMING, TYP.
4. NEW STUCCO O/ MASONRY WALL, TYP.
5. NEW PRE-FINISHED PARAPET FLASHING CAP, TYP.
6. NEW STUCCO WAINSCOT, TYP.
7. TYPICAL EXISTING MASONRY COLUM TO REMAIN
8. NEW 'FAUX STONE' VENEER O/ NEW MASONRY COLUMNS, TYP.
9. TYPICAL NEW MASONRY COLUMN
10. EXISTING ANODIZED ALUM. STOREFRONT TO REMAIN, TYP.
11. NEW ANODIZED ALUM. STOREFRONT TO MATCH EXISTING COLOR, W/ CLEAR GLAZING, TYP.
12. NEW ANODIZED ALUM. ENTRY DOOR, TYP.
13. NEW OPENING IN EXISTING WALL
14. PROPOSED SIGNAGE - UNDER A SEPARATE PERMIT
15. NEW PAINTED HOLLOW METAL DOOR, TYP.
16. TYPICAL EXISTING CONCRETE COLUMN BASE
17. TYPICAL NEW CONCRETE COLUMN BASE
18. TYPICAL EXISTING MASONRY WALL TO BE PAINTED AS SHOWN
19. EXISTING WOOD FASCIA TO REMAIN, TYP. - NEW PAINT AS SHOWN
20. REPLACE EXISTING GUTTER AND DOWN SPOUT WITH NEW GUTTER AND DOWN SPOUTS, TYP.
21. EXISTING DOORS TO REMAIN AND TO BE PAINTED AS SHOWN, TYP.
22. NEW GAS METER
23. EXISTING GAS METER
24. EXISTING ELECTRICAL SERVICE, TYP.
25. NEW ELECTRICAL SERVICE - SEE ELECTRICAL

SHEET NOTES :

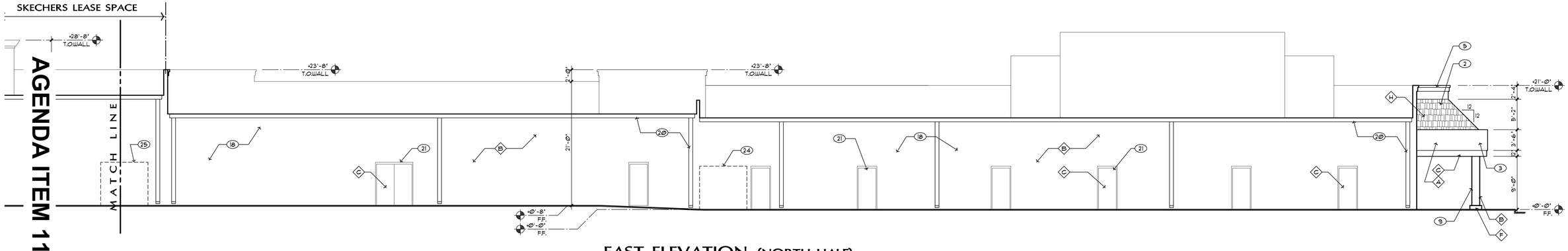
1. ALL SIGNAGE SHALL BE SUBMITTED AND APPROVED UNDER A SEPARATE PERMIT.
2. TOTAL WINDOW DISPLAY AT GROUNG FLOOR IS 52%.
3. STUCCO SYSTEM SHALL BE SMOOTH SAND FINISH (3) COAT STUCCO SYSTEM O/ APPROVED WEATHER BARRIER O/ PLYWOOD SHEATHING - PROVIDE SUBMITTAL FOR ARCHITECT'S APPROVAL.
4. ALL NEW STOREFRONT SHALL BE ANODIZED ALUM. (TO MATCH EXISTING COLOR), DUAL PANE, INSULATED W/ CLEAR GLAZING.

SKECHERS LEASE SPACE



EAST ELEVATION (SOUTH HALF)
SCALE : 1/8" = 1'-0"

SKECHERS LEASE SPACE



EAST ELEVATION (NORTH HALF)
SCALE : 1/8" = 1'-0"

AGENDA ITEM 11.2

EXHIBIT A

PRELIMINARY
LICENSED ARCHITECT
BENJAMIN BARBES
REGISTRATION
NO. C 26389
REN. 8.31.17
STATE OF CALIFORNIA

OCTOBER 5, 2015

DECEMBER 31, 2015

PROJECT NO. 1304

BENJAMIN BARBES ARCHITECT
ARCHITECTURE
PLANNING
INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.569.1302
FAX 602.569.1195

THE REMODEL OF :

ZINFANDEL VILLAGE

2821 - 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

OWNERSHIP OF DOCUMENTS
DRAWINGS AND SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT WHETHER THE PROJECT FOR WHICH THEY ARE MADE IS EXECUTED OR NOT. THEY ARE NOT TO BE USED ON OTHER PROJECTS OR EXTENTIONS TO THIS PROJECT EXCEPT BY WRITTEN AGREEMENT WITH APPROPRIATE COMPENSATION TO THE ARCHITECT.

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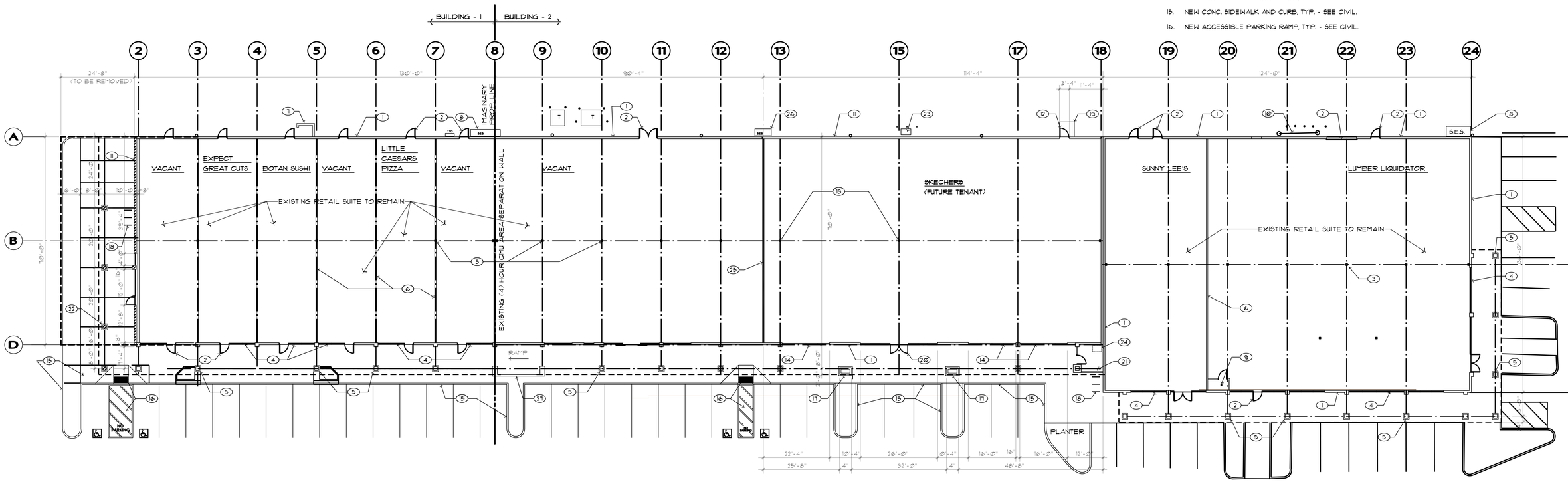
BENJAMIN BARBES ARCHITECT

DR- 1184
OF 4

EXHIBIT A

KEY NOTES : ⊗

1. EXISTING MASONRY WALL TO REMAIN, TYP.
2. EXISTING DOORS TO REMAIN, TYP.
3. EXISTING INTERIOR COLUMNS TO REMAIN, TYP.
4. EXISTING ANODIZED ALUM. STOREFRONT TO REMAIN. TYP.
5. EXISTING CMU COLUMNS TO REMAIN, TYP.
6. EXISTING DEMISING WALL TO REMAIN.
7. EXISTING SCREEN WALL TO REMAIN.
8. EXISTING ELECTRICAL SERVICE ENTRANCE SECTION - REFER TO ELECTRICAL PLANS.
9. EXISTING FIRE SPRINKLER RISER.
10. EXISTING GAS METER, TYP.-REFER TO PLUMBING PLANS.
11. NEW MASONRY EXTERIOR WALL, TYP. - SEE STRUCTURAL.
12. NEW PAINTED H.M. DOOR, TYP.
13. NEW INTERIOR COLUMN, TYP - SEE STRUCTURAL.
14. NEW ANODIZED ALUM. STORFRONT, TYP.
15. NEW CONC. SIDEWALK AND CURB, TYP. - SEE CIVIL.
16. NEW ACCESSIBLE PARKING RAMP, TYP. - SEE CIVIL.
17. NEW CMU PIER - SEE STRUCTURAL - ADD 'FAUX STONE' VENEER, TYP. SEE ELEVATIONS.
18. BICYCLE PARKING, TYP.
19. 60"x60" LEVEL LANDING AT MAN DOOR PER SEC. 1133B2.42 OF C.B.C.
20. 72"x60" LEVEL LANDING AT ENTRY DOOR PER SEC. 1133B2.42 OF C.B.C.
21. PROPOSED NEW FIRE SPRINKLER RISER.
22. NEW CMU COLUMN, TYP. - SEE STRUCTURAL.
23. NEW GAS METERS - SEE PLUMBING
24. ROOF ACCESS LADDER AND HATCH.
25. NEW INTERIOR DEMISING WALL - SEE ENLARGED SKECHERS PLANS.
26. PROPOSED NEW ELECTRICAL SERVICE ENTRANCE SECTION W/ CONC. PAD - SEE ELECTRICAL.
27. CREATE NEW OPENING IN EXISTING WALL.



north

FLOOR PLAN
SCALE : 1/16" = 1'-0"



WEST ELEVATION (NORTH HALF)
SCALE : 1/16" = 1'-0"

WEST ELEVATION (SOUTH HALF)
SCALE : 1/16" = 1'-0"

AGENDA ITEM 11.2

PRELIMINARY
LICENSED ARCHITECT
BENJAMIN BARBES
NOT FOR CONSTRUCTION
26889
R.E.N. 5.31.17
STATE OF CALIFORNIA

OCTOBER 5, 2015

DECEMBER 31, 2015

PROJECT NO. 1304

BENJAMIN BARBES ARCHITECT
ARCHITECTURE
PLANNING
INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.569.1302
FAX 602.569.1195

THE REMODEL OF :

ZINFANDEL VILLAGE

2821 – 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

OWNERSHIP OF DOCUMENTS

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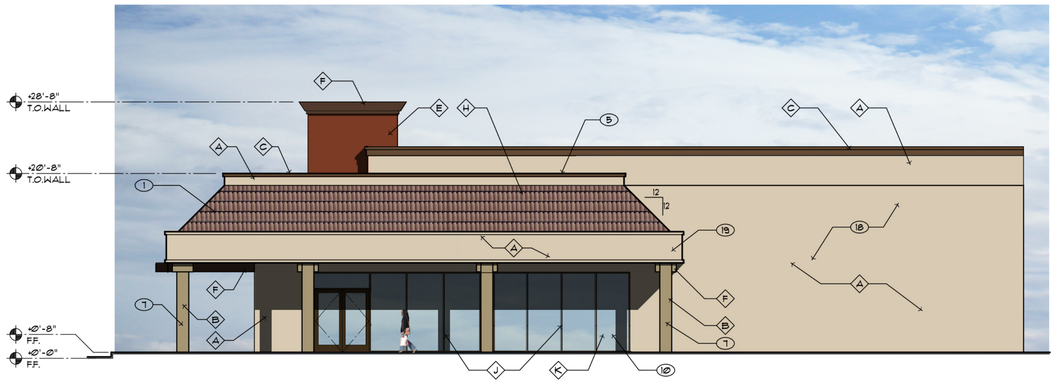

SOUTH ELEVATION
SCALE : 1/8" = 1'-0"

MATERIAL/COLOR KEY :

- A - PAINT - SW 6133 - 'MUSLIN'
- B - PAINT BASE - SW 6158 - 'SAWDUST'
- C - CAP - SW 6104 - 'KAFFEE'
- D - PAINT - SW 6370 - 'SAUCY GOLD'
- E - PAINT - SW 2837 - 'AURORA BROWN'
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- J - ANOD. ALUM. STOREFRONT - DARK BRONZE
- K - CLEAR GLAZING

KEY NOTES :

1. REMOVE EXISTING ROOF SHINGLES AND REPLACE WITH NEW FLAT CONCRETE ROOF TILES, TYP.
2. NEW FLAT CONCRETE ROOF TILES O/ NEW CANOPY FRAMING, TYP.
3. NEW STUCCO O/ CANOPY WOOD FRAMING, TYP.
4. NEW STUCCO O/ MASONRY WALL, TYP.
5. NEW PRE-FINISHED PARAPET FLASHING CAP, TYP.
6. NEW STUCCO WAINSCOT, TYP.
7. TYPICAL EXISTING MASONRY COLUMN TO REMAIN.
8. NEW 'FAUX STONE' VENEER O/ NEW MASONRY COLUMNS, TYP.
9. TYPICAL NEW MASONRY COLUMN.
10. EXISTING ANODIZED ALUM. STOREFRONT TO REMAIN, TYP.
11. NEW ANODIZED ALUM. STOREFRONT TO MATCH EXISTING COLOR, W/ CLEAR GLAZING, TYP.
12. NEW ANODIZED ALUM. ENTRY DOOR, TYP.
13. NEW OPENING IN EXISTING WALL.
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15. NEW PAINTED HOLLOW METAL DOOR, TYP.
16. TYPICAL EXISTING CONCRETE COLUMN BASE.
17. TYPICAL NEW CONCRETE COLUMN BASE.
18. TYPICAL EXISTING MASONRY WALL TO BE PAINTED AS SHOWN.
19. EXISTING WOOD FASCIA TO REMAIN, TYP. - NEW PAINT AS SHOWN

SHEET NOTES :

1. ALL SIGNAGE SHALL BE SUBMITTED AND APPROVED UNDER A SEPARATE PERMIT.
2. TOTAL WINDOW DISPLAY AT GROUND FLOOR IS 52%.
3. STUCCO SYSTEM SHALL BE SMOOTH SAND FINISH (3) COAT STUCCO SYSTEM O/ APPROVED WEATHER BARRIER O/ PLYWOOD SHEATHING - PROVIDE SUBMITTAL FOR ARCHITECT'S APPROVAL.
4. ALL NEW STOREFRONT SHALL BE ANODIZED ALUM. (TO MATCH EXISTING COLOR) DUAL PANE, INSULATED W/ CLEAR GLAZING.

EXHIBIT A

PRELIMINARY
NOT FOR CONSTRUCTION
LICENSED ARCHITECT
BENJAMIN BARBES
No. 26989
EXP. 5, 31, 17
STATE OF CALIFORNIA

OCTOBER 5, 2015

DECEMBER 31, 2015

PROJECT NO. 1304

BENJAMIN BARBES ARCHITECT
ARCHITECTURE
PLANNING
INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.569.1302
FAX 602.569.1195



WEST ELEVATION (SOUTH HALF)
SCALE : 1/8" = 1'-0"



WEST ELEVATION (NORTH HALF)
SCALE : 1/8" = 1'-0"

AGENDA ITEM 11.2

THE REMODEL OF :
ZINFANDEL VILLAGE
2821 - 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

OWNERSHIP OF DOCUMENTS
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	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
General Conditions					
1.	The approved entitlement is for a Design Review Permit Amendment and Exception to construct façade improvements to the existing shopping center that would include the removal of a portion of the north end of the main building, an enhanced connection from Zinfandel Drive to the Target shopping center, reconfigured parking area, new landscaping, frontage improvements and a new Unified Sign Program, as described in the City Council staff report dated January 19, 2016 and Project Plans (**Exhibit A**) with the conditions herein, for project number DD9623.	Project Description	On-Going	Planning	
2.	The Applicant shall hold harmless the City, its Council Members, 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.	General	On-Going	Planning	
3.	Any future alteration to the buildings, change in use, intensification of the site, or modification to the parking and landscaped area must be reviewed by the City to ensure compliance with all local, state, and federal regulations. Minor	General	On-Going	Planning	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	modifications that are found to be in substantial conformance with the approved plans such as colors, plant materials, or minor lot line adjustments, may be approved administratively. Major modifications shall be approved by the applicable decision making body.				
4.	Applicant/Developer shall not carry a negative account balance with the City for the processing of the project. If a negative account balance occurs, it will be the developer's responsibility to pay the balance due, in order to avoid delays in the processing of future permits or recordation of maps. Please email the Finance Department at billings@cityofranchocordova.org for the status of your account with the City.	General	On-Going	Finance	
5.	The final design of the two proposed commercial buildings with drive-throughs will be subject to the submittal of a Design Review Permit to be reviewed by the City Council for approval prior to construction. While the Pad A (Popeye's) was approved by Council in May 2015, the second Pad adjacent to Olson Drive still requires review.	Design Review	On-Going	Planning	
6.	Temporary signs may require the issuance of a Temporary Use Permit (TUP). Please contact the Planning Department for more details prior placement of any signage.	Signage	On-Going	Planning	
7.	Applicant shall be responsible for all damage to City streets associated with	Compliance	On-Going	Public Works	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	construction of the project and shall repair any damage as soon as possible.				
8.	All reciprocal access and parking agreements shall be maintained and updated to reflect the new project layout. A copy of the recorded agreements shall be given to the Planning Department.	Compliance	On-Going	Planning/Public Works	
At Improvement Plans/Grading Permit Issuance					
9.	Applicant shall photo-document the condition of adjacent streets, sidewalks and infrastructure to the satisfaction of the Public Works Department.	General	Prior to approval of improvement plans	Public Works	
10.	Should the onsite and offsite improvements require phasing to coincide with the leasing of the commercial space, the applicant will work with the Planning and Public Works Departments to ensure all required improvements are completed.	General	Prior to approval of improvement plans	Planning/ Public Works	
11.	Enter into a frontage agreement and bond for construction of public improvements per the approved Public Works plans to the satisfaction of the Public Works Department.	Infrastructure	Prior to approval of improvement plans	Public Works	
12.	Number, size, and location of driveways are subject to approval by the Public Works Department	Infrastructure	Prior to approval of improvement plans	Public Works	
13.	A minimum 5-foot sidewalk shall be added to the private drive aisle connection from the main building to the sidewalk along Zinfandel Drive. The cross walks adjacent to the private drive aisle will consist of paver stones or another material to distinguish the crossing for	Infrastructure	Prior to approval of improvement plans	Planning	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	motorist. Onsite signage shall be added to help reduce the conflicts from motorist entering and leaving the center.				
14.	A final landscape and irrigation plan shall be submitted in conjunction with site improvement plans and reviewed and approved by the Community Development Director prior to issuance of building permits and/or any installation of landscape materials for projects as identified in RCMC 23.716.020 (Applicability). The final landscape planting and irrigation plan shall be prepared by a registered licensed landscape architect. Final plans would show exact locations and irrigation for trees, shrubs, and ground cover consistent with plants listed in RCMC 22.180.080.	Landscaping	Prior to Issuance of Building Permits	Planning	
15.	The final landscape plans shall include the following items to adhere to zoning code requirements. • The applicant shall install 6-foot wide landscape buffers along the main street frontage for canopy trees while a minimum 3-foot tall planter with shrubs shall be added to minimize the visual impact of the drive-through reader board and directional signs, from the public right-of-ways. • An additional 5-foot landscape planter shall be added to the main parking stalls perpendicular to Zinfandel Drive.	Landscaping	Prior to Issuance of Building Permits	Planning	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	• Planters and integrated tree wells will be added to pedestrian sidewalk along the front of the main façade.				
16.	If the total area of the developed or redeveloped impervious surfaces (building rooftop, flat work, parking areas, or other disturbed areas cumulative for all phases of the work) equals or exceeds 1.0 acres, incorporate into the site improvement plans permanent stormwater quality treatment measures in conformance with applicable County ordinances & standards, and state and federal law.	Paving	Prior to approval of improvement plans	Public Works	
Prior to Issuance of Building Permits					
17.	Applicant shall complete improvement plans to the satisfaction of the Public Works Department. Improvement plans shall include, but shall not be limited to: • All onsite civil improvements. • Civil plan shall include an ADA access plan • All facilities, including but not limited to, sidewalk, driveways, etc. shall be upgraded to meet current ADA requirements and City Standards. • Remove and replace existing rolled curb and gutter on entire property frontage with new vertical curb per City standard. Remove and replace all sidewalk to meet ADA requirements and meet the new curb grade per City Standard. Any	Infrastructure	Prior to issuance of Building Permits	Public Works	

Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
obstructions to the sidewalk shall be relocated behind back of walk. • Improvements to Olson Drive access: Allowed movements at driveways fronting Olson Drive are limited to right-in, right-out and left-in only. Left turns out of driveways to Olson Drive shall not be allowed. Access shall be controlled through the use of signage, median curbs, striping or other means. • Improvements to Zinfandel Drive access at the driveway nearest to proposed Pad A and providing direct access to Target shopping center: Allowed movements at this driveway fronting Zinfandel Drive are limited to right-in and right-out only. Left turns into or out of this driveway shall not be allowed. Access shall be controlled through the use of signage, median curbs, striping or other means. • Increase the storage space of the westbound left turn pockets on Olson Drive approaching Zinfandel Drive. The improvement shall be accomplished through installation of new striping and median curb. The street shall be slurry sealed to limits determined by the Public Works Department to remove prior striping configurations and provide an aesthetically appealing finished product.				

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	• Utility laterals • Public improvement plans shall clearly delineate all transitions to existing improvements. • All improvements to be designed and constructed to the satisfaction of the Public Works Department. • Plans shall be completed to the satisfaction of the Public Works Department prior to issuance of the first building permit. • Public improvements shall be installed, completed and accepted to the satisfaction of the Public Works Department prior to final building inspection of the first unit.				
18.	The following improvements must be added to the construction plans prior to issuance of building permits. These items shall be approved by the Community Development Director prior to issuance of a building permit. • Stone veneer shall be added to the buildings columns, and if feasible, the main façade. • An additional building projection will be added for the new major tenant. • All building projections shall be designed with bold colors and materials that clearly define the main entrance and break up the monotony of the façade.	Architectural	Prior to Issuance of Building Permits	Planning	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	• All windows and doors shall either include enhanced trim or variations in size, articulation, and/or design. • If possible additional elements shall be added to define the roofline. • Additional architectural features should be added to the façade to help break up the monotony of the façade. This could include faux windows, decorative lighting, unique paving for pedestrian space, variety of tile material, or a sign program encouraging unique designs. • Amenities shall be added to the main façade to encourage pedestrian gathering. This could include benches, public art, unique marketing and/or notification displays related to the establishments at the center, unique trash receptacles, and planters. • The main sidewalk adjacent to the façade will be extended into the main drive aisle to the furthest extent possible. The sidewalk shall consist of a variety of material and/or design.				
19.	Vents, gutters, downspouts, flashing, electrical conduits, etc., shall be painted to match the color of the adjacent	Architectural	Prior to Issuance of Building Permits	Planning	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	surface, unless otherwise approved by the Planning Department. Utility areas, electrical and gas meters shall be architecturally screened from view.				
20.	Construction plans must include all windows and final architectural element details to be reviewed and approved by the Planning Department. This includes all building fixtures, exterior lighting, walkway lighting, parking lot lighting, and street lights on the Site, Utility, Landscape, and Building Plans, prior to the issuance of any permits. The height and style of fixtures shall be shown. Energy-saving fixtures shall be used and noted on the plans and all illumination shall be installed in a manner that is glare shielded and directed away from adjacent properties and right-of-ways.	Architectural	Prior to Issuance of Building Permits	Planning	
21.	Rooftop equipment (HVAC, meters, refrigeration equipment, plumbing lines, ductwork and transformers), shall not extend above the building parapet and shall be screened from view on all sides with materials architecturally compatible with the main structure. Screening details shall be shown on the Building Plans and submitted for review and approval by the Planning Department, prior to the issuance of Building Permits and installed prior to occupancy approval.	Architectural	Prior to Issuance of Building Permits	Planning	
22.	Trash Enclosures shall comply with Zoning Code and Republic Services, Inc. standards regarding enclosure design,	Architectural	Prior to Issuance of Building Permits	Planning	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	access requirements, and the number of required individual refuse receptacles based upon waste pickup schedules. Trash enclosures should incorporate the same architectural treatments, materials and colors as the main building in order to properly integrate within the project.				
23.	Bicycle Parking shall be installed in accordance with RCMC 23.719.115. The design and location of the bicycle parking shall be reviewed and approved by the Community Development Director.	Bicycle Parking	Prior to Issuance of Building Permits	Planning	
24.	All new buildings shall be review and approved by Sacramento Metro Fire Department.	Safety	Prior to Issuance of Building Permits	Metro Fire	
25.	The rear loading area of the main building at the east side of the property must maintain/provide a 20 foot wide fire access aisle. Signage should be added indicating the area is for loading only and should not be used as a secondary drive aisle to the Town Center site.	Safety	Prior to Issuance of Building Permits	Metro Fire	
26.	All improvements will adhere to all utility provider and Sacramento Metro Fire Department standards prior to issuance of building permit.	Safety	Prior to Issuance of Building Permits	Building/Metro Fire	
27.	Joint or shared access, internal circulation, or parking is encouraged with adjacent uses (RCMC 23.719.100.C). The parking lot design shall include pedestrian crossway improvements along the main building frontage (raised crosswalk, raised intersections, enhanced stripping, signage, etc.) to improve	Parking and Access	Prior to Issuance of Building Permits	Planning	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	circulation and pedestrian safety.				
28.	Ensure that no debris or construction scrap material is placed on any adjoining lot, open space area, or street, and that any such material stored on an adjoining site shall be completely removed and the site cleaned, prior to occupancy approval.	Construction	Prior to Issuance of Building Permits	Planning	
Prior to Certificate of Occupancy					
29.	As-built reproducible grading and improvement plans (1 full size and 1 half size hard copy), as well as a compact disc containing said plans in AutoCAD and pdf format, and a GIS shape file, or equivalent to the satisfaction of the City Engineer shall be submitted and approved by the Public Works Department.	Maps	Prior to final building inspection	Public Works	
30.	During and upon completion of the installation of the landscaping for the project, the project landscape architect/designer shall certify that the installed landscape complies with the approved plans.	Landscaping	Prior to Issuance of Construction Permits	Planning	
31.	A revised sign program will be required prior to issuance of building permit. The program must include the following items: • Accurate project boundary. The current plan includes the adjacent Grocery Outlet center which is not part of this program. • Statement indicating off-site signage is not allowed within this program. • Signage that is consistent with	Signage	Prior to final building inspection	Planning	

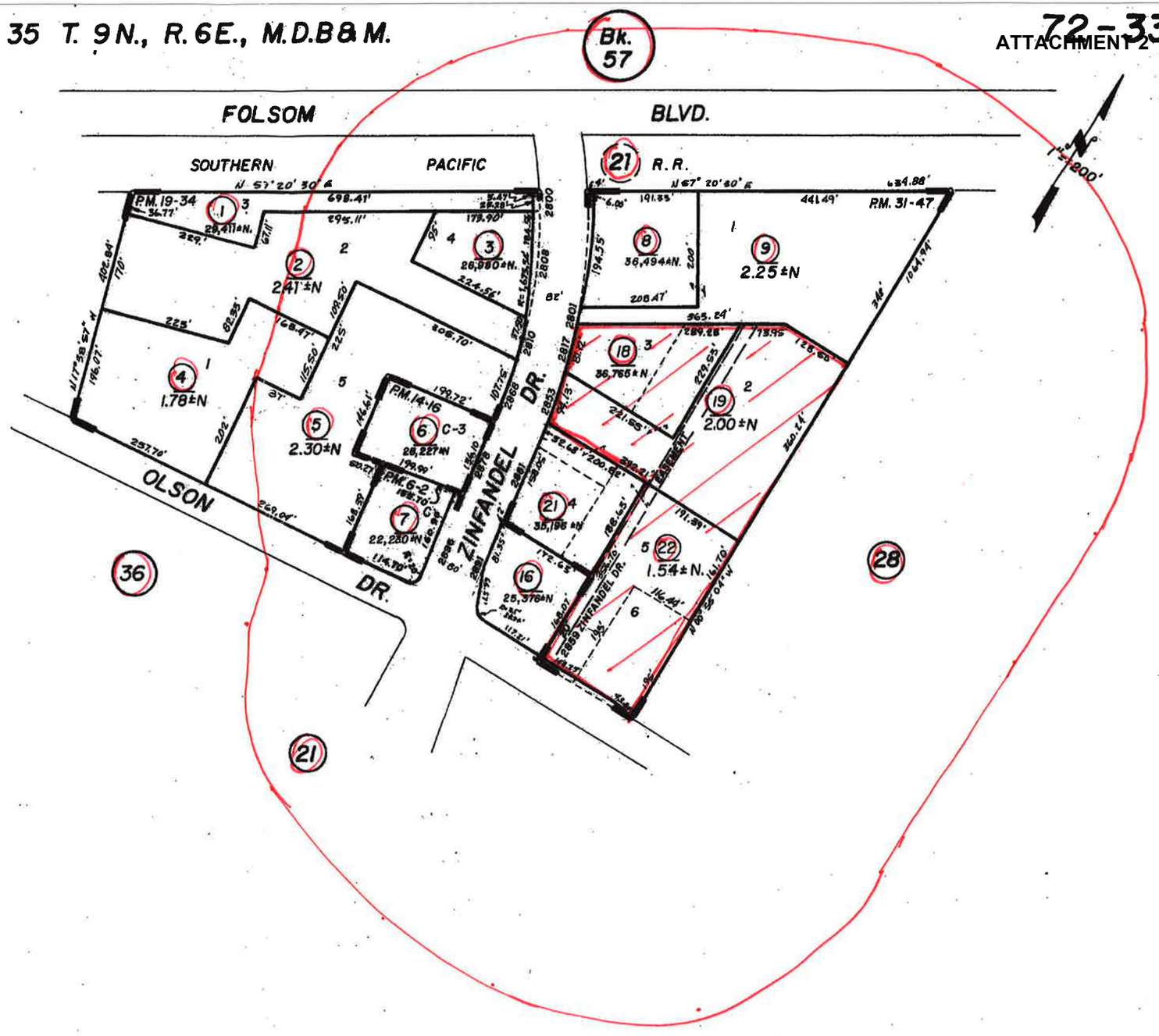
	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	Zoning Code standards. The proposed monument signage does not comply with zoning standards. • Site plan corresponding to the major, minor, and inline tenant requirements. This must correspond to the elevations as well. • Standards for directional signage, wayfinding signage, and addressing signage that includes door and window specifications.				

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. 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)
2. 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. (Metro Fire)
3. The installation of addresses, landscaping, tree wells and/or traffic islands are subject to the standards outlined by the Metro Fire District.
4. 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. (PG&E)
5. 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)
6. 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)
7. 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)

8. 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).
9. 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.
10. 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.

POR. SEC. 35 T. 9N., R. 6E., M.D.B&M.



Assessor's Map Bk. 72 Pg. 33
County of Sacramento, Calif.

FEB 0 7 2002

1200

POR. SEC'S 25,26,35 & 36, T.9N., R.6E., M.D.B. & M.

072-28

1" = 200'

FOLSOM SOUTH PACIFIC BL RR

OLSON

U.S. 50 FREEWAY

DR

STATE

P.M.100-11

P.M.97-30

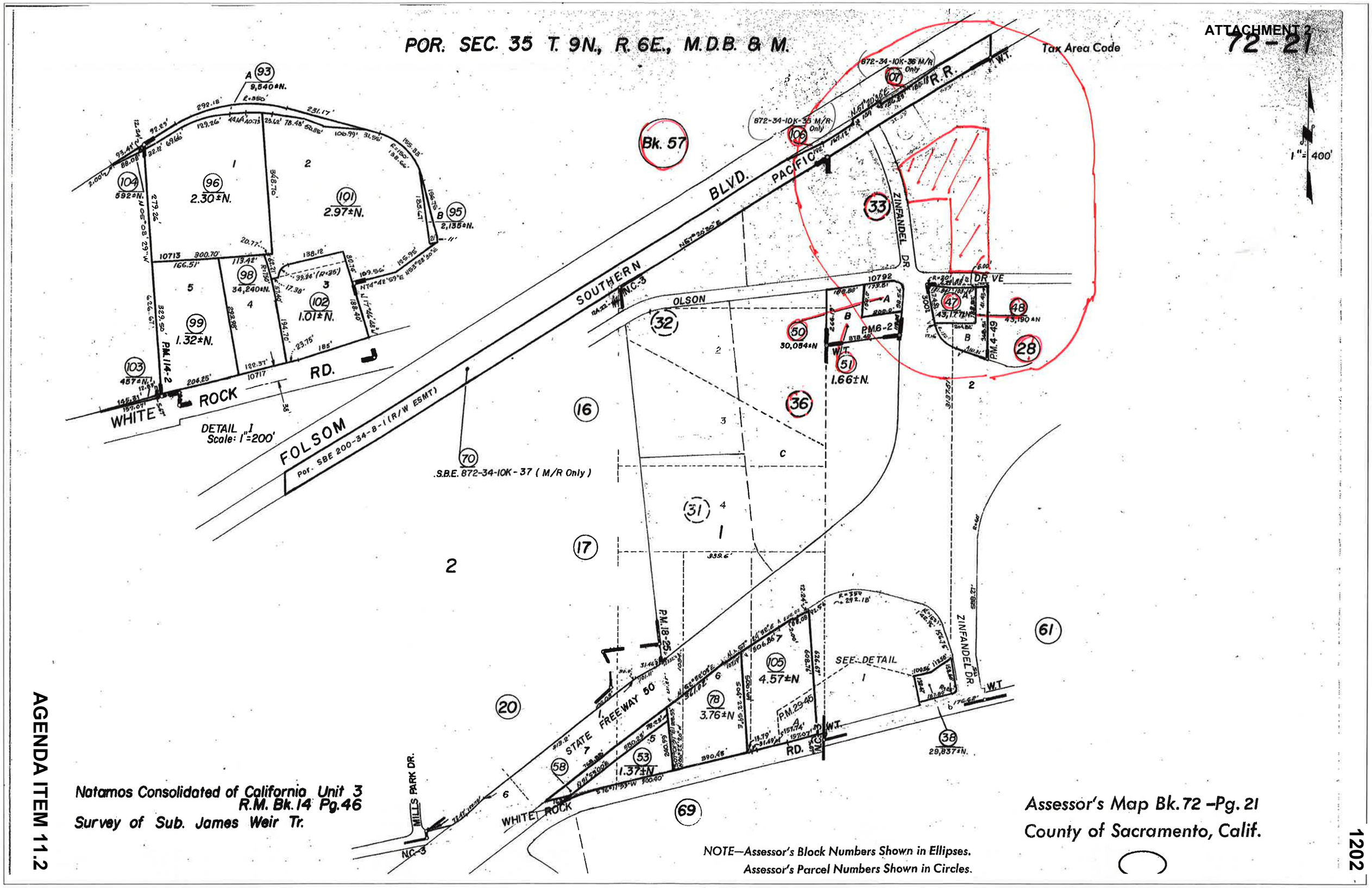
P.M.18-43

P.M.64-11

33 97 5.25±N 12 391' 619.47' 710' 221' 390' 1 98 5.89±N 228.74' 230' 26 35,529±N 10 243.76' 137.07' 212.09' 109.50' 92.63' 11111 93 4.62±N 2 387.82' 3 8 24 6.68±N 9 179' 232.64' 25 40,939±N 92.92' 135.18' 11099 184.73' 4.69' 23.66' 25 251.90' 239.70' 244.65' 60.61' 59 1074.73' 73 33,195±N 10 26.79' 88' 174.77' 82.28' 111.89' 10.47' 30' 52' 18.44' 36.16' 149.05' 215.11' 444' 94 3.78±N 9 257.35' 40' 58' 114' 52' 1 177' 117' 213' 10801 82 43,240±N 101.58' 74' 133' 36.50' 5' 150.82' 147.65' 10837 95 23,750±N 116.34' 142.50' 182.84' 18.44' 96.20' 6.11' 83 41,570±N 103.88' 145' 184.28' 12.50' 84 21,590±N 52' 100' 30' 156.84' 161' 253.69' 49.22' 85 39,840±N 247' 127.58' 5.45' 34' 64.40' 176.80' 187.44' 86 34,230±N 140.25' 34.50' 46.57' 5 109.50' 52' 6' 399' 7 6 43.64' 145.38' 101' 34' 53' 10.59' 10.41' 34.50' 138.90' 35.30' 10.66' 88 37,783±N 64.30' 130.44' 15.03' 24.33' 47' 149' 175' 8 20 1.76±N 103.18' 126.91' 114' 40' 38' 35' 109.47' 129.57' 87.12' 56.27' 237.12' 115.22' 40' 137' 120' 23 2.02±N 156.60' 199.06' 21 30,477±N 184.09' 223.10' 176.33' 22 1.28±N 17' 40.49' 50' 217.09' 263.96' 11015 82.67' 11009 157.31' 10943 243.72' 11000 11050 712.86' 424.19' 11051 21 A 364.96' 60.21' 10800 146.79' 96 1.85±N 51.69' 157.97' 170' 51 24,611±N B 224.88' C 52 39,640±N 142.96' 137.55' 61 157.92' 57.79' 126.21' 184' 10824 10830 10881 10907 10910 B 35 2.37±N 360' 290.95' 106.64' 419.71' 53 3.60±N 80 10,801±N 36' 53.22' 81 3.71±N 565.49' 60 293.53' 67.37' 31 7.42±N 1201

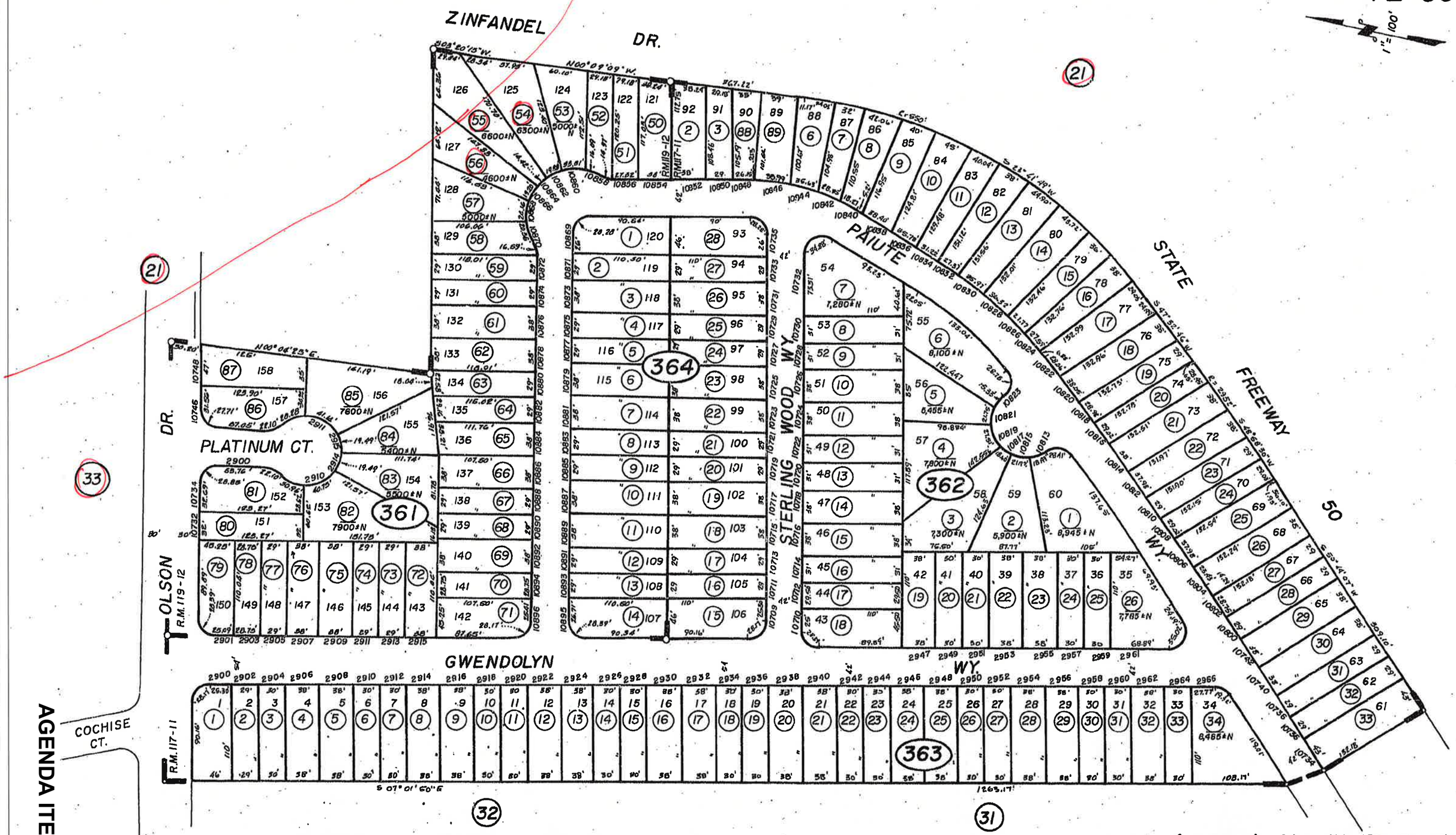
Parcel Map, P.M. Bk.18, Pg.43 (7-26-1974)
Parcel Map, P.M. Bk.64, Pg.11 (1-24-1981)
Parcel Map, P.M. Bk.97, Pg.30 (12-29-1986)
Parcel Map, P.M. Bk.100, Pg.11 (5-26-1987)

CITY OF RANCHO CORDOVA
Assessor's Map Bk. 072 Pg. 028
County of Sacramento, Calif.


POR. SEC. 35 T. 9N., R. 6E., M.D.B. & M.
72-21
Tax Area Code
1" = 400'
Bk. 57
SOUTHERN PACIFIC R.R.
BLVD.
FOLSOM
Por. SBE 200-34-8-1 (R/W ESMT)
WHITE ROCK RD.
DETAIL I
Scale: 1"=200'
S.B.E. 872-34-10K-37 (M/R Only)
872-34-10K-36 M/R Only
872-34-10K-35 M/R Only
ZINFANDEL DR.
OLSON
DR VE
STATE FREEWAY 50
SEE DETAIL
MILLS PARK DR.
WHITE ROCK
P.M. 114-2
P.M. 18-25
P.M. 29-45
P.M. 6-2
P.M. 4-49
N.C.-3
W.T.
9,540±N.
2,135±N.
2.30±N.
2.97±N.
34,240±N.
1.01±N.
1.32±N.
457±N.
30,054±N
1.66±N.
43,190±N
4.57±N
3.76±N
1.37±N
29,837±N.
Natamos Consolidated of California Unit 3
R.M. Bk. 14 Pg. 46
Survey of Sub. James Weir Tr.
Assessor's Map Bk. 72 –Pg. 21
County of Sacramento, Calif.
NOTE—Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

ATTACHMENT 2
72-36

POR. SEC. 35 T.9N., R. 6E., M.D.B. & M.



Zinfandel Woods Unit No. 2, R.M. Bk. 119 Pg. 12 (4-4-78)
Zinfandel Woods, R.M. Bk. 117 Pg. 11 (12-17-77)

Assessor's Map Bk. 72, Pg. 36
County of Sacramento, Calif.

AGENDA ITEM 11.2

1203

ATTACHMENT 2
072-61

POR. T. 9 N., R. 6 E., M.D.B. & M.
(PROJ. INTO RANCHO RIO DE LOS AMERICANOS)

FOR MINERAL RIGHTS SEE 072-290-0780

1" = 200'

STATE FREEWAY 50

PARK DR.

PROSPECT

GOLD CENTER DR.

WHITE ROCK RD.

ZINFANDEL DR.

POR. P.M. 11-18

P.M. 63-1

P.M. 69-10

P.M. 149-13

P.M. 150-5

(28) (60) (21) (65) (152) (43) (45) (92) (64) (86) (65) (75) (76) (89) (34) (88) (53) (90) (44) (91) (39)

57 58 59 56 "1" "2" "3" A B C 43 42 51 52

13,547±N 2.12±N 1.772±N 2.38±N 1.37±N 3.535±N 6.31±N 9.05±N 2.14±N 6.09±N 5.92±N. 2.499±N. 34,630±N 4,661±N. 3.042±N. 1.66±N

Por. Prospect Business Park, P.M. Bk. 63, Pg. 1 (1-15-81)
Zinfandel Business Park, P.M. Bk. 69 Pg. 10 (1-25-82)

APR 0 9 2002

Assessor's Map Bk. 072 Pg. 61
County of Sacramento, Calif.

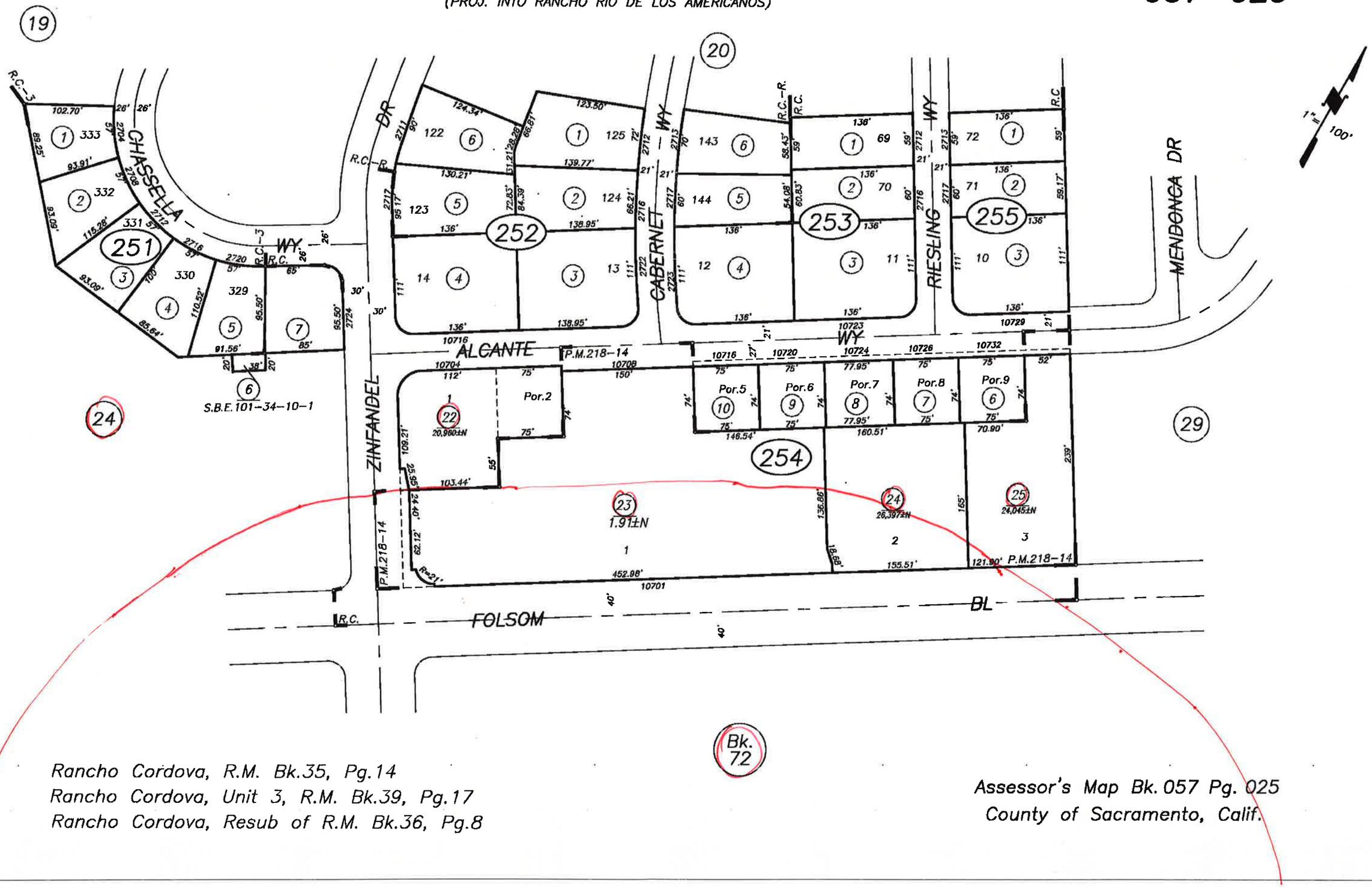
AGENDA ITEM 11.2

1204

POR. SEC'S. 26 & 35, T.9N., R.6E., M.D.B. & M.

(PROJ. INTO RANCHO RIO DE LOS AMERICANOS)

057–025



Rancho Cordova, R.M. Bk.35, Pg.14
Rancho Cordova, Unit 3, R.M. Bk.39, Pg.17
Rancho Cordova, Resub of R.M. Bk.36, Pg.8

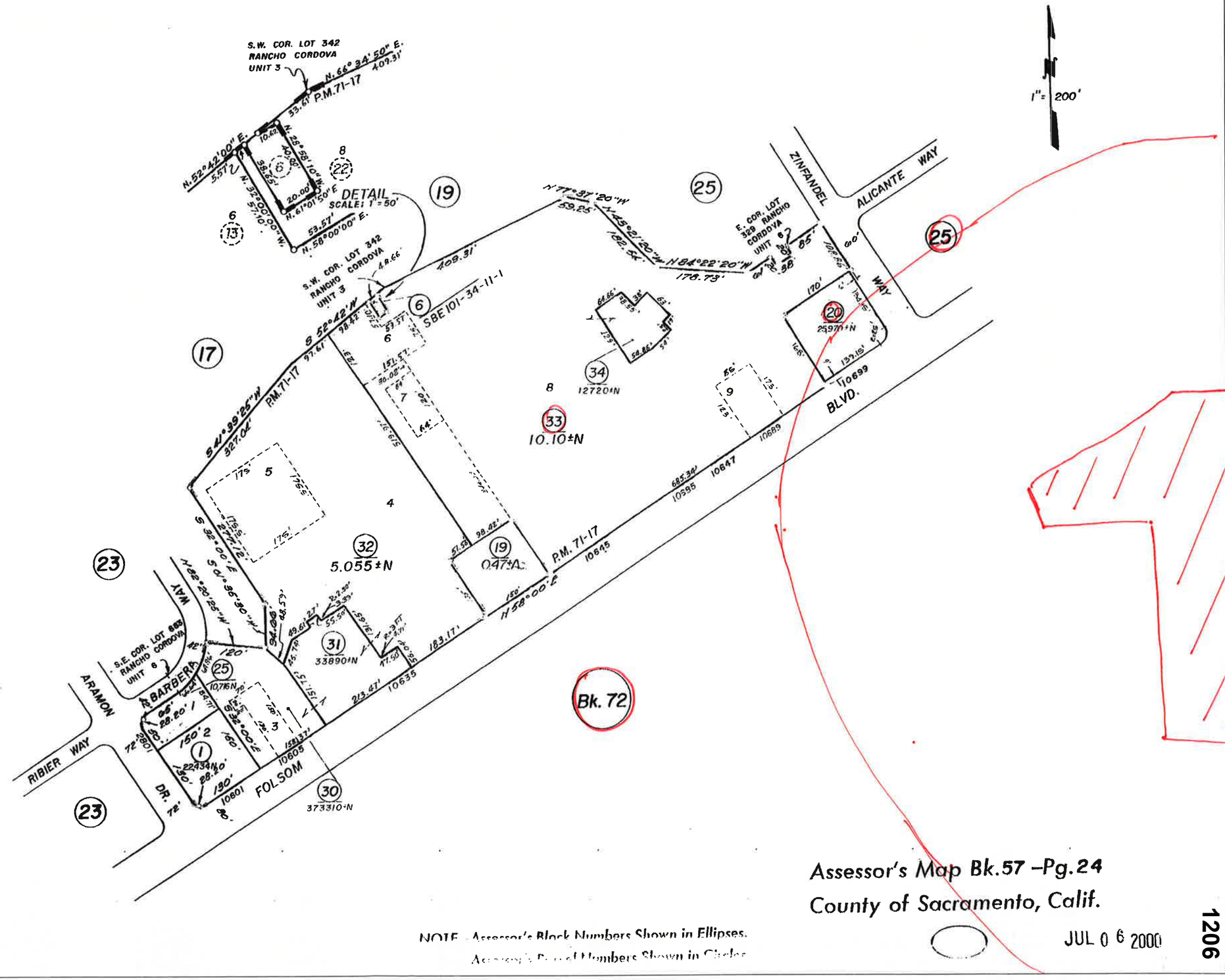
Assessor's Map Bk. 057 Pg. 025
County of Sacramento, Calif.

POR. SEC. 35 T. 9 N., R. 6 E. M.D.B. & M.

(PROJ. INTO RANCHO RIO DE LOS AMERICANOS)

Tax Area Code 57 – 24

ATTACHMENT 2



Assessor's Map Bk.57 –Pg.24

County of Sacramento, Calif.

NOTE - Assessor's Block Numbers Shown in Ellipses.

Assessor's Parcel Numbers Shown in Circles

JUL 0 6 2000

AGENDA ITEM 11.2

1206

057 0254 022 0000
K Prgram O
10702 Alicante Way
Gold River, CA 95670

057 0254 024 0000
Agree Rancho Cordova II LLC
31850 Northwestern Hwy
Farmington Hills, MI 48334

057 0254 025 0000
Agree Rancho Cordova II LLC
31850 Northwestern Hwy
Farmington Hills, MI 48334

057 0240 033 0000
Ajm Props Incorporated(Walmart)
Po Box 8050
Bentonville, AR 72712

057 0240 020 0000
Rancho Cordova Associates
10699 Folsom Blvd
Rancho Cordova, CA 95670

057 0254 023 0000
Agree Rancho Cordova LLC
31850 Northwestern Hwy
Farmington Hills, MI 48334

072 0280 095 0000
Pacific Castle Rancho Cordova LLC
2601 Main St #900
Irvine, CA 92614

072 0210 051 0000
G6 Hospitality Property LLC(Bre &
Everbr
4001 International Pkwy

072 0210 048 0000
Poulsen Land Company II
Po Box 2028
Olympic Valley, CA 96146

072 0210 050 0000
Ming & Mosin Lum
1555 Lakeside Dr #170
Oakland, CA 94612

072 0280 096 0000
Rancho Cordova Raps Incorporated
22709 Rancho Palomares Pl
Castro Valley, CA 94552

072 0280 082 0000
Pacific Castle Rancho Cordova LLC
2601 Main St #900
Irvine, CA 92614

072 0280 051 0000
Eppaminondas Johnson
1555 River Park Dr #101
Sacramento, CA 95815

072 0280 052 0000
Olson Dr South LLC
2399 American River Dr #1
Sacramento, CA 95825

072 0280 035 0000
Taylor & Barbara Hubbard
821 Kestrel Pl
Rancho Cordova, CA 95742

072 0280 083 0000
Pacific Castle Rancho Cordova LLC
2601 Main St #900
Irvine, CA 92614

072 0280 094 0000
Pacific Castle Rancho Cordova LLC
2601 Main St #900
Irvine, CA 92614

072 0280 084 0000
Pacific Castle Rancho Cordova LLC
2601 Main St #900
Irvine, CA 92614

072 0280 073 0000
Pacific Castle Rancho Cordova LLC
2601 Main St #900
Irvine, CA 92614

072 0280 093 0000
Corp Target
1000 Nicollet Mall
Minneapolis, MN 55403

072 0280 097 0000
Target Corporation
Po Box 9456
Minneapolis, MN 55440

072 0361 054 0000
Donald Kong
Po Box 277902
Sacramento, CA 95827

072 0361 055 0000
Wendy Keethe
10864 Paiute Way
Rancho Cordova, CA 95670

072 0361 056 0000
Terese Lamanet
10072 Fraser River Ct
Rancho Cordova, CA 95670

072 0330 008 0000
Baggin Inv LLC
60 Terra Teresa
Lafayette, CA 94549

072 0330 001 0000
Folsom Zinfandel Partners LLC
1448 15th St #100
Santa Monica, CA 90404

072 0330 009 0000
Baggin Inv LLC
60 Terra Teresa
Lafayette, CA 94549

072 0330 003 0000
Folsom Zinfandel Partners LLC
1448 15th St #100
Santa Monica, CA 90404

072 0330 002 0000
Folsom Zinfandel Partners LLC
1448 15th St #100
Santa Monica, CA 90404

072 0330 004 0000
Folsom Zinfandel Partners LLC
1448 15th St #100
Santa Monica, CA 90404

ATTACHMENT 2

072 0330 018 0000
Pacific Castle Zinfandel LLC
2601 Main St #900
Irvine, CA 92614

072 0330 019 0000
Pacific Castle Zinfandel LLC
2601 Main St #900
Irvine, CA 92614

072 0330 022 0000
Pacific Castle Zinfandel LLC
2601 Main St #900
Irvine, CA 92614

072 0330 005 0000
Folsom Zinfandel Partners LLC
1448 15th St #100
Santa Monica, CA 90404

072 0330 006 0000
Folsom Zinfandel Partners LLC
1448 15th St #100
Santa Monica, CA 90404

072 0330 021 0000
Zinfandel Centers LLC
Po Box 2798
Rancho Cordova, CA 95741

072 0330 016 0000
Choy
277 7th Ave
San Francisco, CA 94118

072 0330 007 0000
Gas Superior
211 Orcutt Cir
Sacramento, CA 95834

072 0210 047 0000
Jarnail Singh
9927 Waimea Ln
Elk Grove, CA 95624

Project Name: DD9623 Zinfandel Village DR Amendments
Date of Review: December 16, 2015

RANCHO CORDOVA DESIGN GUIDELINES B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS	The Proposed Project				
	N*	-	=	+	Description/Comments
SITE DESIGN > CIRCULATION (3:10)					
OBJECTIVE: Develop an on-site circulation system that promotes efficient movement of vehicles in a clear and well-defined manner and minimizes conflicts with pedestrians and bicycles. Provide on-site facilities to accommodate pedestrian, bicyclists, and transit riders.					
DESIGN STANDARDS					
Pedestrian connections are provided between buildings and adjoining commercial and residential developments. The project is connected to the sidewalk.				x	Pedestrian circulation will improve from the ROW to the center.
DESIGN GUIDELINES					
1. Large commercial developments are designed with a "Main Street" style. (three provisions listed for implementation). The Main Street concept brings buildings close to the street, developing a pedestrian area in front of stores and offices, consolidates parking in the rear, under, or within the building or along the street.			x		While improvements will be made to the existing private drive aisle
2. Auto dependent uses are designed to reduce conflicts with pedestrians (three provisions listed for implementation).				x	Improvements to the drive aisle and internal circulation will help mitigate conflicts from motorists and pedestrians.
3. Commercial centers are linked to the surroundings with pedestrian connections as appropriate.				x	A new pathway will be added to connect the zinfandel ROW to the center.
4. For TODs (Transit Oriented Development), the transit stop is an integrated component of the development.				x	A new pathway will be added to connect the zinfandel ROW to the center. The ROW is a short distance from the zinfandel light rail station.
SITE DESIGN > PUBLIC SPACES AND PEDESTRIAN AMENITIES (3:14)					
OBJECTIVE: Provide usable public spaces and gathering spaces oriented towards the pedestrian user as a key component of the development.					

RANCHO CORDOVA DESIGN GUIDELINES B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS	The Proposed Project				
	N*	-	=	+	Description/Comments
DESIGN STANDARDS					
A minimum of one public plaza or similar gathering place is provided.			x		The overall site plan is not changing as there isn't enough room onsite to add a pedestrian plaza. There will be outdoor dining areas adjacent to the public ROW for both of the approved commercial pads.
DESIGN GUIDELINES					
1. Large sites feature public spaces that are meaningful.			x		The overall site plan is not changing as there isn't enough room onsite to add a pedestrian plaza. There will be outdoor dining areas adjacent to the public ROW for both of the approved commercial pads.
2. Uses such as restaurants front onto plazas and take advantage of outdoor spaces.				x	There will be outdoor dining areas adjacent to the public ROW for both of the approved commercial pads.
3. Outdoor areas are landscaped and include street furniture and landscape elements.				x	The improvements include new landscaping and amenities (benches), but no public art.
4. Street corners are developed as active portions of the site with building entrances, public plazas, or small parks.			x		The new commercial pads are located at each corner of the site and will have attractive dining areas adjacent to the ROW sidewalks. No new plazas or public art though.
5. Different materials and colors are used to offset the paving and to provide visual interest.				x	The façade improvements include updated color scheme and materials that will be the basis for the future commercial pads.

RANCHO CORDOVA DESIGN GUIDELINES B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS	The Proposed Project				
	N*	-	=	+	Description/Comments
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION (3:18)					
OBJECTIVE: Design and construct buildings to create safe, pleasant, and active environments.					
DESIGN STANDARDS					
Buildings are setback appropriate distances from the public right-of-way and the setback envelope does not include parking. Landscaping is provided as appropriate.			x		While the new commercial pads are located closer to the ROW, the main buildings distance will not change.
DESIGN GUIDELINES					
1. Commercial buildings on sites over 15 acres are designed to create "Main Street" environments.	x				This is an existing center.
2. Projects are designed as vibrant mixed-use centers that attract and captivate the pedestrian user (five provisions listed for implementation).				x	Improvements will be made to increase circulation onsite and through the site.
3. Loading and delivery service areas are located in appropriate locations and adequately screened.			x		There will be no change in the location of the loading area. Signage will be added to
4. Corner and mid-block pad buildings are oriented towards the street and public sidewalk (two provisions listed for implementation).			x		No new change to the main facades orientation.
ARCHITECTURE > MASSING, SCALE, AND FORM (3:24)					
OBJECTIVE: Commercial and mixed-use structures should be designed to a human scale, help create vibrant activity areas, and should complement adjoining properties.					
DESIGN GUIDELINES					
1. Multi-level buildings are designed with architecture that is visually interesting (four provisions listed for implementation).	x				This is a single story building.
2. Large retailers are integrated into multi-tenant developments, rather than being freestanding buildings (four provisions listed for implementation).			x		The center will continue to have major tenants and minor tenant space.
ARCHITECTURE > STYLE AND DESIGN DETAILS (3:26)					

RANCHO CORDOVA DESIGN GUIDELINES B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS	The Proposed Project				
	N*	-	=	+	Description/Comments
OBJECTIVE: Commercial development shall be designed with an architectural style or theme that establishes a clear, interesting project identity that will contribute to an enhanced character for Rancho Cordova. The architectural style shall be evident on all elevations of all buildings.					
DESIGN GUIDELINES					
1. Design all sides of the building with consistent architecture and façade elements (three provisions listed for implementation).				x	The main change effects the west elevation facing zinfandel; however the north and south elevations will be improved as well. The rear/loading elevation facing east will have minimal improvements but will remain mostly hidden.
ARCHITECTURE > STYLE AND DESIGN DETAILS > COMMERCIAL FACADES (3:28)					
OBJECTIVE: Commercial facades should appear open, inviting and engaging to the passerby.					
DESIGN GUIDELINES					
1. Storefronts promote a sense of entry into the structure as well as a sense of shelter (three provisions listed for implementation).			x		No change in the buildings foot print or floor plan for existing entrances facing Zinfandel.
2. Entries are clearly visible from the street and provide visual interest (three provisions listed for implementation).			x		No change in the buildings foot print or floor plan for existing entrances facing Zinfandel.
3. Windows are used to create an open and inviting atmosphere (six provisions listed for implementation).				x	Additional windows have been added to increase aesthetic appeal and make the façade more pedestrian friendly.
CHECKLIST EVALUATION					
Total (22 Guidelines)	2	0	10	10	

*-Notes: (N) Not Applicable; (-) Negative Impact; (=) Neutral Impact; (+) Positive Impact

ATTACHMENT 4

PLANNING DEPARTMENT
2729 Prospect Park Drive | Rancho Cordova, CA 95670
Phone: (916) 851-8750 | Fax: (916) 851-8762

December 17, 2015

Ben Barbes
Barbes-Bidaujiri and Associates
3420 E. Shea Blvd. #199
Phoenix, AZ 85028

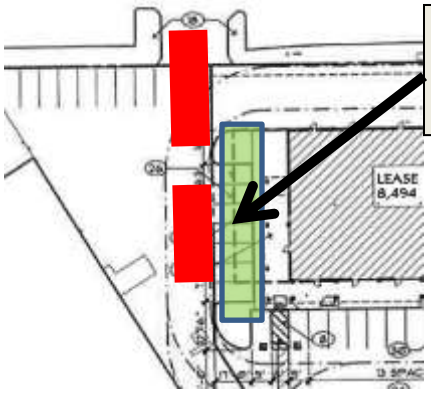
Subject: Zinfandel Village Shopping Center Design Review Amendment (DD9623) Completeness Review

Dear Mr. Barbes:

The City of Rancho Cordova Planning Department has received your application for Design Review Amendment (MDR) to modify the previous design review permit that was approved by the Rancho Cordova City Council on January 20, 2015. This project was reviewed by the Development Services Team (DST) on December 1, 2015 and after careful review has been determined your application is **incomplete** for the reasons mentioned below.

Before your project can be considered for final review by the City Council all of the items must be addressed. Please revise your items and resubmit plan with a corresponding response for each of the comments below.

1. **General Items:**
   - **a.** Main Street Circulation: Staff has some concerns as to what the proposed "main street" drive aisle between the north end of the main building and the adjacent grocery store to the north. The previously approved plan removed a large portion of the north end of the building which improved the drive aisle's connection with the Target center to the east. The new design removes less of the building while maintaining the parking, and as a result, skews the path of travel. Staff recommends removal of the parking stalls to improve the "main street" alignment and to improve vehicular safety for cars backing out. The center may be better served by improving that drive aisle with landscaping rather than surplus parking for the north end of the main building. While this is not a requirement for completeness, City staff would like to open up the dialog as to how this section can improve the circulation through the village center while providing an attractive amenity for future patrons.



Remove parking stalls to better align the path of travel.

a fresh take.
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PLANNING DEPARTMENT
2729 Prospect Park Drive | Rancho Cordova, CA 95670
Phone: (916) 851-8750 | Fax: (916) 851-8762

b. Façade Improvements: Staff has some concerns on the new design which does have as many façade projections or variety in roof height. While the design is an improvement to the building's existing condition, the new design has a very linear roof line with a continuous color scheme which can make the façade seem a bit monotonous in design. Staff recommends adding a few more breaks in the façade, reduction of the canopy, or additional architectural elements to help break up the façade. Please see the examples below.

Proposed Design



Façade Examples with reduced canopies and varying roof heights.











a fresh take.
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Phone: (916) 851-8750 | Fax: (916) 851-8762

2. Items for Completeness:

a. Narrative/Cost for Improvements: Please provide a narrative on why the project's current design is more desirable than the one approved by the City Council in January 2015.

b. Unified Sign Program: Zoning code section 23.743.040.D.2(b), requires all redesign or remodel, or redevelopment of multitenant shopping centers to have a unified sign program, which will be reviewed concurrently with the design review. This will be a condition of approval.

c. Sheet DR.3 (Elevations):

1) Please include an overall elevation for the main façade facing west. The current plan breaks the section into north and south and is difficult to match to the floor plan. This will be essential in determining the difference between the existing design and proposed.

3. Other items/Conditions:

a. Other Agency Comments: Since the November submittal, the project has been routed. While we are still waiting for comments from other agencies please see the attached responses from the following agencies that have submitted comments/conditions.

i. Metro Fire comment letter dated 12/8/15.
ii. Sacramento Area Sewer District (SASD) comment letter dated 12/3/15.
iii. Public Works.

B. Draft Conditions of approval: The conditions of approval have not been prepared; however they will be similar to those approved by the City Council on January 20, 2015.

If you have any questions I can be contacted at mdiaz@cityofranchocordova.org or at my direct phone line 916-851-8754.

Regards,

Matt Diaz
Associate Planner

CC: Judi Harris-Pacific Castle, 2601 Maiu St. #900 Irvine, CA 92614

Benjamin Barbes / Architect
3420 East Shea Blvd. Suite No. 199
Phoenix, Arizona 85028
(623) 776-6850
bbarbes@aol.com

Mr. Matt Diaz
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, California 95670

Re: Zinfandel Village Shopping Center Design Review Amendment (DD9623)

Dear Matt:

The following is our response to your review comments dated December 17, 2015:

1. General Items:

a. Main Street Circulation: Per staff request and recommendation we will revise the site plan to delete the parking stalls at the north end of the main building and provide landscaping along the main street drive aisle.
b. Façade Improvements: As previously discussed the proposed elevation modifications had to be reduced to accommodate the budget. Pacific Castle (Owner) had hoped to create additional design elements which would have reduced the linear roof line. Unfortunately economic realities limit their ability to provide more embellishment at this time. As note, there are still vacant lease spaces within the project and as additional tenants occupy these spaces more improvements will be made.

2. Items for Completeness:

a. Narrative/Cost for Improvements: The single most significant issue regarding the current design is the construction and development costs. The scope of alterations and construction has been reduced to make the project economically feasible. The Owner has had to reduce the costs by almost 50% in order to be able to make the proposed improvements financially viable. If the costs can not be reduced the owner can not proceed with the project. Please refer to the attached Cost Estimate Summary.
b. Unified Sign Program: Please refer to the attached to the attached sign program.
c. Sheet DR-3 (Elevations): As requested, we have provided an overall west elevation. Please refer to the attached Floor Plan and Color Elevation Sheet DR-2. Providing the elevation below the floor plan helps to better understand the elevation.

3. Other Items / Conditions:

a. Other Agency Comments: We have not received any agency comments or conditions.
b. Conditions of Approval: We have not received the Conditions of Approval.

Please do not hesitate to contact me regarding any of these items. We need to make sure that we are included on the January City Council Agenda and are willing to work with the Planning Department to resolve any concerns you have.

Respectfully,

Benjamin Barbes / Architect

Zinfandel Village Center
2817 – 2863 Zinfandel Drive
Rancho Cordova, California 95670

Cost Summary as of January 7, 2016

Original Cost Estimate (July 2013)

Renovation Costs	$ 2,550,000
Development Costs	250,000
Total	**$ 2,800,000**

Revised Cost Estimate (August 2015)

Renovation Costs	$ 7,190,000
Development Costs	710,000
Total	**$ 7,900,000**

New Cost Estimate (November 2015)

Renovation Costs	$ 3,600,000
Development Costs	600,000
Total	**$ 4,200,000**

Items being eliminated, reduced or deferred to reduce costs:

1. Eliminate entry canopies at north and south buildings	$ -380,000
2. Reduce size of entry canopy at center building	$ -270,000
3. Reduce area of roof being raised at center building	$ -100,000
4. Eliminate addition of 5,300 S.F. at center building	$ -450,000
5. Reduce mansard roof and sidewalk work at north and south	$ -90,000
6. Reduce portion of building being demolished and re-constructed	$ -80,000
7. Reduce site work and parking area being modified including relocation of A.D.A. path of travel to north side of site	$ -380,000
Total of all items being eliminated or reduced	**$ -1,750,000**
A. Defer development of Pad 'B' to future date	$ 850,000
B. Defer tenant improvements for north side of Skechers to future date	$ 1,100,000
Total of all deferred items	**$ 1,950,000**

MEMORANDUM

DATE: January 20, 2015

TO: Honorable Mayor and Council Members

FROM: Matthew Diaz, Associate Planner

SUBJECT: **ZINFANDEL VILLAGE – CONDITIONAL USE PERMIT, DESIGN REVIEW AND EXCEPTION; PROJECT NO. DD8440 – LOCATED AT 2817, 2821 AND 2863 ZINFANDEL DRIVE.**

PROPERTY OWNER:	**APPLICANT/DEVELOPER:**
Pacific Castle Mrs. Judi Harris 2601 Main Street, Suite 900 Irvine, CA 92614	Barbes-Bidaujiri & Associate Mr. Ben Barbes 3420 E. Shea Boulevard, Suite 199 Phoenix, AZ 85028

PROJECT:	The applicant is proposing façade improvements to the existing shopping center that would include the removal of a portion of the north end of the main building and the demolition of an existing restaurant adjacent to Zinfandel Drive. The plans include two new commercial pads with drive-throughs, an enhanced connection from Zinfandel Drive to the Target shopping center, and a reconfigured parking area that will provide new landscaping and frontage improvements along Zinfandel Drive and Olson Drive. The façade improvements involve reconfiguration of the building footprint, new windows and siding, as well as an enhanced roofline. A new unified sign program has been submitted that will function as the regulatory document for future tenant signage applications.
FILE:	DD8440
LOCATION:	2817, 2821 and 2863 Zinfandel Drive;
APN:	072-0330-018-0000, 072-0330-019-000, and 072-0330-022-0000
PLANNER:	Matthew Diaz, Associate Planner

RECOMMENDATION

Adopt Resolution 6-2015.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution 6-2015 would allow for several changes at the Zinfandel Village shopping center. A portion of the north end of the main shopping center building and the existing restaurant adjacent to Zinfandel Drive would be demolished. Façade improvements to the remaining shopping center building would be constructed including reconfiguration of the building footprint, installation of new windows and siding, as well as enhancements to the roofline. In addition, two new commercial pad buildings with drive throughs would be constructed. Other improvements to the site would include enhancement to the vehicular

connection from Zinfandel Drive to the Target shopping center and a reconfigured parking lot with new landscaping and frontage details along Zinfandel Drive and Olson Drive. A Unified Sign Program would function as guidance for future tenant signs and shopping center monument signs.

BACKGROUND

In May of 2013, Pacific Castle (Applicant) began conversations with City staff about improvements to Zinfandel Village (formerly known as Zinfandel 50) that included two new drive-throughs and façade modifications to the existing building. After initial input was received from staff, a formal application for a design review permit was submitted on February 14, 2014. This project was circulated for review and discussed at the Development Services Team meeting on March 29, 2014. While staff was generally supportive of the façade improvements, the proposed drive-throughs raised some policy questions regarding their design and location within the Downtown Planning Area that staff felt required City Council input prior to finalizing the project's review.

On July 15, 2014, the City Council conducted a workshop to discuss drive-through design and locations prior to this project being heard before City Council. Examples of existing Rancho Cordova drive-throughs were presented and the City Council expressed their preference on design, function, location, as a means to inform staff. While the Council acknowledged the location plays a large role in determining the design of drive-throughs, some of the typical characteristics they preferred included:

- Drive-throughs aisle should not run parallel to public right-of-ways;
- Drive-throughs should be located adjacent to main streets to ensure pedestrian connectivity; and
- Sufficient screening should be provided to reduce the visibility of the automobiles within the drive-through aisle as well as any associated impact with their stacking (i.e. head light glare onto passing pedestrians and motorists).

Council directed staff to incorporate these design characteristics into current and future drive-through applications. As a result of the study session, the proposed Zinfandel Village design was amended to reflect these design elements. On October 15, 2014 the project was resubmitted to include a Conditional Use Permit for drive-throughs and traffic study to reflect the updated commercial pad design.

Figure 1: Project Site (Existing Conditions)

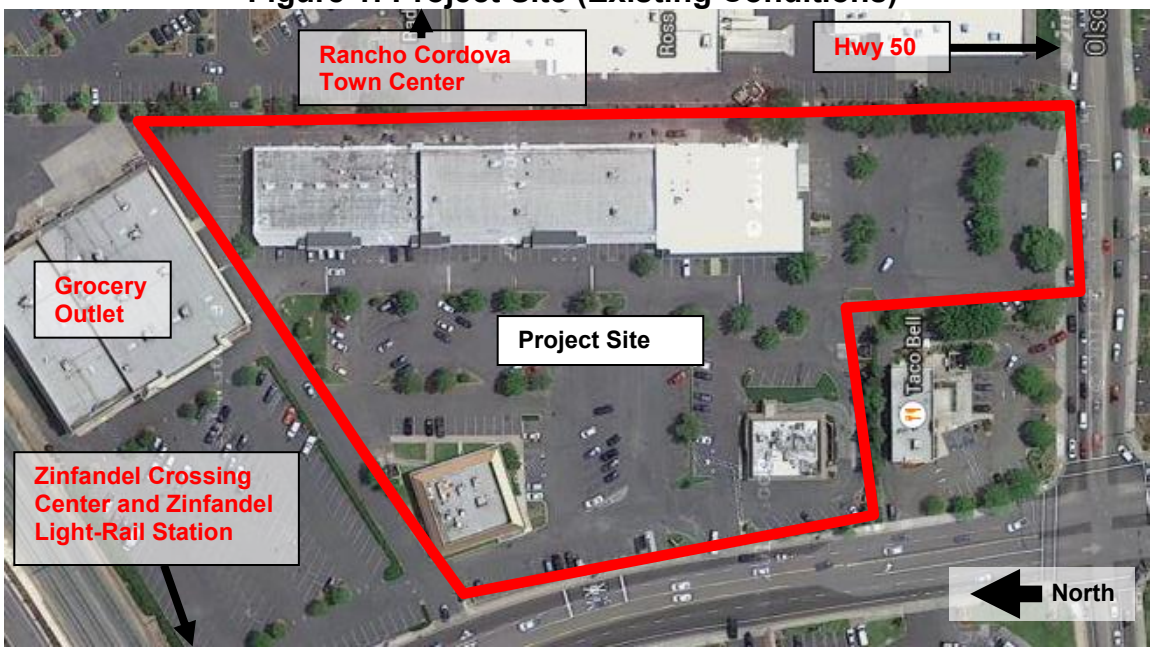


Figure 2: Site Plan

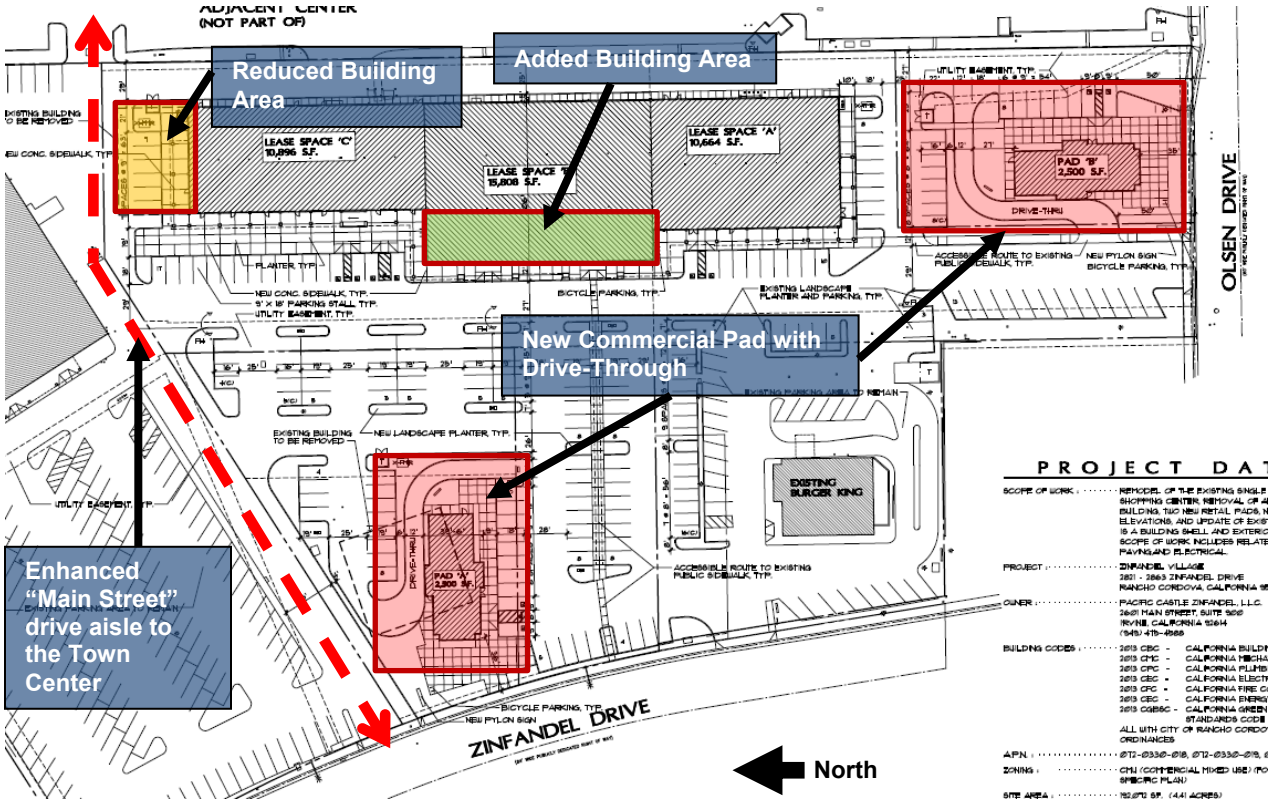


Figure 3: Existing Façade (Looking North)



Figure 4: Existing Connection to Town Center (Looking East)



REQUIRED PERMITS AND REGULATORY BASIS

Drive-through sales/services are allowed the with the approval of a Conditional Use Permit (Table 2-2) of the project's Folsom Boulevard Specific Plan (FBSP) CMU (Commercial Mixed Use) zone. Major Design Review (Section 23.141) is required to ensure compatibility and implementation of development standards. Due to shortened drive aisle length for the proposed drive-through along Olson Drive, the commercial pads exceedance of the maximum 20-feet setback from the main street frontage, and the projects floor area ratio (FAR) being under the required 0.25 FAR, an Exception must be processed to allow the project's current design to deviate from the Folsom Boulevard Specific Plan standards. This is discussed further in the Zoning analysis section below.

Permits Required after Approval:

- Major Design Review permits for each of the new commercial Pads, to be reviewed and approved by the City Council.
- Improvement Plans/Grading Permit
- Building Permit
- Business License

ANALYSIS

General Plan:
The project site is within the Downtown Planning Area (DTPA) under the sub-classification of CMU (Commercial Mixed-Use) land use designation. The Downtown is the center and "heart" of Rancho Cordova and provides a significant connection between existing residential and commercial areas. It is the City's intent that the Downtown becomes a vibrant place to live, work, play, and shop, with walkable areas that connect to plazas and other gathering areas that are part of individual projects. One of the main priorities of the Downtown Planning Area is improved circulation and development patterns in the Olson Drive area which includes a local town center with a "Main Street" concept.

The proposed modifications are an attempt to revitalize an aging commercial center with a new façade, drive-throughs, and on-site improvements to enhance aesthetic appeal and walkability. The project includes an enhanced connection from Zinfandel Drive to the Target shopping center, which should help facilitate motorist to the adjacent shopping center while reducing the automobile impacts to Olson Drive.

Zoning Code:
The project site is zoned FB-CMU (Folsom Boulevard – Commercial Mixed-Use) which provides for a wide variety of general commercial and heavier types of commercial uses. This district is intended to designate property primarily for commercial development; however, it may also include office and/or residential uses. Retail and service uses (including general retail and personal services) are permitted by right, and more intense commercial and service uses are conditionally permitted. Business and professional office uses, as well as residential uses with a density between 10 and 18 units per acre, are also permitted by right when integrated vertically or horizontally with commercial uses. Since the project site is within one-quarter mile of a light-rail station (Zinfandel Station), the project would fall under the Transit Oriented Development Overlay zone; however, the Folsom Boulevard Specific Plan is the primary regulatory document for this project.

As mentioned in the General Plan discussion above, the improvements will enhance the aging shopping center in an attempt to attract new commercial tenants that will service potential customers. The project does not propose any new use that would not be allowed within the FB-CMU zoning designation while the on-site and off-site improvements will enhance motorist circulation to and through the shopping center as well as pedestrian access along the improved frontage improvements. Specific descriptions of the improvements are listed below within the Design section of this report.

Table 1: Surrounding Designations and Existing Uses

Location	Existing Use	General Plan Designation	Zoning Designation
2817, 2821 and 2863 Zinfandel Drive	Various retail and restaurant uses	DTPA (Downtown Planning Area)	FB-CMU (Folsom Boulevard Specific Plan-Commercial Mixed Use)
North	Grocery Outlet store, Folsom Boulevard	DTPA	FB-CMU
East	Rancho Cordova Town Center (retail, restaurant, personal services, etc.)	DTPA	FB-CMU

Location	Existing Use	General Plan Designation	Zoning Designation
South	Gas Station, Taco Bell restaurant, hotel	DTPA	FB-CMU
West	Zinfandel Crossing Shopping Center (retail, gym, restaurants, etc.)	DTPA	FB-CMU

Exception*:*
In conjunction with Major Design Review, project-level CEQA review, and any other required entitlements, an applicant may request that the City Council approve an Exception to allow a development project that does not strictly adhere to the Folsom Boulevard Specific Plan standards assuming the use is permitted. In addition to the findings of approval for an Exception, a project must meet at least four of six conditions intended to highlight a projects unique benefit to the community.

This project is within the Olson Opportunity site which includes 20-foot maximum setbacks from the right-of-ways, drive-through aisles that are a minimum of 12-feet in width and 180-feet in length, and floor area ratios (FAR) of 0.25 for the project's Olson Opportunity site. In order to comply with the design criteria outlined within the City Council study session, the drive-throughs were designed to place the drive aisles behind the building to reduce visibility while bringing the buildings closer to the main streets, providing an enhanced pedestrian connection to the City sidewalks. The commercial pad along Zinfandel Drive exceeds the maximum 20-foot setback outlined in FBSP Table 4-1 by 16-feet due to the turning radius of the drive-through aisle's egress and the dinning patio adjacent to the street frontage. The other drive-through aisle has a reduced aisle length due to the compact nature of the site and the maximum setback has been exceeded by 15-feet due to the safety issue that could arise with the proximity of the drive aisle egress to the main entrance at Olson Drive. While the project is adding approximately 2,578 square feet of commercial space, the total FAR of 0.22 (42,368 square feet) will fall below the required 0.25 (47,741 square feet). To meet the 0.25 requirement, the current design would require an additional 0.03 FAR (5,373 square feet) of commercial space which could either require the removal of one of the commercial pads for a larger proposed building or an even larger alteration to the existing main building design. While these two options may help to bring the FAR into compliance, these options are not in line with needs of the potential tenants the applicant has currently been negotiating leases for. Alterations to meet the 0.25 FAR would require a major revision to the existing and proposed center layout which may not align with the current real estate market that has shown interest in the center.

Due to the shortened drive aisle length (170-feet) for the proposed drive-through along Olson Drive, the commercial pads exceedance of the maximum 20-foot setback from the main street frontage, and the project's 0.03 FAR shortfall, an Exception must be processed to allow the project's current design to deviate from the Folsom Boulevard Specific Plan standards. Based on the proposed project, staff feels that four of the six conditions have been met. The evidence for the four conditions this project must meet is as follows:

Condition #1: Will fulfill a compelling community need, as indicated by an existing City goal, General Plan policy, budget priority, or other Council-adopted policy document.

Evidence: The project will revitalize a commercial shopping center in the Downtown Planning Area in which conditions are deteriorating and approaching blight. Improvements to the center's aesthetics and infrastructure will improve walkability and automobile circulation that

will enhance the safety for motorist and pedestrians. Revitalization and improvements to safety are needed for this area that currently suffers from blighted conditions along Zinfandel Drive and Olson Drive.

Condition #2: Will improve an existing blighted situation by removing 100 percent of the blight located on the subject property.

Evidence: All of the buildings within the project site will be remodeled with more modern façades and parking lot improvements that will comply with current regulations. The aging restaurant adjacent to Zinfandel Drive will be demolished and replaced with a new commercial pad and drive-through, landscaping, and a pedestrian eating area connected to the improved sidewalks. The other commercial pad along Olson Drive will infill excess parking area and the parking lot will be reconfigured with new paving, stripped parking, and landscape planters.

Condition #4: Will create at least 15 new permanent full-time jobs (or new jobs equivalent to at least 15 full-time equivalents) or a minimum of 1 job per 500 square feet.

Evidence: A typical restaurant with drive-through can employ up to 5-10 positions while a major tenant can employee 10-15 positions. While the operational characteristics of the new commercial pads and new tenants are unknown at this time, the applicant anticipates that the approval of this project will the result in the permanent hiring of significantly more than 15 full-time employees at the completion of construction permits and occupancy. This does not account for the part-time and temporary jobs that will be created by the approval of this project by either the new businesses or the construction onsite.

Condition #5: Will generate annual sales tax contributions to the City in excess of $25,000.

Evidence: The exact amount is unknown at this time, but the project will include two new commercial pads with new restaurants while the main building improvements will result in new anchor tenants. These new uses will generate sales tax well in excess of $25,000 as the project is developed and fully utilized in time. The applicant also anticipates that the project will have off-site benefits that will lead to increases in sales tax revenue, as future patrons will shop and eat at the surrounding businesses once they are finished with their onsite activities. These linkages will have indirect benefits as a result of this approval.

Detailed explanations of the findings for approval are contained in the attached Resolution (**Attachment 1**).

Design:

All renovations and new construction must adhere to the City's Design Guidelines to ensure all improvements and additions will be attractive while integrating into the surrounding environment. The project has been review in accordance with Section A and B for commercial development.

Site Plan and Parking:

While the main building will still face Zinfandel Drive, the commercial pads have the proposed buildings facing perpendicular to the main street frontage due to the drive aisle design. The building locations and access will remain relatively similar to the existing design; however the existing "waffle house" restaurant will be replaced with a new commercial pad while another commercial pad will be added along the Olson Drive frontage, just east of the existing Taco Bell

restaurant. The parking area has been reconfigured to better align the drive aisles and improve the stripped stalls and landscaped planters. Improvements to the parking area include repaved surfaces, stripping, and landscaped planters. The main drive aisles have been realigned to improve circulation through the site while maintaining adequate parking as the project requires 316 parking stalls and will provide 369 parking stalls. While the project does include the removal of 3,220 square feet of building area and the demolition of the existing 4,900 square foot restaurant, the project will add two new restaurant buildings both 2,500 square feet and 5,288 square feet along the main building's entrance facing Zinfandel Drive. This additional building area will result in a floor area ratio (FAR) of 0.22 which is below the FBSP "Olson Opportunity" minimum standard of 0.25. Although the plans will deviate slightly from the required FAR, the project will increase the existing building area by approximately 2,578 square feet and improved an aging center in which conditions are deteriorating and approaching blighted conditions. A further explanation is given in the Exception section above.

The project has been conditioned to include enhanced sidewalks and landscaping adjacent to the street frontage along the project boundary. These improvements include new vertical curbs, the widening of the sidewalk to seven feet, and a six foot landscape buffer for canopy trees, shrubs, and ground cover. To improve on-site pedestrian connectivity and reduce pedestrian-automobile conflicts, condition #29 was included to provide better internal circulation and safety by adding pedestrian crossway improvements such as raised crosswalks, enhanced stripping and signage. These improvements are described in detail on the attached Conditions of Approval (**Exhibit B**).

Architecture:
The existing building will remove approximately 3,220 square feet of commercial space from the north end of the building while adding approximately 5,286 square feet along the middle of the remaining section to provide more leasable space. This removal will improve circulation between Zinfandel Village and Rancho Cordova "Target" Town Center to the east of the project. The main single story building will add a new pitched roofline with concrete tile and building projections along the north, west, and south elevation. A defined roofline cornice has been added as the building will have varying heights (21-feet to 34-feet) due to the new wall projections and defined main entrance tower features. Since there is no maximum building height the project is consistent with FBSP standards.

The walls will include new stucco with stone veneer ("old country burned oak") columns facing Zinfandel Drive (Figure 5-8). The updated color scheme includes a variety of warm (adobe, tan, orange, and brown) colors and additional windows and glass doors have been added for a more pedestrian friendly ground floor. The current design is flat and outdated, while the new plan will be consistent with the City's Design Guidelines to create a more layered elevation that will seem more human scale by mixing a variety of materials with different color combinations. While a proposed design has not been submitted for either of the 2,500 square foot commercial pads, the project has been conditioned to require Design Review for the new commercial pads prior to construction.

Figure 5: Main Facade facing the Zinfandel Drive (Southern Section)



Figure 6: Main Facade facing the Zinfandel Drive (Northern Section)



Figure 7: Main Facade facing the Grocery Outlet/Folsom Boulevard (Northern Section)

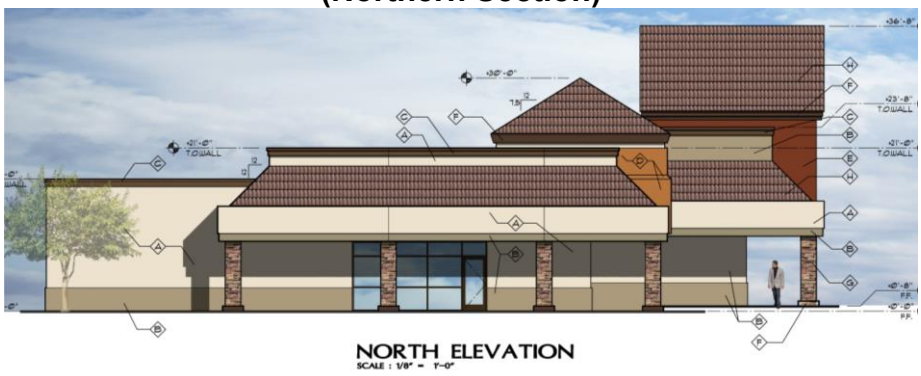


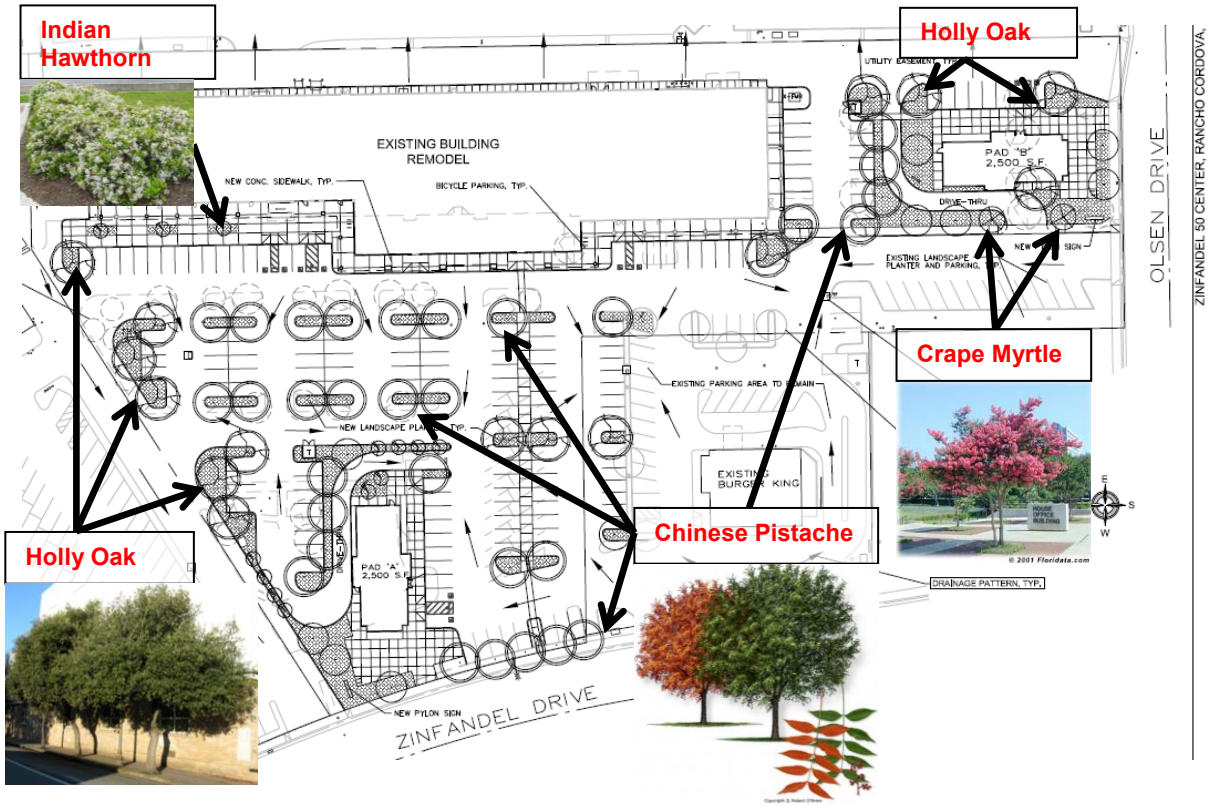
Figure 8: Main Facade facing the Olson Drive (Southern Section)



Landscaping:
The landscaping includes a mix of 15-gallon Chinese Pistache, Crape Myrtle, and African rumac along with turf, groundcover and shrubs throughout the project site. The project will also uses 24-inch Box Holly Oak and Indian Hawthorn along the building facades, drive-through aisles and pedestrian areas adjacent to Zinfandel Drive. Shrubs and groundcover will be added to supplement the new trees between the buildings, parking stalls, and pedestrian areas adjacent to the main street frontage. A total of 33 trees are planned to be removed; however the preliminary landscape plan include approximately 18,401 square feet of new landscaped area to be added.

While a final landscaping plan will be required, the project has been conditioned to ensure 6-foot wide landscape buffers will be installed along the main street frontage for shade trees and 5-foot wide planters between the drive-through aisles consistent with FBSP standards. Since this project would require a subsequent design review for each of the commercial pad buildings, a condition has been added to this application to include a minimum 3-foot tall planter with shrubs shall be added to minimize the visual impact of the reader board and directional signs, from the public right-of-ways.

Figure 9: Preliminary Landscape Plan



Sign Program:
A sign program has been submitted for the project that includes standards for existing and future tenant signage. While the sign program fulfils the basic requirements of a Unified Sign Program, there are some inadequacies and sign standards that do not comply with current City sign standards. These items include:

- Accurate project boundary.
- Statement indicating off-site signage is not allowed within this program.
- Signage that is consistent with zoning code standards. The current monument signage does not comply with current zoning standards and must be revised.
- Site plan corresponding to the major, minor, and inline tenant requirements. This must correspond to the elevations as well.
- Standards for directional signage, wayfinding signage, and addressing signage that includes door and window specifications.

A revised sign program will be required prior issuance of construction permits. This has been included as condition of approval #32 for the project.

FISCAL ANALYSIS OF PROJECT

The City anticipates that this project will provide additional revenues from an increase in sales taxes through new businesses and increases in general sale of goods purchased by the onsite employees.

ENVIRONMENTAL

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Chapter 3, Division 6 (State CEQA Guidelines) Sections 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning).

CEQA Guidelines Section 15183 (Public Resources Code §21083.3), provides that projects which are consistent with a Community Plan, General Plan or Zoning for which an EIR has been certified "shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." An EIR was certified by the City Council for the adoption of the City of Rancho Cordova General Plan (SCH 2005022137).

The project would develop the site consistent with the site's General Plan land use designation of commercial mixed-use in the Folsom Boulevard Planning Area (FBPA) and zoning designation of FB-CMU (Folsom Boulevard – Commercial Mixed Use). Furthermore, the project would be consistent with the goals and policies contained in the General Plan and would not increase the development densities analyzed in the General Plan EIR. A traffic study was submitted that analyzed the potential impacts of two new drive-throughs near the corner of Zinfandel Drive and Olson Drive. The results of the traffic study indicated the new drive-throughs would create a less than significant impact to the current level of services. Future build out of the project site, including improvements to Zinfandel Drive and Olson Drive, were previously analyzed as part of the Folsom Boulevard Specific Plan Mitigated Negative Declaration.

No potential new impacts related to the project have been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed in the General Plan EIR. No other special circumstances exist that would create a reasonable possibility that the proposed project will have a significant adverse effect on the environment. Therefore, the proposed project qualifies for the exemption under CEQA Guidelines Section 15183 and no further environmental review is required.

RECOMMENDED MOTIONS

Staff recommends that the City Council find the project to be in compliance with the California Environmental Quality Act (CEQA) as exempt pursuant to CEQA Guidelines Section 15183 and adopt Resolution No. 6-2015 the Conditional Use Permit, Design Review, and Exception for the Zinfandel Villages DD8440, subject to the findings, Project Plans (**Exhibit A**) and Conditions of Approval (**Exhibit B**)."

ATTACHMENT(S)

1. Resolution 6-2015, including Project Plans (**Exhibit A**) and subject to the Conditions of Approval (**Exhibit B**).
2. 500' Radius Map with Mailing Labels
3. Traffic Study dated October 1, 2014
4. Unified Sign Program dated January 14, 2015

ATTACHMENT 6

CITY OF RANCHO CORDOVA

RESOLUTION NO. 6-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING ZINFANDEL VILLAGE CONDITIONAL USE PERMIT, MAJOR DESIGN REVIEW, AND EXCEPTION - PROJECT NO. DD8440

WHEREAS, On February 14, 2014 Ben Barbes and Pacific Castle (referred to as the Applicant) filed a formal submittal to propose façade improvements to the existing shopping center that would include the removal of a portion of the north end of the main building, the demolition of an existing restaurant, two new commercial pads with drive-throughs, an enhanced connection from Zinfandel Drive to the Target shopping center, reconfigured parking area, and a new unified sign program for the Zinfandel Village shopping center located at 2817, 2821 and 2863 Zinfandel Drive. (Assessor's Parcel Number: 072-0330-018-0000, 072-0330-019-000, and 072-0330-022-0000); and

WHEREAS, on July 15, 2014, the Rancho Cordova City Council conducted a study session to discuss drive-through design and future locations. While a determination was not made for the project, staff was given insight into the Council's priorities for drive-through design. From this dialogue, the applicant agreed to revise the project's design to reflect the design principals discussed at the study session; and

WHEREAS, on October 15, 2014 the applicant resubmitted a plan that included two new drive-through aisle design as well as a supportive Traffic Study based on that new design; and

WHEREAS, this project was reviewed by all applicable City departments and agencies for comments and conditions; and

WHEREAS, the City Council is the appropriate authority to hear and take action on this project; and

WHEREAS, the City Council of the City of Rancho Cordova has conducted a properly noticed public hearing pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the Council approves the Zinfandel Village Conditional Use Permit, Design Review Permit, and an Exception **(Exhibit A)**, subject to the following findings and attached Conditions of Approval **(Exhibit B)**:

A. Finding: Finds the project site was adequately analyzed according to the California Environmental Quality Act (CEQA) Guidelines and is exempt per 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning), as supported by the following:

   Evidence: CEQA Guidelines Section 15183 (Public Resources Code §21083.3), provides that projects which are consistent with a Community Plan, General Plan or Zoning for which an EIR has been certified "shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." An EIR was certified by the City Council for the adoption of the City of Rancho Cordova General Plan (SCH 2005022137).

The project would develop the site consistent with the site's General Plan land use designation of commercial mixed-use in the Folsom Boulevard Planning Area (FBPA) and zoning designation of FB-CMU (Folsom Boulevard – Commercial Mixed Use). Furthermore, the project would be consistent with the goals and policies contained in the General Plan and would not increase the development densities analyzed in the General Plan EIR. A traffic study was submitted that analyzed the potential impacts of two new drive-throughs near the corner of Zinfandel Drive and Olson Drive. The results of the traffic study indicated the new drive-throughs would create a less than significant impact to the current level of services. Future build out of the project site, including improvements to Zinfandel Drive and Olson Drive, were previously analyzed as part of the Folsom Boulevard Specific Plan Mitigated Negative Declaration.

No potential new impacts related to the project have been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed in the General Plan EIR. No other special circumstances exist that would create a reasonable possibility that the proposed project will have a significant adverse effect on the environment. Therefore, the proposed project qualifies for the exemption under CEQA Guidelines Section 15183 and no further environmental review is required.

B. Approve the Conditional Use Permit subject to the Conditions of Approval herein, and subject to the findings as defined by Zoning Code sections 23.134.030 and evidence as follows:

1. Finding: The site size, dimensions, location, topography, and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic, noise, vibration, exhaust/ emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations.

   Evidence: The proposed improvements and commercial pads have been designed to follow all Folsom Boulevard Specific Plan regulations and provisions in the Rancho Cordova Municipal Code. The project site is located along Zinfandel Drive and Olson Drive, between Folsom Boulevard and Olson Drive. The site currently has access to all main streets, sidewalks and is in close proximity to public transit (Zinfandel Light-Rail Station). The project will enhance the existing drive aisle to connect motorist and pedestrians to the adjacent town center while parking lot improvements will enhance onsite circulation. The project has been conditioned to minimize any impacts from construction and/or operation of the new establishment.

2. Finding: The negative impacts of the proposed use on adjacent properties and on the public can be mitigated through application of other code standards or other reasonable conditions of approval.

   Evidence: The proposed project will fit within the existing adjacent land uses and will compliment these uses by providing improvement infrastructure and supportive commercial development. The project parking is designed to integrate into the surrounding circulation to facilitate movement of autos and pedestrians between main streets and shopping centers. The applicant has also applied for an Exception under the Folsom Boulevard Specific Plan to allow a slightly shorten drive-through aisle along Olson Drive and an increase in the maximum main frontage setback to accommodate the drive-through designs. The findings for the Exception are listed below.

3. Finding: All required public facilities have adequate capacity to serve the proposal.

   Evidence: The existing center currently has access to all public facilities. The proposed improvements and new commercial pads will have access to all required public facilities (water, sewer, solid waste, electric, etc.).

4. Finding: The project meets the requirements of the zoning code including development standards, design guidelines, and special use provisions.

   Evidence: The project has been designed to meet all of the applicable standards of the General Plan, Folsom Boulevard Specific Plan, Municipal Code, and Design Guidelines. To ensure compliance with all standards, the project has been conditioned to guarantee these standards are achieved before any building permit can be issued.

5. Finding: If structures and site plans are considered nonconforming, the elements of a project that are nonconforming have been brought into compliance with the zoning code, where feasible.

   Evidence: The proposed project has been designed to meet all applicable standards, regulations, and provisions of the Zoning Code of the City of Rancho Cordova. While staff is not aware of any existing building nonconformity, all future construction would be subject to review and approval by the Building Department and Sacramento Metro Fire.

C. Approve the Design Review permit subject to the Conditions of Approval herein, and subject to the findings as defined by Zoning Code sections 23.141.050 and evidence as follows:

1. Finding: The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Specific Plan provisions, and special planning area provisions, and is consistent with the applicable Rancho Cordova design guidelines.

   Evidence: The proposed project is consistent with the purpose and intent of adopted policies and regulations, including the Folsom Boulevard Specific Plan, the Zoning Code, the Municipal Code, and the General Plan. The project site is located within the Folsom Boulevard Specific Plan Olson Opportunity Site and the Downtown Overlay zone. The project consists of enhanced commercial center with two new 2,500 square foot commercial pads with drive-throughs that are in keeping with the Olson Opportunity Site, the Downtown Planning Area and all applicable standards, and guidelines.

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

   Evidence: The proposed design includes a new façade, enhanced town center connection, two new commercial pads with drive-throughs, reconfigured parking area, landscaping, and frontage improvements. These designs will enhance the character of the project site by modernizing an aging shopping center to encourage more commercial and other services. The building's façade and use

of color and material are consistent with the City's Design Guidelines for commercial and community facility projects.

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

   Evidence: The design and proposed use of the project is established clearly within the submitted application for Major Design Review, Conditional Use Permit and Exception. The design and use are consistent with the existing businesses in the area which consist of retail, restaurants, personal services (salons, etc.), along Zinfandel Drive and Olson Drive. The design, color, and materials are compatible with the character and of existing development and have been designed to foster a more human scale façade.

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

   Evidence: The proposed project will not substantially affect current traffic flows or existing modes of transportation circulation as the layout will be similar to the current conditions. The project has been conditioned to improve safety for pedestrians coming from the main streets or that utilize the Zinfandel Light Rail Station. Also improvements will be made to the existing sidewalks and right-of-way along the project site in accordance with all local standards.

D. Approve the Exception subject to the Conditions of Approval herein, and subject to the findings as defined by the Folsom Boulevard Specific Plan Chapter 3 Section D and evidence as follows:

1. Finding: The proposed project qualifies for an Exception by meeting at least four of the six conditions required for granting of an Exception as defined above.

   Evidence: As described in the associated Staff Report dated January 20, 2015, the project will comply with four of the six required conditions. The project proposes to revitalize an aging shopping center that will improve the aesthetics and health and safety for all motorists and pedestrians.

2. Finding: The City Council has determined that the proposed project has adhered to the vision of the Folsom Boulevard Specific Plan to the fullest extent practicable.

   Evidence: The improvements to the existing commercial center are in keeping with the intent of the Olson Opportunity Site and Downtown Planning Area. The improvements will enhance an aging shopping center that will intensify the sites commercial capabilities. Since the Olson Opportunity Site and Downtown Planning Area encourages primarily commercial uses in an dense urban setting, the project enhances the vision of the area as being a hub for existing and future customers.

3. Finding: The applicant has provided substantial evidence that the conditions for the Exception will be met following construction and operation of the project.

Further, the applicant has agreed to conditions of approval guaranteeing these requirements will be met or exceeded throughout the life of the project.

Evidence: While some of the financial specifics were difficult to estimate, the applicant did provide an initial assessment of the results of this project's approval. This includes new tenants for the commercial pads, new employee projections, and estimated tax revenue for the City. The project has been conditioned to improve both onsite and offsite circulation, that will minimize pedestrian and automotive conflicts.

4. Finding: Granting the Exception will not adversely affect the interests of the public or the interests of the residents and property owners in the vicinity of the premises in question, and shall not establish a precedent for other project requests.

   Evidence: The approval of the Exception will not adversely affect the similar neighboring commercial development or nearby interests. The Exception is for minor deviations in the drive-through aisle distance and maximum setback that are intended to improve public health and safety by minimizing potential pedestrian and motorist conflicts.

5. Finding: Granting the Exception will not endanger the public health and safety.

   Evidence: The granting of the Exception will allow slight deviations to the Folsom Boulevard Specific Plan maximum setback standard to ensure the drive-through aisle designs do not conflict with pedestrian or motorist traffic from either of the main streets. While the maximum setback distance will be exceeded, the project is conditioned to include pedestrians gathering areas between the new commercial buildings and pedestrian sidewalks. These areas will improve pedestrian circulation while providing a visible gathering area that adheres to many Specific Plan and General Plan goals for the area.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 20th day of January, 2015 by the following vote:

AYES: Budge, McGarvey, Sander, Terry.
NOES: Skoglund.
ABSENT: None.
ABSTAIN: None.

Robert J. McGarvey, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk

BARBES ▪
BIDANJIRI &
ASSOCIATES, INC.
ARCHITECTURE ▪ PLANNING

3420 East Shea Boulevard
Suite 199
Phoenix, Arizona 85028
602 ▪ 952 ▪ 2008
Fax 602 ▪ 952 ▪ 2168

September 30, 2014

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

Re: Zinfandel 50 Center Remodel
2817 through 2863 Zinfandel Drive
Rancho Cordova, California 95670

PROJECT NARRATIVE

The existing Zinfandel 50 Center located at the north east corner of Zinfandel Drive and Olson Drive, was built in multiple phases during the late 1970's. The center, which consists of two buildings totaling 40,000 square of both retail and restaurant spaces. The main building is 35,400 square feet and the Waffle House is 4,600 square feet. There is also a Burger King Restaurant which is 3,200 square feet and has a drive through lane and is under a different and separate ownership.

This center has gone through many remodels and modifications since its construction and has lost any cohesive design character it may have had. The new owner acquired the center last year and wishes to substantially modify the center to promote leasing and present a more cohesive design character.

The following is an outline of the proposed major items planned to be modified as part of this 'Design Review' application:

1. Demolish approximately 3,200 square feet of the northern most portion of the main building to create a wider access window along the north driveway.

2. Widen the north driveway (drive between grocery store and the center) from 25 feet to 30 feet and widen the driveway entrance at Zinfandel Drive.

3. Demolish the existing Waffle House Café (2817) along Zinfandel Drive and create a pad for a new restaurant with a drive through lane. We will need a 'Conditional Use Permit' approval for this pad which will be occupied by 'Popeyes Louisiana Kitche

4. Expand the front of the main building to create a lease space for 'anchor' tenants and add approximately 5,300 square feet. This expansion would entail creation of a new entry canopy and façade for the building.

5. The existing parking area along Olson Drive (south side) would be modified to create a pad site for a new restaurant use with a drive through lane. This pad will also require a 'Conditional Use Permit' approval (see attached applications) for the drive through lanes.

6. Remodel the entire main building to provide a new, cohesive design character throughout. This scope would create a new roof profile and façade. Proposed materials would include stone veneers, integral colored concrete tile and 'smooth' stucco finishes.

7. Modification of the parking, drive aisles and landscaping areas to provide for ADA accessible paths of travel to both Olson Drive and Zinfandel Drive. Additionally, the proposed changes entail creation of 'outdoor' patio areas for restaurant tenants.

8. Install new pylon or monument signs along both Olson Drive and Zinfandel Drive and new tenant signs.

9. Modify and upgrade existing utilities including water, sewer, gas, electric, and telephone.

The (2) pad sites with drive through lanes are shown for general site plan conformance but will require 'design review' approval when individual, specific tenants apply for building permits. The landlord would like to request an expedited approval process for these buildings since application fees have already been submitted and the site plan has been modified to accommodate the drive through restaurants.

The center will be upgraded to meet new energy conservation standards and 'green building' codes. This will help save energy and provide for a more sustainable environment.

As part of the remodel, the building will have a complete new roof membrane and new roof-mounted equipment including new air conditioning units and mechanical equipment. Most of the new equipment will be installed as part of the new tenant improvements which will be under separate permits executed when the spaces are leased.

All of the related work will have tangible benefits to the surrounding community and Rancho Cordova as a whole and to the revitalization of the intersection at Zinfandel and Folsom Boulevard. It will also create a pleasant shopping environment that further solidifies the immediate trade area as the retail hub of the city. In turn, this revital

should generate new tax dollars, not only as part of the remodel and construction, but also property taxes and sales taxes, which will increase. These taxes will therefore provide for both immediate and long term tax revenue for the City of Rancho Cordova.

Based upon the above stated factors, the owner, Pacific Castle, is requesting 'Design Review' approval by the City of Rancho Cordova, California.

Respectfully submitted by,

Benjamin Barbes

Benjamin Barbes / Architect
Barbes-Bidanjiri & Associates, Inc.

ATTACHMENT 4

EXISTING TARGET

EXISTING BUILDING

EXISTING BUILDING

ADJACENT CENTER
(NOT PART OF)

EXISTING BUILDING TO BE REMOVED

NEW CONC. SIDEWALK, TYP.

LEASE SPACE 'C'
10,896 S.F.

LEASE SPACE 'B'
15,808 S.F.

LEASE SPACE 'A'
10,664 S.F.

UTILITY EASEMENT, TYP.

PAD 'B'
2,500 S.F.

DRIVE-THRU

PLANTER, TYP.

NEW CONC. SIDEWALK, TYP.
9' X 18' PARKING STALL, TYP.
UTILITY EASEMENT, TYP.

BICYCLE PARKING, TYP.

ACCESSIBLE ROUTE TO EXISTING PUBLIC SIDEWALK, TYP.

NEW PYLON SIGN

BICYCLE PARKING, TYP.

EXISTING LANDSCAPE PLANTER AND PARKING, TYP.

OLSEN DRIVE
(64' WIDE PUBLICLY DEDICATED RIGHT OF WAY)

EXISTING GROCERY STORE

EXISTING PARKING AREA TO REMAIN

EXISTING BUILDING TO BE REMOVED

NEW LANDSCAPE PLANTER, TYP.

EXISTING BURGER KING

ACCESSIBLE ROUTE TO EXISTING PUBLIC SIDEWALK, TYP.

UTILITY EASEMENT, TYP.

PAD 'A'
2,500 S.F.

DRIVE-THRU

EXISTING PARKING AREA TO REMAIN

SOUTHERN PACIFIC RAILROAD COMPANY

BICYCLE PARKING, TYP.

NEW PYLON SIGN

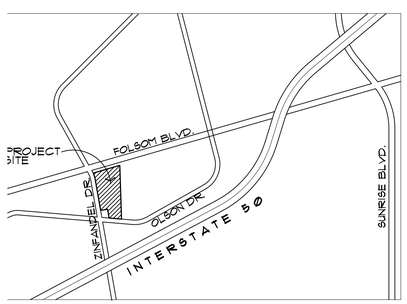
ZINFANDEL DRIVE
(64' WIDE PUBLICLY DEDICATED RIGHT OF WAY)

north

SITE PLAN
SCALE: 1"=40'-0"

0 20' 40' 80' 160'

AGENDA ITEM 11.2



north NOT TO SCALE

VICINITY MAP

LICENSED ARCHITECT
BENJAMIN A. BIDANJIRI
No. C-26389
Exp. 5.31.15
STATE OF CALIFORNIA

PRELIMINARY
NOT FOR CONSTRUCTION

SEPT. 25, 2014

PROJECT NO. 1304

BARBES BIDANJIRI & ASSOCIATES
ARCHITECTURE
PLANNING
INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.952.2008
FAX 602.952.2168

THE REMODEL OF :

ZINFANDEL VILLAGE

2821 – 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

PROJECT DATA :

SCOPE OF WORK : REMODEL OF THE EXISTING SINGLE STORY MASONRY SHOPPING CENTER, REMOVAL OF AN EXISTING PAD BUILDING, TWO NEW RETAIL PADS, NEW EXTERIOR ELEVATIONS, AND UPDATE OF EXISTING PARKING. THIS IS A BUILDING SHELL AND EXTERIOR REMODEL ONLY. SCOPE OF WORK INCLUDES RELATED LANDSCAPING, PAVING,AND ELECTRICAL.

PROJECT : ZINFANDEL VILLAGE
2821 - 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

OWNER : PACIFIC CASTLE ZINFANDEL, L.L.C.
2601 MAIN STREET, SUITE 900
IRVINE, CALIFORNIA 92614
(949) 475-4588

BUILDING CODES : 2013 CBC - CALIFORNIA BUILDING CODE
2013 CMC - CALIFORNIA MECHANICAL CODE
2013 CPC - CALIFORNIA PLUMBING CODE
2013 CEC - CALIFORNIA ELECTRICAL CODE
2013 CFC - CALIFORNIA FIRE CODE
2013 CEC - CALIFORNIA ENERGY CODE
2013 CGBSC - CALIFORNIA GREEN BUILDING STANDARDS CODE
ALL WITH CITY OF RANCHO CORDOVA ADPOTED ORDINANCES

A.P.N. : 072-0330-018, 072-0330-019, 072-0330-022

ZONING : CMU (COMMERCIAL MIXED USE) (FOLSOM BLVD. SPECIFIC PLAN)

SITE AREA : 192,072 S.F. (4.41 ACRES)
135,138 S.F. (3.10 ACRES) - GROCERY STORE
34,223 S.F. (0.79 ACRES) - BURGER KING
361,433 S.F. (8.30 ACRES)

BUILDING AREA: EXISTING:

MAIN BUILDING:	35,300 SQ. FT.
PAD 'A' :	4,490 SQ. FT.
GROCERY STORE :	28,888 SQ. FT.
BURGER KING :	3,174 SQ. FT.
TOTAL:	71,852 SQ. FT.

PROPOSED :

MAIN BUILDING:	
(BASE)	35,300 S.F.
(DEMOLITION)	- 3,220 S.F.
(ADDITION)	+ 5,288 S.F.
(SUB-TOTAL)	37,368 SQ. FT.
NEW PAD 'A' :	2,500 SQ. FT.
NEW PAD 'B' :	2,500 SQ. FT.
GROCERY STORE :	28,888 SQ. FT.
BURGER KING :	3,174 SQ. FT.
TOTAL:	74,430 SQ. FT.

PARKING REQUIRED : RETAIL : 61,256 S.F. @ 3.6 PER 1000 S.F. = 220.5 SPACES
FOOD SERVICE : 13,174 S.F. @ 7.2 PER 1000 S.F. = 94.9 SPACES
TOTAL: 316 SPACES

PARKING PROVIDED : EXISTING: 422 SPACES (18 ACCESSIBLE SPACES)

PROPOSED:

317 SPACES	- STANDARD
33 SPACES	- COMPACT
19 SPACES	- ACCESSIBLE
369 SPACES	- TOTAL

BICYCLE PARKING : 20 PROVIDED

OWNERSHIP OF DOCUMENTS
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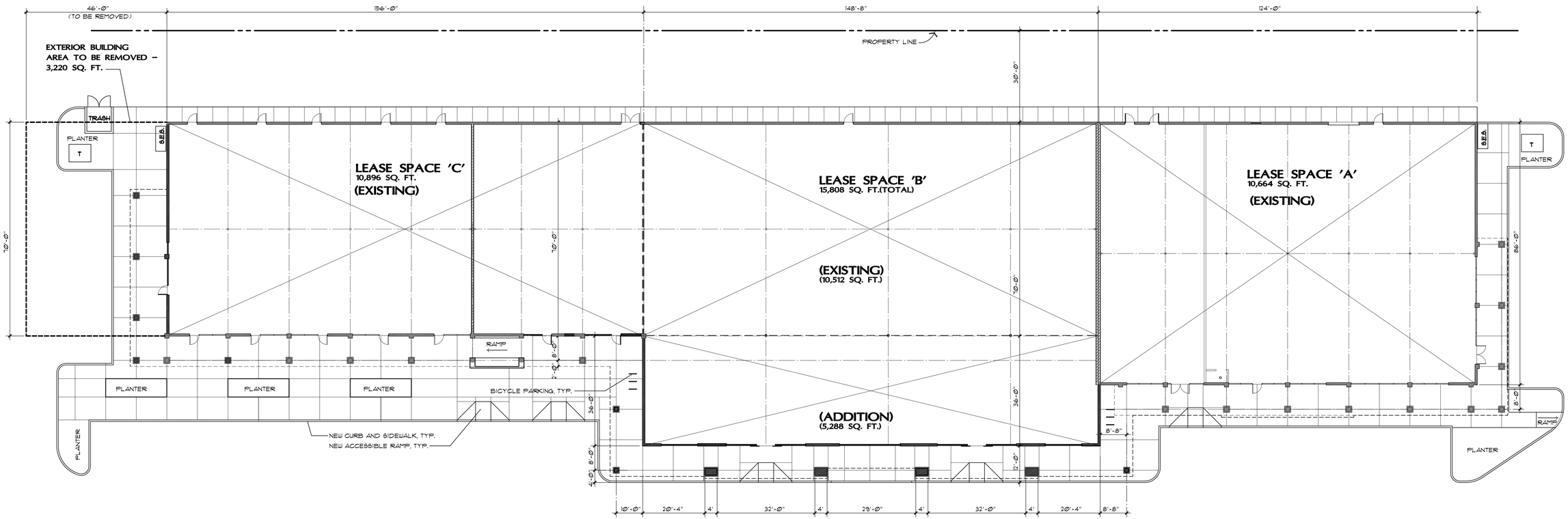
OF 4



north

FLOOR PLAN

SCALE : 1/16" = 1'-0"

PRELIMINARY
NOT FOR CONSTRUCTION
BENJAMIN BIDANJIRI
LICENSED ARCHITECT
No. C-26389
EXP. 5.31.15
STATE OF CALIFORNIA

SEPT. 25, 2014

PROJECT NO. 1304

BARBES
BIDANJIRI
&
ASSOCIATES
ARCHITECTURE
PLANNING
INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.952.2008
FAX 602.952.2168

THE REMODEL OF :

ZINFANDEL VILLAGE

2821 – 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

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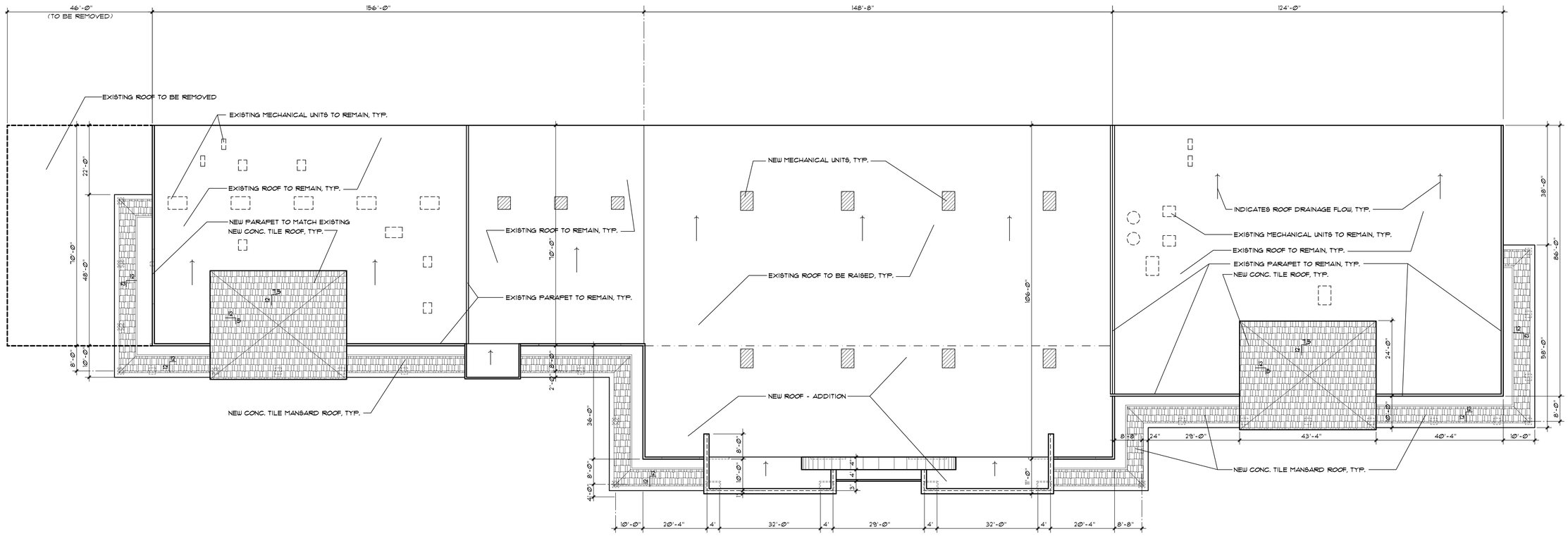
OF 4

ATTACHMENT 6



north

FLOOR PLAN

SCALE : 1/16" = 1'-0"

PRELIMINARY

SEPT. 25, 2014

PROJECT NO. 1304

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AGENDA ITEM 11.2

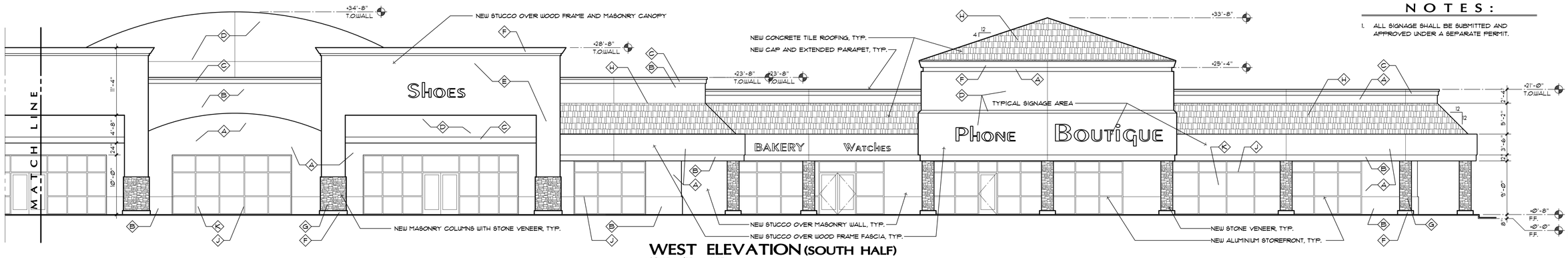
ATTACHMENT 6

MATERIAL/COLOR KEY :

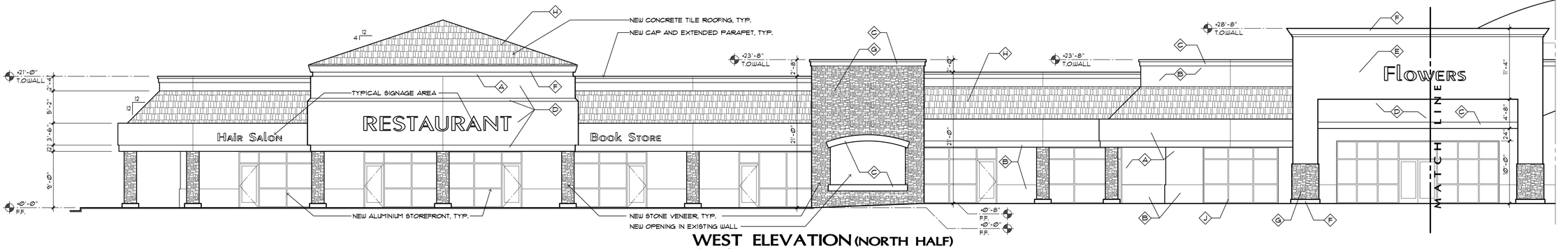
- (A) E.I.F.S. - SW 6133 - 'MUSLIN'
- (B) E.I.F.S. BASE - SW 6158 - 'SAWDUST'
- (C) E.I.F.S. CAP - SW 6104 - 'KAFFEE'
- (D) E.I.F.S. - SW 6370 - 'SAUCY GOLD'
- (E) E.I.F.S. - SW 2837 - 'AURORA BROWN'
- (F) E.I.F.S. / CONCRETE - SW 6069 - 'FRENCH TOAST'
- (G) STONE VENEER: CORONADO - LEGDE STONE 'OLD COUNTRY BURNED OAK'
- (H) CONCRETE TILE : EAGLE ROOFING - CAPISTRANO 'CORONA DEL MAR BLEND'
- (J) ANOD. ALUM. STOREFRONT - DARK BRONZE
- (K) CLEAR GLAZING

NOTES :

1. ALL SIGNAGE SHALL BE SUBMITTED AND APPROVED UNDER A SEPARATE PERMIT.



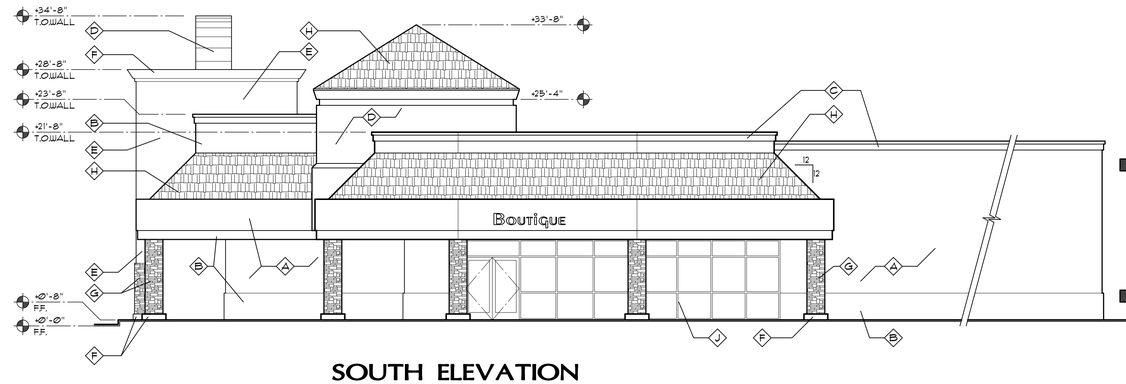
WEST ELEVATION (SOUTH HALF)
SCALE : 1/8" = 1'-0"



WEST ELEVATION (NORTH HALF)
SCALE : 1/8" = 1'-0"



NORTH ELEVATION
SCALE : 1/8" = 1'-0"



SOUTH ELEVATION
SCALE : 1/8" = 1'-0"

AGENDA ITEM 11.2

LICENSED ARCHITECT
BENJAMIN BIDANJIRI
NO. 26889
PRELIMINARY
NOT FOR CONSTRUCTION
EXP. 5.31.16
STATE OF CALIFORNIA

SEPT. 25, 2014

PROJECT NO. 1304

BARBES BIDANJIRI & ASSOCIATES
ARCHITECTURE
PLANNING
INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.952.2008
FAX 602.952.2168

THE REMODEL OF :

ZINFANDEL VILLAGE

2821 – 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

OWNERSHIP OF DOCUMENTS

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1304ELV.DWG

MATERIAL/COLOR KEY :

- (A) E.I.F.S. - SW 6133 - 'MUSLIN'
- (B) E.I.F.S. BASE - SW 6158 - 'SAWDUST'
- (C) E.I.F.S. CAP - SW 6104 - 'KAFFEE'
- (D) E.I.F.S. - SW 6370 - 'SAUCY GOLD'
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- (K) CLEAR GLAZING

NOTES :

1. ALL SIGNAGE SHALL BE SUBMITTED AND APPROVED UNDER A SEPARATE PERMIT.



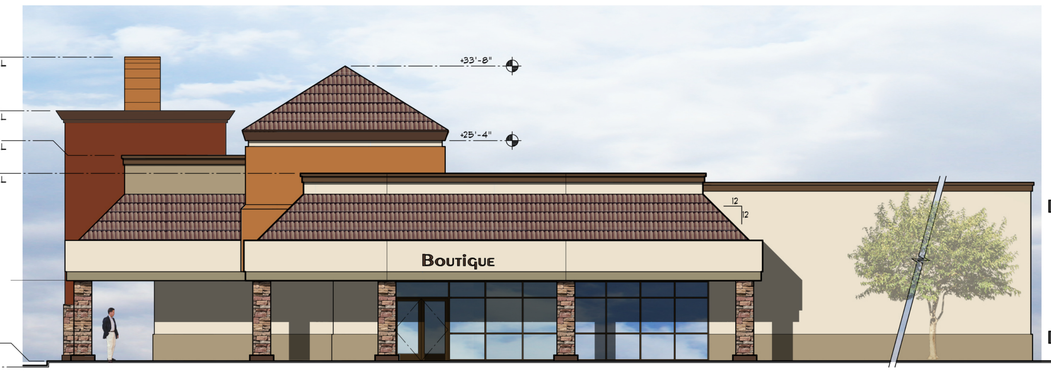
WEST ELEVATION (SOUTH HALF)
SCALE : 1/8" = 1'-0"



WEST ELEVATION (NORTH HALF)
SCALE : 1/8" = 1'-0"



NORTH ELEVATION
SCALE : 1/8" = 1'-0"



SOUTH ELEVATION
SCALE : 1/8" = 1'-0"

ATTACHMENT A

LICENSED ARCHITECT
BENJAMIN BARBES
NOTIFIER CONSTRUCTION
LICENSE NO. 26889
EXPIRES 5.31.16
STATE OF CALIFORNIA
PRELIMINARY

SEPT. 25, 2014

PROJECT NO. 1304

BARBES BIDANJIRI & ASSOCIATES
ARCHITECTURE PLANNING INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.952.2008
FAX 602.952.2168

THE REMODEL OF :

ZINFANDEL VILLAGE

2821 – 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

OWNERSHIP OF DOCUMENTS

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OF 4

AGENDA ITEM 11.2

1304ELV.DWG

ZINFANDEL 50 RETAIL CENTER

2821-2863 ZINFANDEL DRIVE, RANCHO CORDOVA, CALIFORNIA 95670

PLANTING NOTES

1. PLANTING SHALL CONFORM TO COUNTY REQUIREMENTS FOR LANDSCAPE SITE DEVELOPMENT.
2. PROVIDE MINIMUM SLOPE OF 1 ½% FOR POSITIVE DRAINAGE AWAY FROM CENTER IN ALL PLANTED AREAS.
3. THE PLANT QUANTITES SHOWN ON THE DRAWINGS ARE INFORMATIONAL ONLY. THE CONTRACTOR IS RESPONSIBLE FOR FINAL QUANTITIES REQUIRED TO COMPLETE THE WORK. IN CASE OF DESCREPANCY, THE PLAN SHALL GOVERN.
4. ALL TREES SHALL BE PLANTED A MINIMUM OF 5' FROM UNDERGROUND UTILITIES.
5. ALL EXISTING TREES SHALL BE PROTECTED FROM DAMAGE OR INJURY. NO PARKING OR STACKING OF CONSTRUCTION MATERIAL IS ALLOWED WITHIN THE DRIPLINE OF AN EXISTING TREE.
6. IMMEDIATELY AFTER AWARD OF CONTRACT, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IF SPECIFIED PLANT MATERIAL IS AVAILABLE FROM COMMERCIAL NURSERIES. IN THE EVENT THAT A PLANT IS NOT AVAILABLE, THE LANDSCAPE ARCHITECT WILL PROVIDE ALTERNATE PLANT MATERIAL SELECTIONS. SUCH CHANGES WILL NOT ALTER THE CONTRACTOR'S ORIGINAL BID PRIVE UNLESS A CREDIT IS DUE TO THE OWNER.
7. THE CONTRACTOR SHALL ENSURE THAT ALL EXCAVATED PLANT PITS HAVE POSITIVE DRAINAGE. PLANT PITS SHALL BE FULLY FILLED WITH WATER AND SHALL DRAIN WITHIN ONE (1) HOUR OF FILLING. THE CONTRACTOR SHALL EXCAVATE THROUGH ANY IMPERVIOUS LAYER IF ENCOUNTERED.
8. ALL PLANT MATERIAL SHALL COMPLY WITH ANSI Z601 'STANDARD FOR NURSERY STOCK'.
9. ROOT BARRIERS SHALL BE PROVIDED FOR ALL TREES WITHIN 10' OF ANY CURB AND/OR HARDSCAPE PAVEMENT.
10. ALL PLANTER AREAS SHALL RECEIVE A 3" LAYER OF BARK MULCH.
11. THE CONTRACTOR SHALL PROVIDE A SOILS REPORT PREPARED BY A QUALIFIED SOILS SPECIALIST AND SUBMIT TO THE OWNER FOR FINAL APPROVAL. SOILS SAMPLES SHALL BE COLLECTED AFTER ROUGH GRADING OPERATIONS AND PRIOR TO THE INSTALLATION OF PLANT MATERIAL. SOIL SAMPLES SHALL BE SUFFICIENTLY NUMEROUS TO ACCOUNT FOR ANY SOIL VARIATIONS THAT MAY BE PRESENT ON THE SITE. THE FOLLOWING MINIMUM ITEMS SHALL BE INCLUDED IN THE ANALYSIS:
    A. INFILTRATION RATE.
    B. SOIL TEXTURE.
    C. CATION EXCHANGE CAPACITY.
    D. SOIL FERTILITY INCLUDING TESTS FOR NITROGEN, POTASSIUM, PHOSPHOROUS, PH, ORGANIC MATTER AND SPECIFIC CONDUCTANCE (E.C.).
12. PRIOR TO PLANTING, SOIL AMENDMENTS SHALL BE ADDED PER RECOMMENDATIONS OF THE SOILS REPORT. SOIL AMENDMENTS SHOWN ON THE PLANS ARE TO BE USED FOR BIDDING PURPOSES ONLY. THE RESULTS OF THE SOILS TESTS THE CONTRACTOR PERFORMS SHALL DETERMINE ACTUAL AMENDMENTS.

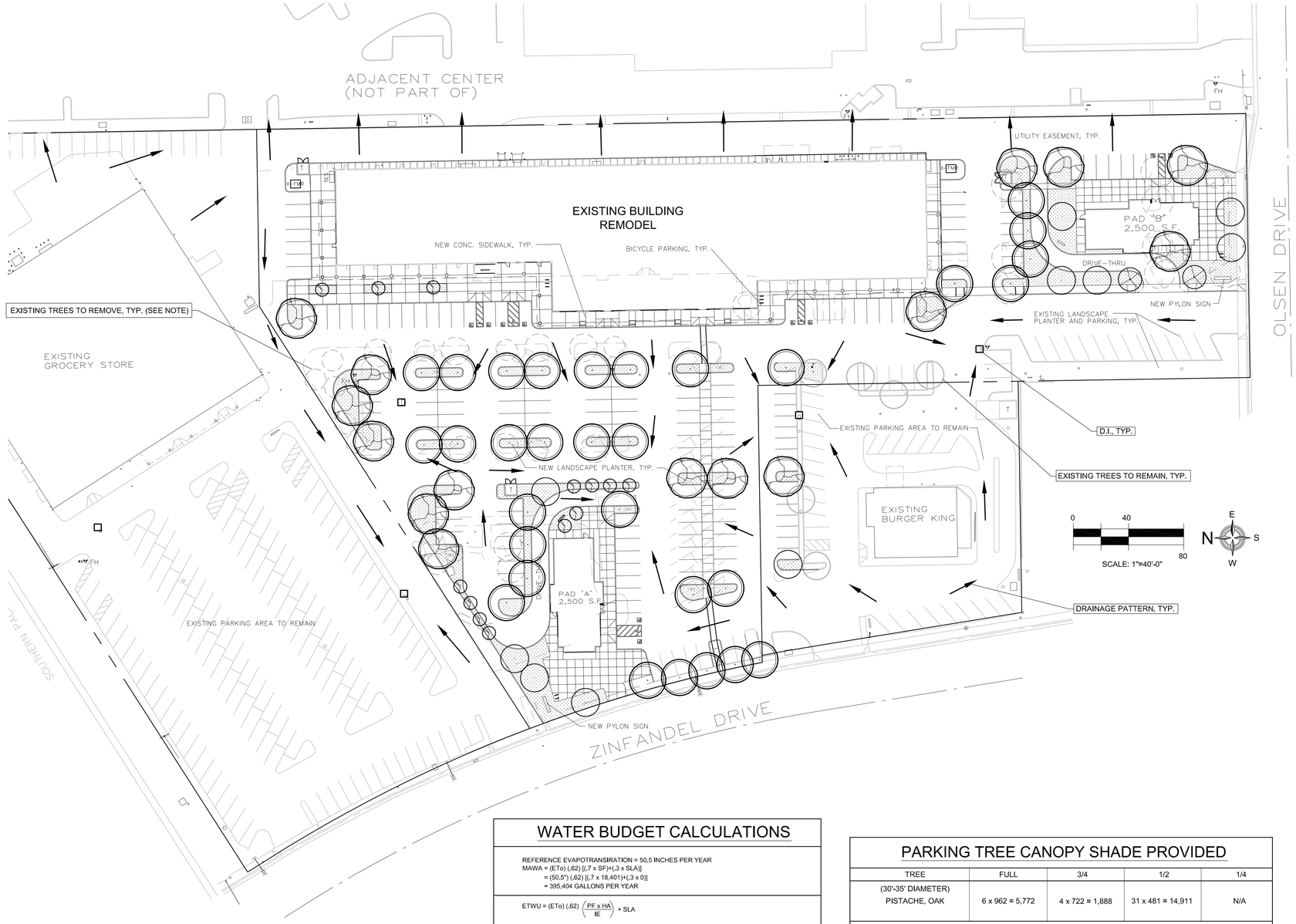
PLANT LEGEND

SYM	BOTANICAL/ COMMON NAME	SIZE	QTY	REMARKS	WATER USE
	TREES				
	PISTACIA CHINENSIS/CHINESE PISTACHE*	15 GAL	31	STANDARD	LOW
	QUERCUS ILEX/HOLY OAK*	24" BOX	15	STANDARD	LOW
	*NOTE: 46 PARKING LOT TREES PROVIDED. MIN 30% EVERGREEN REQUIRED PER CITY CODE. 14 EVERGREEN SPECIES REQUIRED 15 EVERGREEN SPECIES PROPOSED				
	LAGERSTROEMIA INDICA TUSCARORA/CRAPE MYRTLE**	15 GAL	2	STANDARD	LOW
	RHAPHIOLEPIS MAGNIFICENT/INDIAN HAWTHORN	24" BOX	13	STANDARD	LOW
	RHUS LANCEA/AFRICAN RUMAC**	15 GAL	10	STANDARD	LOW
	**NOTE: 71 TOTAL TREES PROVIDED. MIN 25% 24" BOX SIZE REQUIRED PER CITY CODE. 18 24" BOX SIZE REQUIRED 28 24" BOX SIZE PROPOSED				
	SHRUBS/ GROUNDCOVER				
	CISTUS LADANIFER/ CRIMSON SPOT ROCKROSE	5 GAL	--		LOW
	DIETES VEGETA/ FORTNIGHT LILY	5 GAL	--		LOW
	MULENBERGIA RIGENS/ DEER GRASS	5 GAL	--		LOW
	RHAPHIOLEPIS INDICA 'JACK EVANS'/ INIA HAWTHORN	5 GAL	--		LOW
	ROSMARINUS OFFICINALIS TUSCAN BLUE	5 GAL	--		LOW

TOTAL PLANTER AREA: 18,401 SQUARE FEET PROPOSED

EXISTING TREES TO REMOVE

CRAPE MYRTLE	12
FLOWERING PEAR	16
LONDON PLANE	1
STAR MAGNOLIA	1
CHINESE PISTACHE	2
CHINESE TALLOW	1
33 TOTAL	



WATER BUDGET CALCULATIONS

REFERENCE EVAPOTRANSIRATION = 50.5 INCHES PER YEAR
MAWA = (ETo) (.62) [(.7 x SF)+(.3 x SLA)]
= (50.5") (.62) [(.7 x 18,401)+(.3 x 0)]
= 395,404 GALLONS PER YEAR

$$ETWU = (ETo)\ (.62)\ \left(\frac{PF \times HA}{IE}\right) + SLA$$

$$MED/LOW\ PLANTS = (50.5)\ (.62)\ \left(\frac{.3 \times 18{,}401}{.85}\right) + 0 = 199{,}363\ GALLONS\ PER\ YEAR$$

TOTAL ETWU = 199,363 GALLONS PER YEAR MAWA = 395,404 GALLONS PER YEAR

ETWU < MAWA

PARKING TREE CANOPY SHADE PROVIDED

TREE	FULL	3/4	1/2	1/4
(30'-35' DIAMETER) PISTACHE, OAK	6 x 962 = 5,772	4 x 722 = 1,888	31 x 481 = 14,911	N/A

SHADE CALCULATIONS

(MINIMUM 50% SHADE COVERAGE REQUIRED AT TREE MATURITY)

PAVED AREA: 44,629 SF	TOTAL SHADE PROVIDED: 22,571 SF	SHADE PERCENTAGE: 51%

MSLA
LANDSCAPE ARCHITECTURE
306 Canyon Falls Dr. Folsom, CA 95630
ph/fax 916.989.3372 www.msladesign.com

LICENSED LANDSCAPE ARCHITECT — MICHAEL SHULAR — No. 4886 — Date 10.31.14 — STATE OF CALIFORNIA

PRELIMINARY

PRELIMINARY LANDSCAPE PLAN

OCTOBER 7, 2014

SHEET P-1 OF TOTAL 1

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CONDITIONS OF APPROVAL

Conditions of Approval		Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
General Conditions					
1.	The approved entitlement is for a Condition Use Permit (CUP), Design Review Permit, and Exception to construct façade improvements to the existing shopping center that would include the removal of a portion of the north end of the main building, the demolition of an existing restaurant, two new commercial pads with drive-throughs, an enhanced connection from Zinfandel Drive to the Target shopping center, reconfigured parking area, new landscaping, frontage improvements and a new Unified Sign Program, as described in the City Council staff report dated January 20, 2015 and Project Plans (**Exhibit A**) with the conditions herein, for project number DD8440.	Project Description	On-Going	Planning	
2.	The Applicant shall hold harmless the City, its Council Members, 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.	General	On-Going	Planning	
3.	Any future alteration to the buildings, change in use, intensification of the site, or modification to the parking and	General	On-Going	Planning/ Building /Public Works	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	landscaped area must be reviewed by the City to ensure compliance with all local, state, and federal regulations. Minor modifications that are found to be in substantial conformance with the approved plans such as colors, plant materials, or minor lot line adjustments, may be approved administratively. Major modifications shall be approved by the applicable decision making body.				
4.	Applicant/Developer shall not carry a negative account balance with the City for the processing of the project. If a negative account balance occurs, it will be the developer's responsibility to pay the balance due, in order to avoid delays in the processing of future permits or recordation of maps. Please email the Finance Department at billings@cityofranchocordova.org for the status of your account with the City.	General	On-Going	Finance	
5.	The final design of the two proposed commercial buildings with drive-throughs will be subject to the submittal of a Design Review Permit to be reviewed by the City Council for approval prior to construction.	Design Review	On-Going	Planning	
6.	Temporary signs may require the issuance of a Temporary Use Permit (TUP). Please contact the Planning Department for more details prior placement of any signage.	Signage	On-Going	Planning	
7.	Applicant shall be responsible for all damage to City streets associated with	Compliance	On-Going	Public Works	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	construction of the project and shall repair any damage as soon as possible.				
8.	Should any formal complaints be submitted in regards to the impacts of this facility, the operation will be reevaluated by the Planning Department. This re-evaluation may involve an amendment to the approved plans or scope, additional studies (noise, air quality, traffic), or the revocation of the permit.	Compliance	On-Going	Planning/Police	
9.	All reciprocal access and parking agreements shall be maintained and updated to reflect the new project layout. A copy of the recorded agreements shall be given to the Planning Department.	Compliance	On-Going	Planning/Public Works	
At Improvement Plans/Grading Permit Issuance					
10.	The Conditions of Approval (and Mitigation Measures) shall be listed on a plan sheet that is included in the construction plan set (Grading, Utility, Landscape and Building Plans).	General	Prior to Improvement Plans	Planning/Building/Public Works	
11.	Applicant shall photo-document the condition of adjacent streets, sidewalks and infrastructure to the satisfaction of the Public Works Department.	General	Prior to approval of improvement plans	Public Works	
12.	Property Owner/Applicant shall participate in or provide a funding mechanism for maintenance services for the Project's stormwater drainage and flood protection system. This may be accomplished through annexation to the City's Stormwater Utility User Fee District, or other financial mechanism as	Infrastructure	Prior to final map or issuance of building permit, whichever occurs first.	Public Works	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	may be proposed and provided by the Property Owner for the same purpose of providing a financial mechanism to fund the operation and maintenance of the Project's stormwater drainage and flood protection system. All costs associated with the annexation or other financial mechanism as may be proposed shall be borne by the Property Owner/Applicant.				
13.	Property Owner/Applicant shall participate in or provide a funding mechanism for maintenance services for the fair share of existing and all new public improvements associated with the project including, but not limited to, streets, bridges/culverts, traffic signals, traffic signs, striping and legends, ITS operations, street lights and safety lights, and public frontage and median landscape improvements. This may be accomplished through annexation to the City's Communities Facilities District No. 2014-2 (Street, Lighting and Landscaping Maintenance), or other financial mechanism as may be proposed and provided by the Property Owner for the same purpose of providing a financial mechanism to fund the operation and maintenance of the Project's public improvements. All costs associated with the annexation or other financial mechanism as may be proposed shall be borne by the Property Owner/Applicant.	Infrastructure	Prior to final map or issuance of building permit, whichever occurs first.	Public Works	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
14.	Enter into a frontage agreement and bond for construction of public improvements per the approved Public Works plans to the satisfaction of the Public Works Department.	Infrastructure	Prior to approval of improvement plans	Public Works	
15.	Number, size, and location of driveways are subject to approval by the Public Works Department	Infrastructure	Prior to approval of improvement plans	Public Works	
16.	A minimum 5-foot sidewalk shall be added to the private drive aisle connection from the main building to the sidewalk along Zinfandel Drive.	Infrastructure	Prior to approval of improvement plans	Public Works/Planning	
17.	If the total area of the developed or redeveloped impervious surfaces (building rooftop, flat work, parking areas, or other disturbed areas cumulative for all phases of the work) equals or exceeds 1.0 acres, incorporate into the site improvement plans permanent stormwater quality treatment measures in conformance with applicable County ordinances & standards, and state and federal law.	Paving	Prior to approval of improvement plans	Public Works	
Prior to Issuance of Building Permits					
18.	Applicant shall complete improvement plans to the satisfaction of the Public Works Department addressing property frontage. Improvement plans shall include, but shall not be limited to: • All onsite civil improvements. • Civil plan shall include an ADA access plan • All facilities, including but not limited to, sidewalk, driveways, etc. shall be	Infrastructure	Prior to issuance of Building Permits	Public Works	

Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
upgraded to meet current ADA requirements and City Standards. • Remove and replace existing rolled curb and gutter on entire property frontage with new vertical curb per City standard. Remove and replace all sidewalk to meet ADA requirements and meet the new curb grade per City Standard. Any obstructions to the sidewalk shall be relocated behind back of walk. • Improvements to Olson Drive access: Allowed movements at driveways fronting Olson Drive are limited to right-in, right-out and left-in only. Left turns out of driveways to Olson Drive shall not be allowed. Access shall be controlled through the use of signage, median curbs, striping or other means. • Improvements to Zinfandel Drive access at the driveway nearest to proposed Pad A and providing direct access to Target shopping center: Allowed movements at this driveway fronting Zinfandel Drive are limited to right-in and right-out only. Left turns into or out of this driveway shall not be allowed. Access shall be controlled through the use of signage, median curbs, striping or other means. • Increase the storage space of the westbound left turn pockets on Olson Drive approaching Zinfandel Drive.				

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	The improvement shall be accomplished through installation of new striping and median curb. The street shall be slurry sealed to limits determined by the Public Works Department to remove prior striping configurations and provide an aesthetically appealing finished product. • Utility laterals • Public improvement plans shall clearly delineate all transitions to existing improvements. • All improvements to be designed and constructed to the satisfaction of the Public Works Department. • Plans shall be completed to the satisfaction of the Public Works Department prior to issuance of the first building permit. • Public improvements shall be installed, completed and accepted to the satisfaction of the Public Works Department prior to final building inspection of the first unit.				
19.	Vents, gutters, downspouts, flashing, electrical conduits, etc., shall be painted to match the color of the adjacent surface, unless otherwise approved by the Planning Department. Utility areas, electrical and gas meters shall be architecturally screened from view.	Architectural	Prior to Issuance of Building Permits	Planning	
20.	Construction plans must include all	Architectural	Prior to Issuance of	Planning	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	windows and final architectural element details to be reviewed and approved by the Planning Department. This includes all building fixtures, exterior lighting, walkway lighting, parking lot lighting, and street lights on the Site, Utility, Landscape, and Building Plans, prior to the issuance of any permits. The height and style of fixtures shall be shown. Energy-saving fixtures shall be used and noted on the plans and all illumination shall be installed in a manner that is glare shielded and directed away from adjacent properties and right-of-ways.		Building Permits		
21.	Rooftop equipment (HVAC, meters, refrigeration equipment, plumbing lines, ductwork and transformers), shall not extend above the building parapet and shall be screened from view on all sides with materials architecturally compatible with the main structure. Screening details shall be shown on the Building Plans and submitted for review and approval by the Planning Department, prior to the issuance of Building Permits and installed prior to occupancy approval.	Architectural	Prior to Issuance of Building Permits	Planning	
22.	Bicycle Parking shall be installed in accordance with RCMC 23.719.115. The design and location of the bicycle parking shall be reviewed and approved by the Planning Director.	Bicycle Parking	Prior to Issuance of Building Permits	Planning	
23.	Trash Enclosures shall comply with Zoning Code and Republic Services, Inc. standards regarding enclosure design,	Architectural	Prior to Issuance of Building Permits	Planning/Building	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	access requirements, and the number of required individual refuse receptacles based upon waste pickup schedules. Trash enclosures should incorporate the same architectural treatments, materials and colors as the main building in order to properly integrate within the project.				
24.	A final landscape and irrigation plan shall be submitted in conjunction with site improvement plans and reviewed and approved by the Planning Director prior to issuance of building permits and/or any installation of landscape materials for projects as identified in RCMC 23.716.020 (Applicability). The final landscape planting and irrigation plan shall be prepared by a registered licensed landscape architect. Final plans would show exact locations and irrigation for trees, shrubs, and ground cover consistent with plants listed in RCMC 22.180.080.	Landscaping	Prior to Issuance of Building Permits	Planning/Public Works	
25.	The applicant shall install 6-foot wide landscape buffers along the main street frontage for canopy trees while a minimum 3-foot tall planter with shrubs shall be added to minimize the visual impact of the drive-through reader board and directional signs, from the public right-of-ways	Landscaping	Prior to Issuance of Building Permits	Planning/Public Works	
26.	Ensure that no debris or construction scrap material is placed on any adjoining lot, open space area, or street, and that any such material stored on an adjoining	Construction	Prior to Issuance of Building Permits	Planning/Building	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	site shall be completely removed and the site cleaned, prior to occupancy approval.				
27.	All new buildings shall be review and approved by Sacramento Metro Fire Department.	Safety	Prior to Issuance of Building Permits	Metro Fire	
28.	The rear loading area of the main building at the east side of the property must maintain/provide a 20 foot wide fire access aisle. Signage should be added indicating the area is for loading only and should not be used as a secondary drive aisle to the Town Center site.	Safety	Prior to Issuance of Building Permits	Metro Fire	
29.	Joint or shared access, internal circulation, or parking is encouraged with adjacent uses (RCMC 23.719.100.C). The parking lot design shall include pedestrian crossway improvements along the main building frontage (raised crosswalk, raised intersections, enhanced stripping, signage, etc.) to improve circulation and pedestrian safety.	Safety	Prior to Issuance of Building Permits	Planning/Public Works	
30.	During and upon completion of the installation of the landscaping for the project, the project landscape architect/designer shall certify that the installed landscape complies with the approved plans.	Landscaping	Prior to Issuance of Construction Permits	Planning/Public Works	
31.	All improvements will adhere to all utility provider and Sacramento Metro Fire Department standards prior to issuance of building permit.	Architectural	Prior to Issuance of Building Permits	Building/Metro Fire	
32.	A revised sign program will be required prior to issuance of building permit. The program must include the following items:	Signage	Prior to final building inspection	Planning	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	• Accurate project boundary. The current plan includes the adjacent Grocery Outlet center which is not part of this program. • Statement indicating off-site signage is not allowed within this program. • Signage that is consistent with Zoning Code standards. The proposed monument signage does not comply with zoning standards. • Site plan corresponding to the major, minor, and inline tenant requirements. This must correspond to the elevations as well. • Standards for directional signage, wayfinding signage, and addressing signage that includes door and window specifications.				
Prior to Certificate of Occupancy					
33.	As-built reproducible grading and improvement plans (1 full size and 1 half size hard copy), as well as a compact disc containing said plans in AutoCAD and pdf format, and a GIS shape file, or equivalent to the satisfaction of the City Engineer shall be submitted and approved by the Public Works Department.	Maps	Prior to final building inspection	Public Works	

CONDITIONS OF APPROVAL

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. 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)
2. 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. (Metro Fire)
3. The installation of addresses, landscaping, tree wells and/or traffic islands are subject to the standards outlined by the Metro Fire District.
4. 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. (PG&E)
5. 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)
6. 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)
7. 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)
8. 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).
9. 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.
10. 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.

ZINFANDEL VILLAGE

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SIGN PROGRAM AND CRITERIA

2821-2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CA 95670

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ZINFANDEL VILLAGE
RANCHO CORDOVA

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ZINFANDEL VILLAGE
RANCHO CORDOVA

I. GENERAL

Signs are not only as store identification, but are a source of interest, excitement and good advertising, when designed with taste and in harmony with the design standards of the center. The sign regulations herein have been established for the purpose of achieving the best possible effect for Tenant identification and overall design, while allowing each Tenant, creativity within the limits of their leasehold. Experience has proven that all stores in the Center benefit by the establishment of sign controls such as herein set forth.

II. APPROVAL PROCEDURE

A. The design and construction of Tenant's exterior sign MUST receive written approval by Landlord prior to fabrication and installation.

Landlord's approval shall be based on:

1) Conformity to the sign criteria established for the Center, including fabrication and method of installation.

2) Harmony of the proposed sign with the design standards of the shopping center and its co-Tenants.

Landlord has the specific right to refuse approval of any sign which does not conform to the specific criteria set forth herein.

B. To secure Landlord's approval, Tenant agrees to conform to the following procedure:

1) Two copies of the detailed sign design drawing of the sign submitted to the Landlord at:

Pacific Castle Rancho Cordova, LLC
c/o Pacific Castle Management, Inc.
2601 Main Street, Suite 900
Irvine, CA 92614

C. Unless Landlord has received the above described plans in the quantities set forth above, Landlord will not approve Tenant's exterior sign.

The sign drawings are to be prepared by a reputable state licensed sign contractor. The sign drawings must indicate the following information:

1) A plot plan and elevations indicating location of tenant sign.

2) Sizes of sign letters must be accurately dimensioned, spaced and drawn at a minimum of 1/2" = 1'-0" scale.

3) Section through sign and Fascia to show its construction methods, Plexiglas colors, paint finishes, types of materials, neon tubing sizes colors and intensity.

II. APPROVAL PROCEDURE (cont)

D. All drawings marked "Disapproved" or "Approved as noted" must be resubmitted as as here and above set forth in paragraph "B" with required corrections. Tenants or it's sign contractor will not be permitted to commence installation of the exterior sign, unless the following conditions have occurred:

1) A stamped set of the final drawings reflecting Landlord's approval are received and retained at Tenant's premises at all times during the installation of design and for a period of thirty (30) days thereafter.

2) NOTE: No sign shall be constructed until approved building permits from the City of Rancho Cordova Building Department are received by the sign contractor.

III. GENERAL SIGN CRITERIA AND RESTRICTIONS

A. Each Tenant shall be permitted an illuminated Pan Channel letters sign to be located only on the space and on the surface specially provided for same on building exterior in accordance with the drawings attached hereto. No other signage is permitted on the exterior of the premises.

B. Anchor/Major tenants shall be permitted 2 square feet per linear foot of store frontage.
Inline tenants shall be permitted 1.5 square feet per linear foot of store frontage.
(Maximum square footage allowed shall not exceed one hundred (100) square feet per footage).
Signable area shall be centered on the fascia or sign band VERTICALLY AND HORIZONTALLY.
Maximum letter height for anchor Tenants is 36", inline Tenants are allowed maximum letter height of 18". Minimum letter heigh is 12". Please read carefully. Logo plaques are allowed with size and limitations reflected earlier. Length of letters shall not exceed 75% of the leasehold width.
All letters and plaques must be pegged off the wall 1/2". Only
fabricated ALUMINUM letter will be allowed. All letter faces shall be constructed of with plexiglas colors.

C. The advertising of information content on the sign shall be limited to letters designating the store name or established trade logo, as set forth in signed lease documents between Tenant and Landlord. Tenant shall display their established trade names only. The trade name may be used only one time per permitted sign location. No additional advertising will be permitted, i.e.: "Discount Sales," "Tire Sales," "prices," etc. Also, miscellaneous brand named included in their operation will not be allowed.

III. GENERAL SIGN CRITERIA AND RESTRICTIONS (cont)

D. The face colors and type styles of all signs shall be subject to Landlord's approval. In the event the Tenant does not have an established exterior sign identity, the Landlord recommends that the lettering style be designed by the sign contractor to reflect a visually exciting look. Established trade logos and signage shall be permitted providing they conform to the criteria described herein.

E. Logo plaques used in conjunction with individual letters will be considered a part of the sign area and are subject to Landlord's approval.

F. The Tenant shall pay for all signs, their installation (including final connections, transformers an all labor and materials) and maintenance. **Tenant sign contractor must file, pay for and obtain license and permits, as required for sign installation by the City of Rancho Cordova.**

G. No box-type signs will be permitted. No animated, flashing or audible signs will be allowed. No exposed lamps will be permitted.

H. No temporary signs of any nature will be allowed under any circumstances without prior written approval by Landlord and approval from the city representative.

I. Painted window signs or other window signs, window neon, placards, A-Frame signs, banners, pennants, flags or other free standing signs, blinking or flashing lights and the like and others as restricted by the City of Rancho Cordova sign ordinances are prohibited at all times.

J. More than one building identification sign (maximum two) shall be permitted, if the signs are not on the same elevation.

K. All Criteria and Requirements of the City of Rancho Cordova supersede that of this lease.

L. Tenants that are not within the sign program boundary will not be allowed to have any type of signage described in this program.

IV. TENANT SIGN DETAILS

Each tenant is allowed one (1) storefront ID sign above their storefront. However, specific suites with secondary entrances and/or secondary building elevations may incorporate one (1) additional identification sign per elevation, subject to Landlords approval.

A. For all Tenants

1) All signs shall be measured for area 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 sign separately.

2) Double stacking of letters is permitted as long as the height limit is not exceeded.

3) Letters and logos/icons may be considered separate signs for height measurement purposes.

IV. TENANT SIGN DETAILS (cont)

B. Acceptable sign styles are:

1) Standard face lit channel letters

2) Channel letters both face and halo lit

3) Halo lit channel letters

* Minimum returns depth on letters is 3"

C. Lighting types allowed for signs

1) Neon

2) Light emitting diodes (LEDs)

V. COLORS

The project and each building will consist of a variety of colors and types of materials. The Landlord prefers that each tenant take into consideration the colors when choosing their specific sign colors. Signs may incorporate standard colors recognized nationally. Sign colors selected should be picked on what best stands out best on each tenants storefront. The colors chosen should compliment the building colors. Also, making sure the colors show variety, eye catching attraction to the location. Letter returns shall be contrast to the letter faces. Bright or neon colors such as "Neon Green" will not be allowed. Other colors not allowed are Silver & Gold.

ZINFANDEL VILLAGE
RANCHO CORDOVA

VI. FABRICATION AND INSTALLATION

A. The fabrication and installation of all signs shall be subject to the following restrictions.

1) All Channel Letters are to be fabricated with .060 to .125 aluminum sheet.

2) Letter faces shall be 1/8" thick, flat surfaces colored Plexiglas, as manufactured by Rohm & Haas or approved equal. Painted Plexiglas will not be permitted, no vinyl lettering or vinyl overlays will be allowed for any wall signs.

3) a. Retainer trim cap shall be 3/4" "Plasco" brand trim cap edge. Retaining screws shall be #7 x 3/8" Phillips type sheet metal screws. All trim cap retaining screws must be painted to match trim cap color.

b. All letters to have 3"-5" returns. Return color to be approved by Landlord.

4) Neon tubing will be 13 to 15 millimeter, 3" on center or less

5) All sign letters shall be secured by concealed fasteners, stainless steel or nickel cadmium plated.

6) No exposed neon or lamps will be permitted for wall signage.

7) All penetrations of the building structure required for sign installation shall be sealed in a watertight condition.

8) No sign company labels will be permitted on the exposed surfaces of the sign except those required by Underwriters Laboratories and the City of Sacramento Building Department.

9) All Channel Letters must have a 1/4" diameter drain hole at bottom fo every letter. All signs shall be fabricated and installed with U.L. approval in compliance with all applicable building and electrical codes.

10) The Tenant shall be responsible for providing primary electrical service terminations to the signage area of the rear side of the wall.

11) All signs shall conceal all necessary wiring, transformers, ballasts, starters, and other necessary equipment within their individual letter of behind storefront construction.

12) All letters must be pegged off wall 1/2".

13) It is the responsibility of the Tenant's sign contractor to verify all conduit and transformer locations and service prior to fabrication.

VI. FABRICATION AND INSTALLATION (cont)

14) Each Tenant or it's sign contractor shall be responsible for the repair of any damage to the building caused by the installation of said Tenant's sign. Only STATE licenses sign contractors shall perform installation at the Center. Sign contractor must supply names of all subcontractors and their state contractor's license number to Landlord prior to any installation.

15) Each Tenant shall be responsible for the performance of it's sign contractor.

16) Tenant shall be responsible for removal of his sign within 30 days after vacating the site. Removal of the sign shall include the repair of the wall surface back to the original condition.

17) Installing sign company must provide a photocopy of final inspection by County inspector to the Landlord prior to Landlord giving final approval to Tenant of sign installation.

VII. SIGN MAINTENANCE

A. All signs shall be properly maintained and if damaged shall be repaired within 72 hours at Tenants sole cost and expense. A defective sign not repaired within 72 hours constitutes a violation of the Landlord approval and the City may enforce the terms of its approval including necessary legal action.

VIII. NON-CONFORMANCE

A. No field installation changes are permitted without first notifying the owner in writing. IF in the event any sign is changed as to placement and location, which differs from the plan, sign company will be responsible to repair and relocate sign to proper placement at sign company's expense.

B. Any sign that is installed by Tenant, which is not in conformance to the approved drawings shall be corrected by Tenant within fifteen (15) days after written notice by Landlord. In the even Tenant's sign is not brought into conformance within said fifteen (15) day period, then Landlord shall have the option to correct sign at Tenant's expense.

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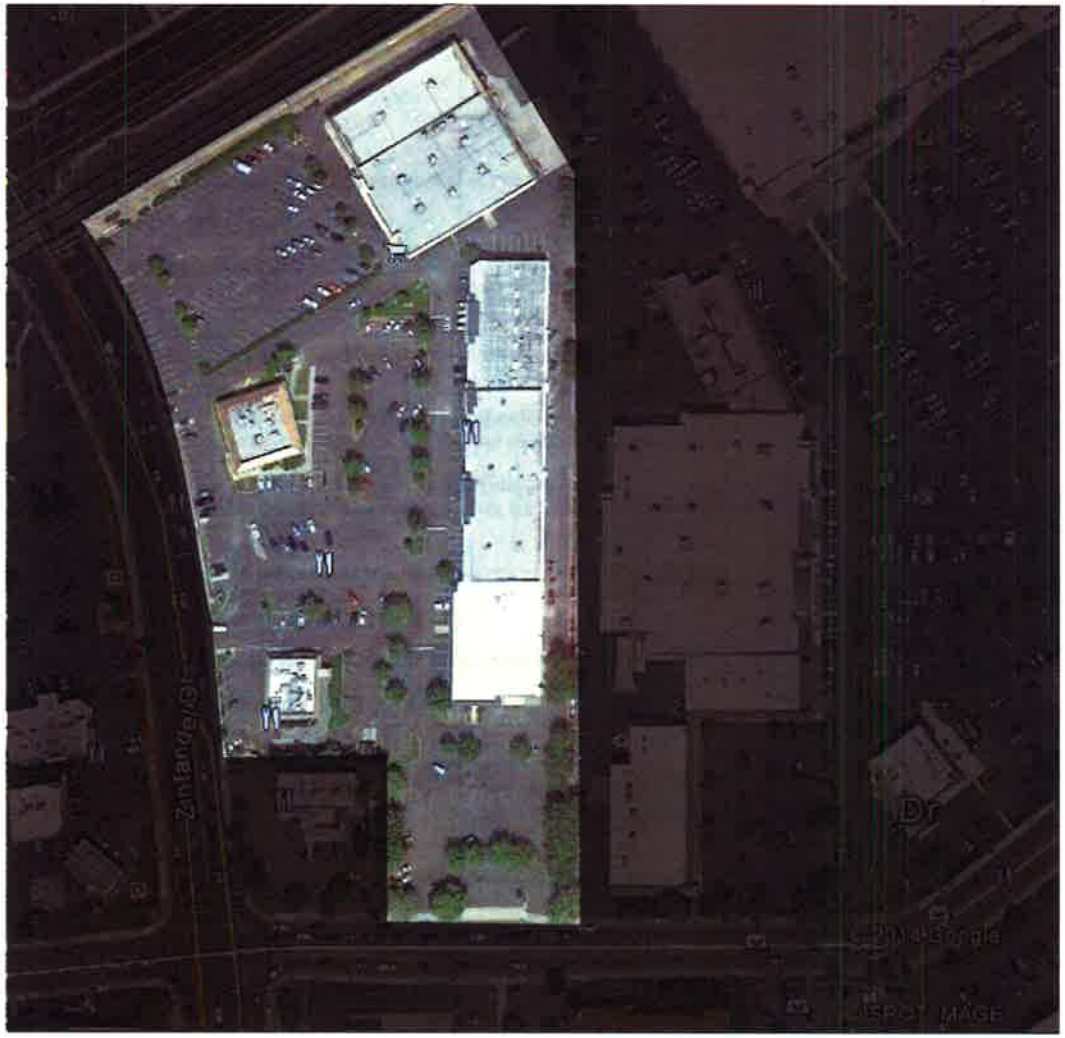



Face lit channel letters



Halo lit channel letters



Face & Halo lit channel letters

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ZINFANDEL VILLAGE
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WEST ELEVATION (SOUTH HALF) SCALE: 1/16" = 1'-0"



WEST ELEVATION (NORTH HALF) SCALE: 1/16" = 1'-0"

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SOUTH ELEVATION SCALE: 3/32" = 1'-0"



NORTH ELEVATION SCALE: 3/32" = 1'-0"

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ANCHOR TENANT (Greater than 50,000 sf)

Anchor Tenant is allowed storefront signage based on the following calculations:
2 square feet per lineal foor

- One (1) primary sign is permitted on the front facade only.
- The maximum sign height is 36"
- Maximum sign area not to exceed 100 square feet or 75% of sign area
- One (1) additional sign is allowed if there is another storefront (second sign must stay within the rules noted above)

MAJOR TENANT (5,000 - 50,000 sf)

Major Tenant is allowed storefront signage based on the following calculations:
2 square feet per lineal foor

- One (1) primary sign is permitted on the front facade only.
- The maximum sign height is 36"
- Maximum sign area not to exceed 100 square feet or 75% of sign area
- One (1) additional sign is allowed if there is another storefront (second sign must stay within the rules noted above)

***12" is the smallest size channel letter allowed**

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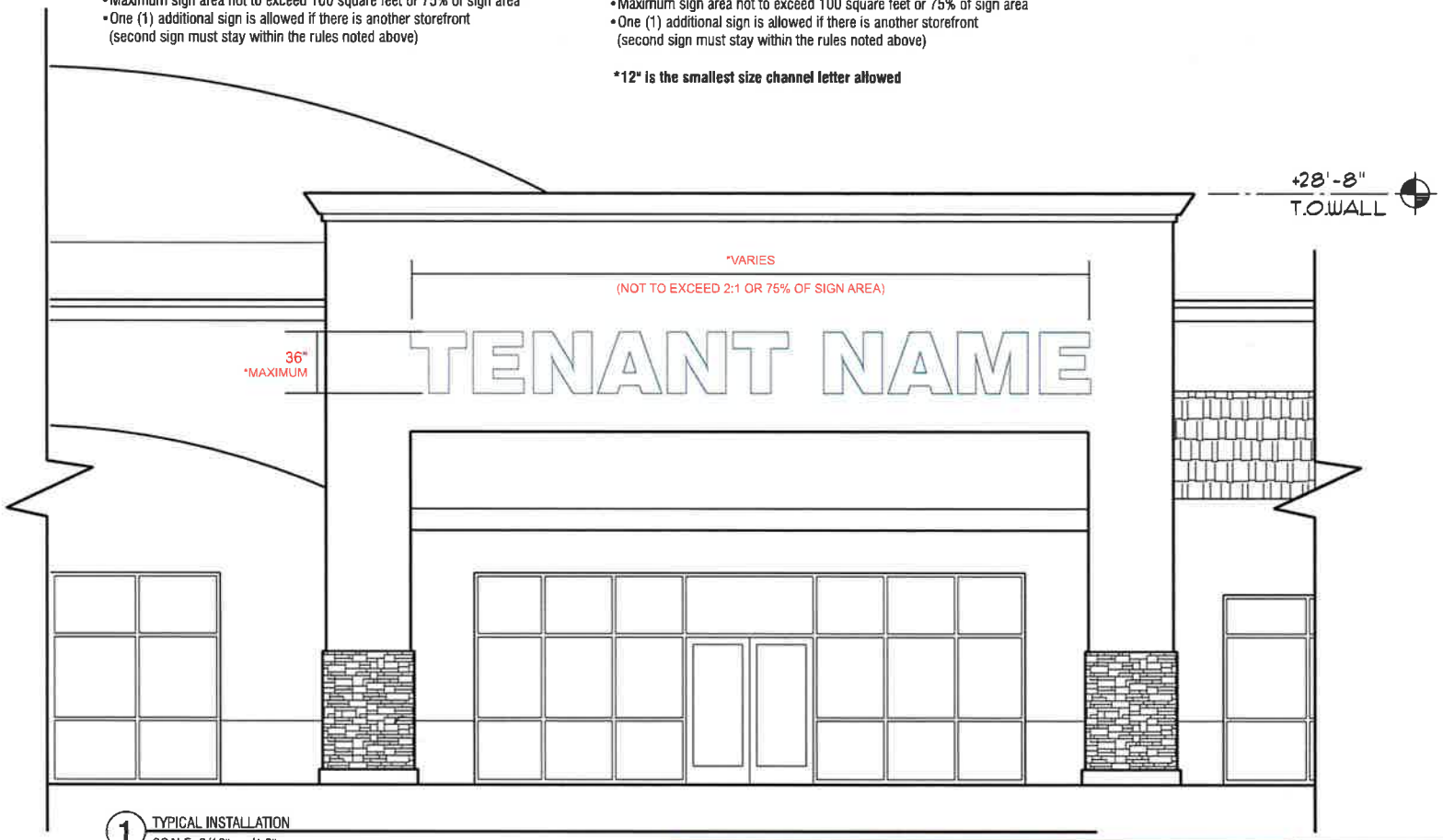

1 TYPICAL INSTALLATION
SCALE: 3/16" = 1'-0"

*ANCHOR/MAJOR TENANTS MAXIMUM HEIGHT IS 36"
2:1 RATIO AND MAXIMUM 75% TENANT SIGN AREA

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MAJOR TENANT (5,000 - 50,000 sf)

Major Tenant is allowed storefront signage based on the following calculations:
2 square feet per lineal foor

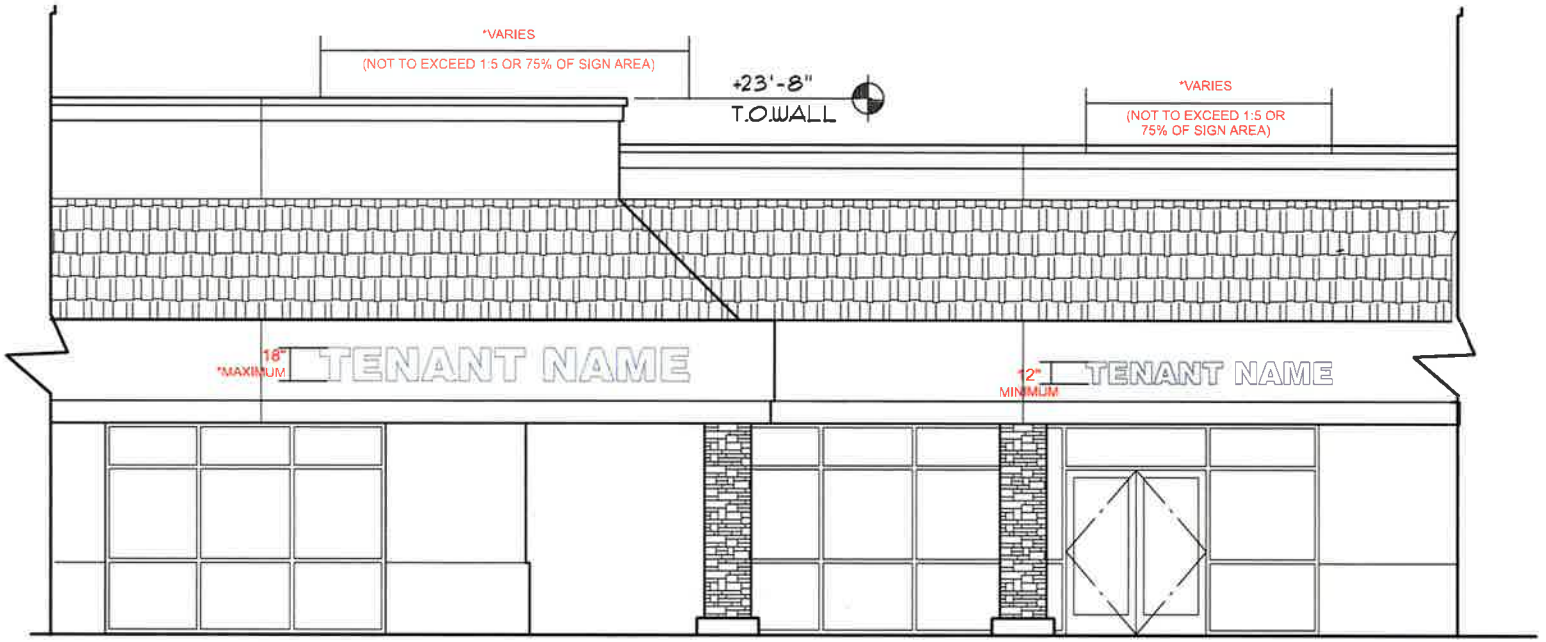
- One (1) primary sign is permitted on the front facade only.
- The maximum sign height is 36"
- Maximum sign area not to exceed 100 square feet or 75% of sign area
- One (1) additional sign is allowed if there is another storefront (second sign must stay within the rules noted above)

INLINE TENANT (less than 5,000 sf)

Inline Tenant is allowed storefront signage based on the following calculations:
1.5 square feet per lineal foor

- One (1) primary sign is permitted on the front facade only.
- The maximum sign height is 18"
- Maximum sign area not to exceed 100 square feet or 75% of sign area
- One (1) additional sign is allowed if there is another storefront (second sign must stay within the rules noted above)

***12" is the smallest size channel letter allowed**



1 TYPICAL INSTALLATION
SCALE: 3/16" = 1'-0"

1.5:1 RATIO AND MAXIMUM 75% TENANT SIGN AREA

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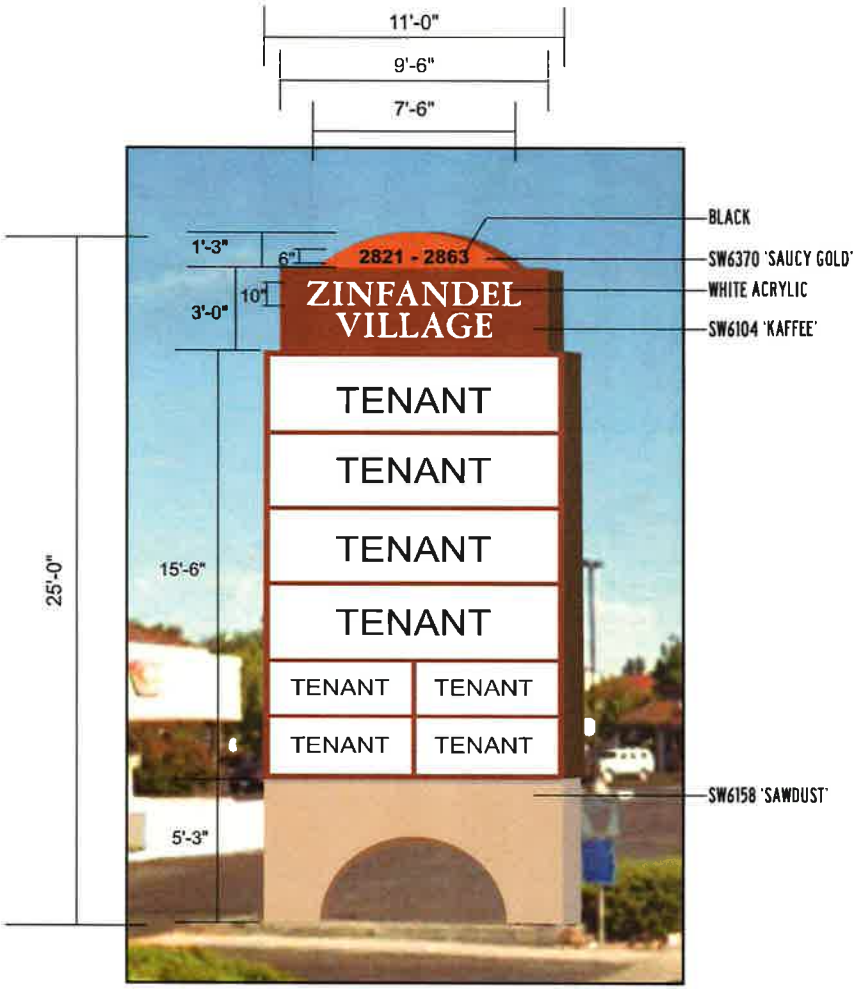



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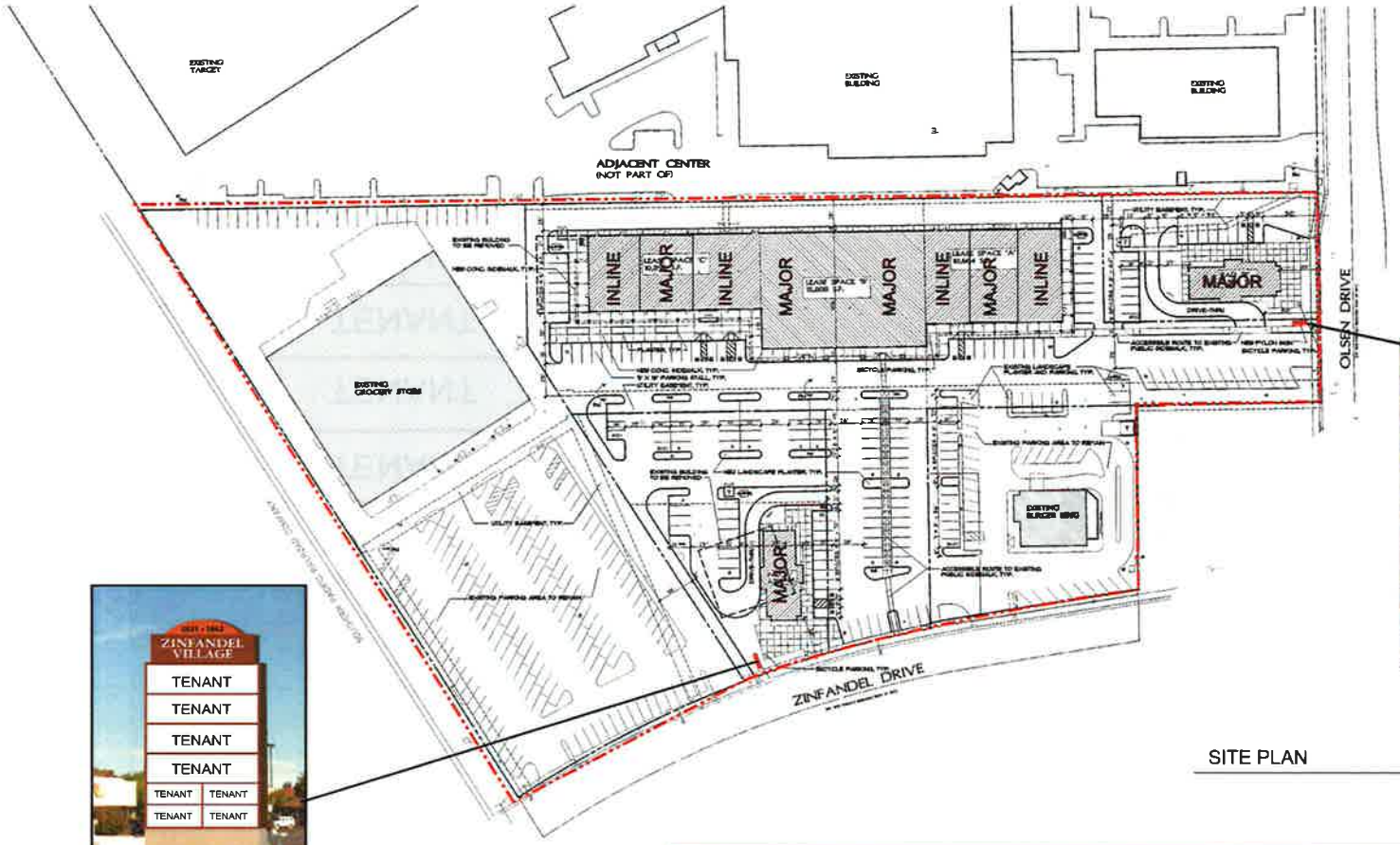



SITE PLAN

North

SIGN PROGRAM AND CRITERIA

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MEMORANDUM

DATE: January 19, 2016

TO: Honorable Mayor and Council Members

FROM: Adam U. Lindgren, City Attorney
Aaron Busch, Community Development Director

SUBJECT: **ORDINANCE NO. 1-2016 ESTABLISHING REGULATIONS FOR HOOKAH BARS, PRIVATE SMOKERS' LOUNGES, E-CIGARETTE LOUNGES, AND VAPOR BARS**

RECOMMENDATION

Introduce and waive the first reading of Ordinance No. 1-2016 amending the Rancho Cordova Municipal Code by adding Section 23.919.100 regulating hookah bars, private smokers' lounges, e-cigarette lounges, and vapor bars/lounges.

RESULT OF RECOMMENDED ACTION

If adopted upon second reading at a subsequent City Council meeting, this ordinance establishes regulations in the City's Zoning Code for new smokers' lounges and hookah bars, including requirements that such uses be located at least 1,000 feet from residential uses, schools, parks, daycares, liquor stores, bars, nightclubs, libraries, and community centers; and that such uses be located at least 500 feet from other smokers' lounges and hookah bars. Existing smokers' lounges and hookah bars would become legal, nonconforming uses under the ordinance.

BACKGROUND

The City has received and anticipates additional inquiries regarding the development, establishment, and operation of private smokers' lounges, e-cigarette lounges, vapor bars, and/or hookah bars (collectively, "smoking lounges") within the City. While the City's codes regulate smoke shops—establishments that devote a sizable portion of floor area or shelf space to smoking, drug, or tobacco-related products—these regulations were meant to regulate businesses that sell tobacco, rather than establishments that permit the extensive use of tobacco and e-cigarette products.

While state law bans indoor smoking in nearly all places of employment, there are exceptions for retail tobacco shops and private smokers' lounges within retail tobacco shops. Cities may establish local laws that impose stricter indoor smoking regulations.

Establishments that permit the use of tobacco and e-cigarette products operate differently from establishments that merely sell tobacco products, and therefore have different impacts. For example, smoking lounges may require more parking or ventilation requirements than a smoke shop, where customers primarily engage in short retail transactions. Smoking lounges also

have the potential to create negative health and nuisance impacts on surrounding properties, businesses, and individuals. The ordinance proposed establishes regulations to mitigate these impacts.

Many cities, including Union City, Fremont, Hayward, Costa Mesa and Menifee have adopted moratoria and/or regulations (including total prohibitions) regarding these types of businesses for the protection of public health, safety and welfare.

Ordinance No. 1-2016 establishes regulations for new smoking lounges, including:

1. May locate only in light industrial or commercial zones and require a CUP
2. Must be located at least 500 feet from other smoking lounges and tobacco shops
3. Must be located at least 1,000 feet from:
   a. Residential uses,
   b. K-12 schools and daycares,
   c. Churches,
   d. Community and recreation centers,
   e. Liquor stores,
   f. Sexually oriented businesses,
   g. Tattoo parlors,
   h. Pawnshops,
   i. Bars and nightclubs,
   j. Card rooms,
   k. Check cashing businesses, and
   l. Parks.
4. No minors shall work at or be permitted within the establishment
5. Parking standards shall conform for those established for bars and nightclubs (6 spaces per 1,000 square feet)
6. Live entertainment is prohibited
7. Service of food or beverage is prohibited
8. Hours of operation are limited to 8 a.m. to 10:00 p.m.
9. Adequate ventilation is required

IMPLEMENTATION OF ORDINANCE

If the ordinance is adopted, the ordinance would be implemented the same way other zoning code and special use regulations are implemented. Staff will be educated to ensure that inquiries from applicants who are impacted by the regulations are handled appropriately.

RECOMMENDED MOTION

Introduce and waive the first reading of Ordinance No. 1-2016.

ATTACHMENTS

1. Ordinance No. 1-2016.
2. Background materials.

2590799.1

ATTACHMENT 1

CITY OF RANCHO CORDOVA

ORDINANCE NO. 1-2016

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AMENDING THE RANCHO CORDOVA MUNICIPAL CODE BY ADDING SECTION 23.919.100 REGULATING HOOKAH BARS, PRIVATE SMOKERS' LOUNGES, E-CIGARETTE LOUNGES, AND VAPOR BARS/LOUNGES

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

Section 1. Purpose and Declarations.

A. At its March 17, 2014 regular meeting, pursuant to California Government Code section 65858, the City Council of the City of Rancho Cordova ("City Council") adopted Urgency Ordinance No. 8-2014 imposing a forty-five (45)-day moratorium on the establishment and operation of private smokers' lounges, e-cigarette lounges, vapor bars, and hookah bars; and

B. At its April 21, 2014 regular meeting, pursuant to California Government Code section 65858, the City Council adopted Urgency Ordinance No. 11-2014 extending the moratorium by ten (10) months and fifteen (15) days on the establishment and operation of private smokers' lounges, e-cigarette lounges, vapor bars, and hookah bars; and

C. At its March 2, 2015 regular meeting, pursuant to Government Code section 65858, the City Council adopted Urgency Ordinance No. 4-2015, extending the moratorium on the establishment and operation of private smokers' lounges, e-cigarette lounges, vapor bars, and hookah bars for an additional one (1) year beginning on March 2, 2015.

D. This Ordinance incorporates by reference all the findings provided in Urgency Ordinance No. 8-2014, Urgency Ordinance No. 11-2014, Urgency Ordinance 4-2015 and the accompanying staff reports, as well as the staff report accompanying this Ordinance No. 1-2016, including the following:

1. The Planning Department of the City of Rancho Cordova has received and anticipates receiving more inquiries regarding the establishment of private smokers' lounges, e-cigarette lounges, vapor bars and/or hookah bars.

2. The Rancho Cordova Municipal Code is silent with regard to the regulation and location of private smokers' lounges, e-cigarette lounges, vapor bars and hookah bars, except that in general, uses not specified as permitted are not allowed.

3. Chapter 6.84 of the Rancho Cordova Municipal Code prohibits smoking in enclosed places of employment, all enclosed areas accessible to the general public, and numerous unenclosed public areas including outdoor patios of restaurants, bars and places where food or drink is served. Smoke from electronic cigarettes, electronic hookah pipes, and water pipes is covered by such prohibitions, but the regulations do not provide clear operational and developmental standards for businesses that come under state smoking law exemptions.

4. In order to address community concerns regarding the establishment of private smokers' lounges, e-cigarette lounges, vapor bars and hookah bars, the City studied the potential impact such facilities may have on the public health, safety and welfare.

5. Private smokers' lounges, e-cigarette lounges, vapor bars and hookah bars are typically adults-only uses in a commercial setting and may not be appropriate near uses where minors are present.

6. The U.S. Food and Drug Administration conducted laboratory analysis of electronic cigarette samples and found them to contain carcinogens and toxic chemicals to which users and bystanders could potentially be exposed, suggesting that the same health and public nuisance concerns present with conventional cigarettes exist with electronic cigarettes.

7. The U.S. Centers for Disease Control and Prevention reports that smoking a hookah has many of the same health risks as cigarette smoking; that hookah use by youth is increasing; that the charcoal used to heat hookah tobacco can have negative health risks because it produces high levels of carbon monoxide, metals, and carcinogens; that hookah smokers may absorb more of the toxic substances also found in cigarette smoke than cigarette smokers do; that secondhand smoke from hookahs can be a health risk for non-smokers; and that new forms of electronic hookah smoking are now on the market and very little information is available on the health risks of electronic tobacco products.

E. Pursuant to Article XI, Section 7 of the California Constitution, the City of Rancho Cordova may make and enforce, within its limits, all local police, sanitary, and other ordinances and regulations not in conflict with general laws; and

F. Pursuant to Section 15001 of the California Environmental Quality Act (CEQA) Guidelines, this Urgency Ordinance is exempt from CEQA based on the following: This Ordinance is exempt from CEQA requirements per section 15061(b)(3) of the CEQA Guidelines in that it is not a project and as a series of text amendments and additions that regulate an indoor land use in existing buildings does not have the potential to cause a significant effect on the environment.

Section 2. Amendment of Municipal Code. Section 23.919.100 is hereby added to Chapter 23.919 of the Rancho Cordova Municipal Code entitled "Special Regulated Uses," to read as follows:

23.919.100 Smokers' Lounges, Hookah Bars, E-Cigarette Lounges and Vapor Lounges/Bars

A. Purpose and findings.

1. The city council finds that the use of hookah pipes, electronic cigarettes, and other similar devices in smokers' lounges, hookah bars, and vapor bars/lounges and the activities associated with such businesses (including loud music, large numbers of customers congregating for long periods, etc.) have been associated with increases in odors, noise, vapors, second-hand smoke, parking impacts, loitering, and disturbances in the peace. The purpose of this section is to prevent the overconcentration of this land use and to mitigate the negative impacts associated with this land use.

2. The city council also finds that smoking and vaping uses expose minors to dangerous secondhand smoke byproducts and increase the potential for minors to associate smoking of electronic tobacco devices and hookah pipes with a normative or healthy lifestyle.

3. The city council also finds that the tobacco smoke, including secondhand smoke, from hookah pipes and electronic cigarettes contributes to indoor air pollution and is a significant health hazard and carcinogen to smokers and nonsmokers alike, including employees of smokers' lounges and hookah bars.

4. The U.S. Food and Drug Administration conducted laboratory analysis of electronic cigarette samples and found them to contain carcinogens and toxic chemicals to which users and bystanders could potentially be exposed, suggesting that the same health and public nuisance concerns present with conventional cigarettes exist with electronic cigarettes.

5. The U.S. Centers for Disease Control and Prevention reports that smoking a hookah has many of the same health risks as cigarette smoking; that hookah use by youth is increasing; that the charcoal used to heat hookah tobacco can have negative health risks because it produces high levels of carbon monoxide, metals, and carcinogens; that hookah smokers may absorb more of the toxic substances also found in cigarette smoke than cigarette smokers do; that secondhand smoke from hookahs can be a health risk for non-smokers; and that new forms of electronic hookah smoking are now on the market and very little information is available on the health risks of electronic tobacco products.

6. The city has banned indoor smoking in places accessible to the public under Chapter 6.84 of the RCMC. However, California Labor Code section 6404.5(d)(4) allows for indoor smoking within retail or wholesale tobacco shops and private smokers' lounges and such businesses do currently exist within the city; and therefore the city council finds that it is necessary to enact clear and defined regulations for this use.

B. Applicability.

1. The provisions of this section shall apply in addition to other regulations of this zoning code and municipal code. In the event of a conflict between other sections and this section, this section shall control.

2. The provisions of this section shall apply to new facilities established following the effective date of this ordinance. All legal, code compliant smokers' lounges, hookah bars, vapor bars, and e-cigarette lounges currently located in the City shall become legal, nonconforming uses and as such must comply with the regulations set forth in Chapter 23.170 of this code.

C. Definitions.

1. "E-cigarette lounges" and "vapor bars" means any business, facility, building, establishment, structure or location, whether fixed or mobile, where customers or others utilize a heating element or other device that vaporizes a liquid solution that releases nicotine or flavored vapor, including but not limited to e-cigarettes, hookah pens, e-hookahs, or vape pipes. E-cigarette lounges and vapor bars shall include private smokers' lounges and smokers' lounges as defined below. "E-cigarette" or "electronic cigarette" shall have the same definition as that in Section 6.84.020(F) of the RCMC.

2. "Hookah bar" means any business, facility, building, establishment, structure or location, whether fixed or mobile, where customers or others utilize hookahs, pipes, or other mechanisms placed at various locations throughout the establishment to smoke tobacco or other substances.

3. “Private smokers’ lounges” or “smokers’ lounges” means any enclosed or unenclosed area within or attached to a retail or wholesale tobacco store or smoke shop that is dedicated, in whole or in part, to the use of tobacco or e-cigarette products, including but not limited to cigarettes, cigars, pipes, hookahs, e-cigarettes, hookah pens, e-hookahs, or vape pipes or pens. Such area need not be separated from the main floor area of the retail establishment.

D. Location. Smokers’ lounges, hookah bars, e-cigarette, vapor bars/lounges shall only be permitted in general commercial (GC) and light industrial (M-1) zoning districts.

E. Operational and Development Standards. Smokers’ lounges, hookah bars, e-cigarette lounges, and vapor bars/lounges shall require a conditional use permit, per the requirements of Chapter 23.134 of this code.

The following operational and development standards shall apply to all smokers’ lounges, hookah bars, vapor bars, and e-cigarette lounges in the city and shall be included as conditions imposed upon any license, permit, or other entitlement granted for such a business.

1. Distance Requirements. All e-cigarette lounges, hookah bars, vapor bars, and smokers’ lounges shall be located at least 500 feet from other e-cigarette lounges, hookah bars, smokers’ lounges, smoke shops, and tobacco shops. All e-cigarette lounges, hookah bars, vapor bars, and smokers’ lounges shall be located at least 1,000 feet from the following:

a. Public or private K-12 schools and daycares,

b. Libraries,

c. Churches,

d. Community and recreation centers,

e. Liquor stores,

f. Sexually oriented businesses,

g. Tattoo parlors,

h. Pawnshops,

i. Bars and nightclubs,

j. Card rooms,

k. Check cashing businesses,

l. Parks, and

m. Residential zones.

2. The business shall be owner-operated or otherwise exempt from the prohibition of smoking in the workplace pursuant to California Labor Code section 6404.5.

3. The establishments shall operate in compliance with all federal, state, county, and local laws and regulations.

4. Minors prohibited. No persons under 18 years of age shall be permitted within the establishment, including as employees, and business owners or operators shall require proof of identification to verify the age of customers, visitors, and employees. This means that all employees must be at least 18 years of age.

5. Parking standards. Parking shall be provided under the standards established for bars and nightclubs in Table 23.719-1 of the RCMC, as may be amended from time to time.

6. Hours of operation. Operating hours shall be limited to 8 a.m. to 10 p.m.

7. Indoor operation only. All business-related activity, including smoking, shall be conducted entirely within a building. Outdoor seating, operating outdoor barbeques or braziers, and/or lighting coals outdoors shall not be permitted.

8. Entertainment and admission charges prohibited. No live entertainment, including dancers, singers, disc jockeys, or comedians shall be permitted within the business. No admission charges, including a cover charge or minimum purchase requirement, shall be permitted.

9. Food and beverages, including alcoholic beverages and pre-packaged food and beverages, shall not be sold, served, or consumed on the premises.

10. Visibility and illumination. No window coverings or signage shall prevent visibility of the interior of the establishment from the outside during operating hours. The interior of the establishment shall have lighting adequate to make the conduct of patrons within the establishment readily discernible to people of normal visual capabilities.

11. Ventilation. Adequate ventilation must be provided in accordance with all standards imposed by the building official and fire department, and those establishments by state or federal laws. The requirements imposed by the building official or fired department may be more comprehensive than current building codes to prevent negative health and nuisance impacts on neighboring properties, including a requirement for a separate system to prevent smoke and vapors from migrating to adjoining suites or buildings. The ventilation shall, at a minimum, prevent smoke and vapors from migrating into adjacent buildings and/or suites and to outdoor public areas. A mechanical exhaust hood system shall be required if an establishment heat coals indoors.

12. Noise. Any amplified noise shall be subject to the regulations established in the RCMC, including those in Chapter 6.68 and 23.737, as may be amended from time to time.

13. Security. Uniformed security guard(s) shall be provided, as deemed necessary by the chief of police or his/her designee.

F. Penalties and enforcement. Any violation of this Section shall be enforced under Chapter 23.173 of this zoning code.

Section 3. Amendment of Municipal Code. The section of Table 23.316-1 of the Zoning Code, entitled “Allowed Use and Permit Requirements for General Commercial and Industrial Zoning Districts” which appears under the heading "Retail, Service, and Office Uses” is hereby amended to read as follows:

Table 23.316-1: Allowed Use and Permit Requirements for General Commercial and Industrial Zoning Districts

Land Use Category	GC	M-1	M-2	Specific Use Regulations
Retail, Service, and Office Use Listings				
Alcoholic Beverage Sales	C[4]	C[3]	C[3]	
Ambulance Service	AUP	AUP	AUP	
Animal Sales and Grooming	P	AUP	L	
Art, Antique, Collectable	P	AUP	L	
Artisan Shops	P	AUP	L	
Artisanal and Specialty Manufacture, Display and Sales	P	AUP	AUP	
Banks and Financial Services	P	AUP	L	
Bars and Nightclubs	C	C	C	
Brew Pub	P	AUP	L	
Building Materials Stores and Yards	P	P[2]	P[2]	
Business Support Services	P	P[2]	P[2]	
Call Centers	L	L	L	
Child Day Care Facility	P	C	N	
Convenience Stores	P	C	C	RCMC 23.910.020
Drive-in and Drive-through Sales and Service	P	C	C	RCMC 23.910.030
Equipment Sales and Rental	P[2,8]	P[2,8]	P	
Furniture, Furnishings, and Appliance Stores	P	P[2]	AUP	

Garden Center/Plant Nursery	P	P[2]	AUP	
Grocery Stores/Supermarket	P	L	L	
Home Improvement Supplies	P[2]	P[2]	P	
Hotels and Motels	P	N	N	
Hotels and Motels, Extended Stay	P	N	N	
Kennels, Commercial	L	AUP	AUP	
Maintenance and Repair, Small Equipment	P[2]	P	P	
Medical Services, General	P	AUP	AUP	
Medical Services, Extended Care	P	N	N	
Medical Services, Hospitals	P	L	P	
Mortuaries and Funeral Homes	P	C	C	
Neighborhood Market	P	AUP	L	
Offices, Business and Professional	P	AUP	L	
Offices, Accessory	P[6]	P[6]	P[7]	
Personal Services	P	AUP	L	
Restaurants	P	AUP	L	
Retail, Accessory	P[6]	P[6]	P[7]	
Retail, General	P	AUP	L	
Retail, Warehouse Club	P	AUP	L	
Smokers' lounges, Hookah Bars, E-cigarette Lounges, Vapor Lounges	C	C	N	RCMC 23.919.100; specific distance and other requirements
Tasting Room, Off-Site	P	AUP	L	
Veterinary Facility	P	P[2]	P[2]	

ATTACHMENT 1

Section 4. Amendment of Municipal Code. The section of Table 23.313-1 of the Zoning Code, entitled “Allowed Use and Permit Requirements for Mixed-Use Districts” which appears under the heading "Retail, Service, and Office Uses” is hereby amended to read as follows:

Land Use Category	RMU	CMU	OPMU	OIMU	LIBP	VC	LTC	RTC	Specific Use Regulations
Retail, Service, and Office Uses[22]									
Adult Day Care Facility	N	AUP	AUP	AUP	AUP	AUP	AUP	AUP	
Alcoholic Beverage Sales, Off-Site[16]	N	C	C[2]	C[2]	C[2]	C	C	C	
Ambulance Service	N	L	L	P	P	N	N	N	
Animal Sales and Grooming	AUP	P	P[2]	N	N	P	P	P	
Art, Antique, Collectable	P[2]	P	P[2]	P[2]	N	P	P	P	
Artisan Shops	AUP	P	P[2]	P[2]	P[2]	P	P	P	
Artisanal and Specialty Manufacture, Display, and Sales	N	P	P	P	N	P	P	P	
Banks and Financial Services	P[2]	P	P	P	P	P	P	P	
Bars and Nightclub [23]	C[3]	C[3]	C[2, 3]	C[2, 3]	C[2, 3]	C[3]	C[3]	C[3]	
Bed and Breakfast Inns	P	P	N	N	N	N	N	N	
Brew Pub [23]	N	P	P[2]	P[2]	P[2]	P	P	P	
Building Materials Stores and Yards	N	P[4]	N	C[4]	N	N	C[4]	C[4]	
Business Support Services	AUP[2, 4, 5]	P	P	P	AUP	P[5]	P	P	
Call Centers	N	N	P	P	AUP	N	N	N	
Child Day Care Facility	AUP	AUP	AUP[2]	AUP[2]	AUP[2]	P	C	C	
Convenience Stores	L[2]	L	L[2]	L[2]	L[2]	L	L	L	
Drive-In and Drive-Through Sales and Service	N	C[20, 21]	C[6, 20, 21]	C[6, 20, 21]	C[6, 20, 21]	C[20, 21]	C[20, 21]	C[20, 21]	RCMC 23.910.030
Equipment Sales and Rental	N	N	N	P	P	N	N	N	
Furniture, Furnishings, and Appliance Stores	N	P	N	N	N	N	C	P	

Garden Center/Plant Nursery	N	P	N	AUP	N	N	C	C	
Grocery Stores/Supermarkets	AUP[2]	P	P[2]	AUP[2]	N	AUP[8]	P	P	
Home Improvement Supplies	N	P[9]	N	P	P	N	P[9]	P[9]	
Hotels and Motels	C[2]	P	P	C	N	C	P	P	
Hotels and Motels, Extended Stay	C[2]	C	C	C	N	C	C	C	
Kennels, Commercial	C[4, 2]	AUP[4]	AUP[4]	AUP[4]	AUP[4]	N	N	N	
Maintenance and Repair, Small Equipment	N	P	N	P	P	AUP	P	P	
Medical Services, General	L[2]	P	P	P	P	P	P	P	
Medical Services, Extended Care	P	C	C	C	N	N	N	N	
Medical Services, Hospitals	N	P	P	P	P	P	P	P	
Mortuaries and Funeral Homes[15]	N	P	P	P	P[15]	N	N	N	
Neighborhood Market	P[2]	P	P[2]	L[2]	N	P	P	P	
Offices, Business and Professional	P[2]	P[2]	P	P	N	P[2]	P[2]	P[2]	
Offices, Accessory	P	P	P	P	L[10]	P	P	P	
Personal Services	P[5, 2]	P	P[2]	P[2]	P[2]	P	P	P	
Residential Care Facility	L	C	C	N	N	N	N	N	
Restaurants [23]	P[2]	P	P[2]	P[2]	P[2]	P	P	P	
Retail, Accessory	P[2]	P	P[6]	P[6]	P[6]	P	P	P	
Retail, General	P[2,11]	P	N	N	N	P	P	P	
Retail, Warehouse Club	N	P	N	N	N	N	C	P	
Smokers' lounges, Hookah Bars, E-cigarette Lounges, Vapor Lounges	N	N	N	N	N	N	N	N	RCMC 23.919.100
Tasting Room, Off-Site [23]	N	P	P[2]	P[2]	P[2]	P	P	P	
Veterinary Facility	L[2]	P	P	P	L	L	P	P	

Section 5. Amendment of Municipal Code. Section 6.84.040(B) is hereby added to the Rancho Cordova Municipal Code to read as follows:

B. Section 23.919.100 of the RCMC shall establish the regulations for smokers' lounges, hookah bars, vapor and e-cigarette lounges and bars.

Section 6. Amendment of Municipal Code. The definition of "smoke shop" within Section 23.1101.020 of the Rancho Cordova Municipal Code is hereby amended to read as follows:

"Smoke shop" means an establishment selling smoking, drug, and/or traditional or electronic tobacco paraphernalia or products where 15 percent or more of the total floor or shelf area is devoted to selling tobacco products (as defined in RCMC 4.07.030). Limited sales of tobacco products that commonly occur within convenience stores or service stations are not included in this definition. Smoking, as defined in RCMC 6.84.020(S), shall be prohibited within all smoke shops, unless the establishment has been formally permitted to operate a private smokers' lounge under applicable state and local laws, including the regulations in Section 23.919.100 of this code enacted by Rancho Cordova City Council Ordinance 1-2016 related to smokers' lounges, hookah bars, and e-cigarette lounges.

Section 7. Severability.

If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance, including the application of such part or provision to other persons or circumstances shall not be affected thereby and shall continue in full force and effect. To this end, provisions of this Ordinance are severable. The City Council of the City of Rancho Cordova hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase hereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases be held unconstitutional, invalid, or unenforceable.

Section 8. Effective Date and Duration.

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

ATTACHMENT 1

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
David M. Sander, Mayor

ATTEST:

_____
Mindy Cuppy, CMC, City Clerk

2587561.1

HOOKAH SMOKING

A Growing Threat to Public Health

Hookah (or waterpipe) smoking is gaining popularity nationwide, especially among urban youth, college students, and young professionals.[1, 2] Despite the growing popularity and increased adoption of state and local smokefree workplace laws, hookah bars remain largely unregulated. In addition, many hookah smokers consider the practice less harmful than smoking cigarettes.[3] This is troubling from a public health perspective since evidence shows that hookah smoking carries many of the same health risks and has been linked to many of the same diseases caused by cigarette smoking.[2] As the American Lung Association and its public health partners continue to move forward to protect workers and patrons from the harmful effects of secondhand smoke, it is vital that we address the health risks hookah use poses to youth and young adults, and close the loopholes in smokefree workplace laws that often exempt hookah bars.

Originating in ancient Persia and India, hookah smoking is a highly social activity during which users smoke tobacco filtered through a waterpipe that is often shared by the group.[4] Hookah tobacco often contains flavors, including candy and fruit flavors such as orange, white grape or chocolate mint, which help mask the harshness of smoking.[5] Hookah smoking is most common in the United States among young adults ages 18 to 24; however, some studies suggest significant use among middle and high school students.[6] Hookah smoking may serve as a bridge to other forms of tobacco use and is falsely perceived as less harmful than cigarette smoking.[7]

Hookah smoking has increased with the growth of retail establishments that rent waterpipes and sell the flavored tobacco mixtures. Laws and regulations governing the use of hookahs in public places vary from state to state and sometimes from community to community. In many communities, hookah bars and cafes are exempt from smokefree air laws. Given the well-documented dangers of tobacco smoke, stringent policies to limit hookah smoking–especially among youth–are needed to halt this emerging public health threat.



WHAT IS A HOOKAH AND HOW IS IT USED?

A hookah is a waterpipe used to pass charcoal heated air through a tobacco mixture and ultimately through a water-filled chamber. The charcoal or burning embers are placed on top of a perforated aluminum foil and the tobacco mixture is placed below. The user inhales the water filtered smoke through a tube and mouthpiece. The water lowers the temperature of the smoke. Hookahs are often shared by several users in a smoking session. The tobacco mixtures used in the hookahs are called shisha, boory, narghile, goza, arghileh, or hubble bubble. They vary in composition, with some having flavorings and additives that can reduce the nicotine content.

PREVALENCE AND RISK FACTORS

What We Know

Most national and state surveys of tobacco use do not track hookah smoking. As a result, the public health community must rely primarily on research conducted with college students and a limited number of state-based surveys to ascertain the extent of hookah use in the U.S. Despite these limitations, a troubling picture of this trend is emerging. Estimates of hookah use among college students over the past month and lifetime range from 9.5 percent to 20.4 percent and 41 percent to 48 percent, respectively.[5, 8] In a sample of users from Memphis, Tennessee and Richmond, Virginia, researchers reported most users were younger than 26 years of age, male, and college graduates or students. Greater frequency of use was found among people who owned a waterpipe, shared hookahs with more than one other person, and were younger when they first used a hookah.[2]

In a recent national survey of 12th graders, 17 percent reported smoking a hookah within the past year.[9] A survey of Arizona high school and middle school students found 10.3 percent and 2.1 percent reported having smoked a hookah, respectively.[10] Data from the Florida Youth Tobacco survey indicate that 11 percent of high school students and four percent of middle school students reported using hookahs.[6] Cigarette use and hookah use were found to be associated with each other, but it is unclear whether cigarette smoking leads to hookah smoking, vice versa, or an unknown third factor affects both.[6] Middle school and high school students who viewed cigarettes as helpful in relieving stress and in social situations were more likely to report hookah use.[6] Evidence also suggests 18 to 24 year olds who smoke cigarettes and marijuana, consume alcohol, or use other illicit drugs have higher rates of hookah use.[8]

FAR FROM SAFE

Why Hookah Use Needs Greater Attention

Hookah use carries many of the same health risks as cigarette smoking.

Hookah smoking appears to be associated with lung cancer, respiratory disease, and low birth weight in babies.[11] Changes measured in the amount of air moved in and out of the lungs when smokers breathe suggest that cigarette smoking and hookah smoking have similar effects on a person's breathing.[12, 13] The combination of charcoal and tobacco is unique to hookah smoking and the charcoal has its own set of health effects in addition to the health effects associated with tobacco use.[14, 12] Additionally, the use of shared mouthpieces during smoking sessions can spread infectious diseases such as tuberculosis, herpes, influenza, and hepatitis.[14]

Hookah smokers may be exposed to more nicotine than cigarette smokers.

Many users think hookah smoking is less addictive and exposes them to less nicotine than cigarette smoking.[2, 15] As research on the health effects of waterpipe smoking increases, studies suggest hookah smokers may inhale larger amounts of smoke than cigarette smokers during a single smoking session.[7, 11] Hookah smoking sessions are generally longer (1/2 hour or more) which results in considerably greater nicotine exposure.[16, 5] In one study that pooled results from other similar studies looking at cotinine (a by-product of nicotine in urine and blood), researchers estimated daily waterpipe use to be equivalent to smoking 10 cigarettes a day.[16] When smoking a hookah, very little nicotine is filtered out when the smoke passes through the water in the pipe, with less than a five percent decrease observed.[16]

Increased availability and flavored tobacco make hookah use attractive, especially to youth and young adults.

A recent review of the global waterpipe smoking trend suggests hookah use may "represent the second global tobacco epidemic since the cigarette."[7] Hookahs are often smoked in private homes. Becoming increasingly common is patrons renting hookahs and purchasing flavored tobacco in public places such as bars, cafes, and lounges.[5, 2, 6] Two-thirds of states have hookah bars and cafes.[12] Many of these establishments are located near college campuses and students can purchase pipes and accessories online.[5,2,6] Additionally, some hookah establishments can cater to youth under the age of 21 as long as alcohol is not served.

continued on next page ➡

FAR FROM SAFE

Why Hookah Use Needs Greater Attention *(continued)*

Youth and young adults perceive hookah use as less dangerous than smoking cigarettes.

The increasing popularity of hookah smoking is in part driven by the social context in which use occurs (e.g., among friends in popular social settings), the attractive flavors used in the tobacco mixtures and the perception that it is safer and less irritating than cigarette smoking.[2, 12, 14] *The American Journal of Public Health* recently published findings from the California Tobacco Study that showed a 40 percent increase in hookah smoking among California adults between 2005 and 2008, much of this use in young, college educated adults.[17] Surveys of youth and young adults reveal that this population believes they will experience fewer health effects from hookah smoking than from cigarette smoking.[2, 12] In a survey of attitudes among hookah smokers in Richmond and Memphis the majority of smokers believed that their risk of addiction is less, and reported that they could quit at any time.[2] Most reported that if they switched from cigarettes to hookahs it would reduce their health risks from tobacco.[2] Researchers also report that hookah smoke may be less irritating to smokers, presumably because the smoke is filtered through water before inhalation occurs.[7]

Regulatory environment is murky and varies from state to state.

Despite widespread adoption of smokefree workplace legislation in many states and localities, tobacco stores and hookah bars continue to operate. They are often exempted from the requirements that prohibit smoking in public places because they sell tobacco and are classified primarily as tobacco retail establishments. The retail exemption has sometimes been interpreted to mean that patrons can sample the tobacco products they purchase on site.[18] Some establishments qualify for exemptions because they do not serve alcohol on the premises.[18] The definition of smoking can also be an impediment to effective regulation and enforcement, because water pipe smoking is not consistently defined as smoking across jurisdictions.[18, 20]

With the exception of menthol cigarettes, the U.S. Food and Drug Administration (FDA) prohibits the sale of cigarettes with "characterizing flavors" but does not regulate other flavored tobacco products such as those used in waterpipes. The FDA is currently examining options for regulating these products, which, according to a fact sheet posted on FDA's website, the agency considers unsafe and harmful.[19]

REGULATING HOOKAH USE

What Some States and Local Governments Are Doing

In some states, bars and lounges that derive a portion of their income from the sale of non-cigarette tobacco products are exempt from smokefree workplace legislation that prohibits smoking in indoor public places.[20] New Jersey exempts bars and restaurants from their smokefree air ordinance if more than 15 percent of income is from sale of these products and in New York, a similar exemption applies if more than 10 percent of the income is derived from such sales.[18] Michigan's 2010 'Smoke Free Air Law' prohibits hookah smoking unless an exemption as a tobacco specialty store is obtained, and as a tobacco specialty store they can't have any type of liquor, food or restaurant license. North Carolina limits hookah smoking to establishments that do not serve food or alcohol.[21] Boston and Maine have ended their indoor-smoking exemptions that previously allowed customers at hookah bars to smoke indoors.[1]

San Francisco recently applied California's state law prohibiting smoking inside enclosed workplaces to hookah establishments, prohibiting the serving of food or alcohol in those establishments and requiring that they be owner-occupied and located in commercial buildings.[22] This local interpretation was necessary because the California state law does not explicitly reference hookah bars and lounges.[21] Some communities in California seem to be interpreting state law differently, however, with Sacramento permitting indoor hookah smoking in family-owned establishments.[21]

POLICY RECOMMENDATIONS

A broad range of strategies are needed to reverse the accelerating trend of hookah use in the United States. To accomplish this objective, the American Lung Association recommends the following:

1 **Close loopholes in state and local laws that exempt hookah bars.** States with smokefree workplace laws often include specific exemptions that enable hookah establishments to continue to allow smoking. In some states and local jurisdictions, hookah bars can qualify as tobacco retail stores, tobacco/cigar bars, private clubs, or owner-operated businesses. Exemptions for hookah bars should be closed in existing laws when possible and not included in new smokefree workplace laws.

2 **Close loopholes in laws/regulations by clearly defining smoking to include waterpipes.** State laws should clearly include waterpipes in their definitions of smoking. This loophole has been used to exempt hookah bars from laws prohibiting smoking in public places and workplaces in some states.

3 **FDA should assert authority over tobacco used in hookahs.** The U.S. Food and Drug Administration should assert authority over the manufacturing and marketing of tobacco used in waterpipes, and apply regulations to these products as needed to protect public health.

4 **Prohibit flavorings in hookah tobacco.** Federal, state or local laws/regulations should be used to eliminate flavorings in hookah tobacco. Flavorings are one of the factors associated with increasing use in youth and young adults. Prohibiting flavors is likely to lessen the appeal of hookah smoking.

5 **Include questions in national surveys to provide data on hookah use to the public health community.** National surveys such as the Behavioral Risk Factor Surveillance Survey (BRFSS) and the Youth Risk Behavior Survey (YRBS) should include questions about hookah smoking so that better estimates of national incidence and prevalence will be available for policymakers and public health professionals.

6 **Implement and enforce laws prohibiting the sale of hookah tobacco and its smoking paraphernalia to minors.** The varying definitions of smoking in some jurisdictions allow minors to be admitted to establishments where hookahs are used and/or where paraphernalia is sold. Closing these loopholes will help prevent minors from purchasing hookah tobacco or its paraphernalia.

7 **Use licensure requirements or zoning rules to regulate hookah establishments.** License and zoning requirements for the sale of tobacco, alcohol or food, hours of operation, age of patrons, and live music or belly dancing can be tools to restrict hookahs bars and lounges. Some jurisdictions prohibit tobacco use and the sale of food and alcohol on the premises. Zoning regulations could prohibit hookah bars and lounges near college campuses.

In addition to the policy recommendations outlined above, alternate measures to discourage hookah use should also be considered. Prohibiting advertising in college newspapers or websites can help to discourage college students from frequenting hookah establishments. Additionally, public awareness campaigns that highlight the health effects of hookahs and counter the myths about reduced harm (compared to cigarette smoking) could help build public support for more effective regulations.

Conclusions A comprehensive approach to limiting access to hookah use is critical to averting a potentially deadly trend. Hookah smoking is a growing public health threat that may lead to a resurgence in tobacco use among vulnerable populations. Both the American Lung Association and the World Health Organization recommend that laws or regulations prohibiting cigarette or other tobacco use in public places apply to hookah smoking.[18] Efforts should be made to restrict hookah use, especially among teens and young adults.

RESOURCES

American Academy of Pediatrics Julius P. Richmond Center of Excellence
www.aap.org/richmondcenter/RCEwebinars.html#webinar2

American Cancer Society
www.njgasp.org/ACS_Hookah_Factsheet.pdf

Americans for Nonsmokers' Rights
www.no-smoke.org/goingsmokefree.php?id=581

American Lung Association State Legislated Actions on Tobacco Issues
http://slati.lung.org

Tobacco Free U.org (The Bacchus Network)
www.tobaccofreeu.org/pdf/HookahWhitePaper.pdf

Tobacco Control Network
www.ttac.org/tcn/peers/other/08.12.10.html

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Hookahs

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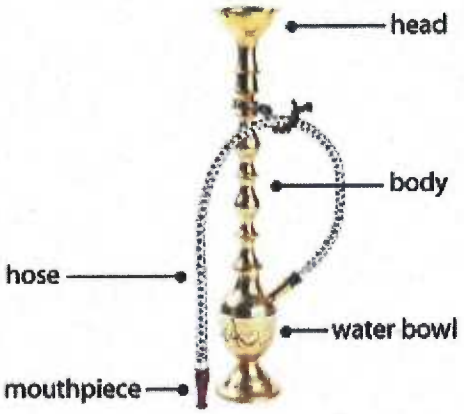
www.BeTobaccoFree.gov

- ABOUT TOBACCO
- HEALTH EFFECTS
- QUIT NOW
- DON'T START
- SAY IT - SHARE IT

GET THIS WIDGET

Overview

- **Hookahs** are water pipes that are used to smoke specially made tobacco that comes in different flavors, such as apple, mint, cherry, chocolate, coconut, licorice, cappuccino, and watermelon.[1,2]
- Although many users think it is less harmful, hookah smoking has many of the same health risks as cigarette smoking.[1,2]
- Hookah is also called *narghile, argileh, shisha, hubble-bubble*, and *goza*.[1,2]
- Hookahs vary in size, shape, and style.[2]
- A typical modern hookah has a head (with holes in the bottom), a metal body, a water bowl, and a flexible hose with a mouthpiece.[3,4]
- Hookah smoking is typically done in groups, with the same mouthpiece passed from person to person.[1,2,3,4]



Tobacco users should quit all tobacco products to reduce health risks.

Hookah smoking is NOT a safe alternative to smoking cigarettes.[1]

Hookah Use

- Hookah use began centuries ago in ancient Persia and India.[1,2,3,4]
- Today, hookah cafés are gaining in popularity around the world, including Britain, France, Russia, the Middle East, and the United States.[1]
- Hookah use by youth[1,2,3] and college students is increasing.[5]
- In 2010, the Monitoring the Future survey found that among high school seniors in the United States, about 1 in 5 boys (17%) and 1 in 6 girls (15%) had used a hookah in the past year.[5]
- Other small studies of young adults have found high prevalence of hookah use among college students in the United States. These studies show past-year use ranging from 22% to 40%.[5]
- New forms of electronic hookah smoking, including steam stones and hookah pens, have been introduced.
  - These products are battery powered and turn liquid containing nicotine, flavorings, and other chemicals into a vapor, which is inhaled.[6]
  - Very little information is currently available on the health risks of electronic tobacco products.[6]

Health Effects

Using a hookah to smoke tobacco poses serious health risks to smokers and others exposed to the smoke from the hookah.

Hookah Smoke and Cancer

- The charcoal used to heat the tobacco can raise health risks by producing high levels of carbon monoxide, metals, and cancer-causing chemicals.[1,4]
- Even after it has passed through water, the smoke from a hookah has high levels of these toxic agents.[4]
- Hookah tobacco and smoke contain several toxic agents known to cause lung, bladder, and oral cancers.[1,4]
- Tobacco juices from hookahs irritate the mouth and increase the risk of developing oral cancers.[4,7]

Other Health Effects of Hookah Smoke

- Hookah tobacco and smoke contain many toxic agents that can cause clogged arteries and heart disease.[1,4]
- Infections may be passed to other smokers by sharing a hookah.[2]
- Babies born to women who smoked water pipes every day while pregnant weigh less at birth (at least 3½ ounces less) than babies born to nonsmokers.[5,8]
- Babies born to hookah smokers are also at increased risk for respiratory diseases.[8]

Hookah Smoking Compared With Cigarette Smoking

- While many hookah smokers may think this practice is less harmful than smoking cigarettes, hookah smoking has many of the same health risks as cigarette smoking.[1,2]
  - Water pipe smoking delivers nicotine—the same highly addictive drug found in other tobacco products.[2]
  - The tobacco in hookahs is exposed to high heat from burning charcoal, and the smoke is at least as toxic as cigarette smoke.[1,2]
- Because of the way a hookah is used, smokers may absorb more of the toxic substances also found in cigarette smoke than cigarette smokers do.[1,2]
  - An hour-long hookah smoking session involves 200 puffs, while smoking an average cigarette involves 20 puffs.[1,2]

- The amount of smoke inhaled during a typical hookah session is about 90,000 milliliters (ml), compared with 500–600 ml inhaled when smoking a cigarette.[4]

- Hookah smokers may be at risk for some of the same diseases as cigarette smokers. These include:[3,4]
  - Oral cancer
  - Lung cancer
  - Stomach cancer
  - Cancer of the esophagus
  - Reduced lung function
  - Decreased fertility

Hookahs and Secondhand Smoke

- Secondhand smoke from hookahs can be a health risk for nonsmokers. It contains smoke from the tobacco as well as smoke from the heat source (e.g., charcoal) used in the hookah.[1,5,9]

Nontobacco Hookah Products

- Some sweetened and flavored nontobacco products are sold for use in hookahs.[10]
- Labels and ads for these products often claim that users can enjoy the same taste without the harmful effects of tobacco.[10]
- Studies of tobacco-based shisha and "herbal" shisha show that smoke from both preparations contain carbon monoxide and other toxic agents known to increase the risks for smoking-related cancers, heart disease, and lung disease.[10,11]

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For Further Information

Centers for Disease Control and Prevention
National Center for Chronic Disease Prevention and Health Promotion
Office on Smoking and Health
E-mail: tobaccoinfo@cdc.gov (mailto:tobaccoinfo@cdc.gov)
Phone: 1-800-CDC-INFO

Media Inquiries: Contact CDC's Office on Smoking and Health press line at 770-488-5493.

Fact Sheets

Adult Data	Fast Facts
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Economics	Secondhand Smoke
Smokeless Tobacco	
Tobacco Industry and Products	
Youth and Young Adult Data	

Campaigns and Multimedia